

Land to the south of Maddoxford Lane,
Boorley Green

Planning Statement

Bloor Homes Limited
March 2026

tor
&co

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1.0 Introduction

Overview

- 1.1 This Planning Statement ('Statement') has been prepared by tor&co on behalf of Bloor Homes Limited (the 'Applicant') in support of a residential development at Land to the south of Maddoxford Lane, Boorley Green (the 'Site').
- 1.2 The application is made for outline permission with all matters reserved, except for the main point of access. The Site falls within the Local Planning Authority (LPA) area of Eastleigh Borough Council (EBC).
- 1.3 The formal description of development is as follows:

"Outline planning application with all matter reserved (except the main points of access) for the demolition of a residential dwelling (Use Class C3), removal of a mobile home, and demolition of existing buildings associated with a motor vehicle storage and motor vehicle body parts and scrap material business and the construction of up to 280 dwellings (Use Class C3), including affordable dwellings, and associated provision of informal and formal public open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure works."
- 1.4 The Site is a sustainable location for development, with part of the application site is allocated for residential development in the Eastleigh Local Plan (Policy BO1 - Land south of Maddoxford Lane and east of Crow's Nest Lane). The remainder is currently designated as countryside.
- 1.5 This proposal represents a significant milestone in the promotion of the Site, and an important positive step towards its development. It supports the Government's objective to significantly boosting the national housing supply, within an area where supply is currently limited and delivery has fallen below the level of housing needed. The Council faces a significant housing challenge. Based on its own evidence, it is not currently able to demonstrate a 5 Year Housing Land Supply (5YHLS). This means that there is a presumption in favour of granting planning permission for sustainable residential developments, subject to various material considerations as explained throughout this Statement.
- 1.6 Bloor Homes has an extensive history of providing high-quality, sustainable developments along the South coast, as well as across England, and is committed to the continued delivery of development at Boorley Green.
- 1.7 The application is the result of extensive positive engagement with EBC and Hampshire County Council (HCC) during the pre-application process, confirming the suitability of the site to meet housing need. The pre-application engagement with stakeholders has informed the design of a high-quality scheme on the Site which contributes to the Council's housing and local infrastructure needs.
- 1.8 As well as open market housing, 35% of the 280 homes proposed will be affordable, a substantial contribution towards increasing housing supply within Eastleigh. Furthermore, the scheme deliver significant public benefits including

new areas of public open space, active travel improvements, ecological enhancements (including benefits to nature sites through the removal of the car breakers yard), and will support local services and facilities adjacent to the site.

- 1.9 This Statement will demonstrate that the development as proposed will deliver meaningful and constructive benefits such that planning permission should be granted.
- 1.10 The other documents submitted in support of the application explain the design rationale and how technical matters have been assessed and will be mitigated within the development. They include:

Items submitted for approval

Document / Plan	Prepared by
Design and Access Statement (February 2026)	Thrive Architects
Site Location Plan (plan ref: LP.01 Rev A)	Thrive Architects
Existing Buildings Location Plan (plan ref: EB.LP.01 Rev A)	Thrive Architects
Land Use and Access Plan (plan ref: LUOSIP.01 Rev A)	Thrive Architects
Proposed Site Access (plan ref: 2501890_A-ACE-XX-XX-DR-C-0101 Rev G) (NB: also within Transport Assessment)	Ardent Consulting Engineers

Other documents submitted in support

Document / Plan	Prepared by
Planning Statement	Thrive Architects
Air Quality Assessment (doc ref: 2501890_A-ACE-XX-00-RP-C-0801_B)	Ardent Consulting Engineers
Arboricultural Impact Assessment (doc ref: MB250305-02 Rev E)	Arbor-Eco Consultancy

Bird Hazard Management Plan (doc ref: 31/25-3B)	Ecological Planning & Research Ltd
BNG Statutory Metric	Ecological Planning & Research Ltd
Ecological Impact Assessment (doc ref: 31/25-1C)	Ecological Planning & Research Ltd
Energy Strategy	Briary Energy
Information for Habitats Regulations Assessment (doc ref: 31/25-2C)	Ecological Planning & Research Ltd
Flood Risk Assessment and Drainage Statement (doc ref: 2501890_A-ACE-XX-XX-RP-C-0301)	Ardent Consulting Engineers
Ground Investigation Report – Land to the south of Maddoxford Lane (doc ref: GE17077-GIR-JUN-18)	Geo-Environmental
Ground Investigation Report – Holly Tree Farm (doc ref: GE23094/GIR/OCT25)	Geo-Environmental
Heritage and Archaeological Impact Assessment (doc ref: 1732)	Foundations Heritage
Landscape Strategy (illustrative) (within Design and Access Statement)	Thrive Architects
Landscape and Visual Appraisal	FPCR Environment & Design
Mineral Safeguarding Assessment (doc ref: GE23094/MSA/NOV25)	Geo-Environmental
Noise Assessment (doc ref: 28B1.RP.01.02)	Suono

Nutrient Calculator – River Itchen SAC	Ecological Planning & Research Ltd
Statement of Community Involvement	tor&co
Transport Assessment (doc ref: 2501890_A-ACE-XX-XX-RP-C-0102)	Ardent Consulting Engineers
Travel Plan (doc ref: 2501890_A-ACE-XX-XX-RP-C-0103)	Ardent Consulting Engineers

1.11 The remainder of this Statement is structured as follows:

- Section 2 provides a background to the application and the Site;
- Section 3 sets out pre-application engagement and consultation;
- Section 4 sets out the details of the proposed development;
- Section 5 provides the planning context;
- Section 6 provides the planning assessment, including the principle of development technical considerations;
- Section 7 provides details of draft heads of terms;
- Section 8 sets out the overall planning balance; and
- Section 9 concludes the report.

2.0 The Site and Context

Application Site Details

- 2.1 The Site extends to approximately 14.31 hectares (34.6 acres) and is identified below at Figure 2.1.



Figure 2.1: Site Location Plan

- 2.2 The Site predominantly consists of agricultural land, though also contains an existing residential dwelling and mobile home, as well as a commercial property consisting of a car breakers business with outdoor vehicle storage and scrap yard, to the north-east. These areas constitute previously developed land. The application boundary also includes land required for any highways and access works.
- 2.3 The Site lies immediately east of the settlement of Boorley Green, north of Botley and north of the Southampton to Fareham railway line. It lies adjacent to recent development constructed and currently being constructed at Boorley Park (to the north/north-west) and Oak Ridge Farm (to the west). The Site is accessible from a variety of transport modes with a range of key services and facilities within 8 minutes walk of the Site, including a primary school, community centre and sport pitches.
- 2.4 The Site is well contained and separated from the wider countryside, with existing trees and vegetation spread along the River Hamble to the east. The land to the north east consists of Maddoxford Farm and Westfield (a residential property). These and existing uses in the application boundary form existing development beyond the settlement.
- 2.5 Agricultural land, including the Daisy Meadow Dairy border to the south of the Site, with the railway line adjacent to this.

- 2.6 An existing Public Right of Way (PRoW), known as 'Botley Footpath 3', intersects the Site from north to south.

Surrounding area

- 2.7 The Site is close to the existing public transport network, with the nearest bus stop being within 350m and providing a service to and from Southampton and Eastleigh via Boorley Park and Botley. The nearest railway station at Botley is 1.9km and can be reached by cycle, bus or car.
- 2.8 There are various local facilities, including a community centre, sports pavilion and a primary school (9 minute walk, 2 minute cycle) and the recently opened Deer Park Secondary School (27 minute walk, 7 minute cycle).
- 2.9 The Site is well connected to Hedge End, Eastleigh and Southampton by the existing bus network and by rail to destinations further afield including Portsmouth, Winchester and London.

Planning considerations

- 2.10 Part of the application boundary is designated for residential development of “*at least 30 dwellings*” within the current Local Plan as Policy BO1 (Land south of Maddoxford Lane and east of Crow’s Nest Lane) – as shown below at Figure 2.2. The remainder of the Site is located in the countryside.

