

**Land at Moorlands Farm
Botley Road
West End
SO30 3HD**

Planning & Economic Statement

*Demolition of all existing buildings and detailed planning approval
for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)],
warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i).*



On behalf of:
Country Homes Corhampton Ltd

Ref: 2084/2/R001
Date: 9th September 2022

Content

1. Executive Summary
2. Introduction
3. The Site and its Setting
4. Planning History
5. Withdrawn Application
6. The Proposal
7. Planning Policy
8. Planning Matters Raised
9. Employment Space - Local Requirement
10. Supply
11. Sustainable Development – Assessment Against Wider Policy Considerations
12. Comparison Site Allocations and Precedents
13. Conclusion

Annex

1. Dogs Trust Approved Site Planning Drawings, Decision Notice and Officers Report
2. 2016 SHLAA - Site Assessment
3. Withdrawn Outline Application (O/21/91192): Summary of Consultation Comments and Responses by the new application
4. Landscape Character Area Assessment for Eastleigh Council (Extracts) – Area 11: M27 Corridor
5. Sustainability Appraisal Comparative Assessment

1.0 Executive Summary

- 1.1 This Statement forms part of a detailed planning application submitted to Eastleigh Borough Council (EBC) on behalf of Country Homes [Corhampton] Ltd, for the:

Demolition of all existing buildings and detailed planning approval for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)], warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i)).

- 1.2 The scheme will provide the following in use and floorspace terms:

Use	Sq.m. GIA
Light Industrial/ Warehouse	1,924
Ancillary Estate Office	200
Total	2,124
Open Storage	171

- 1.3 The proposal takes into consideration the policies of the new Eastleigh Local Plan 2022 and linked guidance, including the site's countryside designation and:

- The guidance received in response to the 2021 outline application that was withdrawn;
- The site's established part developed status, with a previous long-established production-led use;
- Previous planning approvals for the part redevelopment of the site with new floorspace on open land for a dog training centre;
- The rejection of the site from inclusion in the new Local Plan for redevelopment due principally to concern that it would not be available;
- The availability of the site now to provide high quality, flexible accommodation and open storage facilities;
- The current condition of the site which requires redevelopment and presents an opportunity to significantly improve and enhance its contribution to its countryside setting in built structure, landscape, ecological and managed drainage terms, whilst taking into account the adjoining SSSI, which is in the same ownership;
- Screening from the M27 and protection of traffic on the motorway from any lights within the site that will be maintained by: retained and enhanced new planting within the site; existing fencing along the site boundary and on the west (motorway) side of the PRoW (Footpath 10); and by new screen planting on the motorway embankment that has been recently added outside of the site. If necessary, additional temporary fencing will also be provided whilst new planting within the site becomes established;
- The site's transport connections for vehicular traffic and non-motorised users and its connectivity generally with

the wider Eastleigh / Southampton area;

- The site's proximity to the wider established commercial and industrial estates that define West End and Hedge End as employment locations and as nearby centres of population and potential workforce;
- The established employment developments of Wellington Park and Berrywood Business Park in particular that are similarly located on the edge of West End / Hedge End and on the outer perimeter of Moorgreen Meadow, with the Berrywood Business Park having also come about from the redevelopment of a former farm property;
- The fact that the site compares favourably as a location for new employment space in suitability and overall sustainability terms against the nearby allocated Berrywood Business Park extension site, Netley Firs and Chalcroft Business Park sites;
- Confirmed local need for the proposed space, with interest from local businesses whose requirements cannot be met by existing opportunities.

1.4 The site access and proposed layout and building plans and the accompanying environmental assessments demonstrate how the proposed redevelopment of Moorlands Farm will significantly improve the arrangement and quality of the built part of the site, alongside new soft landscaping. This includes the:

- improvement of the existing service road with improved passing points and low level lighting, set alongside retained and new screening, that will prevent potential light spill and disturbance to wildlife and to traffic on the adjoining M27;
- concentration of new, high quality buildings focused within the existing built parts of the site;
- replacement and enhanced native tree and other soft planting, with a suite of additional ecology-led design responses that will ensure a biodiversity net gain of 0.08% habitat units and 411% hedgerow units. This reflects the trees that have already been removed from the site but the significant new replacement and enhanced planting and biodiversity benefits that are integral to the site layout and building plans;
- additional sustainable design responses that include the provision of green roofs, additional complementary SUDS, solar pv roof panels, low energy and water use appliances, facilities for pedestrians and cyclists, and electric vehicle charging points that will serve all motorised vehicles, including service vehicles;
- the provision of IT connectivity that will futureproof the meeting of tenant requirements over the long term; and
- the provision of a small on-site estate office that will oversee the management of the site and the adjoining wider land title and that will significantly reduce the need to travel to the site from more distantly located facilities.

2.0 Introduction

2.1 This Statement is structured as follows:

Section 3: describes the site and its setting;

Section 4: summarises its planning history;

Section 5: summarises details of the recent outline planning application that was withdrawn;

Section 6: describes the application scheme;

Section 7: summarises the designations of the site and lists the relevant local planning policies and adopted guidance that are material to the consideration of the proposals;

Section 8: summarises the planning matters raised;

Sections 9 to 11: sets out how policy requirements are met;

Section 12: considers the proposals against other local sites that have been allocated for employment use;

Section 13: provides a brief conclusion.

3.0 The Site and its Setting

3.1 Please see the accompanying **existing site plans, site photographs, DAS and M27 Street Views**.

The Site

3.2 The site is referred to as land at Moorlands Farm, West End. It is accessed from the north side of Botley Road, to the east of the M27.

Existing Arrangement

3.3 The site with its junction on Botley Road totals c1.71ha. It comprises:

- the main junction with Botley Road, with Public Footpath 10 crossing to its west side;
- the private access road that runs north of the junction and broadly parallel with the M27, set back behind

fencing and dense planting;

- a section of an oil pipeline that crosses the main built part of the site;
- a former farmhouse and complex of outbuildings, sheds, greenhouses and ponds that have been added incrementally over time rather than as a result of a deliberate site arrangement plan, other than respecting the required easements of the pipeline;
- open land and woodland that extend north, south and east of the farm buildings and that links into the adjoining Moorgreen Meadow. A number of trees were removed to the south of the farmhouse in 2021, as part of general maintenance works, but the site does continue to be heavily screened.

3.4 The current buildings on the site provide the following estimated accommodation.

Building	Sq.m. GIA
Farmhouse	182.46
Outbuildings	1,040.53
Greenhouses/ Sheds	58.15
Total	1,281.14

3.5 The farmhouse is a 2-storey chalet style building with dormer windows at the upper, roof level and a tall chimney stack. The building is in brick with roof tiles.

3.6 The other buildings are in a range of styles and configurations and include pitch and flat roofs. They are constructed from a mix of materials that include brick, breeze-block, corrugated metal, timber and steel frames with glass. There is evidence of asbestos roofs on a number of the buildings.

3.7 The existing buildings sit within a large area of hardstanding that makes up the former farm yard. This is also now in a poor condition.

Setting

3.8 The site falls within the West End area of Eastleigh District, accessed from the north side of Botley Road (B3035), between its crossing over the M27 and the roundabout junction with Tollbar Way (B4432);

3.9 It forms the south-east part of a largely open and wooded area that includes the Moorgreen Meadow SSSI. The SSSI designation includes the protection of Marsh Orchids that are supported by grazing animals and the stream that runs through the Meadow to the east of the farm site. Animal grazing is understood to have ceased here some time ago and subsequent to the last survey of the site by Natural England in 2008. The applicants have invited Natural England to undertake a new survey.

- 3.10 As outlined in the following sections. Natural England confirmed that the withdrawn larger proposed scheme would **not** impact on the SSSI. The new proposals are significantly smaller in terms of the amount of floorspace and hardstanding proposed and in terms of associated drainage requirements and now higher ecological benefits.
- 3.11 The site's western boundary alongside the M27 comprises sections of planting and fencing within the land title, PRow Footpath 10, additional fencing and a heavily planted embankment. The site levels, PRow and embankment drop northwards, so that the main developed part of the application site sits broadly at the same level as the motorway. This provides a sense of enclosure along the access road and within the site, with green views across them from Botley Road and from other medium and longer range views. New saplings have been planted along a section of the embankment outside of the site boundary, linked with the recently completed smart motorway works. They will contribute further to the screening of the site.
- 3.12 To the west of the M27, the north side of Botley Road is the new Millers Walk residential development and the NHS Moorgreen Hospital site. On the opposite south side of Botley Road, also to the west of the M27, are the Boundary Lakes Golf Course and a wider sports and recreation area. The facilities here include the Ageas (Rose) Bowl Cricket Stadium, a leisure centre and a number of large chain hotels. Further west, Botley Road continues onto the predominantly residential and mixed community area of West End.
- 3.13 To the north of the application site, open land extends up to Moorgreen Road, which also crosses the M27. This open area includes a large pond that is attached to Moorlands Farm, as well as allotments. Residential properties line the north side of Moorlands Road; to the north of which is further open land that extends up to and beyond Allington Lane and forms part of Itchen Country Park.
- 3.14 Botley Road is to the south of the site, on the southern side of which, set back and screened from the road, is out of centre retail development. This is accessed from Tollbar Way, south of the Botley Road / Tollbar Way roundabout.
- 3.15 Wellington Park is to the east of the site's access road and south of the farm buildings, set back from the north side of Botley Road behind dense plant screening. It is a modern high quality employment park that accommodates a number of businesses.
- 3.16 To the east of the site's farm buildings, on the north side of Wellington Park, is open land, part of which is in the same land title. This wider open area extends up to Tollbar Way. Berrywood Business Park is located here, accessed from Tollbar Way. The business village is an established employment development, which came about as a result of the redevelopment of a former farm property. Open land adjoining it on its southern side is now allocated for additional new employment space, under Policy WE3 of the new Eastleigh Local Plan,. Residential areas are to its north and east.
- 3.17 On the east side of Wellington Park, facing the Botley Road /Tollbar Way roundabout junction and north-east side of Tollbar Way is the Bradbeers Retail Park. Shared accesses for both Wellington Park and the Retail Park are off the

roundabout and Tollbar Way, with the main entrance to Wellington Park being an attractive, partly tree-lined road. Leading north of the main Wellington Park access, Tollbar Way extends past Moorgreen Meadow, leading to the Berrywood Business Park on the road's west side.

