



BOYLE + SUMMERS
ARCHITECTURE AND MASTERPLANNING

Design + Access Statement

Project Name: Broadway Farm, Botley
Number: 21003
Date: October 2021
Status: Planning
Rev: -

This Design and Access Statement is prepared in support of proposals for:

Retrospective planning permission for the storage of emergency vehicles on behalf of the NHS and the construction of a new B8 commercial building of circa 560 sqm (GIA), with supporting car and cycle parking. Landscaping will be provided to enhance ecology and visually screen the proposals.



The Site:

The site is located between Botley and Hedge End, and comprises a small industrial site, owned and managed by the applicant, CCW Services Limited. The application site currently comprises of open grassland and an area of hardstanding (see aerial photo above).

Existing Use:

Broadway Farm has been operating as a very successful business for the last 25 years and currently employs between 40 and 60 staff, contributing positively to the local economy of Eastleigh Borough.

The site consists of various approved industrial buildings, storing and distributing a variety of products and materials, from high-end beauty products to NHS storage and distribution of essential medical products and equipment. The applicant's residence is the final building on site.

Buildings on site vary in age, some older, some newer, and some recently refurbished. In addition, a number of open areas are used for lorry parking, loading and unloading, as well as the siting of a number of storage containers.

The area of hardstanding to the north-east of the site is currently being used to voluntarily store emergency vehicles (predominantly ambulances) on behalf of the NHS, the need for which resulted from the Covid-19 pandemic.

Existing Access (retained):

The site is accessed off the A334 Broad Oak. There is good visibility from the site access in both directions. Access and egress to and from the site is managed, such that vehicles do not have to otherwise cause obstruction / delay to traffic flow on the A334.



The junction / crossover with the A334 is 6.0m in width widening to 9.0m deeper into the site with the provision of a layby.

The on-site layby can accommodate an HGV leaving the site whilst another HGV accesses the site, to further avoid obstruction to the main road traffic flow.

Left – Photo of the existing crossover to A334 looking east

All movements into and out of the site are highly managed and recorded. This includes a security gatehouse as well as various gated accesses within the site. All traffic movements in/around the site are organised for forward travel only.

There is a shared footway/cycleway route within the vicinity of the site and bus stops are a short walking distance away. Botley railway station is approximately a quarter of an hour's walk away. More detail can be found in the supporting Transport Statement.

Proposals:

The NHS Vehicle Storage Area is for the sole use of the NHS.

It is used flexibly, depending on the number and type of vehicles currently stored on-site, and is highly managed by the applicant to ensure the most efficient use of space.

Retrospective application is made for its continued use accordingly.

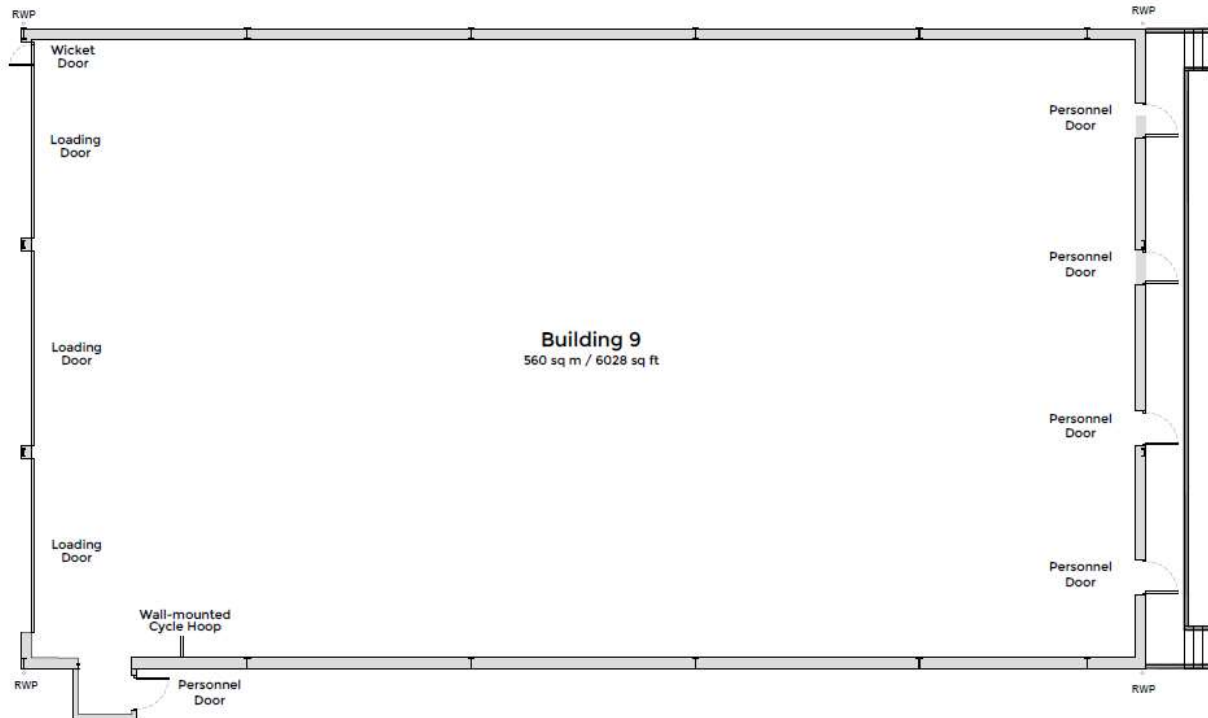
Right – Photo of the existing NHS Vehicle Parking Area



NHS vehicles are stored and dispatched on an ad-hoc basis, dependent on the NHS's demand. The area will not act as an operational hub, nor will it transport any patients to or from the site. As such the vehicle movements will continue to vary on a day-to-day basis, in an organised and efficient manner.

