



PLANNING STATEMENT
Land at the Broadway Farm, Broad Oak, Botley

6th June 2022

Contents

Page No:

Executive Summary	2
1 Introduction	4
2 Site and Surroundings	7
3 Proposed Development	9
4 Planning Policy considerations	14
5 Conclusion	23

on behalf of:

CCW Services Limited

***Front Cover Photograph – illustrating the lawful well-established business estate at Broadway together with the ambulance and first response vehicle storage area.**

Prepared by GB – 6th June 2022
Checked by EAU – 7th June 2022

No part of this document may be reproduced in any form or stored in a retrieval system without the prior written consent of the copyright holder.

All figures (unless otherwise stated) © Luken Beck MDP Ltd. 2017

Ref.: 21007

Date: 06:06:22

Ver.: V10.0

Executive Summary

- A previous planning application was submitted in 2021 and shortly thereafter withdrawn in order to address certain sections of the technical studies, to discuss issues with Officers at Eastleigh BC, Hampshire CC Highways as well as Members of the Botley Parish Council Planning Committee.
- The submission of this revised planning application is designed to regularise the parking of the NHS ambulances and first response vehicles on a section of the Botley site provided to the medical authorities at the outset of the COVID regulations in March 2020 and to construct an extension warehouse for the storage and distribution of essential equipment in support of the NHS.
- At the time of the Covid-19 outbreak, locating medical vehicles at a secure and accessible site was a major and urgent target of the NHS health teams. The Botley site was considered an ideal base point from which medical assistance could be dispatched throughout the local area. The availability of access to the site at all times was an important feature of their operations given the intrinsic importance of the services they provide to the community.
- As experience of site activities was acquired it was concluded by the health authorities that storage capacity was needed to help them maintain specialist equipment onboard their vehicles and to replenish medical supplies as and when needed.
- The availability of a long-term storage unit, adjacent to the vehicle parking area – as proposed - will support the NHS transport operation and be a source of secure onsite storage within the complex as and when needed by the authorities.
- For over 30 years, CCW Ltd has operated a very successful international storage and distribution business employing between 60 and 70 staff contributing positively to the local economy of Eastleigh Borough with no adverse impact on the daily lives of residents and visitors alike.
- Recent planning permissions have enabled much needed investment in replacement buildings resulting in new business and job opportunities for the local community.
- The site has for many years, been a distribution and receiving Centre for imported materials as well as a storage and product handling facility for its major clients.
- The location of a new storage unit at this location will not adversely affect the surrounding environment or its immediate surroundings as new additional

landscaping is once again included to mitigate and enhance biodiversity and appearance of the local area.

- The location of the proposed storage unit at Botley is designed to avoid it adversely affecting its surroundings or the environment. This is achieved by combining its natural topography with new, well-chosen additional landscaping. As the studies show, the proposed unit will fit in well with its surroundings and the new landscaping measures will enhance the bio-diversity and overall appearance of the complex.
- The introduction of the proposed building gives the NHS on-site access to quality storage space to store its medical supplies and equipment close to its operational vehicle fleet.
- Reviewing the key planning matters to be considered arising from the latest edition of the National Planning Policy Framework [NPPF], the newly Adopted Eastleigh Borough Local Plan [2022], together with other relevant SPD, the balance of relevant policies give weight to this application being approved.
- There would be no demonstrable harm arising from this proposal, indeed there would be material benefits resultant from economically, socially and environmentally.

1. Introduction

- 1.1 Luken Beck mdp Ltd is instructed by CCW Services Ltd, to prepare a Detailed Planning Application in respect of Land at the Broadway Farm, Botley. The relevant local planning authority is Eastleigh Borough Council.
- 1.2 Following discussions and a site meetings with Eastleigh Borough Council Officers, a detailed application has been prepared to regularise the parking of ambulances, patient transport vehicles, medical support vehicles and first responder vehicles in the northeast corner of the site together with the erection of a new warehouse building, to only the National Health Service (NHS).
- 1.3 In 2019, much of the current development at the site was considered and approved by the Council recognising the site as a successful storage and distribution facility providing 60 to 70 full time jobs and wholly consistent with the council's economic policies for the area – LPA Ref: F/17/81201.
- 1.4 For over 2 years now the COVID pandemic has put the NHS under unprecedented pressure from all quarters. As a result of this pressure its resources have been logistically stretched throughout the country. This is especially the case where patient care and access to treatment is involved. In addition, the procurement of readily available, medical supplies in huge quantities was a critical COVID objective for the NHS.
- 1.5 NHS services require a diverse range of vehicles in order to treat and support patients, their families and the hundreds of staff who work in hospitals, care homes and special needs units throughout the counties. Ambulances, patient transport vehicles, emergency units were in great demand and above all were fully utilized. Positioning and access to these fleets of vehicles was a challenge for NHS managers. The answer was to secure storage and parking agreements with the owners of suitable sites around the county.
- 1.6 Parking spaces on treatment sites was strictly for medical personnel and health authorities. The mass movements of COVID patients and their families triggered extensive searches by the NHS for space to store vehicles both overnight and during the day. Importantly the spaces had to be readily available within striking distance of the treatment centres and within the strategic road links.