- 3.18 The additional frontages of the Botley Road and Tollbar Way that continue east and south from their linked roundabout junction are additional major employment and retail / commercial parks that form the major employment area of Hedge End. Residential areas wrap around these further to the north, east and south, all of which are very well connected either directly via Botley Road or the wider local road network.

Connectivity and Linkages

Road, Air and Seaports

- 3.19 The site benefits from excellent local road connections via Botley Road (B3035) and Tollbar Way (B33452).
- 3.20 Botley Road connects West End and Hedge End. Tollbar Road connects with Great Charles Watts Way (A334) to the south-east and onto the M27 (Junction 7). The motorway provides connections with the wider Hedge End / Southampton area and beyond, including via the M3 motorway at Eastleigh.
- 3.21 Southampton Airport is located off the M27 at J5, also to the north-west of the site. The Port of Southampton and Portsmouth Docks are also conveniently accessed via the motorway and local road network.

Rail

- 3.22 Hedge End Railway Station is c.1.6km to the north-east, accessed via Botley Road, Tollbar Way and Maunsell Way. It is on the South-Eastern Network that links to London Waterloo (1hour 26mins journey time) and Portsmouth Harbour (43minutes journey time).
- 3.23 Services to Waterloo include stops at Eastleigh, Winchester, Basingstoke, Farnborough and Woking. Services to Portsmouth include a stop at Portsmouth & Southsea.

Bus Services

- 3.24 Bus services operating on Botley Road comprise:
- **Route 8 (First Bus)** - Hedge End Station (Grange Park) to Southampton City Centre, via Tollbar Way, West End, Chartwell Green, Bitterne and Northam.

- **X4 (Xelabus)** – Hedge End to Eastleigh via Wilburn, West End, Chartwell Green and Mansbridge.

3.25 The nearest bus stops are on Tollbar Road and Botley Road (west side of the M27, Moorlands Green Hospital).

Pedestrian and Cycle Route

3.26 Dedicated pedestrian and cycle paths are provided on the north side of Botley Road, immediately west of the site's access. They connect over the M27 in the direction of West End. The paths merge into a shared path, east of the site access in the direction of Hedge End. Shared pedestrian and cycle paths continue around and leading off the Botley Road / Tollbar Way roundabout; providing safe access across the wider commercial and employment area.

3.27 Links to Hedge End railway station and the Ageas Bowl Cricket Ground are signposted for pedestrians and cyclists next to the site access on Botley Road, demonstrating that the site is on an established, convenient connection for non-vehicle users.

Public Right of Ways

3.28 PRoW Footpath no 10, West End, was diverted as part of the construction of the M27. A direction sign for the path is on the west side of the site's access. The Footpath continues parallel with the M27 between the motorway embankment and the site's access road and main area, with screen planting and fencing separating the footpath from the site. The Footpath then crosses the Moorlands Farm land, north of the farm buildings and the open land that are included in the application site.

4.0 Planning History

4.1 The recent planning history of the site comprises the following.

Z/29431/000/00 - Land To The North Of The B3035 And East Of The M27, Adjacent To Moorlands Farm Hedge End ,

- Valid date: **18/03/1987**
- Outline: Erection of Leisure Centre Including Tennis Hall and Bowls Hall with Outdoor Courts and Associated Parking
- Type of Application: Full planning
- Decision: **Granted**
- Decision Date: 14/08/1987

Z/17321/005/00 - Moorlands Farm, Botley Road West End,

- Valid date: **08/04/1987**
- Retention of Dwelling Without Complying With Agricultural Occupancy Condition
- Type of Application: Full planning
- Decision: **Withdrawn** By Applicant, *it is understood that an occupancy condition does not apply to the property*
- Decision Date: 16/11/1992

F/12/71729 - Land at Moorlands Farm, Botley Road, West End, Southampton SO30 3HD

- Valid date: **16/11/2012**
- Construction of dog training hall with associated dog exercise area, parking and landscaping following demolition of existing barn
- Type of Application: Full planning
- Decision: **Permit**
- Decision Date: 13/02/2013

F/15/77341 - Land at Moorlands Farm, Botley Road, West End, Southampton SO30 3HD

- Valid date: **30/09/2015**
- Renewal of planning permission F/12/71729 for the construction of dog training hall with associated exercise area, parking and landscaping following demolition of existing barn.
- Type of Application: Full planning
- Decision: **Permit**
- Decision Date: 21/12/2015

F/18/84683 Moorlands Farm, Botley Road, West End, SO30 3HD

- Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn
- Decision: **Permit**
- Decision Date: 5/04/2019 – **now expired**.
- Conditions, include
 1. The development hereby permitted shall be implemented in accordance with the following plans numbered: Loc 01, 01 Rev B, 02 Rev A, 03, H16 07 S1

O/21/91192 Moorlands Farm, Botley Road, West End, SO30 3HD

- Demolition of all existing outbuildings and outline planning approval with details of access to be approved and all other matters reserved for redevelopment to provide light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)] and warehouse floorspace [Use Class B8], conversion of existing farmhouse to provide ancillary office space [Use Class B8] and provision of an estate office [Use Class E(g)(i)]
- Decision: **Withdrawn**

Ownership and Alternative Use Options

- 4.2 The site was previously bequeathed to the Dogs Trust charity.
- 4.3 Planning approval was secured in 2013 and subsequently renewed for additional buildings to provide a new dog training centre, predominantly on the open land to the north of the main farm complex.
- 4.4 As summarised in the Council's Strategic Land Availability Assessment (SHLAA) (2016) (**Annex 2**), the Dogs Trust used pre-application discussions to explore alternative employment and residential options for the site.
- 4.5 The suitability, availability and achievability of the site for redevelopment as appraised in 2016, referred to the site's then location in the strategic gap, the location of the SINC/SSSI and proximity to the M27 in respect of noise, but also its connectivity with Hedge End. The ability to re-use the existing farm buildings was acknowledged but the constraints of the site and in particular uncertainty about its availability resulted in it being concluded that there ***'is no reasonable prospect of redevelopment of the site within the plan period.'***
- 4.6 The Council therefore did not take the site forward for allocation. Aside from its availability, the other *'constraints'*

identified by EBC's SHLAA related to residential rather than to potential industrial or warehousing uses; for instance: its distance from some community services and amenity issues associated with M27.

- 4.7 The Dogs Trust sought their subsequent last renewal of the planning permission for the training facility after the site was rejected for allocation in the new Plan. The full set of application plans, together with the officer's report and decision notice for the most recent planning approval for the training centre are at **Annex 1**.
- 4.8 Ultimately the centre was not needed and the Dogs Trust sold the site to County Homes Corhampton Ltd (CHC) in early 2021. The site is now available for development.
- 4.9 CHC are a local development company with strong connections and experience across the commercial, community and residential development sectors, focussed primarily within Hampshire and Surrey. CHC acquired the site as a long-term asset. The intention is to redevelop the built farm complex as an employment development and to maintain it together with the rest of the land title.

5.0 Withdrawn Outline Planning Application

- 5.1 Outline planning application ref: O/21/91192 sought approval of minor works to the existing service road and approval in principal for light industrial, warehousing and ancillary office accommodation. The application included an illustrative site plan that was supported by environmental based assessments.
- 5.2 The application was withdrawn following detailed discussions with EBC. The principle of redevelopment for the proposed uses was accepted but given the site's location, EBC's position was that:
- a detailed planning application would be required to fix (as a minimum) details of access, layout and scale;
 - the overall amount of built footprint would need to be reduced and focused principally within the existing built areas of the site;
 - the ridge height of the buildings should be reduced.
- 5.3 The withdrawn application was subject to full statutory and public consultation which has also been taken fully into account in the development of the new proposals. The responses received and how these have been addressed are summarised at **Annex 3**. Key matters are also addressed in the following sections and in the accompanying DAS and environmental reports.