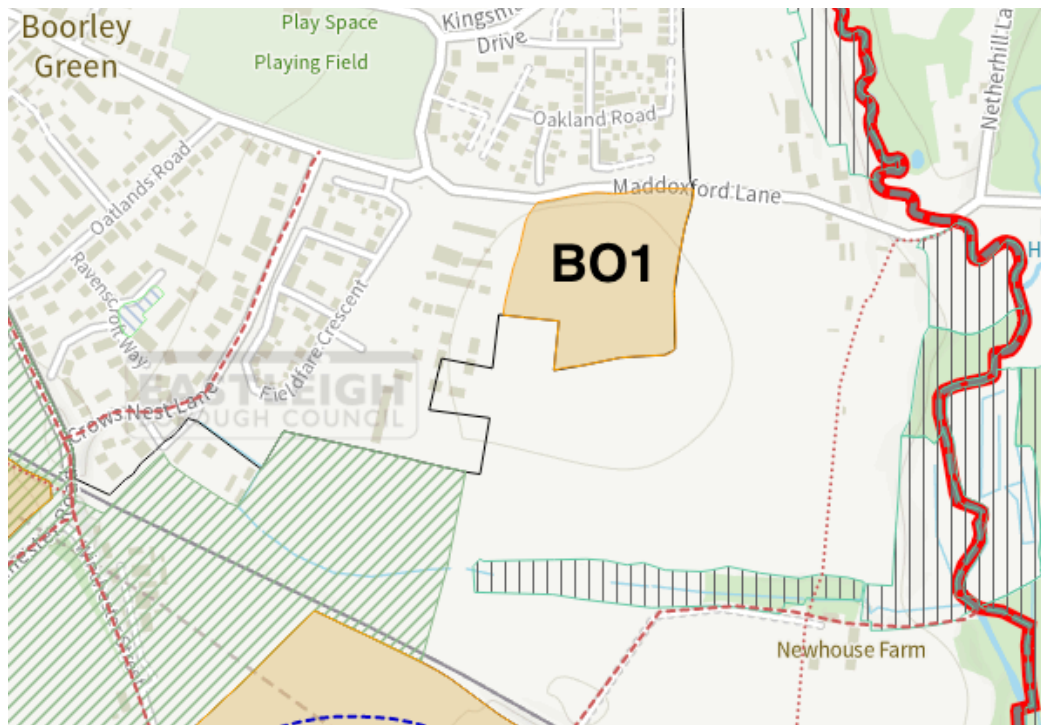


Figure 2.2: BO1 Housing Allocation

- 2.11 To the east and south, there are several areas designated as Sites of Importance for Nature Conservation (SINC) surrounding the route of Ford Lake and the River Hamble. This includes two within the application site: Holly Tree Farm Wood and Holly Tree Farm Meadow.

- 2.12 The Site is not within a Conservation Area. It has no locally or statutory listed buildings, though there are nearby designated and locally listed heritage assets.
- 2.13 The majority of the Site is in Flood Zone 1, although eastern areas close to the River Hamble contain areas within Flood Zones 2 and 3, as according to the Environment Agency's Flood Risk Map. No residential development is proposed in these zones.

Planning History

- 2.14 In November 2020, a full application (EBC ref: F/19/85178) was refused for 92 dwellings on northern fields of the Site (Eastleigh Borough Council reference: F/19/85178). The application was refused principally due to lack of housing need in the area, and an inadequate design at the time.
- 2.15 An appeal was lodged against this decision to the Planning Inspectorate (APP/W1715/W/20/3625838), which was dismissed in August 2021 on the following basis:
- Proposal conflicts with Policy 1.CO (permission outside urban edge) and Policy 59.BE (design criteria) of the Local Plan (2001-2011 version)
 - Proposal conflicts with *“strategy for the location of new development, would harm the character and appearance of the countryside, and would to a limited extent result in an unsatisfactory design and layout”*.
 - Although the former development plan was outdated, that the emerging plan allocated significant volumes of land for residential use, and that: *“the Council is able to demonstrate a housing land supply in excess of 5 years and has a healthy housing delivery rate of 131%”*, giving weight to the outdated, but still applicable policies.
- 2.16 In addition, a separate outline application for up to 221 dwellings (EBC ref: O/22/92771) was refused in October 2022. This was following the adoption of the Local Plan, through which the Council could demonstrate a 5YHLS of 5.1 years at the time of the decision.
- 2.17 Since these decisions, circumstances have changed in regard to the housing need and the change to the local character with the delivery of the neighbouring developments, as explained in more detail in this Statement.

3.0 Pre-application engagement and consultation

Council engagement and pre-application advice

- 3.1 In preparing this planning application, the Applicant has engaged positively with EBC and HCC officers in relation to the development of the Site.

Eastleigh Borough Council

- 3.2 In the Summer of 2025, the Applicant undertook specific pre-application engagement with the Council, including in relation to the principle of development and transport impacts, as well as key consultees in respect of ecology and trees. Full written pre-application advice was received in October 2025, which has helped shape and form the application proposals.

- 3.3 There was a positive response from EBC in response to this request, which concluded that the Site is:

“located next to the urban edge and is in a sustainable location. It is therefore considered that a high-quality development with appropriate pedestrian and cycle links through to the existing housing area and policy compliant affordable housing could meet the requirements of NPPF paragraph 11d.ii.”

Hampshire County Council

- 3.4 Engagement was undertaken with HCC in their capacity as Lead Local Flood Authority and Highway Authority in regard to highways, access and drainage proposals.
- 3.5 Discussions with the LLFA, confirmed details of the discharge rate that would be required and the approach to surface water drainage. Further detail is provided in the Flood Risk Assessment and Drainage Statement.
- 3.6 The Highway Authority confirmed agreement to the approach regarding access to the Site, the aim of the Travel Plan to encourage walking and cycling, gave advice regarding internal road layouts and agreed the methodology for the Transport Assessment. Again, further detail regarding the pre-application discussion is provided in the Transport Assessment.

Community Engagement

- 3.7 Community engagement was conducted as a part of this application, including an online public consultation, open between 8 September 2025 and 24 September 2025. The consultation received 11 responses, with 9 of these in support of the proposal, following the distribution of a newsletter to 415 addresses nearby.
- 3.8 In addition, at an early stage in the preparation of the plan Bloor Homes and their representative met with Councillor Kinloch. Further to the launch of the public consultation Bloor Homes also met with Botley Parish Council to discuss and explain the proposed development to Parish Councillors and members of the public present in September 2023.

- 3.9 Bloor Homes and their team also attend the Hedge End, West End and Botley Local Area meeting on the 3 November 2025 to explain the proposals and respond to questions.
- 3.10 The application is accompanied by a Statement of Community Involvement – which includes details and an analysis of the responses received. The process of pre-application engagement both with EBC, and with the wider community has informed the approach, and evolution of the scheme, and technical work submitted in support of the application.

4.0 The Proposals

4.1 The description of development is as follows:

"Outline planning application with all matter reserved (except the main points of access) for the demolition of a residential dwelling (Use Class C3), removal of a mobile home, and demolition of existing buildings associated with a motor vehicle storage and motor vehicle body parts and scrap material business and the construction of up to 280 dwellings (Use Class C3), including affordable dwellings, and associated provision of informal and formal public open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure works."

4.2 The application is made in outline, with all matters reserved for future consideration – except the main points of access. All other matters regarding internal access/movement, layout, appearance, scale and landscaping are reserved for further consideration.

4.3 Further details of the development including the design rationale is provided in the Design and Access Statement, however, a summary is provided below.

Land Use and Access Plan (including Main Points of Access)

4.4 A key driver of the proposals is to provide an enhanced boundary between the rural Hampshire setting and the built-up nature now seen in the Boorley Green area. The development would therefore act as a robust extension to the neighbourhood, which would link with the newly built residential areas, as well as creating a robust boundary to the countryside.

4.5 The Land Use and Access Plan shows how residential blocks have been carefully formed by retention and creation of green corridors which generate spacious blocks for housing throughout. The area reserved for residential development and associated infrastructure would not extend beyond the existing extent of PDL, other than SuDS infrastructure.

4.6 The Land Use and Access Plan submitted for approval demonstrates the locations of the developable areas for housing, as well as locations of public open space and retention of existing trees and hedegrows.

4.7 As noted above, full details regarding the main points of access for pedestrians/cyclists and vehicles onto Maddoxford Lane, as well as the proposed introduction of a new footpath, are submitted for the Council's approval. The main vehicular access will be provided from the northern Site boundary. There will be changes to the existing hedgerow to accommodate a suitable visibility splay for pedestrians and cyclists. Further detail regarding the access is contained within the drawings provided by Ardent Consulting Engineers in the Transport Assessment.

4.8 The quantum of development sought can be comfortably accommodated within these parameters, as demonstrated through illustrative plans within the Design and Access Statement.