- 1.7 The range of vehicles included Ambulances, Patient transport vehicles - black cabs and special Medical vehicles from the armed services. The space available at CCW was handed over to NHS transportation managers who had the urgent task of dispatching each type of vehicle off and on the site to their assigned duties and returning them to locations close to the specific travel corridors to COVID hospitals and specialist centres.
- 1.8 The NHS required immediately available sites, suitable for parking and manoeuvring various types of medical units. They had to be in strategic locations in order to service hospitals and treatment centres throughout the catchment areas. Safe and available public access was essential and it had to be in close proximity to major highway routes in and out of the city.
- 1.9 This application is submitted to regularise the parking and storage of NHS controlled vehicles on CCW premises, a facility which is estimated to be needed for some 5 to 10 years. Both existing and new storage will be available for NHS use for their medical supplies and vehicle equipment storage as necessary to allow them to respond to regional storage demands and location criteria.
- 1.10 As with all planning applications, this planning statement addresses the relevant planning policies against which a decision will be considered.
- 1.11 An initial application was submitted and withdrawn to enable further technical work to be undertaken namely;
- A revised Transport Statement Addendum following further discussions with Hampshire County Council in their capacity as Highway Authority;
 - The preparation of a new Drainage strategy ensuring the proper drainage of the site in accordance with current advice and standards following previous Officer observations;
 - Following Officer reviews from the Council's Ecologist;
 - The preparation of a formal Landscape Visual Impact Assessment [LVIA] to include a Landscape D&A Statement [LDAS] given the location of the site within a recognised Gap.

- 1.12 Because the Botley Parish Council raised concerns in connection with the previous application, the opportunity was taken to attend and discuss the proposals with the Parish prior to submitting the revised application.

2. Site and surroundings

- 2.1 The site is located immediately north of the A334 Broad Oak, less than 500m west of the Botley Village Centre. The M27 motorway is situated just 2.8km from the site along the main A334.