- 5.4 EBC's further advice was sought following the withdrawal of the first application, supported by a number of new draft site plans and visuals. The advice provided following discussions with Eastleigh's Planning and Landscape teams is also at **Annex 3**..

6.0 The Proposal

- 6.1 The site plans include:

- Minor works to the existing service road to provide improved passing areas and low level lighting, all of which will remain fully screened from the M27 and adjoining PRoW;
- Side entrances off the east side of the access road to serve a new light industrial / storage unit (Unit C) and an additional small open storage area;
- The continuation of the service road to form a new central courtyard within the main built area of the site. It will connect to the east boundary of the site to provide a retained maintenance access to the adjoining SSSI land. A pond is proposed to be set within the courtyard that will provide a circulation route for vehicles and contribute to the new SUDs facilities;
- Two light industrial / storage buildings (Units A and B) located on the north and south sides of the courtyard with adjoining car parking;
- A small estate office (Unit D) with allocated parking located on the south side of the courtyard, close to the east boundary of the site.
- Soft planting including within the adjoining open land to the north of the new courtyard and buildings.

- 6.2 The easement for the oil pipeline that crosses the site is maintained, as indicated on the proposed plans.

- 6.3 The site plans and buildings reflect the expressed interest from potential tenants that have been reconfirmed in support of this detailed application. This includes flexibility in the proposed uses to allow light industrial and storage facilities. None of the uses are proposed to be open to the general public. That is, no trade counters are proposed.

- 6.4 The arrangement of the access road, courtyard, parking and service areas have been confirmed by the accompanying Transport Assessment and swept path assessment. This includes for lorries of up to 15.1 tonnage, taking into account the reduced size and extent of associated traffic that needs to be accommodated with the new passing locations on the access road.

Floorspace, Building Height and Appearance

6.5 The proposed accommodation comprises:

Unit	Use Class	Roof Type / Height	Sq.m. Footprint	Sq.m. GIA
Unit A	Light Industrial/ Warehouse	Flat 7.186m	876	824
Unit B		Flat 7.186m	876	824
Unit C		Pitched 9.5m to ridge	302	276
Estate Office Unit D	Office	Flat 6.875m	115	200
Total			2,169	2,124
Open Storage Area			171sq.m.	

6.6 The proposed 2,124sq.m. GIA of built space compares with 2,844 sq.m. GIA that was proposed within the withdrawn outline planning application (excluding possible mezzanine space) with the new buildings also again now concentrated within the built southern part of the site.

6.7 The longer buildings (A and B) will be arranged with a number of insets along their elevations. This will reduce their bulk and massing, provide for soft planting next to their external walls and will result in the buildings being read as a series of smaller buildings.

6.8 All of the buildings will comprise a mix of facing materials that follow a barn style that complements the countryside setting.

6.9 Solar pv roof panels and sedum roof planting are included. The larger flat roof buildings (A & B) extend to just under 7.2m in height. The small office (D) will also have a flat roof and will extend to 6.87m.

6.10 The small Unit C building has a pitched roof to 9.5m at its ridge. This will provide variety within the development, with this taller building being located closest to neighbouring Wellington Park.

6.11 The buildings allow for full flexibility for future tenants. All of them will be fully screened from medium and longer range views, with limited views from the public footpath along stretches of the west and north boundaries. These views will still be partially screened by existing and new planting and will be towards the attractively designed buildings.

6.12 In line with pre-submission guidance provided by WCC officers, the buildings and overall site arrangement will

provide a very high quality, attractive environment, both within the site and from the very limited public views that exist into it. The quality of the buildings are such that they are intended to be appreciated rather than hidden from view.

Parking

- 6.13 The site plan has allowed for an average of 1 car parking space per 49sqm gross external floor area. It demonstrates scope for very good cycle storage, as well as flexibility for very good service vehicle loading bays, including for 15.1tonne vehicles.

Unit	Sq.m. GEA	Cycle Stands	Car Spaces	Service Vehicles Loading Bays
Unit A	876 sq.m.	18	19 (1 space / 46 m ² .)	3
Unit B	876 sq.m.	18	13 (1 space / 67m ²)	3
Unit C	302 sq.m.	6	8 (1 space / 38m ²)	4
Estate Office Unit D	230 sq.m.	6	6 (1 space / 38m ²)	N/A
Total	2,284	48	46 (1 space / 49m ²)	
Open Storage Yard –		-	Illustrative Subject to arrangement of the yard by tenants	

- 6.14 This provision takes into account evidence of parking stress in the older established employment parks in nearby Hedge End.
- 6.15 Electric vehicle charging points will reduce, if not in time fully remove, vehicle related emissions from the local and wider network.
- 6.16 The ability to provide excellent parking for cyclists is a clear benefit, taking into account the site's proximity to local residential areas and its link to the adjoining local cycle network that runs along Botley Road. The proposals will promote walking, cycling and use of local bus services as commuting options to the site and for service vehicles to remain securely on site outside of working hours.

Trees, Landscaping and Ecology

- 6.17 The existing concrete hardstanding will be removed. The hard and soft landscaping plan is led by the:

- extensive soft landscaping and permeable (mesh) surfaces across the site;
- retention and protection of the established tree, with removal limited to a row of conifers on the east side of the access road and cypress trees on its western boundary. All trees will be replaced with new screen planting along the reconfigured access and by new native tree planting within the site and predominately in the open land to the north of the new buildings. The screening of the M27 will continue to be protected by the planting and fencing within the application side and the fencing along the west side of the PRow and the recently enhanced planting on the embankment outside of the land title;
- part sedum roofs to Units A and B;
- an associated package of ecological enhancements that are set out in the accompanying **Ecology Assessment** and that will contribute to a biodiversity net gain of +0.08% habitat units and +419% hedgerow units. This reflects the replacement of removed established trees and the significant level and mix of new planting that is proposed.

Drainage

- 6.18 The application site is fully within Flood Zone 1. It includes a number of existing sustainable drainage features.
- 6.19 The accompanying **Drainage Strategy** sets out the drainage proposals.
- 6.20 Foul drainage will be dealt with by a private network and on-site packaged treatment plants close to the eastern and south-eastern boundaries of the site, from which treated foul water will be discharged to the existing watercourse.
- 6.21 The surface water drainage scheme includes the three stages of natural filtration with: 1) the use of sedum green roofs to the largest buildings (A and B) and the benefit of additional new tree and other soft planting that will take-up surface water and reduce the amount of residual run-off; 2) use of a new pond, swale and permeable surfaces to the car parks to take up, channel and store the residual run off from the buildings and hardstanding; and 3) the use of sediment forebays at the outfall points that filter and further reduce water run-off prior to final discharge into the river.
- 6.22 Flood risk on the adjoining land has also been assessed to currently. The proposed drainage strategy will maintain this position, ensuring that adjoining land, including the SSSI, remains unaffected.

Utilities

- 6.23 The site is already connected to mains water and electricity supplies. These will be upgraded as required but solar pv panels will be installed to all four buildings to minimise the need for off-site generated fossil fuels.
- 6.24 IT connections will also be provided to ensure tenant requirements are future proofed as far as possible.

Sustainable Design

- 6.25 The proposals provide significant opportunities to secure sustainability which include:
- Re-use of an already developed site that has been in a long-established, production-led use, closely connected to the West End and Hedge End centres of population and employment;
 - The provision of new employment facilities for local firms, with modern flexible facilities, designed to meet future energy, carbon reduction and IT requirements;
 - Replacement and enhanced tree and other soft planting;
 - Wider ecological and biodiversity enhancements within the built fabric of the buildings and the soft landscaping, providing a net biodiversity gain within the red line area whilst fully protecting the adjoining SSSI;
 - On-site sustainable drainage that follow the three stages of natural filtration;
 - Installation of low water and energy use appliances;
 - Solar PV roof panels to all four buildings;
 - Ease of access and facilities for pedestrians and cyclists;
 - Access via nearby bus stops;
 - Electric-vehicle charging for service vehicles, cars and bikes;
 - Use of sustainably produced building materials including cladding finishes;
 - The provision of the estate office that will remove the need to travel from other offices elsewhere. It will also ensure the close oversight of the development and of the wider land title that has been lacking in recent years, resulting in the current degradation of the site.
 -

7.0 Planning Policy and Objectives

Planning Designations

7.1 The application site is subject to the following designations and orders:

- **Countryside** (Local Plan Policy DM5)
- **Flood Zone 1**, with adjoining land to the west, alongside the river, classified as Flood Zone 2 and 3.
- **Tree Preservation Order (eastern boundary)**
- **M27 Corridor Landscape Character Area.**

Adjacent to:

- **SSSI** (Local Plan Policy DM11)
- **Existing Open Space Facility** (Local Plan Policy DM32 & DM33)
- **Existing (Wellington Park) Employment** (Local Plan Policy DM15)

7.2 The site has been removed from the countryside gap designation following detailed assessment and consultation as part of the new Local Plan. EBC's Gap Analysis (15th October 2020) placed the site within zone C6 of the Area C, West End, Hedge End Gap Area and concluded that:

'The area of woodland surrounding Hedge End does not contribute to the open nature of the Gap and whilst its important in visually and perceptually separating Hedge End from West End and the ribbon development along Moorgreen Lane, it is protected in its own right from development by a SSSI designation and can be removed from the Gap without any harm to its functions.'