Amount and Layout:

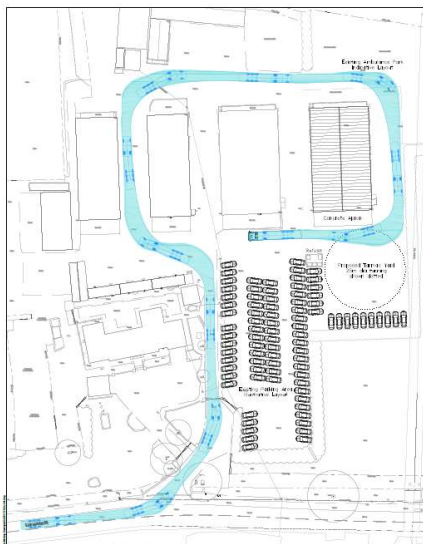
The proposed 560sqm (GIA) B8-use building will facilitate an expansion of the existing industrial estate buildings eastwards. The unit will provide additional facilities and space for material and products to support the NHS, which need to be stored in an air conditioned and secure environment.



Above – Proposed Building 9 Footprint NTS (see accompanying drawings for scaled details)

The additional storage capacity created will not generate additional site-related traffic movements, given the applicants recent change to more efficient pallet carriage methods servicing the other units (which distribute high-end beauty products across the country).

Due to the natural site topography, the northern part of the site itself is not easily be seen from the main highway to the south, thanks to its elevated nature. Existing mature landscaping further east and north of the site, mean that the proposals will be visually well-screened from all orientations.



Agricultural land to the north is used for arable and grazing purposes, however Building 9 is some 27+m offset from this boundary, so respects its sensitive nature.

Building 9 is proposed 10m clear of Building 1, to provide safe and clear access between units. It is also 10+m clear west of neighbouring overhead power lines in accordance with policy.

The site generally affords commodious access for larger vehicles and Building 9's position ensures this is maintained, whilst retaining the close-knit feel of industrial estate.

Left – Extract from the accompanying Transport Statement demonstrating safe site use by HGV / delivery vehicles. Refer to detailed drawings also for Refuse collection details.

Parking for the proposed unit will be provided in accordance with the Hampshire Parking Strategy and Standards (2002) document. This will be located to the south of the proposed building, together with a centrally located Refuse Store for general site use.

6no. staff spaces (at 1 space per 90sqm equivalent), plus 1no. visitor space will be provided for both proposed Building 9 and neighbouring existing Building 1. 1no. disabled space will be provided at an equivalent 5%. 15no. total spaces are therefore shown to serve both Building 1 and 9.

Cycle provision will be made in the form of 1no. wall mounted cycle stand within the building, for covered and secure use by staff, and 1no. Sheffield stand (for two cycles) outside of the building entrance, on the concrete apron, for use by visitors.

The accompanying Transport Statement concludes that any likely trip attraction associated with the proposed B8 unit is well within any expected daily variations, and therefore of no significant impact to the existing highway network.

Scale and Appearance:

Building 9 is proposed as an identical replica of the adjacent existing Building 1 in every respect (width, length and height).

Its simple rectangular plan form, shallow gable ends and central ridge are therefore perfectly in keeping with the existing industrial estate's massing and scale.

Right - Photo showing the front of existing Building 1.



Externally, materials are also proposed to identically match the existing neighbouring buildings.



The materials pallet is consistent with a robust, agricultural style, fit for purpose and appropriate in context.

Buildings provide level thresholds to the front (South) elevations, whilst raised walkways and steps are provided to the rear, to address the site topography.

Left– Photo showing the typical rear of neighbouring units.

Landscaping:

The existing hedgerow will be partially removed but replaced with an extended c.4m deep hedgerow around proposals.

This will provide ecological and biodiversity enhancements, as well as screening proposals from the main highway.

Condition is respectfully sought for any planting details and specifications (species etc).

Right – Photo of the existing hedgerow, partially retained.

**Conclusion:**

The provision of a new 560sqm GIA B8 unit, for the storage and distribution of essential NHS equipment, together with the regularising of NHS parking in the north-east corner of the site, will not adversely affect the surrounding environment in any way.

Full and proper account has been taken of the existing site and this Design and Access Statement, together with the accompanying Technical Reports, demonstrate that the most efficient use of the land is made, with satisfactory consideration further given to access and appearance.

Proposals are of a design, scale and layout in keeping with the surroundings, and will be constructed using appropriate materials relative to context. Ecological and biodiversity matters will be mitigated by extending the existing hedgerow, which will also act as further screening to the proposals.

With no demonstrable harm arising from this proposal, and material benefits arising economically, socially and environmentally, the planning authority is therefore invited to approve this application accordingly.