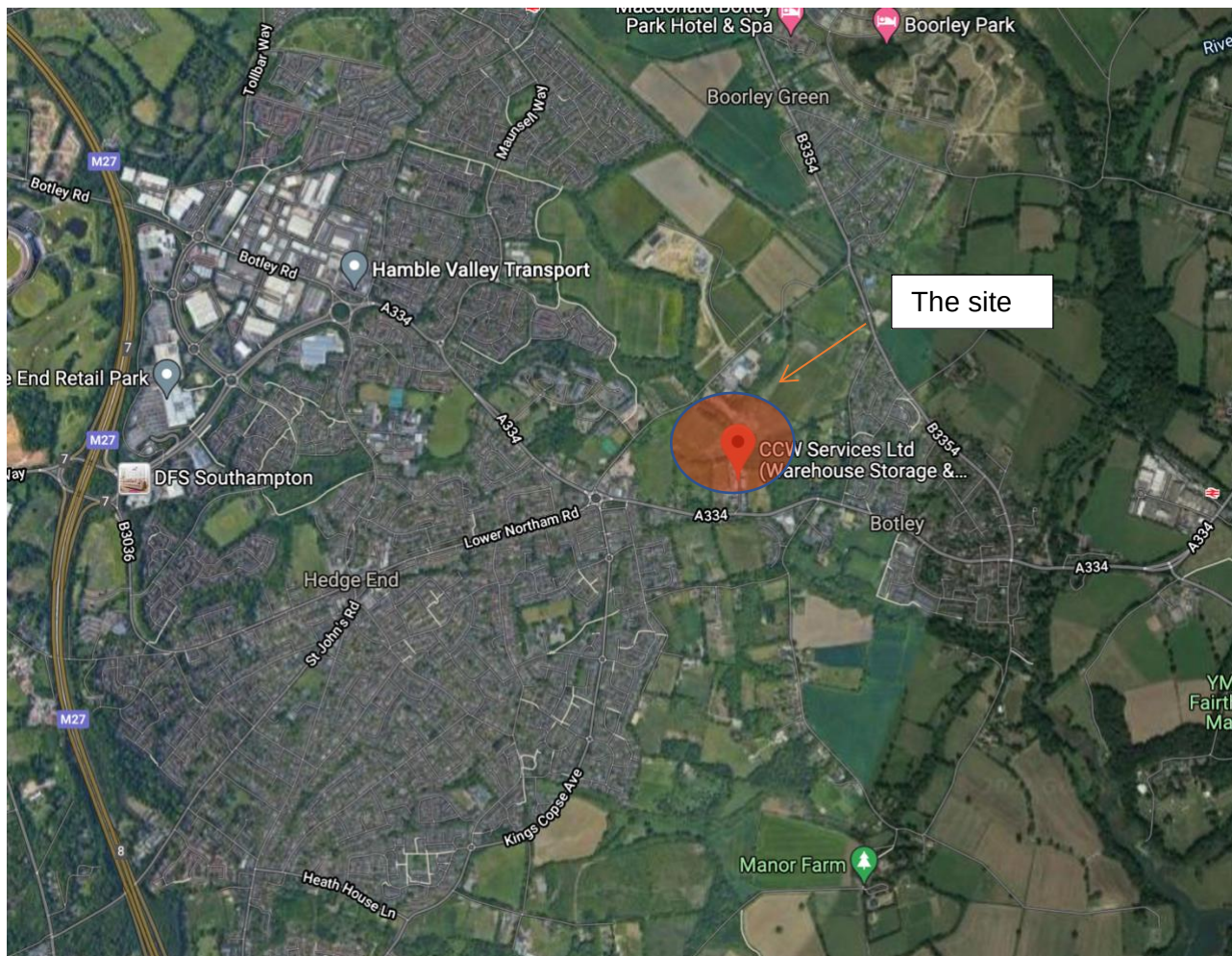


Figure 1: Aerial photo of Broadway Farm, Botley in the wider context (Source: Google Earth)

- 2.2 In the Planning Officer's Report (2019)¹ the characteristics of the site were described as, *"The site was originally used as an agricultural smallholding but has for the past 25 – 30 years been used by a small haulage firm for storage and distribution purposes. The site consists of a number of buildings, some old, some new, and some recently refurbished, as well as open areas used for lorry parking, loading and unloading, as well as the siting of a number of storage containers."*
- 2.3 The business remains very much a family affair with the bungalow occupied by the owners and the extended family. Access to the haulage operation and the bungalow

¹ Planning Application reference F/17/81201

is taken from the main A334 which has provided safe and ready access to the operational area for many years. The completion of the Botley by-pass will reduce and improve traffic flows through the village and its surrounding road network.

- 2.4 The site remains well screened by the adjacent bungalow and storage units all of which have been located and designed to maintain views and setting of the surrounding properties.
- 2.5 Additional hedge screening of the parking area is to be provided at the south side of the tarmac surfacing. The area cannot easily be seen from the public highways due to the elevated north to south topography of the site. Agricultural land to the north of the site is used for arable and grazing purposes.
- 2.6 There are no public rights of way across the site.

3. Proposed development

- 3.1 The application is a Detailed Application submitted on behalf of CCW Services Ltd for the continued use of land for the parking of ambulances and additional NHS vehicles together with a new warehouse for the storage and distribution of NHS products and materials [Class B8].
- 3.2 With regard to the Ambulance and Vehicle Park, ambulances along with other medical and patient support vehicles have been parked on a new tarmacadam surface located in the northeast corner of the site for some 2.5 years now resulting from an immediate need from the NHS to park ambulances in a strategic location to reach parts of the region conveniently and quickly. Having the M27 motorway only 2.8km from the site is a major contributory factor in the NHS decision to ask CCW to immediately designate part of the Broadway Farm site as an NHS Storage and control facility for their medical first response vehicles.