7.3 The continuing countryside designation of the site with the SSSI accordingly serve to protect this location from unacceptable development.

7.4 The new Local Plan summarises the character and significance placed on the *Countryside* designation in Eastleigh's context. **Local Plan para. 2.20** states:

'With Southampton in close proximity, and the Borough's own network of settlements, the Borough's countryside has a particularly important role in separating settlements and ensuring that they retain their individual identity distinct from each other and from the city. Some areas of the countryside are suffering from poor management and pressures from development and public access. These activities, along with emissions for transport and industry, are impacting on the biodiversity value of the natural habitats and species populations within the Borough. Of particular concern is air quality, due to emissions from the motorways and transport networks and the water quality of the important river systems due to agricultural runoff and pollution from the urban area.'

7.5 Local Plan paragraph 4.29 states:

'The countryside within Eastleigh Borough is not regarded as being a rural area for the purposes of applying

the provisions of the NPPF in relation to supporting a prosperous rural economy. Much of it has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements, and the Local Plan's policies are framed accordingly.

7.6 **Paragraph 4.30** states:

'Policies S5 and S6 restrict development in the countryside principally in order to maintain its rural character and to limit urbanisation.'

7.7 **EBC's Landscape Assessment** places the site within its **Area 11 – the M27 Corridor**, extracts from which are at **Annex 4**. The prominence and severance resulting from the M27 and pressures from new development are highlighted as key issues, together with parts of the landscape having been degraded by unsympathetic development. The woodland south of Moorgreen (i.e. around the Farm site and including the SSSI land) is also highlighted.

7.8 The detailed proposals for the site take the above countryside and landscape protection matters fully into consideration. The extent of the proposed new built footprint is now significantly reduced and focused within the existing built parts of the site. The quality of the new buildings and soft planting plans also respond to the need to protect the openness of the site as well as to address its very degraded condition.

Local Plan 2016-2036, April 2022

7.9 The new Local Plan includes the following policies that are relevant to the consideration of the proposals.

Strategic policies:

- S1 (Delivering sustainable development);
- S2 (Approach to new development);
- S4 (Employment provision);
- S5 (New development in the countryside);
- S8 (Historic environment)
- S9 (Green Infrastructure)
- S11 (Transport Infrastructure)
- S12 (Strategic Footpath, cycleway and bridleway links)

Development Management policies:

- DM1 (General criteria for new development);
- DM2 (Environmentally sustainable development);
- DM3 (Adaption to climate change);
- DM5 (Managing flood risk);
- DM6 (Sustainable surface Water management and watercourse management);
- DM8 (Pollution);
- DM10 (Water and waste water);
- DM11 (Nature conservation);
- DM12 (Heritage Assets);
- DM13 (General development criteria - Transport);
- DM14 (Parking);
- DM16 (Workforce training requirements and new jobs);
- DM18 (Extension and replacement of non-residential buildings in the countryside)
- DM38(Funding infrastructure).

Supplementary Planning Documents

7.10 The following SPDs and Character Areas Assessments are of note:

- Trees and Development April 2022
- Quality Places (November 2011).
- Planning Obligations (July 2008, updated 2010);
- Biodiversity (December 2009);
- Environmentally Sustainable Development (March 2009).
- Character Area Appraisals Hedge End, West End and Botley SDP, 2008
- Landscape Character Area 11 – M27 Corridor

Parking Standards

7.11 Eastleigh Borough Council is now understood to be the parking authority and it is understood that there are no adopted standards for parking for commercial development. **Local Plan Policy DM14** instead sets out the criteria against which new employment development will be assessed for on-site parking provision.

National Planning Policy Framework (NPPF) and National Design Guide

7.12 The **NPPF (2021)** is a material consideration of significant weight in the determination of planning applications. It states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.. It also sets out the general presumption in favour of sustainable development.

- Section 2 Achieving sustainable development
- Section 4 Decision-making
- Section 6 Building a strong, competitive economy
- Section 7 Ensuring the vitality of town centre (Sequential Approach)
- Section 8 Promoting healthy and safe communities
- Section 9 Promoting sustainable transport
- Section 11 Making effective use of land
- Section 12 Achieving well designed places
- Section 14 Meeting the challenge of climate and flooding
- Section 15 Conserving and enhancing the natural environment
- Section 16 Conserving and enhancing the historic environment (archaeology)

7.13 The **National Design Guide (2021)** provides guidance on the contextual understanding of the site and its setting and on new design responses.

Planning Practice Guidance

7.14 Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

- Climate Change
- Design
- Effective Use of Land
- Flood Risk
- Historic Environment
- Land Affected by Contamination
- Natural Environment
- Planning Obligations
- Town Centres (Sequential Approach)
- Transport

8.0 Planning Matters Raised

8.1 The following matters are raised by the development.

- Principle of Employment Use
- Loss of the Farmhouse
- Sustainable Development
 - Trees
 - Ecology
 - Drainage
 - Impact on the Countryside and Gap (LVIA)
 - Highways Safety and Transport
 - Air Quality
 - Noise
 - Contaminated Land
 - Heritage Assets
 - Minerals
- Planning Obligations

9.0 Employment Space - Local Requirements

9.1 There is a recognised local quantitative and qualitative need for new floorspace across Use Classes E, B2 and B8 (light industrial, ancillary office, storage), and a high demand for the type of accommodation proposed that is not being met by existing supply.

Local Plan Provision

Industrial and Warehousing Sector

9.2 GL Hearn's **Employment Needs Assessment, Update Report, July 2018**, set out the following relevant background to the consideration of the local industrial and warehousing sectors.

- 9.3 The Borough's largest employment sectors are: retail (12%); manufacturing (11%); Profession, scientific & technical (11%); transport and storage (8%); health (8%), business administration & support (7%); and education (7%).
- 9.4 The Borough has a particularly high proportion of employment in manufacturing, motor trades, transport, storage, finance and insurance.
- 9.5 Employment growth has compared well against some nearby areas (Fareham, Southampton), but less well against others (Test Valley, Winchester).
- 9.6 Growth in employment appears to be especially high in micro-businesses.
- 9.7 There was at that time strong demand from occupiers for prime industrial stock, with take-up in Easteigh dominated by units of 1,000 – 10,000sq.m., but still with demand across all unit sizes.
- 9.8 Crucially the Borough had only 1.3 years of notional supply of available industrial stock based on the previous 10 year take-up rate, as at 2018. That was the smallest in the wider study area. Stock of smaller units was also very limited at that time, with little to no new provision coming forward for units of less than 500sq.m.
- 9.9 Employment growth going forward was projected across all sectors apart from manufacturing and administration & support.
- 9.10 Forecast jobs growth was indicated to result in a decline in the requirement for Class B1c/ B2 related jobs and an increase in B8 related jobs. This in-turn translated into related new floorspace requirements, with the biggest growth forecast in 2018 to be in the need for office space. Significantly this was pre-Brexit and the Covid-19 Pandemic which may still have longer term implications for the demand in different types of stock.
- 9.11 The translation of jobs to floorspace requirements in the assessment was based on:
- Office space – 10-13sq.m. per job GEA
 - R&D space – 60sq.m. per job GEA
 - Light industrial – 49sq.m. per job GEA
 - General industrial – 38sq.m. per job GEA
 - Warehouse/Distribution – 70sq.m. per job GEA
- 9.12 **EBC's Updated Employment background paper, June 2019**, set out:
- The tight supply of suitable office and industrial sites in the borough, with a shortage of supply against a high demand for new floorspace;

- The major strategic site allocations are reliant on major infrastructure works making their progress uncertain (para 15.4) and a combination of sites being required to provide a '*sensible, flexible and robust approach to ensuring adequate supply of employment land is available throughout the plan period*' (para 15.4);

9.13 Local businesses were found to be more concerned about the type, size and flexibility of tenure of premises rather than the sheer quantum of space available (para 15.13) – albeit a quantum of new space must still be considered against the background of very tight supply.

9.14 Uncertainties arising from Brexit were also acknowledged (para 15.15).

9.15 Against this background, adopted **Strategic policy S2, Approach to new development** sets out that:

*The Council will promote the delivery, over the plan period 2018-2036 of a **minimum** of:*

...

*b. **103,500sq.m (net) of new employment development (of which 56,800sq.m. to be E(g)(i)/(ii) development);***

*cc. **and related transport infrastructure, open space, sports facilities and other community facilities.***

The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan.

9.16 The new **Local Plan Table 3 (page 30)** and its background evidence papers sets out the following summary position in respect of the **minimum** new space requirements and sources of new provision.