Housing Statement (including Affordable Housing)

- 4.9 The application seeks approval for up to 280 dwellings, of which 35% will be affordable homes – a policy compliant level in accordance with Policy DM28.
- 4.10 Full details of the housing mix and tenures of the proposed housing, as well as the distribution of affordable housing and detailed requirements of Policy DM28 and Policy DM29 will be submitted at Reserved Matters stage – following discussions with Housing Officers and EBC to ensure the most up-to-date assessment of housing need is accommodated.

Design, Layout, Movement and Scale

- 4.11 Beyond the points of access for approval at this outline stage, the DAS considers how a network of movement can be created within the Site for all users at Reserved Matters stage. The Land Use and Access Plan indicatively shows the primary vehicular route in a centralised loop. From here, a network of on-road pedestrian footpaths complemented with off-road footpaths and through open space corridors could be delivered.
- 4.12 As part of the proposals, the SINC's will be protected and enhanced. Boundary treatments will be proposed to block off access to the SINC's to allow it serve their primary ecological function. The existing 'Boorley Footpath 3' PRoW is a significant boundary feature towards the east of the Site, which will be protected and maintained.
- 4.13 The proposals have also taken into account the build easements which apply to both the Esso oil pipeline, which tracks the northern boundary of the Site and the gas pipeline travelling north to south through the Site adjacent to the western boundary.
- 4.14 The Land Use and Access Plan shows an indicative location for a Local Equipped Area of Play (LEAP) in the centre of the Site is shown, with a backdrop facing towards the River Hamble. Other potential interventions, including natural play space, are shown within the illustrative landscape design and green infrastructure proposals within the DAS.
- 4.15 The design and materials of the proposed residential buildings, including density and height, are to be confirmed at Reserved Matters stage, although all buildings will be designed to complement the existing urban form, while concurrently advancing sustainable development. The DAS submitted with the planning application sets out indicatively how this could be achieved.
- 4.16 Both a combination of on-plot and off-plot parking will be provided on the Site to allow for sufficient parking, with visitor parking also being located in strategic positions within the development. All parking will be designed to reduce the potential for crime and anti-social behaviour.

Landscaping and Ecology

- 4.17 As introduced above, a key consideration for the proposals has been its existing landscape and ecological components – particularly the SINC's found in the east of the Site, as well existing hedgerows, mature trees and existing habitats. The proposals have accordingly been informed by a landscape-led design which

retains existing rees, hedgerows and planting where possible, whilst providing a framework to promote mitigation and ecological gains through landscape design.

- 4.18 The existing hedgerows through the Site can be improved and expanded to cover more of the existing boundary treatments than is currently on Site, as part of splitting the development into smaller, connected residential blocks, well screened within and from outside of the Site. While hedgerow is proposed to be removed to provide for the internal access loop road and the primary access and visibility splays, as well the new cycle and pedestrian path, new planting will be provided along Maddoxford Lane. An appropriate buffer of 15m to existing, identified veteran trees is achieved.
- 4.19 The proposals will deliver various improvements while mitigating against the risks of the proposal – including exceeding the statutory minimum of 10% Biodiversity Net Gain (BNG) through maximising on-site delivery with some off-site delivery in terms of watercourse units.

Sustainability (SuDS, Energy, Water Consumption)

- 4.20 In accordance with Policy DM2 and DM3 of the Local Plan, a Concept Drainage Strategy is included within the proposals which proposes the strategic location of SuDS basins throughout the development to not only adequately drain the development, but act as buffers towards the countryside, protect the existing drainage network and improve visual amenity.
- 4.21 Bloor Homes is committed delivering sustainable homes, and will demonstrate compliance with other requirements of Policy DM2 and DM3 – including a predicted water mains consumption of no more than 110 litres/person/day – at Reserved Matters stage. An Energy Strategy demonstrates that target improvements above predicted carbon emissions can be achieved.

Public Art Statement

- 1.12 In accordance with EBC's Planning Obligations SPD, the Applicant is aware of potential obligations in relation to public art. It is considered this could be appropriately dealt with via financial contributions in a S.106 Agreement.

5.0 Planning Policy Context

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that a planning application be considered against the adopted Development Plan, unless material considerations indicate otherwise.

Development Plan

- 5.2 The Development Plan (as relevant to the Site) consists of the Eastleigh Borough Local Plan 2016-2036 (adopted April 2022) and supporting Proposals Map.
- 5.3 The following adopted policies are most important and/or relevant to the determination of this outline application:

Strategic Policies

- Policy S1 (Delivering sustainable development)
- Policy S2 (Approach to new development)
- Policy S3 (Location of new housing)
- Policy S5 (New development in the countryside)
- Policy S6 (Protection of settlement gaps)
- Policy S8 (Historic Environment)
- Policy S9 (Green infrastructure)
- Policy S10 (Community facilities)
- Policy S11 (Transport infrastructure)
- Policy S12 (Strategic footpath, cycleway and bridleway links)

Development Management Policies

- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)
- Policy DM3 (Adaptation to climate change)
- Policy DM4 (Zero or low carbon energy)
- Policy DM5 (Managing flood risk)
- Policy DM6 (Sustainable surface water management and watercourse management)
- Policy DM8 (Pollution)
- Policy DM9 (Public utilities and communications)
- Policy DM10 (Water and Waste Water)
- Policy DM11 (Nature conservation)
- Policy DM13 (General development criteria – transport)
- Policy DM14 (Parking)
- Policy DM23 (Residential development in urban areas)
- Policy DM24 (Creating a mix of housing)
- Policy DM28 (Delivering affordable housing)
- Policy DM32 (Protection of recreation and open space facilities)
- Policy DM33 (Provision of recreation and open space facilities with new development)
- Policy DM34 (New and enhanced recreation and open space facilities)
- Policy DM36 (Community, leisure and cultural facilities)

- Policy DM38 (Funding infrastructure)
- Policy BO1 (Land south of Maddoxford Lane and east of Crows Nest Lane)

Material Considerations

National Planning Policy Framework

- 5.4 The National Planning Policy Framework (NPPF), as published in December 2024 (updated February 2025) is a material consideration for decision-taking. While it does not change the statutory status of the Development Plan, the degree of consistency of the Local Plan policies with the NPPF will affect the degree of weight to be accorded to them.
- 5.5 Of particular relevance to this application, NPPF footnote 8 confirms that for applications involving housing, the most important policies will be out of date (and can therefore be attributed reduced weight) in situations where either the local planning authority cannot demonstrate a 5YHLS, or where the HDT falls below 75%. EBC cannot currently demonstrate a 5YHLS.
- 5.6 NPPF paragraph 11 d) ii confirms that, where policies most important for determining an application are out of date planning permission should be granted unless the site is either a protected area or asset of particular importance (as identified in NPPF footnote 7), or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits (known as the tilted planning balance), having particular regard to directing development to sustainable locations.
- 5.7 In short, and in accordance with paragraph 11(d) ii and footnote 8 of the NPPF, the most important policies for the determination of this application for housing are out of date and the 'tilted balance' is engaged. In these circumstances any conflict with development plan policies that seek to restrain the residential development of sustainably located, suitable, greenfield land should be given reduced weight.

Planning Practice Guidance

- 5.8 The Planning Practice Guidance (PPG) website was launched on 6 March 2014 and replaced and consolidated around 7,000 pages of planning guidance. PPG provides further detail and guidance on a wide range of technical issues to the provisions of the NPPF and should be read in conjunction with it. Relevant provisions have guided the preparation of this planning application.

Emerging Local Plan

- 5.9 The Council is currently in the process of reviewing their existing Local Plan. In December 2024, an Issues and Options Consultation Document was published. This document highlights the Site across multiple land parcels within the 'Call for Sites', with a development potential of approximately 320 dwellings which includes the overlapping Call for Sites submissions.
- 5.10 In February 2025, an updated Local Development Scheme (LDS) was adopted by the EBC, which shows the current review to take until November 2027 to reach

the Regulation 19 consultation plan stage, with anticipated adoption of the Local Plan Review being completed in May 2029.

- 5.11 In accordance with Paragraph 49 of the NPPF, due to the early stage of the emerging Local Plan, no weight can be attached to its contents. It is also clear, given the revised plan-production timetable that the current housing 5YHLS shortfall will only be resolved in the short-medium term through the development management process (grant of planning applications) rather than the plan-led process.

Botley Neighbourhood Plan

- 5.12 The Site lies within the administrative area of Botley Parish Council, upon which a Neighbourhood Area was designated.
- 5.13 The Parish Council had been preparing a Neighbourhood Plan, which had been submitted for Examination. However, this was withdrawn on 28th November 2025.
- 5.14 Accordingly, no weight is proscribed to its contents.