Figure 2: Photo of the ambulance parking at Broadway Farm, Botley

- 3.3 The ambulance/vehicle apron is designed to accommodate up to 80 NHS Emergency Vehicles. The pattern of taking or returning vehicles is one where the drivers come on site, park up in their allocated space and then return to base via a lift from a

colleague or by taking another vehicle from the stock on-site. There is no servicing of parked vehicles and the driver only carries out standard checks of the vehicle before they move off site. The type of vehicle going on and off the site varies with the demand for them at the hospitals, medical units, care homes or special treatment centres.

3.4 Accompanying the vehicle parking area proposal is the provision of a new storage unit of 560sqm GIA. This unit – which will match other units on site - is necessary so that the longer-term storage and operational needs of NHS managers can be met at the CCW location. The quantities of NHS material coming into storage and out of it depends on patient numbers and the volume and type of medical activity at the hospitals. It also varies because of the delivery schedules of suppliers. The NHS policy for using the storage and parking at this location is due to its availability, its high-quality storage environment, its security and its convenient access to the road network.

3.5 The NHS has a continuing need to store and distribute medical provisions within Hampshire to supply hospitals and clinics. Secure storage is vital in order to plan for the future medical needs of the community.

3.6 During the consideration of the last planning application Ref: F/21/91859, Botley Parish Council raised four issues at their meeting on the 24th November 2021 upon which they based an objection, since when a short presentation has been made to the Parish Council to explain the changes prior to the new submission and to seek any other observations that were considered important to the Parish. The four areas of concern were as follows;

- *“Members objected to further industrialisation within the countryside between Botley and Hedge End.*

- *Extending the warehousing at the site would not be in keeping with rural nature of the surrounding area.*

- *The visual shielding of the site needs to be enhanced with a requirement to include the planting of trees within the proposed boundary planting.*

- *Following the completion of the Botley bypass a weight limit restriction will be needed on Botley High Street to prevent lorries coming through the village to access this site.”*

3.7 In response to the first two comments, the submitted Landscape Visual Impact Assessment [LVIA] and Landscape Design and Access Statement [LDAS] address

these points in terms of the countryside and gap policies of the Local Plan concluding that;

- “the proposed development will not diminish the existing sense of visual separation of settlements” and,
- “the distinct character and amenity of this part of the physical Gap between Hedge End and Botley will remain and retain the sequence of fields, dwellings, commercial, fields, woodland and therefore all of the current elements of the gap, retaining the overall dimension of the gap between Hedge End and Botley.”²

3.8 The third matter raised by the PC is agreed and the details are now incorporated within the submitted LDAS accompanying the application – see in particular Figure 3.1 on page 8.

3.9 The question of a potential “weight limit restriction” on Botley High Street is an important topic but it is outside the remit of this application. Parish councillors were advised accordingly and it was accepted that it would be discussed with the Highway authority engineers at the appropriate time. At the meeting with PC Members on the 24th May 2022 Members confirmed their interest and concerns on the following matters;

- Light pollution prevention - A question was raised about the potential for reducing the risk of light pollution from the new operational areas if down-lighters were used at the parking area. **Response:** Subject to the illumination levels needed to achieve safe lighting conditions within the parking and loading zones new down lighter units could be utilized in areas where there was a significant risk of light pollution in surrounding areas.
- PC Comment – regarding proposed section 2 of the LDAS on page 9, could the section show a typical view from the south side of Broad Oak in addition to the view from the north side of the road? **Action:** A new Section 2 of the LDAS now includes the request clearly showing there is no material difference.

² LVIA prepared by fabrik landscape architects, page 6

- PC Comment – it was considered equally important for the LVIA to consider views from all points of the compass rather than to concentrate on the views from Broad Oak. **Action:** The LVIA includes all the viewpoints agreed with the Eastleigh BC Landscape Architect including those to the north from Woodhouse Lane.
- PC Comment – Clarification was sought regarding current and proposed operational hours? **Response:** The site has operated for over 30 years on the basis that access to it is governed by:
 - The cargo loading practices at Southampton Docks,
 - International and U.K. driving regulations and practices,
 - Employment, security and contractual obligations arising from the competitive nature of maintaining a high-quality storage and distribution business at the Eastleigh location.

The nature of the public services provided by the various branches of the NHS - from the Botley site - are new and special and the service providers need ready access at all times.