	Local Plan, 2022 Table 3		Other
	Total (sq.m.)	E(g)(i)(ii) sq.m.	E(g)(iii)/ B2/B8 space
Residual Target 2016-2036	103,511	56,817	46,694
Total Supply 2016-2036	68,994	11,106	57,888
Net Shortfall at 2019	70,289	48,953	21,336
Taking into account additional losses			
Net Commitment (allocated) at SAEG (Policies E6iii, E6iv, E7 & E9	131,900	48,953@	82,947
Total	61,611	0	61,611

@ Nominal allowance for office development at Southampton Airport/ SAEG
Local Plan, 2022, Table 3

- 9.17 The largest proportion of assessed need for new space is for new office accommodation. However, this is still against an acknowledgement that (1) Eastleigh has an exceptionally tight supply of industrial floorspace; (2) there is significant uncertainty over how and when major site allocations will come forward and (3) the long-term effects of the Covid-19 pandemic are unknown.
- 9.18 The new Local Plan (Policy S2) already addresses this by having inbuilt flexibility on the amount of different types of employment space that might come forward and in terms of the range of sites and other potential opportunities that will be acceptable to make provision for new employment space.

Demand – Tenant Requirements

- 9.19 GL Hearn's 2018 assessment showed a high demand for good quality industrial stock, equating to just over 1 years supply.
- 9.20 The accompanying Co-Star report reconfirms that supply is very tight, with vacancies at just 2.7% of local stock. Local supply of well connected, high quality, flexible light industrial accommodation is very constrained and is a constraint to local firms. This is again within a local economy that has a large number of start-up and smaller firms that typically require flexible space.
- 9.21 As is also seen from the accompanying tenant requirement letters, the site is ideally located to provide for local companies whose requirements are not met by any other available sites or opportunities. The redevelopment of Moorlands Farm for the proposed employment uses will help to meet this demand.

Accommodation and Number of Jobs

- 9.9 As set out in the summary table below, the scheme could accommodate in the region of 40 site based jobs. This is based on
1. the proposed x3 main block buildings all accommodating light industrial uses, in addition to the small estate office – x41 jobs; and
 2. a mix of light industrial tenants and a builder's yard being accommodated with an ancillary office and the estate office – x43 jobs.

Use	Sq.m. GIA	Sq.m. per job Employment Needs Assessment, Update Report, July 2018	Total Full Time Jobs Based On-Site	
			All Light Industrial Tenants Blocks A,B,C	Mixed Tenant Profile
Light Industrial Blocks A, B, C	1,924	49 (Light Industrial)	39	
Light Industrial Blocks A, B	1,648		-	33
Confirmed Requirement Builder's Storage and Ancillary Office Block C	-		-	8
Estate Office^	200	-	2	2
Total			41	43

^ the estate office will accommodate 2 staff and visitors.

- 9.10 The site therefore provides an excellent opportunity to contribute in a small but very beneficial way to providing high quality accommodation for a number of local firms.
- 9.11 It however is not of a scale that will undermine the prospects of the nearby allocated sites from coming forward. It is proposed to provide a different proposition to those sites in terms of the types of buildings and range of businesses that may be accommodated.

10.0 Supply

Summary

- 10.1 The new Local Plan acknowledges that the strategic supply position is dependent on major infrastructure provisions which make the delivery of some major sites uncertain.
- 10.2 The Plan accordingly allocates a number of smaller sites and allows for other new sites, such as Moorlands Farm, to come forward, including redevelopments of sites in the countryside.
- 10.3 As stated, the site was considered for potential allocation in the early stages of the new Plan but was rejected on the grounds of it being unavailable. It is now available and is in need of redevelopment.

Policy

10.4 Strategic policy S4, Employment provision

1. *To contribute towards sustainable economic growth, provision will be made for additional floorspace for for uses in the B2, B8 and E(g) uses classes) and other employment-generating uses through:*

.....

b. further employment development adjoining Chalcroft Business Park, subject to the provision of a new road link between the distribution park and Bubb Lane (see policies WE1 and WE2, and paragraphs 6.5.48 to 6.5.50, Chapter 6, section 6.5);

c. small-scale employment allocations at Chandler's Ford (Policy CF4), Eastleigh (Policy E1), Horton Heath (Policy HH1), Hedge End (Policies HE4 and HE5) and West End (Policy WE3) ...

As shown at **Section 12**, the development will be located within an established site between Hedge End and West End and compares favourably with the allocated sites at Netley Firs (Policy HE5), Chalcroft Business Park extension (WE2) and Berrywood Business Park (Policy WE3) based on those sites' locations and the Council's own assessment criteria for suitable employment sites. It will also offer a very different proposition to these sites, thereby providing additional options for local firms within a very tight market for high quality industrial space and for open storage facilities.

d. new employment development within the urban edge and by the re-use and/or redevelopment of buildings in the countryside (policies DM18 and DM19, Chapter 5);

The development is considered against these policies below.

e. retaining existing (and allocated) employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM15, Chapter 5);

This linked policy is not relevant. The site however was in a previous productive use, within an established employment and commercial location. Its redevelopment and intensification will meet local business needs.

f. regeneration of Eastleigh town centre in accordance with the Council's 'Eastleigh Town Centre Vision' (see policies E3 and E4, Chapter 6, section 6.4) and of district and local centres, to include retail, office, leisure, cultural and residential development (policies DM21). This will include the restriction of out-of centre retail and office development.

A builder's yard is not appropriate for many town centre locations. The separation of its ancillary offices from that use would be inefficient and require additional travel between the sites and would be unsustainable in business and employment terms. An ancillary office use, located on an employment site, is considered to fully meet the sequential test in terms of use and location requirements.

The proposed estate office is also only proposed due to the ownership and planned long term management requirements of the application site and the wider land title. The maintenance of an estate office, remotely off-site and within one of the nearby centres would be inefficient and would result in more local trips between the sites. As a small bespoke office, tied to the management of the site it will also not be detrimental to the office market or wider vitality or viability of any of the nearby centres.

2. Unless no suitable sites are available and, in accordance with the 'sequential approach', office development will be focused firstly in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) and in district and local centres. Retail development will be focused firstly in Eastleigh town centre, and in district, local and neighbourhood centres according to the role of each centre within the local retail hierarchy. Out of centre office and retail development must be in accordance with national policy.

The sequential approach is met as outlined above and below.

The estate office again is only proposed in view of the ownership of the site and to meet the management requirements of the site and wider land title. It will function as other ancillary offices use that are required to ensure the efficient and effective operation of employment uses on the site. Off-site offices will not be suitable for this function and would result in less sustainable journeys to and from the site.

The estate management use will be tied by condition.

In implementing this policy the Council will have regard to the non-statutory_PfSH South Hampshire Spatial Position Statement vision that south Hampshire will become a major centre in creativity, innovation and technology, and will encourage:

- a. a greater presence of high-value growth industries, building on the Borough's existing economic strengths in the marine, aviation, rail, creative industries, financial and business sectors, whilst also being open to support new growth industries including low carbon and high technology businesses, and businesses that support the development of a low carbon economy;***
- b. the creation of jobs in forms of employment other than industry and commerce, for example in retail, leisure and cultural activities, education and health services, provided they do not compromise the contribution that existing businesses and sites make to the economy;***
- c. the provision of starter and 'move-on' units for small firms;***
- d. the provision of facilities for skills training that support the local economy, and secure training opportunities and new jobs in conjunction with new development (see policy DM16, Chapter 5); and***
- e. the provision of high-speed telecommunication facilities to serve Eastleigh and the rest of the Borough's settlements (see policy DM9, Chapter 5).***

The development will provide flexible, high quality floorspace that will provide for a range of

companies. It will be future-proofed to meet tenant requirements in terms of IT connectivity and environmental requirements such as the provision of solar pv panels, EV charging and low energy and water use fittings..

10.5 **Policy S5, New development in the countryside** sets out:

1. Planning permission will be granted for new development in the countryside provided it is related to:

a. the provision of employment through agricultural development (policy DM17), the extension and replacement of existing employment uses (policy DM18) and the re-use of existing buildings (policy DM19);

The former agricultural use of the site has been redundant for some time. This has been accepted through the approval of a dog training centre on the site, which ultimately was not required. The proposed development will provide alternative production related activities that are appropriate in environmental setting terms adjacent to Wellington Park and the M27. The development is also the equivalent of nearby Berrywood Business Park which came about as a result of a farm redevelopment and that is now to be extended but for a different form and style of development to that proposed at Moorlands Farm.

b. residential extensions and replacement buildings (policies DM18 and 26), limited residential conversions (policy DM19), rural workers' dwellings (policy DM27) and accommodation for Gypsies, Travellers and travelling showpeople (policy DM31);

c. community, tourist, or visitor uses through the re-use of buildings including facilities for the interpretation of heritage assets (policies DM12);

Not applicable to Moorlands Farm.

d. outdoor recreation and open space (policies DM32 and DM33);

The development will include (i) areas of improved open amenity space for tenants and (ii) an estate office that will enable close oversight of the wider land title which comprises private land.

e. allotments and community farms (policy DM32);

f. cemeteries (policy DM37);

g. essential public utilities (policy DM9).

Not applicable to Moorlands Farm.