Supplementary Planning Documents

- 5.15 The following Supplementary Planning Documents (SPDs) would also be a material consideration in relation to the proposals:
- Affordable Housing SPD (adopted December 2023);
 - Parking Standards SPD (adopted September 2025);
 - Planning Obligations SPD (adopted July 2008);
 - Quality Places SPD (adopted November 2011); and
 - Trees and Development SPD (adopted April 2022).

6.0 Assessment

- 6.1 One of the Government's key priorities is to boost the supply of homes. To this end the NPPF was subject to fundamental changes in December 2024, following the Written Ministerial Statement in July 2024 that recognised we are in an acute housing crisis.
- 6.2 Clearly in this case, given the housing delivery and 5YHLS position, there is a demonstrable need for the housing development as proposed.
- 6.3 The below assessment addresses relevant policy at national and local levels, and assesses the proposal, concluding that:
- The development would be in a sustainable location; and
 - The development would deliver very substantial benefits, clearly outweighing any harm.
- 6.4 This Section continues to look at the technical work submitted with the application, to consider the Sites suitability for the development as proposed, and its compliance with relevant development management policies. Collectively, the work and supporting documentation submitted with the application confirms that there is compliance with such policies and that there are no technical obstacles to the development.

Demonstrable Need for Housing Development

- 6.5 The need for residential development, as required by NPPF para 155(b), is significant – demonstrated by the 5YHLS position and the worsening position in terms of affordability ratios.
- 6.6 The current 5YHLS position for the Borough published by EBC is 4.3 years, with a base date of 1st April 2024.¹ However, it is our view this figure is more likely in the region of 2.81 years due to concerns in regard to the delivery rates EBC has used and differing views on when schemes falling within category b) of the definition of deliverable (set out in the NPPF) will be brought forward. The result is a shortfall of 1,674 homes in the five year period.
- 6.7 In any event, EBC cannot currently demonstrate deliverable sites to generate a 5YHLS. The NPPF sets out a clear presumption in favour of sustainable development. It highlights the importance of significantly boosting the supply of housing, delivering a wide choice of homes and ensuring developments are located in sustainable locations with access to services.
- 6.8 The NPPF also requires local planning authorities to maintain a deliverable 5YHLS and to take a balanced, proportionate approach to decision-making approving development where the benefits clearly outweigh any identified harm.

¹ 'Calculation of Five-Year Housing Land Supply' Eastleigh Borough Council (November 2024)

Sustainable Location

- 6.9 Paragraph 11(d)(ii) of the NPPF specifically requires that development is directed to “sustainable locations”. Footnote 9 to this criterion specifically references paragraphs 110 and 115 of the NPPF in this regard.
- 6.10 Boorley Green is defined settlement of the Borough where development is expected to come forward within the plan period. Whilst currently classified as a lower-tier settlement, the Local Plan explicitly recognises that Boorley Green is undergoing significant planned growth which will materially alter its role and function within the Borough (paragraph 4.8).
- 6.11 The Local Plan actively promotes substantial residential growth at Boorley Green through strategic and large-scale allocations – as well as the allocation under Policy BO1 which forms part of the application site.
- 6.12 This planned growth strategy demonstrates the Council’s clear intention that Boorley Green should function as a sustainable and increasingly self-contained settlement, capable of meeting day-to-day needs locally and reducing reliance on higher-order centres.
- 6.13 In this context, the Site represents a logical and sustainable extension to the settlement, closely related to existing and committed development and well placed to integrate with the emerging infrastructure and services at Boorley Green.
- 6.14 Although the Site partially falls out of an existing settlement boundary, it is not isolated (as per the definition of Paragraph 84 of the NPPF) and constitutes previously developed land with existing and commercial use, as well as residential use towards the eastern part of the Site. Residential development is not proposed beyond the existing eastern-most commercial and residential uses. Part of the Site is allocated in the Local Plan. As confirmed by the pre-application engagement, it is agreed that the Site is within a sustainable location.
- 6.15 The Transport Assessment confirms that being an extension to Boorley Green and well-connected to local services, the Site would limit the need to travel via car and offers a genuine choice of transport modes. The proposed active travel improvements will further enhance opportunities to reduce car use. These are explored in the document. As such it would meet the requirements paragraphs 110 and 115 of the NPPF.

Affordable Housing

- 6.16 The proposed development would provide a substantial quantum (up to 280 homes) of open market and affordable housing, helping to address the acute housing need in EBC.
- 6.17 Policy DM28 (Delivering affordable housing) of the Local Plan states that the Council “will seek the maximum reasonable amount of affordable housing”, and “35% affordable housing will be required as a part of new housing developments”. The Affordable Housing SPD additional states that this 35% should be allocated across rented units (65%) and affordable housing market (35%).

- 6.18 The precise tenure mix will be considered in consultation with the Council's Housing Team, during determination of the application and in the context of up-to-date evidence of need. The affordable provision will be secured through a S.106 Agreement.
- 6.19 On this basis, the affordable housing provision complies with Policy DM28 of the Local Plan.

Design, Layout and Residential Amenity (including Open Space)

- 6.20 Policies DM1 (General criteria for new development) and DM2 (Landscape) require development to be of a high-quality design that responds positively to its context, respects local character and distinctiveness, integrates landscape and green infrastructure, and creates safe, accessible and attractive places for people to live. Policy DM33 (xx) These objectives align closely with national policy in Chapter 12 of the NPPF which places strong emphasis on achieving well-designed places, establishing a strong sense of place, and ensuring that developments are visually attractive, functional and sustainable.
- 6.21 Policy DM33 of the Local Plan states that provision of open spaces within new developments should be provided, with requirements contained within the Open Space Standards requiring a suitable mix of public spaces for all ages, and the securing of long-term maintenance and management to preserve their quality.
- 6.22 The proposed development has been informed by a comprehensive design process, as set out in the submitted Design and Access Statement (DAS) prepared by Thrive Architects. The DAS establishes a clear vision for the Site, grounded in a detailed understanding of local character, landscape context, movement patterns and environmental constraints, and explains how these factors have shaped design principles.
- 6.23 The DAS confirms that the Site is well contained by existing development, mature tree belts, hedgerows and the River Hamble corridor, and that it forms a logical extension to the planned growth of Boorley Green. The design philosophy is based on a landscape-led approach, retaining and reinforcing existing natural features as a defining framework for development. Substantial areas of green and blue infrastructure would be incorporated throughout the Site, providing visual containment, ecological connectivity and high-quality public open spaces, while ensuring that development edges are softened and assimilated into the surrounding landscape. Whilst exact amounts are subject to final confirmation at Reserved Matters stage, the development would comply with the open space requirements under Policy DM33 on site.
- 6.24 In terms of layout and movement, the scheme would be structured around a clear and legible hierarchy of streets, with a primary loop road connecting to Maddoxford Lane and a network of secondary streets, shared surfaces and pedestrian routes extending through the Site – promoting permeability, walkability and natural surveillance. Strong pedestrian and cycle connections are provided to Boorley Park and nearby services, reinforcing the Site's integration with the existing settlement and supporting sustainable travel choices.
- 6.25 The scale, density and disposition of built form will be carefully considered in response to local character and topography. This ensures that the development reflects the prevailing suburban and semi-rural character of Boorley Green and

nearby recent developments, while making efficient use of land in accordance with both local and national policy.

- 6.26 Architecturally, the DAS confirms that the detailed appearance of the development will draw on the established vernacular of the surrounding area, including traditional building forms, roof profiles and materials commonly found in Boorley Green, Botley and the surrounding settlements. This approach will ensure that the development reads as a natural and cohesive extension of the existing built environment, sympathetic to local character while not discouraging appropriate innovation.
- 6.27 Overall, the proposals have been shaped by a robust and iterative design process, informed by site-specific analysis and policy requirements. As demonstrated in the DAS, the scheme can deliver a high-quality, landscape-integrated and legible residential environment that responds positively to its context, creates a strong sense of place, and provides safe and attractive streets and spaces.