- PC Comment – Further clarification was sought regarding the increase in traffic movements. **Action:** The Addendum Transport Statement [TS] addresses the outstanding HCC Highways comments supplemental to the substantive Transport Statement which has not been altered. The number of additional vehicle movements arising from the warehouse is expected to be *“six two-way vehicle movements during the peak hours and up to 48 across the day. This level of traffic is well within daily variations, with the peak hour trip attraction equating to one additional vehicle every 10 minutes during the morning peak hour and one vehicle every 15 minutes during the evening peak hour.”*³ Paragraph 6.1.13 of the TS suggests the NHS parking is likely to generate 12 trips across the weekday and up to two across the weekend.
- PC Comment – A request was made to consider the emerging Botley Neighbourhood Plan [NP]. **Action:** Given the current status of the NP, a request has been made to the Eastleigh BC Planning Authority seeking clarification in terms of any weight to be given to the NP. As far as we are

³ Transport Statement, paragraph 6.1.12 page 18

aware, the NP has not yet been Examined for which reason it has not reached the Referendum stage and been adopted for Development Plan purposes.

- 3.10 In addition to the commentary by the Parish Council, there were several technical issues raised as a result of which the application was withdrawn to enable further work to be undertaken.
- 3.11 Hampshire County Council Highways raised a holding objection on the 23rd December 2021, subject to the submission of clarification, all of which are now incorporated into a TS Addendum in support of the revised Application.
- 3.12 The EB Council's Ecologist's comments dated the 23rd November 2021 are not considered as an objection and all the mitigation suggested is now incorporated within the proposals as set out in the LDAS, as well as the biodiversity enhancement plan.
- 3.13 The EB surface water drainage comments also dated the 23rd November 2021 sought clarification of a few points for which a new Drainage Report is submitted with the revised planning application.
- 3.14 The absence of an all-important LVIA together with an LDAS have now been produced in consultation with the EB Council's Landscape Architect which is particularly relevant in the light of the recent adoption of the Eastleigh BC Local Plan (2016-2036) adopted April 2022. In the light of the previous comments made by the Council's Landscape Architect on the 15th November 2021, the submission of the Fabrik landscape submissions will now enable the application to be fully and properly considered.
- 3.15 The additional technical work now addresses all the various points raised by the Parish Council including the outstanding technical comments.

4. Planning Policy considerations

- 4.1 In April 2022, the new Eastleigh Borough Local Plan (206-2036) has been adopted making the consideration of the policies of the Development Plan easier. Clearly the Local Plan must be considered to be in accordance with the latest version of the NPPF.
- 4.2 The policies previously referred to in the EBC Local Plan Review (2001-2011) have all be replaced.⁴
- 4.3 In the Foreword to the Local Plan prepared by the Leader of Eastleigh BC, it is clear that a balance must be achieved when trying to accommodate often competing needs and requirements - *“We want to ensure that any development promotes a prosperous local economy; that it grows thriving and healthy communities; that the standard of living for residents increases; that the distinct identity of our towns and villages is protected, that congestion is minimised, and that green space and biodiversity are preserved.”* It is maintained that this application provides much needed jobs that will contribute positively to a prosperous local and regional economy whilst protecting and enhancing the immediate locality of the site.

Eastleigh Borough Local Plan 2016-2036 (Adopted)

- 4.4 Whilst Policy S1 - Delivering sustainable development - is very much overarching, it provides the basis for decision making and determining applications. In the case of this application, it is considered that there are many benefits attendant with the proposals for the local economy whilst securing future employment opportunities. The extensive landscape analysis in combination with the proposed mitigation enhances and protects the important elements of the local environment.

**Eastleigh Borough Local Plan
(2016-2036)**

April 2022

- 4.5 Policy S2, Approach to new development, requires;

⁴ EBC Local Plan. Appendix A, page 226 (adopted 2022)

“The Council will promote the delivery, over the plan period 2016-2036, of a minimum of b.103,500 sqm (net) of new employment development (of which 56,800sqm to be E(g)(i)/(ii) development);” leaving 46,700sqm for other similar uses including B8 for which the application would provide 560sqm of new employment development.