2. In permitting new development in the countryside the Borough Council will seek to:

a. avoid adverse impacts on the rural, woodland, riparian or coastal character, the intrinsic character of the landscape including the avoidance of adverse landscape impacts on areas adjoining national parks and their settings, the significance of heritage assets, and on the biodiversity of the countryside and coast;

The site is heavily screened and visible from very limited public viewing points. The new buildings will be concentrated in the existing built part of the site, fully screened from the M27. They will provide a significant enhancement to this currently degraded site.

The new buildings will be built to a very high standard, reading as a modern farmstead development that is fully in keeping with its location and setting. The plans will ensure the protection and enhancement of boundary screening and additional planting within the site. They also include new SUDs with associated on-site drainage and ecological enhancements and they will not impact on the nearby stream or SSSI.

The development overall will not harm the intrinsic character of the landscape. It will be a positive enhancement to its setting.

The archaeological potential of the site has been assessed based upon a desk-top analysis. This can be taken forward through a planning condition that requires the agreement of an appropriate mitigation strategy.

b. secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside and coast; and

The site has attracted anti-social behaviour and is now in a poor condition that is harmful to the landscape. The proposals will again significantly improve the site and include biodiversity enhancements that will result in a biodiversity net gain (BNG) taking into account the existing flora and fauna that are supported within the site and the additional biodiversity measures that set out within the linked Ecology assessments.

c. avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan.

The site is not located within a Minerals Safeguarding Area or a Minerals Consultation Area.

d. safeguard the best and most versatile agricultural land unless the benefit of the development clearly outweighs the loss; and

The site is categorised as agricultural Grade 4 (**Annex 2**). Its redevelopment will be within the already built part of the site and limited areas of its adjoining land. This compares favourably against allocated sites in regard of its agricultural quality and impact (e.g. the extension of Berrywood Business Park (Policy WE3) – which is Grade 1 or 2 land - and the Chalcroft Business Park extension site Policy WE2 – which is Grade 3 land)).

e. protect soils during construction wherever possible in line with the 'Defra code of practice for the sustainable use of soils on construction sites'.

Soils will be improved within the existing developed part of the site and will be protected in the proposed undeveloped areas.

10.6 **Policy DM18, Extension and replacement of non- residential buildings in the countryside set out:**

1. **The extension or replacement of non-residential buildings in the countryside will be permitted, subject to the general development criteria and transport policies of this Local Plan and provided that:**

- a. ***the existing building is in lawful use and is not subject to a temporary permission;***

Confirmed – please refer to the planning history of the site.

- b. ***the extension or replacement building is for a non-residential use;***

The proposed uses are light industrial / storage, open warehousing and ancillary / tied office uses.

- c. ***the extension or replacement building would not have an urbanising effect on the countryside in terms of its density, scale, massing, layout and height;***

Please refer to the accompanying DAS.

The development will include additional built footprint and increased scale, massing and height within the site. This will however provide flexible accommodation to meet current and future tenant requirements and will be concentrated within the existing built part of the site, set amongst retained and new planting that will include sedum roofs and new tree and shrub planting.

The development will not read as having a more urbanising effect in the countryside. It will however result in the overall and significant improvement of the site that will be beneficial in aesthetic and wider environmental terms.

- d. ***access, car parking, landscaping and services can be provided without having a detrimental impact on the character of the countryside;***

This is confirmed by the site plans and accompanying Transport Assessment and LVIA.

- e. ***so far as possible the property is sustainably located in terms of accessibility by means of transport other than the private car;***

The plans demonstrate the ability to access the site on foot, by bicycle and bus. It will be possible for service vehicles to be kept on site when not in use, enabling tenants and their staff to travel to and from the site by other means. EV charging will be provided for all motorised vehicles.

- f. the extended building or its replacement would be located within the existing curtilage unless its relocation or extension would contribute to improving the character and quality of the local area;***

The proposed development is again concentrated in the existing built part of the site. The plans provide a high quality development that will be a significant improvement on the existing situation and will not be visually intrusive or harmful. The quality of the site and its contribution to the character and quality of the local area will be greatly enhanced and positive, with the quality of the new buildings being intended to be seen rather than hidden.

- g. in the case of a replacement building, the proposal also includes the demolition of the building to be replaced; and***

Not relevant

- h. the development would not by itself or cumulatively with other recently permitted schemes undermine the Council's strategy for the development of employment-related floor space (see policy S4).***

The development responds to confirmed requirements and interest from local businesses whose requirements cannot be satisfied elsewhere, including at Berrywood Business Park, Netley Firs and Chalcroft Business Park which will provide very different propositions in terms of the type of accommodation on offer.

The proposal will provide just 2,054 sq.m. gross of additional employment space and open storage which will not undermine but will enhance the provision of high quality employment accommodation for local firms.

- 2. Where the proposal also involves a change of use of the building, criteria (a), (b) and (c) of policy DM19 will apply. Notwithstanding this, where the proposal is for the development of town centre uses as defined in the National Planning Policy Framework (NPPF), criterion (b) of policy DM19 will apply.***

The development is considered against the requirements of Policy DM19 below.

Office Space Sequential Assessment

- 10.7 The NPPF 2021 sets out the following guidance in respect of the location of town centre uses that include offices.

Para 87. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

*Para 89. This sequential approach should **not** be applied to applications for small scale rural offices or other small scale rural development.*

- 10.8 Planning Practice Guidance also sets out the requirement to comply with the sequential test assessment of **suitable, viable and available sites** in town centre and then edge of centre sites before out of centre location (Paragraph: 010 Reference ID: 2b-010-20190722).
- 10.9 **Policy S4** of the New Local Plan requires office development to be provided in accordance with the sequential approach – that is unless no suitable sites are available within Eastleigh Town Centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side and in district and local centres.
- 10.10 **Para 4.20** of the Plan refers to proposals for **substantial** new office development outside of town and district centres being considered in accordance with the sequential test. The policy allocations for the Berrywood and Chalcroft Business Park extension sites refer to the sequential approach being relevant for major office developments of 1,000sq.m.
- 10.11 The proposed estate office is only small at 100sq.m. GEA (200sq.m. GIA) and is proposed in light of the ownership and planned on-going managed of the Moorlands Farm site. It is required because of the functional link with the land. A possible ancillary office for a builder's yard would also be ancillary and accommodate just c. 8 staff.
- 10.12 To locate an estate office and other ancillary office functions off-site would be inefficient and contrary to sustainability objectives and policies that seek to minimise travel and the need to travel. An estate office and other ancillary offices within one of the borough's sequentially preferred locations would be unsuitable. The first provision of the sequential test is therefore met and it is unnecessary to consider the test further in respect of identifying and appraising the suitability, viability and availability of similarly small offices off-site. All will be unsuitable for the operational and sustainable transport reasons given.

11.0 Assessment Against Wider Policy Considerations

11.1 The new Local Plan includes a number of additional policies that the application scheme has been assessed against, as follows.

11.2 **Policy S1 Delivering sustainable development** sets out that:

1. *To be sustainable, new development in the Borough should:*

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;

The development will meet existing and future requirements of local businesses on an existing production-led site that is closely connected with Hedge End and West End. These are level 2 and 3 centres respectively within the local settlement hierarchy and are already associated with significant employment and commercial development very close to the site. The development includes a number of significant plans that will future proof its ability to continue to meet local requirements in an environmentally appropriate way – these span the provision of flexible accommodation, installation of solar pv panels, EV charging, and facilities for non-vehicles users and biodiversity net gain benefits.

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;

The development is within a location that compares favourably with allocated sites (Please see **Section 12**). It will provide for a range of local businesses, including small start-ups and growing businesses and it will help to keep local jobs (growth) local.

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;

The development does this. It will again meet identified requirements of local businesses whilst improving the site. The development will result in a negligible number of traffic movements, which can be accommodated within the network and that will be off-set by the breadth of sustainable transport provisions that include facilities for non-motorised users and EV charging facilities.

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;

The development does this. It is located in Flood Zone 1 and in a favourable location for local businesses that will meet their needs in respect of proximity to staff, suppliers and (off-site) customers. It will be

accessible by non-car modes for staff and will provide EV charging for bikes, cars and service vehicles. It will also provide new flexible buildings with solar PV panels to reduce use of fossil fuels, SUDs and soft planting to substantially address surface water run-off.

e. minimise the need to travel longer distances and, where travel is necessary, to 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;

The development does this. It will provide for local businesses reducing the need for them to travel to accommodation further away. It will provide for staff to walk, cycle or travel to the site by bus. The estate office will enable the management team to be on site and directly available to oversee tenant requirements and site security and maintenance issues.

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;

The development will not impact on water supplies or quality. It will accommodate light industrial and open storage uses with linked office functions. It will include integrated SUDs to manage surface water, which will have linked ecological benefits. On-site water use will be managed as far as possible through the installation of water efficient appliances.

g. seek opportunities to optimise density of new development and redevelopments;

The development will make use of an existing and currently very degraded brownfield site, set out in a more efficient site arrangement. It will maximise the site's potential to accommodate local businesses without being harmful to its edge of town and designated countryside setting.

h. use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings and

The development does this through the provision of new flexible buildings that can accommodate a wide range of local businesses. On-site waste and recycling facilities are also provided.