Sustainable Transport and Access

- 6.28 Policies S11 (Transport Infrastructure) and S12 (Active Travel), together with Policy DM13 (Transport), require new development to prioritise walking, cycling and public transport, provide safe and suitable access, and ensure that impacts on the highway network are acceptable.
- 6.29 The NPPF places a clear focus on the need for new development to be sustainably located with reference to sustainable transport modes (paragraph 110 and 115 specifically). In terms of assessing applications, NPPF paragraph 116 is clear that development should only be refused on highway grounds if *“there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

Transport Assessment

- 6.30 The application is supported by a Transport Assessment (TA) prepared by Ardent Consulting Engineers, which assesses the accessibility of the Site, trip generation, highway safety and the impact of the development on the local and wider highway network. It also includes a Walking, Cycling and Horse Riding Assessment (WCHAR) – as requested by the Highway Authority.
- 6.31 The TA confirms that the Site is well located in relation to local services, schools, public transport and employment opportunities, and is capable of supporting travel by sustainable modes.
- 6.32 The access proposals including a new vehicular access from Maddoxford Lane have been designed in accordance with HCC standards and informed by pre-application discussions with the Highway Authority. They are considered to provide safe and suitable access for all users.
- 6.33 The development has been designed to prioritise walking and cycling, including the provision of new and improved pedestrian and cycle connections linking the Site to Boorley Green, Boorley Park and the wider footway and cycleway network. Connections have been informed by the WCHAR assessment and influenced by

the desire to promote sustainable and active travel, ensuring the development offers genuine transport modes for all users of the Site.

- 6.34 Capacity assessments were undertaken at the proposed access and a number of local junctions, with the study area agreed with HCC. It was concluded that the development would not have a 'severe' impact on any junctions in accordance with the NPPF.
- 6.35 Servicing and emergency vehicle access has been considered within the layout in line with MfS recommendations and includes suitable turning areas for larger vehicles. Parking for both vehicles and cycles will be provided in accordance with Local Plan policy.

Travel Plan

- 6.36 A Travel Plan (TP) has also been prepared by Ardent Consulting Engineers and submitted with the application.
- 6.37 The TP sets out a package of measures to encourage sustainable travel choices, including travel information for residents, incentives to promote walking, cycling and public transport use, and a clear framework for monitoring and review. The TP will be secured through planning condition or legal agreement.

Conclusion

- 6.38 Overall, the TA and TP demonstrate that the proposals would be accessibly located, would promote sustainable travel choices and would not give rise to unacceptable transport or highway impacts – in line with the requirements of the NPPF, particularly paragraph 110 and 115, as well as Policies S11, S12 and DM13 of the Local Plan.

Landscape and Visual Impact

- 6.39 Policy S1 (Delivering Sustainable Development) requires development to maintain and, where possible, enhance the Borough's valued urban and rural environments. Policy S9 (Green Infrastructure) states the Borough will seek to achieve the provision, retention and/or enhancement of green infrastructure. In terms of development management, Policy DM1 (General criteria for new development) requires proposals to respect and enhance the character and appearance of the countryside, avoid the loss of landscape features of value and incorporate high-quality landscape design and long-term management. These objectives are reflected in Section 15 of the NPPF, which requires planning decisions to protect and enhance valued landscapes, recognise the intrinsic character and beauty of the countryside, and ensure development is sensitively designed and integrated within its landscape context.
- 6.40 A Landscape and Visual Appraisal (LVA) has been prepared by FPCR Environment and Design and submitted with the planning application.
- 6.41 The LVA confirms that the Site lies within an undesignated landscape of medium landscape value, characterised by gently undulating farmland, mature hedgerows and trees – within a landscape context that has also already experienced notable residential expansion at Boorley Green. The Site is visually contained by existing development to the north and west, mature tree belts and

woodland associated with the River Hamble to the east, and vegetation along watercourses to the south. There are no national or local landscape designations affecting the Site or its immediate visual envelope.

- 6.42 In landscape terms, the LVA concludes that the proposals would inevitably result in some change in landscape character at site level, reflecting the transition from agricultural land to residential use. However, this change would not give rise to significant adverse effects on the wider landscape character area. The development has been designed to be landscape-led with approximately 40% dedicated to green infrastructure including retaining key boundary hedgerows, mature trees and woodland and reinforcing these features through additional structural planting and buffers – helping to reduce impacts particularly as landscaping matures.
- 6.43 In visual terms, the LVA confirms that views of the Site are generally limited where boundary features are present. Moreover, whilst located on area of relatively prominent landform, only a small part of the developable area occupies parts of the higher ground. The LVA concludes that effects on visual receptors would be greatest for those in within the immediate context of the Site where existing residential development lies but would be mitigated through the retention of mature vegetation, the reinforcement of landscape structure, and the provision of substantial areas of public open space and green infrastructure. As a result of the removal of the car breakers business and naturalistic reinstatement, beneficial effects upon users of the PRow that pass through the Site would be brought about.
- 6.44 Overall, the LVA concludes that the Site has the capacity to receive the proposed development with the proposed implementation of new landscaped areas for ecology and recreation providing mitigation which would not result in unacceptable harm to the existing landscape and visual resource of the Site and surrounding area.
- 6.45 The proposal therefore accords with Policy S1, S9 and DM1 of the Local Plan and the landscape objectives of the NPPF.

Heritage and Archaeology

- 6.46 Policy S8 (Historic environment) seeks to ensure that development protects the significance of heritage assets, including their settings, and restricts development likely to cause harm, whilst encouraging schemes that conserve and, where possible, enhance heritage assets in a manner appropriate to their significance. At the national level, Section 16 of the NPPF confirms that heritage assets are an irreplaceable resource and that great weight should be given to their conservation. The NPPF distinguishes between proposals that would result in substantial harm, less than substantial harm, or no harm, and requires that, where less than substantial harm arises, this should be weighed against the public benefits of the proposal.
- 6.47 A Heritage and Archaeological Impact Assessment (HIA) has been prepared by Foundations Heritage and submitted with the planning application.
- 6.48 In respect of built heritage, the HIA has assessed the setting of nearby designated and non-designated assets, including Newhouse Farm (Grade II listed) and Maddoxford Farmhouse (non-designated heritage asset). The

assessment concludes that the proposed development would result in at most a negligible to slight adverse effect on the setting of the Grade II listed assets and a negligible adverse effect on the setting of the non-designated asset. Any effect identified falls within the lowest end of the “less than substantial harm” spectrum, and is largely attributable to changes within a setting that has already experienced significant historic and modern change. The HIA confirms that the significance of these assets would be preserved overall.

- 6.49 In archaeological terms, the HIA confirms that there are no designated archaeological assets within the Site. The potential for prehistoric remains is assessed as low to moderate, with negligible to low potential for Roman and Saxon activity and low to moderate potential for medieval agricultural features. Any archaeological remains that may be present are likely to be of low or negligible significance, with no expectation of remains of a sensitivity that would preclude development. The assessment therefore concludes that any archaeological effects can be satisfactorily addressed through proportionate mitigation. In line with national and local policy, it is anticipated that a condition requiring the submission and implementation of a Written Scheme of Investigation (WSI) will be imposed, securing appropriate archaeological investigation and recording prior to or during development, should this be required.
- 6.50 Overall, the HIA demonstrates that the proposals would not result in unacceptable harm to the significance of any designated or non-designated heritage assets, nor to any archaeological resource. The proposal therefore accords Policy S8 of the Local Plan and Section 16 of the NPPF. Where very minor levels of less than substantial harm are identified, these are clearly outweighed by the public benefits of the scheme – including the delivery of much-needed housing in a sustainable location.

Energy and Sustainability

- 6.51 Policy DM2 (Environmentally Sustainable Development) requires new residential development to achieve, at Reserved Matters stage, a minimum 19% improvement in predicted carbon emissions over the Building Regulations standard current at the time. It also requires, at Reserved Matters stage, a predicted mains water consumption of no more than 110 litres/person/day. Policy DM3 (Adaptation to climate change) requires all development to be designed to adapt to the predicted climate change impacts – including cooling strategies and water stress.
- 6.52 Section 14 of the NPPF requires the planning system to support the transition to a low carbon future, reduce greenhouse gas emissions, and promote energy efficiency and renewable and low carbon energy generation.
- 6.53 In general sustainability terms, compliance with the Policy DM2 and Policy DM3 will generally be confirmed in detailed design at Reserved Matters stage. Bloor Homes is committed delivering sustainable homes, and will demonstrate compliance with requirements Policy DM2 and DM3 – including a predicted water mains consumption of no more than 110 litres/person/day. Measures related to SuDS are covered under ‘Flood Risk (Draught and Foul)’ later in this assessment.