- 4.6 The application site is located with the countryside and within a local gap between Botley and Hedge End. Policy S5 states that planning permission will be granted for development outside the urban area so long as, inter alia, it meets the criteria in the other policies of this Plan.
- 4.7 The site is a recognised well-established storage and distribution haulage business which has operated for over 30 years and includes several very successful businesses all of which function out of refurbished and new buildings approved nearly three years ago to ensure the premises were all fit for purpose to continue providing much needed jobs within the local economy. There remains a general presumption in favour of sustainable development⁵ in which economic, social and environmental objectives need to be balanced.
- 4.8 In this particular case, the overall business has a strong and recognised relationship with the NHS the latter operating from one of the existing warehouses on the site already. There is an objective agreed by both parties to cement that relationship by not only continuing to park ambulances/first response vehicles on the site but to construct a new warehouse to complement the existing. The social and economic benefits are obvious, creating new employment opportunities and supporting the health sector to make further improvements for the good of the wider community. Environmentally, the building has been designed to sit alongside the existing warehouses in a location that is not easily seen from any public highway; the details of the design process can be read in the accompanying Design and Access Statement complemented by the LVIA and LDAS.
- 4.9 The location of the proposal is within a local gap but given the existing nature of the warehouse activity, it is suggested that one further warehouse will have a negligible environmental impact on the immediate surroundings. The gap policy is designed to resist the coalescence of settlements, physically or visually but in this instance, the visual quality of the experience by the public is not diminished because the passer-

⁵ Paragraph 10 NPPF (2021)

by remains largely unaware of the buildings due to the rising undulating topography to the north in combination with the existing very mature landscaping. The LVIA concludes,

- 4.10 *“In conclusion, it is considered that the Site is readily influenced by the adjacent built form. A sensitively approach to the location, orientation and use of façade materials for the warehouse and the proposed treebelt planting to the northern edge of the Site and the southern edge of CCW Services land ownership, will create a positive response to the Gap and assist to conceal both the existing and proposed developments and provide landscape and visual betterment from the baseline situation overall. Furthermore, the proposed vegetation will not alter the visual, perceptual and physical coalescence of the two settlements.”*⁶
- 4.11 Policy DM18 recognises that there are well established employment centres located outside defined urban areas with long standing lawful uses. The policy also supports redevelopment for industrial and storage buildings which are of a design, scale and layout in keeping with its surroundings using appropriate materials. Any such buildings must not result in any significant increase in traffic generation. See the Transport Statement attached in support of the application.
- 4.12 On all these counts, the building dimensions are suitable for this site, the proposed materials are the same as used on neighbouring buildings and the additional traffic generated is not expected to result in any significant increase that would cause problems on the road network. Further landscaping is proposed to enhance the visual amenity of the locality as well as providing ecological enhancements. In view of the care taken to place the building in a suitable location within the existing landscape and create further enhancements, it is considered that the location has been fully respected in accordance with the Adopted Local Plan.
- 4.13 The Design and Access Statement and the LDAS submitted in support of this application demonstrate compliance with Policy S1 which is general but important. It says;
- “1. To be sustainable, new development in the Borough should:*

⁶ LVIA page 62

- a. *meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs;*
- b. *enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education and skills training opportunities;*
- c. *maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks;*
- d. *have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions including through carbon sequestration and by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses;*
- e. *minimise the need to travel longer distances and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use;*
- f. *avoid impacts on the Hamble and Itchen catchments and associated flora and fauna species by preserving water quality and flows from development and safeguarding potential yield of local water resources used for public water supplies having regard to the impacts of abstraction;*
- g. *seek opportunities to optimise density of new development and redevelopments;*
- h. *use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings;*
- i. *maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets;*
- j. *have regard to the purposes¹² of the South Downs National Park, including regarding its status as an International Dark Night Skies reserve; and*
- k. *maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development to achieve an environmental net gain.*

2. Applicants are encouraged to undertake pre-application consultation with the relevant statutory and non-statutory consultees.

3. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

4. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at

the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b. where specific policies in that Framework or other international or national legislation indicate that development should be restricted."

- 4.14 The new warehouse building has been positioned to avoid the existing overhead electricity cables whilst part of the ambulance parking area sits beneath the cables and at lower ground thus optimising the land available on the estate.
- 4.15 Notwithstanding that this proposed development will result in no increase in traffic, the accompanying Transport Statement prepared by i-Transport sets out the predicted levels of traffic demonstrating compliance with Policy DM13.
- 4.16 As the Local Plan is now Adopted there are a number of policies that will be considered in order to achieve a balance as per the NPPF of environmental, economic and social objectives.
- 4.17 The key policies are as follows;
- S1⁷ – Sustainable development
 - S2⁸ – Approach to new development
 - S4⁹ – Employment provision
 - S5¹⁰ – New development in the Countryside
 - S6¹¹ – Protection of Settlement Gaps
 - DM1¹² – General criteria for new development
 - DM2¹³ – Environmentally sustainable development.
 - DM3¹⁴ – Climate Change