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;

The development will significantly improve and enhance the currently degraded site.

The archaeological potential of the site has been assessed. This shows that there is: a low potential for early prehistoric, Roman and Saxon/early medieval remains; a moderate potential for medieval archaeology and a moderate-to-high potential for late prehistoric, post-medieval and modern archaeology.

The construction of buildings on the site and linked successive demolition and rebuilding works are likely to have resulted in medium to high adverse impacts on any archaeological remains within their built footprints. Medieval ploughing may also have had a low impact.

It is proposed that an appropriate mitigation strategy will be agreed by way of a planning condition to address any surviving archaeological remains.

j. have regard to the purposes of the SDNP including regarding its status as an international Dark Skies reserve; and

This is not relevant in respect of the SDNPA but lighting within the development will be restricted to internal lighting and low level, low intensity external lighting.

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.

The development will greatly improve and enhance the site's ecological benefits and connections with the rest of the land title and adjoining Moorlands Meadow. This is evidenced by the site plan with: integrated, protected and enhanced boundary planting and internal planting and SUDs arrangements; by the breadth of additional ecological enhancements that will be integrated into the fabric of the buildings; and soft landscaping plans for native flora and fauna that will result in a biodiversity net gain (BNG) benefit overall (please see the **landscape plan**, **Ecological Assessment** and **BNG Assessment**). The estate office will also ensure direct oversight of the management of the site and wider land title, which has been lacking for some time.

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

Pre-application advice has been provided through the consultation responses to the withdrawn outline application and through subsequent discussions with EBC's Planning and Landscape officers which included the provision of new draft layout and building arrangement plans.

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.

The proposals will result in an increased amount, scale and density of built accommodation but this will be concentrated in the existing built parts of the site, will be visually screened and will result in a significant aesthetic enhancement of the site. The new accommodation will also be set alongside increased planting, a biodiversity net gain across the application site area, sustainable transport and energy related benefits. It will provide a small amount of sustainably located employment accommodation that will meet the needs of local businesses without harming the progress of other existing or newly allocated sites.

Any assessed adverse impacts will thereby be limited and will be demonstrably outweighed by the benefits of the development.

Loss of the Farmhouse (Residential Use)

- 11.3 The farmhouse was in the past used a family home but it has now been vacant for some time and is not contributing to the general local stock of residential accommodation. The permanent loss of the now long vacant farm house will not harm local residential provision. The redevelopment of the site is being led by alternative new employment-led uses.

Design and Environmental Considerations

- 11.4 The proposals have been designed to take into full account the policies of the new Local Plan and SPD/SDGs, as set out in the accompanying DAS and suite of environmental assessments.
- 11.5 The proposals also address the responses received to the withdrawn outline planning application. The key matters raised by that application and how they have been responded to are summarised at **Annex 3**.

Planning Obligations

- 11.6 It is noted that a financial contribution towards off-site improvements was requested in response to the withdrawn outline application. The proposals have been significantly reduced in scale such that the requirement and size of any such contribution should be reviewed further with Hampshire County.
- 11.7 The reduction in the size of the proposals also now places it below the threshold for a formal Travel Plan to be provided. As outlined the site and development include a breadth of sustainable travel benefits.

12.0 Comparison Site Allocations and Precedents

- 12.1 The application site was excluded from the new Local Plan for an employment allocation because of concerns by EBC about its availability.
- 12.2 The new Local Plan does allocate a number of nearby employment sites that have a lot of common location attributes to Moorlands Farm. They have been reviewed in detail for comparative purposes with the application site to help appraise its suitability and overall sustainability for its proposed redevelopment for employment uses. The comparison sites are:
- Land at Netley Firs (Policy HE5);
 - Southern extension of the Berrywood Business Park (Policy WE3);
 - Chalcroft Business Park adjoining extension (Policy WE2).

Land at Netley Firs, Kanes Hill, Southampton (Policy HE5)

- 12.3 This site falls within the same planning sub-administration area as the application site.
- 12.4 It is located close to the west side of the M27 motorway, to the south of Moorlands Farm. It is located off Kanes Hill, north of St John's Road (B3033), which like Botley Road crosses the M27 and provides a link between nearby residential areas. In the case of Netley Firs these are High Town and Hedge End.
- 12.5 Also as in the case of Moorlands Farm, Netley Firs is already partly developed. It is in an existing, lower density employment use. It is however adjacent to a residential area and a proposed site for travelling show people, which unlike Moorlands Farm, must be taken into consideration in the future arrangement of new employment uses on amenity impact grounds.
- 12.6 The Netley Firs site has already been progressed through an outline planning application ahead of the new Local Plan being adopted. Outline permission was approved by the Hedge End, West End and Botley Local Area Committee on 7th June 2019 subject to completion of a s106 legal agreement. The approval was issued on 21 March 2021 under ref O/18/82750 for:

Outline application for the demolition of existing buildings and erection of 23 employment units (up to 5,905 sq.m.) with units 12-20 for Use Class B1 (b) and (c) and units 1-11 and 21-23 for Use Class B2, with associated car parking and access. Detailed matters considered: Access and layout. Land at Netley Firs, Kanes Hill, SOUTHAMPTON, SO19 6AJ.

- 12.7 The planning committee report that considered the outline application for this site provides a useful summing up of the relevant planning matters, planning policy (which has since progressed further), other relevant guidance and the

consideration of the site. It thereby provides some guidance for the consideration of the Moorland Farm proposals, taking into account their locations, designations and existing developed status.

- 12.8 The suitability of the site for the scale of new development proposed was assessed in the committee report in terms of: its economic, social and environmental sustainability; the acceptability of the proposed site plans; and the proposed developer obligations.
- 12.9 The approval of Netley Firs confirms agreement to the increased floorspace and intensification of the site within the designated countryside and settlement gap. The floorspace within the site can now increase from the existing 825sq.m. to the approved 5,905 sq.m. The committee report for the application sets out that the proposals are contrary to the extent and protection of the countryside and gap policies but that there is an acknowledged need for additional employment space and the site's proposed allocation was noted.
- 12.10 The new Local Plan allocation policy for the site refers to it providing approximately 7,200sq.m. of Class E(g)(ii)/(iii) space. This is for a larger amount of floorspace than has been approved at outline stage. Additional space may therefore come forward for the site. If it does not, this will indicate a shortfall in the potential amount of space expected to be provided here within the Local Plan, and in turn a potential shortfall in new supply for light industrial and warehousing space.
- 12.11 Because of its setting, uses on the Netley Firs site are also constrained on amenity grounds. The Moorlands Farm site plans offer an alternative option for local firms, including for those that may result in some amenity concerns such as noise.

Land West of Tollbar Way and South of Berrywood Business Park, Hedge End (Policy WE3)

- 12.12 This site comprises open, undeveloped land, located adjacent to the existing Berrywood Business Park that came about as a redevelopment of an existing farm property. It is on the eastern side of Moorlands Meadows, forming part of the same countryside and settlement gap designations as Moorlands Farm.
- 12.13 The allocation policy requires the development of the extension site to retain and reinforce the landscape planting along its outer street frontage and to address the flood risk and archaeological potential of the site. The existing business park also provides a possible design guide for the extension area. The Moorlands proposals demonstrate a very different proposition to this in terms of style and in turn the range of tenants it will cater for.
- 12.14 The Proposed Modifications to the Policy included reference to the Berrywood extension site providing approximately 3,200sq.m. of employment development (Class E(g)(ii)/(iii)). It is also proposed to include reference to any proposed major office development (Class E(g)(i) of more than 1,000sq.m. gross only being supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh

urban renaissance quarter, at Eastleigh River Side or in district and local centres. This threshold for needing to comply with the sequential approach is noted. It is well above the proposed small tied estate office at Moorlands Farm and again points to the two sites offering different accommodation propositions to local businesses.

Chalcroft Business Park adjoining extension land (Policy WE2).

- 12.15 This existing business park is described in the Local Plan as being in a rural location with poor transport provision and surrounded largely by woodland. Its connectivity is restricted by the adjoining railway line. The allocation for the existing park allows for it to be more intensely developed and for it to be extended, with an opportunity to improve its access and make use of its proximity to residential development. The allocation of the extension of the business park on adjoining land will provide access improvements and will require new screen planting.