- 6.54 In relation to energy, an Energy Strategy has been prepared by Briary Energy and submitted with the application. At this outline stage, it assesses the development's predicted energy demand and carbon emissions and identifies a policy-compliant strategy for meeting and significantly exceeding the Council's carbon reduction requirements.
- 6.55 The Strategy has been developed in accordance with the recognised energy hierarchy of "Be Lean, Be Clean, Be Green", with a strong emphasis on a fabric-first approach. This prioritises the reduction of energy demand through enhanced building fabric performance, improved airtightness, reduced thermal bridging and passive design measures, before considering low and zero carbon technologies.
- 6.56 The Strategy confirms that the proposed dwellings will achieve a significant improvement in fabric efficiency beyond the notional Part L 2021 baseline, with enhanced U-values, improved airtightness and efficient ventilation and lighting systems. As a result, the development will deliver a substantial reduction in regulated and unregulated energy use, improving thermal comfort and reducing fuel bills for future occupants.
- 6.57 Following demand reduction, the Energy Strategy considers the feasibility of a range of low and zero carbon technologies. District heating, combined heat and power, biomass, wind and solar thermal technologies have been assessed and discounted as either unsuitable or inefficient for this Site, having regard to layout, density, cost, long-term performance and carbon outcomes. Air source heat pumps (ASHPs) and installation of photovoltaic panels (PVs) represent the most appropriate forms of low carbon technology for the development. These will be explored at Reserved Matters stage for the proposed dwellings to provide efficient, low carbon solutions that aligns with the future decarbonisation of the national electricity grid and the Government's move away from fossil fuel heating.
- 6.58 When combined with the fabric-first measures, the Strategy estimates that the development will achieve a carbon reduction of approximately 70% compared to the Part L 2021 compliant baseline, significantly exceeding the 19% reduction required by Policy DM2.
- 6.59 Overall, the Energy Strategy demonstrates that the proposals are underpinned by an approach that can minimise energy demand, maximise efficiency and deliver substantial carbon savings through appropriate low carbon technology. It therefore complies with Policy DM2 of the Local Plan.

Ecology and Biodiversity

- 6.60 Policies DM1 (General criteria for new development) and DM11 (Nature conservation) establish principles for considering biodiversity in new development. Together, they require development to protect and, where possible, enhance biodiversity; avoid harm to designated sites, protected species and priority habitats; deliver appropriate mitigation where impacts cannot be avoided; and secure long-term management of ecological features.
- 6.61 At the national level, the NPPF requires planning decisions to contribute to and enhance the natural environment by minimising impacts on biodiversity, protecting designated sites, and providing net gains for biodiversity.

- 6.62 An Ecological Impact Assessment (EclA) has been prepared by Ecological Planning & Research Ltd (EPR) to accompany the application. This has been informed by a comprehensive programme of desk study and surveys undertaken between 2022 and 2025 and is supported by a variety of other documents (also prepared by EPR).

Habitats and protected species

- 6.63 Outside of existing areas of previously developed land, the Site largely comprises arable land and semi-improved grassland bounded by hedgerows, tree lines (including some veteran trees) and woodland. Two SINCs are located within the eastern part of the Site boundary.
- 6.64 The EclA confirms that the proposed development will result in the loss of some habitats of limited ecological value, principally arable land and areas of modified grassland. Whilst there will be some localised removal of hedgerows and vegetation to facilitate access and development parcels, the majority of existing boundary hedgerows, mature trees and woodland – including the on-site SINCs and veteran trees – will be retained and appropriately buffered. New planting and habitat creation will be installed across the Site – including new planting of hedgerow along the northern boundary – will result in an overall enhancement of habitat extent and quality.
- 6.65 Consequently, the EclA concludes no significant adverse residual effects on habitats, and a beneficial effect overall following mitigation and enhancement measures.
- 6.66 In respect of protected and notable species, the EclA identifies bats, breeding birds, badgers, reptiles and amphibians as ecological receptors requiring further consideration. Detailed surveys confirmed the presence of locally important bat and breeding bird assemblages, alongside evidence of badger activity. In terms of Great Crested Newts, none were recorded, with eDNA testing of nearby waterbodies returning negative results, confirming the absence of this species within the Site's Zone of Influence.
- 6.67 Without mitigation, the EclA concludes that there could be at most minor adverse effects on certain species during construction and early operation. However, a robust package of mitigation and avoidance measures has been identified, including sensitive lighting design, timing of vegetation clearance, retention and buffering of key habitats, and the provision of replacement and enhanced habitats. These measures will be secured through a Construction Environmental Management Plan (CEMP), Habitat Management and Monitoring Plan (HMMP) and other detailed strategies – including lighting and drainage.
- 6.68 In addition to measurable quantitative net gains (see below), the EclA identifies additional wildlife features will be incorporated at detailed design stage to provide shelter, hibernation and/or nesting opportunities for local biodiversity. This includes bat boxes, bird boxes, bee bricks, reptile brush and log piles and hedgehog highways.
- 6.69 With these measures in place, the EclA concludes that effects on bats, birds, badgers, reptiles and amphibians would be negligible or beneficial overall.

Biodiversity Net Gain

- 6.70 Section 5 of the EclA contains information related to Biodiversity Net Gain (BNG). This is supported by a completed Statutory Biodiversity Metric and Condition Assessment as standalone documents.
- 6.71 BNG will be delivered through the retention and enhancement of existing hedgerows and woodland, protection of the on-site SINC, and the creation of higher value habitats including species-rich grassland, scrub, SuDS features and new tree planting. This is expected to result in in excess of 10% net gains for habitat and hedgerow units on-site, with watercourse units secured off-site. If granted, the proposals would be subject to a biodiversity gain condition, requiring submission of a metric calculation for the Reserved Matters proposal, alongside a Biodiversity Gain Plan and HMMP.

Habitats Regulations (including Nutrient Neutrality)

- 6.72 It will be necessary for EBC, as competent authority under the Conservation of Habitats and Species Regulations 2017 (as amended), to carry out a Habitats Regulations Assessment (HRA) of the proposals to determine whether they are likely – either alone or in combination – to have a significant effects on affected internationally designated sites. If so, an Appropriate Assessment (AA) will be required to determine whether there will be an adverse effect on the integrity of these sites.
- 6.73 To support this process, EPR has provided an Information for Habitats Regulations Assessment report (IfHRA) with the planning application.
- 6.74 The IfHRA confirms that changes in recreational pressure and water quality as a result of the proposals are considered likely to result in significant adverse effects on several Internationally designated sites – including the New Forest SPA, Solent Maritime SAC and Solent & Southampton Water SPA and Ramsar. Consequently, it will be necessary for EBC to undertake an AA.
- 6.75 In undertaking an AA, subject to the impact avoidance and mitigation measures proposed to address likely significant effects – including relevant financial contributions and the imposition of a Construction Environmental Management Plan – EPR consider it can safely be concluded that the proposals will not have an adverse effect on the integrity of these sites, either alone in or in combination with other plans and projects.
- 6.76 A Nutrient Calculator has been provided in respect of nutrient neutrality obligations in the River Itchen SAC.

Bird Hazard Management Plan

- 6.77 The Applicant is aware of the risk of bird strikes associated with the proposals, given its relative proximity to Southampton International Airport and the need for active management. Accordingly, a Bird Hazard Management Plan (BHMP) has been prepared by EPR and submitted with the planning application.
- 6.78 The BHMP confirms the proposals will be subject to detailed design that ensures habitats and features that will not encourage significantly increased numbers of nesting, roosting or loafing birds to that currently present. This will include establishing a balance between creating biodiversity. This will include ensuring, via regular patrols of the roofs, open spaces and attenuation pond that any large

concentrations of birds nesting, roosting or loafing identified as being of specific concern to bird strike management are recorded and dispersed. Any additional methods to cope with changes in bird numbers of activity on the Site can be added to the management routine as required.

Conclusion

- 6.79 Overall, the proposals accord with national and local planning policy relating to ecology and biodiversity. Subject to the delivery of the identified mitigation, enhancement and management measures, the development will not give rise to unacceptable ecological impacts and will deliver biodiversity benefit.