⁷ EBC Local Plan (April 2022), Page 21

⁸ Ibid, page 25

⁹ Ibid, page 29

¹⁰ Ibid, page 33

¹¹ Ibid, page 34

¹² Ibid, page 54

¹³ Ibid, page 58

¹⁴ Ibid, page 60

- DM4¹⁵ – Zero or low Carbon development
- DM5¹⁶ – Managing Flood risk
- DM6¹⁷ – Sustainable surface water management and watercourse management
- DM11¹⁸ – Nature Conservation
- DM13¹⁹ – General Development criteria - transport
- DM14²⁰ – Parking
- DM18²¹ – Extension and replacement of existing employment uses

- 4.18 The existing haulage and warehouse operation is well established having been in existence for over 30 years. The location of the business lies mid-way between Botley and West End with public transport passing along Broad Oak at regular intervals. The site is highly sustainable in terms of Policy S1. As the policy reinforces the same objective as the NPPF, to reflect the presumption in favour of sustainable development to secure development that improves economic, social and environmental conditions in the area.
- 4.19 This proposal will enable the NHS to meet its current floorspace requirements at Broadway Farm creating 10 new jobs directly with additional jobs elsewhere in the supply chain which is wholly in line with the Council's ambitions to create 103,500sqm of new employment space during the Plan period.²²
- 4.20 Modifications have now been made to both Policies S5 and S6²³ which are both relevant to this site located in the countryside and within a settlement gap. Given the change in emphasis towards the presumption in favour of development Policy S5 is permissive ensuring that no adverse impacts result from the development.
- 4.21 The Figure 2: Settlement Gaps from page 36 of the Adopted Local Plan is reproduced below for ease of reference;

¹⁵ Ibid, page 61

¹⁶ Ibid, page 61

¹⁷ Ibid, page 62

¹⁸ Ibid, Page 74,75 (SINC)

¹⁹ Ibid, page 84

²⁰ Ibid, page 85

²¹ Ibid, page 87

²² Policy S2, Eastleigh Borough Local Plan 2016-2036 (Page 25)

²³ Ibid, pages 33 and 34

Extract from Adopted Local Plan – Figure 2: Settlement Gaps



- 4.22 The land in question forming part of this application is not currently used for agriculture and has not been so used for the last 30 years. In addition the small size of the land and its configuration would not lend itself to an agriculture business. The ambulance parking apron has a tarmac surface already whilst the land to the south, proposed for the extension to the warehouse B8 Use, remains as grassland. There would be no adverse impacts arising from this development whilst the benefits would create new jobs, help to achieve the Council's policy target of 103,500sqm of new employment space, and provide valuable additional storage resource for the NHS.

- 4.23 In a similar way Policy S6²⁴ is permissive enabling development to take place so long as the proposal would not diminish the physical and / or visual separation of settlements and it would not have an urbanising effect detrimental to the character of the countryside or the separate identity of the adjoining settlements.
- 4.24 An explanation has been presented earlier in this Statement but both the Design and Access Statement and Landscape DAS address the details of how the ambulance apron has been carefully located in the northeast corner of the site where it cannot be seen from public view because of the dense landscape screening located immediately to the north and east. The new warehouse building is of similar dimensions to other buildings on the site already and its position to the north of the rising land which undulates naturally, reduces any impact. With the proposed additional landscaping within the site the result will enhance and reinforce the countryside location as well as its ecological value.
- 4.25 Currently the long-established estate has spare capacity to extend existing buildings for existing users such as the NHS by optimising land which is available (Policy DM1). Other criteria within the wider Policy DM1 are all complied with.
- 4.26 The remaining DM Policies, 2, 3, 4, 5, 6, 11, 13,14 and 18 have all been addressed within other supporting technical reports accompanying this application. Policy DM15 safeguards existing employment sites. As stated in paragraph 5.97²⁵ *"The Borough Council considers that it is important to retain employment sites in employment use in order to retain a diverse choice of employment opportunities, to enable industries already established on these sites to grow, and to minimise the need to allocate further greenfield sites for employment use. All the major existing employment sites were reviewed and found to be viable and valuable employment sites."*
- 4.27 Regarding DM18, this proposed development to extend the existing warehouse structure for the NHS does require a new building because it is impractical and more costly to merely extend the existing building. Notwithstanding this, all the criteria within DM18 are complied with. The existing warehouse building for the NHS is lawful; it is non-residential; the building will not have an urbanising effect on the countryside for the reasons mentioned above; the location is highly sustainable in terms of

²⁴ Ibid, Policy S6 a, b, i and ii

²⁵ Ibid, page 88

accessibility to public transport; the access exists, some small area of additional parking is necessary but additional landscaping is proposed to mitigate the proposals following the analysis in the LVIA and LDAS; and, the building is located within the curtilage of the estate.