Trees

- 6.80 Policies DM1 (General criteria for new development) and DM11 (Nature conservation) require schemes to avoid the loss of, or damage to, trees, woodlands and hedgerows of value for character, appearance or biodiversity – unless replaced with features of equivalent or enhanced value.
- 6.81 Paragraph 193 of the NPPF states permission should only be refused where significant harm to biodiversity cannot be avoided mitigated compensated, with strong protection to irreplaceable habitats (including ancient woodland and ancient or veteran trees), the loss of which should be refused unless there are “*wholly exceptional reasons*” and a suitable compensation strategy exists.
- 6.82 An Arboricultural Impact Assessment (AIA) has been produced by the Arbor-Eco Consultancy and submitted with the application.
- 1.13 A number of trees within and adjacent to the Site are identified as being of high landscape and amenity value, including some ancient and veteran oak trees, which contribute significantly to local character, visual containment and green infrastructure connectivity. It is also understood from Council officers that Woodland W1 has also recently been designated as Ancient Woodland. The proposals have been informed by arboricultural constraints, with the majority of high-value trees able to be retained and successfully integrated within the scheme. The AIA confirms that a 15m buffer will be maintained to protect these irreplaceable habitats, in accordance with national policy.
- 6.1 Some limited tree and hedgerow removal is required to facilitate access, highways infrastructure and development parcels; however, the trees affected represent a relatively small proportion of the overall canopy cover across the Site and are predominantly of moderate or lower quality. The AIA concludes that these losses can be appropriately mitigated through replacement planting and landscape enhancement, such that the long-term arboricultural impact of the development would be acceptable.
- 1.14 The proposed access arrangements, including the southern and eastern crossovers, were the subject of detailed discussion and agreement with the Council’s Tree Officer. The widths of these access points have been carefully designed to minimise incursion into RPAs and to safeguard the long-term health and viability of adjacent veteran and ancient trees.
- 1.15 At Reserved Matters stage, new tree planting would be proposed including within public open spaces, along streets and within green corridors. This will provide

opportunities to enhance the Site's contribution to the wider green infrastructure network. New planting will be undertaken with appropriate species selection and long-term management.

- 1.16 Overall, the AIA demonstrates that the proposed development has and can be designed to respond positively to arboricultural constraints, retaining and protecting trees of high value, safeguarding ancient woodland, and delivering meaningful replacement planting and enhancement. Subject to the implementation of the recommended mitigation and management measures, the proposal accords with Policies DM1 and DM11 of the Local Plan and the NPPF.

Noise and Air Quality

- 6.1 Policy DM8 (Pollution) requires proposals to demonstrate that they would not result in unacceptable impacts from noise, air and other forms of pollution, and where necessary to incorporate appropriate mitigation through layout, design and/or acoustic measures. The NPPF requires planning decisions to secure a high standard of amenity and to ensure that development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of pollution.

Air Quality

- 6.2 An Air Quality Assessment (AQA) has been prepared by Ardent Consulting Engineers and submitted with the planning application. The AQA considers both construction and operational phase impacts arising from the proposed development and has been undertaken in accordance with relevant national guidance, including the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK) guidance.
- 6.3 The AQA confirms that the proposals would not give rise to significant air quality effects on nearby designated ecological sites.
- 6.4 During the construction phase, the AQA identifies the potential for dust generation associated with demolition and earthworks. These effects are temporary and can be effectively controlled through standard dust mitigation measures which can be provided through a Construction Environmental Management Plan. With mitigation in place, construction-related air quality effects are not considered significant.
- 6.5 In respect of the operational phase, detailed modelling of traffic-related emissions has been undertaken. The assessment confirms that predicted concentrations of key pollutants, including nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}), would remain well below the relevant air quality objectives at all assessed receptors. The changes attributable to the development are small and are classed as negligible, with no new exceedances of air quality standards identified.
- 6.6 In any case, mitigation measures are proposed to reduce emissions and exposure – including on-site green infrastructure and the imposition of a Travel Plan. A developers contribution can be secured through S.106 agreement for the impact of vehicles passing through the High Street Botley AQMA, proportional to the amount of vehicles expected to pass through the AQMA based on traffic

modelling (61.3%). This is included for in the S.106 Heads of Terms later in this statement.

Noise

- 6.7 A Noise Assessment has been prepared by Suono and submitted with the planning application.
- 6.8 The Assessment includes results of site-specific noise and vibration surveys and detailed noise modelling – including accounting for existing and future road traffic, the adjacent railway and the future Botley Bypass
- 6.9 The Assessment confirms the Site is generally characterised by low ambient noise, with road traffic the dominant source on Maddoxford Lane and nearby roads as the principal source of noise affecting the Site. Baseline monitoring confirms that noise levels are typical of a semi-rural edge-of-settlement location and reduce across the Site away from the highway. Rail-related noise and vibration is not shown to be a material constraint.
- 6.10 The Assessment concludes that, by following good acoustic design practices, it is possible to deliver acceptable internal and external noise environments for future residents. Most external amenity areas are expected to meet aspirational noise criteria without mitigation, with only limited, localised measures potentially required close to Maddoxford Lane. Noise has been appropriately considered alongside overheating and ventilation requirements. Internally, standard dwelling constructions with typical non-acoustic glazing and ventilation are suitable across the majority of the Site, with enhanced measures only required in small areas if dwellings are to be located within 10 metres of Maddoxford Lane.
- 6.11 Overall, the Assessment states suitable noise conditions be achieved across the whole development Site, subject to detailed mitigation specification that can be finalised at the Reserved Matters stage.

Conclusion

- 6.12 Overall, both documents demonstrate the proposed development would not result in unacceptable pollution impacts during construction and operational stages, subject to mitigations, with a good standard of amenity provided for future residents. The proposals therefore comply with Policy DM8 of the Local Plan and relevant provisions of the NPPF.

Flood Risk (including Surface and Foul Drainage)

- 6.13 Section 14 of the NPPF requires development to avoid areas at risk of flooding by applying a sequential, risk-based approach, and to ensure that development does not increase flood risk elsewhere. These objectives are reflected in Policies DM5 (Development and Flood Risk) and DM6 (Sustainable Drainage Systems) of the Local Plan, which require development to be located in areas of lowest flood risk, supported by a site-specific Flood Risk Assessment, and to incorporate appropriate mitigation and sustainable drainage measures.
- 6.14 In addition, Policy DM10 (Water Quality and Water Resources) seeks to ensure adequate water and wastewater infrastructure is provided to new development.

- 6.15 A Flood Risk Assessment (FRA), including a Drainage Statement, has been prepared by Ardent Consulting Engineers and submitted with the application.

Flood Risk

- 6.16 The FRA confirms that the developable areas of the Site are located predominantly within Flood Zone 1, where there is a low probability of fluvial flooding. Limited areas of Flood Zones 2 and 3 are present along the eastern boundary adjacent to the River Hamble; however, these areas are to be retained as green infrastructure, with no built development proposed. The FRA further confirms that there is no risk of tidal flooding, reservoir flooding or flooding from artificial sources, and that the risk of sewer flooding affecting the Site is low. On this basis, the FRA concludes that the Sequential and Exception Tests are not required.
- 6.17 In relation to other sources of flooding, the FRA identifies that the majority of the Site is at very low risk of surface water flooding, with only limited localised flow paths associated with existing topography. Groundwater flooding is identified as a medium risk at a strategic level; however, site-specific ground investigations confirm that this can be appropriately managed through design, including the avoidance of infiltration-based drainage and the use of lined SuDS features. With these measures in place, the development will not be at increased risk of flooding and will not increase flood risk elsewhere, fully satisfying the requirements of Policy DM5.

Surface Water and SuDS

- 6.18 The Drainage Statement confirms surface water runoff will be managed through a comprehensive SuDS-led approach, including attenuation basins, swales and conveyance features, with discharge restricted to greenfield runoff rates (Q_{bar}). The strategy has been designed to accommodate the 1 in 100 year storm event plus a 45% allowance for climate change, and includes safe exceedance routing to ensure that flows are directed away from buildings during extreme rainfall events.

Wastewater

- 6.19 To meet the expectations of Policy DM10, the drainage strategy incorporates a multi-stage SuDS treatment train designed in accordance with CIRIA guidance, ensuring that surface water runoff receives appropriate treatment prior to discharge into the River Hamble. It also sets out an indicative foul water strategy. Foul flows will be conveyed via a pumped system to the existing Southern Water foul sewer network to the west of the Site. Southern Water has confirmed that off-site network upgrades will be required to accommodate the development and can be delivered through the standard requisition process. The proposed foul drainage infrastructure will be designed to adoptable standards and secured through detailed design, ensuring compliance with Policies DM6 and DM10.

Overall

- 6.20 Overall, the FRA and Drainage Strategy demonstrate that the Site can be developed safely in flood risk terms, and that appropriate, policy-compliant drainage solutions can be delivered. The proposed development therefore

accords with Section 14 of the NPPF and Policies DM5, DM6 and DM10 of the Local Plan, ensuring that flood risk is appropriately managed, water quality is protected, and sustainable drainage is delivered.