- 4.28 It is suggested therefore that the spirit of the policies in the Local Plan has been complied with. In this case there is no doubt that the NHS have particular needs to ensure they have the necessary infrastructure support to store and distribute vital equipment for the coming years to cope adequately with the existing pandemic whilst planning ahead for any future national emergencies to keep the public fit and healthy. By the same token there is a very real requirement to ensure the fleet of ambulances and first response vehicles remain in readiness for emergencies.
- 4.29 Resulting from the proposed development will be a number of material benefits including the provision of new jobs, as well as giving rise to additional employment opportunities throughout the supply chain. Economically, the investment in the business will increase rates to the community on a regular basis in addition to the payment of employees all of which will melt into the community increasing prosperity.
- 4.30 The NHS requires both the ambulance parking apron as well as the warehouse to ensure vehicles are ready for any emergency whilst operating a new storage and distribution facility for essential medical supplies and equipment. Environmentally, the proposals make better use of unused land and, as a Sustainable scheme, will contribute positively to the local area ensuring further landscape and ecological enhancements are brought forward. Please see attached letter from the NHS dated 12th February 2021.
- 4.31 The basic premise for any development remains the presumption in favour of development, unless there are material reasons to suggest otherwise. An analysis of current Planning policies within the Development Plan suggests the principles of this proposal conform with the spirit and the details of policy there being no demonstrable harm that might otherwise arise.

5. Conclusion

- 5.1 This application is submitted for two principal reasons; a) to regularise the parking of ambulances and first response vehicles for the NHS on land to the northeast of the estate and b) to construct an extension warehouse of 560sqm to facilitate the storage and distribution of essential medical supplies to complement recent renewals and extensions on the CCW site now and in the future to ensure the health and wellbeing of the wider community.
- 5.2 A considerable amount of additional technical assessment work has been undertaken since the withdrawal of the initial application. The new work has included input and guidance from the Council's Landscape team. The results have been a range of new studies including a LVIA, a Landscape DAS, the new Drainage report, the Transport Addendum and the proposed mitigation for ecology and landscape are full in accordance with policy. These have been prepared and structured to fully comply with the aims and objectives set out in local and national policies.
- 5.3 The site is the focus for an established international storage and distribution company, which has operated successfully for over 30 years. It in turn has generated specialist business side lines related to its main on-site commercial activities and clients. All of this has been delivered from refurbished and new buildings installed on the site and approved by the council over the past three years. Jobs within the local economy and the local area have been the result of these business changes and decisions, The present application is a logical and prudent business decision that will help to maintain and protect this worthwhile undertaking.
- 5.4 Over the past two years the NHS has moved medical materials and supplies into storage space within the existing units. The volume and type of goods vary as does the units where the material has to be stored.
- 5.5 The Covid-19 scenario has changed greatly and expectations are that there will be new on-going aspects to the treatments for Covid. This health planning scenario is expected to last for a number of years consequently NHS management has prepared national plans to ensure that essential medical equipment and supplies are readily available for the current, as well as the future needs of the National Health service.
- 5.6 Long-term storage of medical supplies has become a high priority and finding suitable, accessible sites is a challenge particularly when it is linked to vehicle storage

and patient transportation. The CCW site managers at Botley have secured a balance between the competing needs of their key clients. However storage demands are still increasing and the approval for an additional *560sqm of B8* development space at Botley will greatly help a storage balance to be maintained.

- 5.7 Any planning application must be determined in accordance with the Development Plan unless there are material reasons suggesting otherwise.
- 5.8 Following an analysis of the latest edition of the NPPF, the Adopted Eastleigh Borough Local Plan, together with other relevant SPD, the balance of relevant policies give weight to this application being approved.
- 5.9 There would be no demonstrable harm arising from this proposal, indeed there would be material benefits arising economically, socially and environmentally.
- 5.10 On behalf of the applicant, the planning authority is invited to approve the application so that further investment can be made in the Borough, temporary construction and permanent B8 jobs created, contributing to the Borough and regional economy.