Ground Conditions (including Minerals)

- 6.21 Policy DM8 (Pollution) requires development on land affected by contamination, or where contamination is suspected, to be supported by appropriate investigation and, where necessary, remediation to ensure a site is safe for its proposed use. Policy S5 (New development in the countryside) seeks to avoid the unnecessary sterilisation of mineral resources, having regard to the Hampshire Minerals and Waste Plan, where sites fall within Mineral Consultation Areas.
- 6.22 A Ground Investigation Report (GIR) has been prepared by Geo-Environmental Services Ltd and submitted in support of the application. This comprises two investigations undertaken on separate parts of the Site, building upon earlier desk-based work and includes intrusive investigation, soil and groundwater sampling, and laboratory testing to assess ground conditions, potential contamination and geo-environmental risks associated with the Site and the proposed residential end use.
- 6.23 The GIR identifies localised areas of potential contamination associated with historic uses in the north-eastern part of the Site, including limited areas of Made Ground. These issues are confined to specific locations and do not affect the Site as a whole.
- 6.24 The GIR concludes that all identified risks can be satisfactorily managed through targeted remediation and standard construction measures, with no unacceptable risks to future residents, construction workers or the environment. Any necessary remediation and verification can be secured by planning condition.
- 6.25 A Mineral Safeguarding Assessment (MSA) has also been prepared in light of the Site's location within a Mineral Consultation Area. The MSA confirms that while sand and gravel deposits may be present, they are limited in extent and not suitable for viable extraction.
- 6.26 The MSA concludes that prior mineral extraction is not practicable and that the development would not result in the unnecessary sterilisation of mineral resources. Where feasible, opportunities for incidental reuse of excavated material have been identified.
- 6.27 Overall, the submitted ground investigation and mineral safeguarding assessment demonstrate that the Site is suitable for the proposed residential use, subject to standard and proportionate mitigations secured by condition.

7.0 Planning Obligations

- 7.1 Policy DM38 (Funding infrastructure) explains that development will be permitted provided that the developer has made arrangements for the provision of, or for contributions to the improvement of, any infrastructure, services, facilities or amenities necessitated by the development proposed.
- 7.2 In this regard, the following bullet points set out the potential S.106 Heads of Terms (HoTs) that will be requested by Eastleigh Borough Council and Hampshire County Council, as identified through the Council's Planning Obligations SPD and through pre-application advice:
- 35% affordable housing and tenure split
 - Financial contributions towards public art
 - Financial contribution towards education (primary and secondary)
 - Financial contributions towards Botley Air Quality Management Area
 - Financial contribution towards offsite highways works and sustainable transport initiatives
 - Biodiversity Net Gain
 - Financial contributions for the nutrient mitigation
 - Financial contribution for recreational pressure on the New Forest SPA
 - Financial contribution for recreational pressure on the Solent SPA
- 7.3 The draft HoTs above will ensure compliance with policy which requires that development is supported by the necessary infrastructure.
- 7.4 The detail of these and any further S.106 agreement requirements will be negotiated and agreed in accordance with the CIL Regulations 2010 once formal requests have been received from the relevant statutory consultees.
- 7.5 EBC is not a CIL charging authority.

8.0 Planning Balance

8.1 Inevitably, there will be harm arising from the development. However, given that the development of the Site would not be 'inappropriate', and the tilted planning balance is engaged, the harm must significantly and demonstrably outweigh the benefits of the development to be refused.

8.2 It is important to clarify that there is no substantial harm from the proposed development nor "strong reasons for refusal" in accordance with footnote 7 of the NPPF – with subsequent impacts able to be mitigated to an acceptable level.

8.3 In terms of the benefits, collectively and in some cases individually, there are very substantial as follows.

1. Provision of up to 280 homes to help address acute need and lack of supply.

8.4 There is no dispute that EBC cannot demonstrate a 5YHLS. Indeed, the figure is likely under 3 years, which present an acute shortfall and significant need.

8.5 Given the timescales for the preparation of the Local Plan (as set out above at Section 5), there is little prospect of an improvement against either of these measures in the short-medium term.

8.6 Given the scale of the housing need and present inability for this need to be met by any means other than the granting of planning permission on unallocated land, the provision of housing and affordable housing must attract **very substantial weight** (the highest weight that can be afforded).

2. Provision of 35% affordable housing to assist in addressing a lack of land supply and housing need

8.7 The 'Corporate Housing Policy Statement', published by EBC in March 2025, confirms there is a shortfall of 400 affordable homes within the Borough. In this context, the provision of 35% affordable homes is a **very substantial benefit**.

3. Development in a sustainable location (including use of previously developed land)

8.8 The proposed development would utilise a sustainable Site, including using land allocated for development and otherwise adjacent to Boorley Green. It is not isolated from the existing settlement to the west and the proposals are bordered in two directions by new, high quality residential developments, all of which form logical extensions to Boorley Green. As a semi-urban area currently, integration of the Site to existing facilities and infrastructure would require less resources and delay when compared to larger proposed schemes in the Borough.

8.9 The Site is within a short walking distance to local facilities, as well as the nearest public transport, placing the Site close to fast and accessible modes of travel. In accordance with the NPPF definition, and as the Site is not standalone from the adjacent sites, the land should be considered for urban expansion.

8.10 This consideration attracts **moderate weight**.

4. Provision of a new active travel route along Maddoxford Lane

- 8.11 Although it is noted that there would be an impact to the existing hedgerow along Maddoxford Lane (which will be replaced with new hedgerow planting to provide screening), the proposed benefits to walking and cycling infrastructure would benefit the whole area, including those who wish to travel towards Curdridge, Botley and Boorley Green. This sustainable connection will reduce the likelihood of car travel being required, in particular for local journeys.
- 8.12 This consideration attracts **significant weight**.

5. Provision of new play areas and open spaces available to the public

- 8.13 The development would benefit the residents and users of the Site, in addition to Boorley Green overall as new open spaces would generate additional public space.
- 8.14 The open spaces proposed will improve the current amenity of the SINC's and PRow and remove development which would contrast with the environmental goals of the Site and Local Authority.
- 8.15 Both of these considerations would attract **moderate weight**.

6. Ecological benefits

- 8.16 The proposed residential scheme would provide several ecological improvements, including the protection of the majority of the existing screening throughout the Site during both construction and after completion, as well as greatly improving the poor-quality buffer which exists around the River Hamble and the SINC's.
- 8.17 In addition, as per the requirements set out by the Environment Act 2021, the proposal will generate a Biodiversity Net Gain of at least 10% in Habitat Units and at least 10% in Hedgerow Units on-site, with 10% gain achieved off-site for watercourse units – in total meeting the benchmark of 10% across the site.
- 8.18 This would attract **moderate weight**.

7. Economic Benefits

- 8.19 The Site, as a comprehensive package delivered would provide various construction employment opportunities, including supporting the local service industry. In addition, 280 additional dwellings would also ensure local facilities and infrastructure in Boorley Green is fully utilised, with benefits to the local economy due to local spending.
- 8.20 These considerations should be given **moderate weight**.

9.0 Conclusion

- 9.1 The proposed development comprises a residential development of up to 280 dwellings, of which 35% would be affordable, in Boorley Green.
- 9.2 There is no doubt that EBC has a severe need for new homes. The proposals would make a substantial contribution towards EBC's market and affordable housing needs, in the form of a sustainable extension to the existing settlement of Boorley Green. At this moment in time, the proposal is a highly appropriate and sustainable opportunity to significantly boost the supply of both market and affordable homes for local people in the short term in the absence of a new development plan for the Borough.
- 9.3 The residential development would be accompanied by a substantial offering of publicly accessible open space and play areas, including at least a 10% Biodiversity Net Gain and ecological enhancements. The proposal would also provide significant improvements to transport infrastructure with a pedestrian / cycle link to Boorley Green.
- 9.4 While the detailed design would be confirmed at Reserved Matters stage, it has been demonstrated, through the application documentation, that a sustainable, landscape-led development of this scale could comfortably be accommodated on the Site.
- 9.5 The outline proposals and their defined parameters provide the framework to bring forward a high-quality sustainable scheme at Reserved Matters stage and have been shown to be acceptable in terms of all relevant technical considerations.
- 9.6 In these circumstances, there are very substantial benefits of the development that outweigh the harm. Planning permission should therefore be granted in accordance with paragraph 11(d) of the NPPF.

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