Comparative Assessment of the Suitability of Moorlands Farm and Allocated Sites

- 12.16 A comparison assessment of the suitability of the Moorlands Farm for employment use demonstrates that it compares favourably with the nearby allocated sites at Netley Firs and the Berrywood and Chalcroft Business Park extension sites. This is based on the Council's Sustainability Appraisal Report, criteria October 2018, which included the three comparison sites linked with the Proposed Submission (Reg 19) version of the new Local Plan.
- 12.17 The Council's 2018 assessments of these three sites have been copied into the comparison summary tables at **Annex 5**, together with an equivalent summary assessment of the application site. This enables the suitability of the sites to be directly compared against one another, using the Council's own criteria and scoring system.
- 12.18 Some of the assessment criteria information that was applied by the Council to the Moorlands Farm site in 2016 (**Annex 2**) has also been carried over into the comparison assessment at **Annex 5a**; for instance the information about distances to local community services and public transport services.
- 12.19 The end columns in the tables at **Annex 5a** and **5b** provide a summary of how the application site is appraised to compare against the sites taking each of the Sustainability Appraisal criteria in turn. This shows that the Moorland Farm site:
- shares the same characteristics as the sites in respect of many of the criteria including *impact on housing provision, proximity to community services, loss of public open space; retention and reinforcement of tree planting;*
 - compares positively against all the new allocated sites against some criteria in that it *is adjacent to a designated cycleway, its lower agricultural land grade and the extent of certainty that some sustainable design objectives may be fully committed.*

- compares favourably with at least one but not all of the allocated sites, for instance in respect of it *not impacting on minerals safeguarding land; how its development will improve the site's relationship with an adjoining SSSI; and the extent of the physical and visual openness that will remain within their respective parts of the settlement gap following their development;*

12.20 The Moorlands Farm site does compare less favourably with the Netley Firs and Berrywood sites in terms of proximity to train and bus services, but it is still within convenient access of services, as noted by the signposting to the train station for pedestrians immediately adjacent to the site's access on Botley Road and the walking distances to bus stops.

12.21 In relation to the Chalfont Business Park, the sustainability appraisal at **Annex 5b** shows how it is within a rural location with poor access due to the railway line and lack of crossings. The extension land will be affected by the same poor connectivity but also by a number of additional environmental constraints that have either been identified (e.g. proximity to SINC's and agricultural land quality) or that were not known at the time of the assessment (biodiversity).

Conclusion

12.22 Overall, the, Moorlands Farm compares positively as a location for employment use against all three of the allocated sites. This follows from:

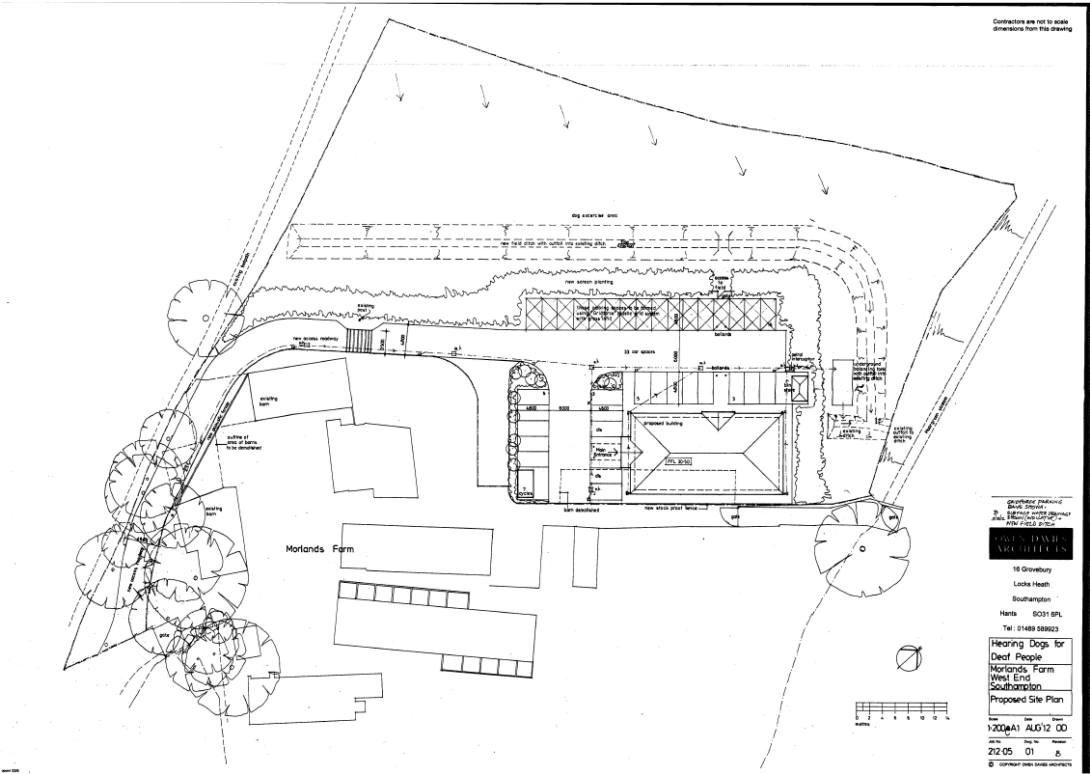
- It benefiting from being partly developed;
- The open part of the site being agricultural grade 4;
- It being fully within Flood Zone 1 with a managed on-site sustainable plan for surface water drainage;
- Its position and connectivity between West End and Hedge End, served off the motorway crossing that connects them;
- Its connection with the local cycle network connecting between West End and Hedge End;
- It's very close proximity to the significant employment and commercial estates of Hedge End and abutting Wellington Park;
- CHC being able to commit to clear sustainable design responses which were only identified as potential benefits or uncertain benefits attached to the allocation sites at the time they were appraised for inclusion in the new Local Plan.

-

13.0 Conclusion

- 13.1 Moorlands Farm is a long-established brownfield site and area of open land that has benefited from planning permission for a new use and extension scheme, sitting appropriately adjacent to the M27 and existing employment uses between West End and Hedge End. The site's established and previously permitted uses are redundant and the site has become the focus for anti-social behaviour. It requires redevelopment.
- 13.2 The site was not progressed for allocation through the new Local Plan because of uncertainty that it would become available during the plan period. The site is now available and it compares favourably against a number of nearby allocated employment sites in suitability and overall sustainability terms.
- 13.3 The development of Moorlands Farm for employment uses will bring the site back into a production-led use. It will improve the site, its contribution to its edge of town, countryside setting and its biodiversity value, set within a larger land title that will also benefit from the oversight of new management located on the site.
- 13.4 The proposals have been led by the feedback received in response to the larger outline application. The scheme has been reduced significantly in terms of built site coverage and floorspace and it now comprises detailed plans for access, building design and drainage and a detailed concept plan for landscaping.
- 13.5 The development will provide a small employment scheme within a sustainable location and will result in the significant environmental enhancement of the site and its setting.
- 13.6 The development will also not prejudice any of the new Local Plan's allocated sites from coming forward. It will provide an additional and alternative proposition for local businesses and has already resulted in confirmed interest from local firms whose requirements cannot be met locally. The development proposes space that is currently lacking in the area and it will help to keep local firms local. Design measures are planned that will futureproof its ability to respond to new and changing floorspace and environmentally-led requirements going forward.
- 13.7 The requirements of the development in respect of environmental protection and enhancement are accordingly met. Planning approval is accordingly requested to be granted.

Annex 1. Dogs Trust: Approved Planning Drawings, Officers Report and Decision Notice



MINOR DEVELOPMENT PLANNING APPLICATION REPORT REF. NO. F/18/84683

DESCRIPTION ADDRESS	Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn Moorlands Farm, Botley Road, West End, SO30 3HD
---------------------	---

SITE VISIT DATE	31.01.19
ARE PLANS ACCURATE?	X
HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED?	X

THE SITE AND ITS SURROUNDINGS

DETAILED DESCRIPTION OF APPLICATION	Moorlands is a farm with a collection of run-down buildings and sheds located between Hedge End and West End within the Strategic Gap. The site is relatively level and screened on all sides with mature planting particularly to the West and the boundary with the M27. The application is for the construction of a new training hall for use by the "Hearing Dogs for Deaf People" with provision of 33 parking spaces, 7 cycle spaces and a bin store.
-------------------------------------	--

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
F/15/77341	Renewal of planning permission F/12/1729 for the construction of dog training hall with associated exercise area, parking and landscaping following demolition of existing barn	Approved 21.12.15
F/12/17129	Construction of dog training hall with associated dog exercise area, parking and landscaping following demolition of existing barn	Approved 13.02.13

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
None received	

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
West End Parish Council	No objection
Hedge End Town Council	No objection subject to not being in Strategic Gap
Southern Water	No objection
Hampshire Highways	It is noted that the original application dates back to 2012.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	As outlined in the original application (F/12/17129), and subsequently F/15/77341, the proposals include a provision of vehicle parking (33 spaces) which is acceptable to cater for an average day, given the anticipated use figures provided. There may be times when large one-off meetings are required, but as outlined in the Design and Access Statement (DAS), these are not overly regular and management could be bought in to allow double parking, with all users leaving at the same time. The parking would be well away from the highway and so would not be expected to cause any highway issues. Cycle parking (7 spaces) is also provided, which should be sufficient to cater for staff use, and potentially any locals who may wish to arrive with their dogs in this manner. Exact details of the parking structure should be provided. In regard to the potential need for transport developer contributions, the site has been reviewed utilising the information provided in the DAS and this has shown that an additional 42 multimodal trips would be anticipated per day on the local highway network as a result of the proposals. In accumulation with other local development, this may result in the need to both improve and mitigate the local highway network, and for this reason a contribution of £9,660 could be requested should the Case Officer be minded to approve the application. However, it is understood that the site will only be open one day per working week, and so to charge on the basis of everyday use could be unreasonable. For this reason, the figure has been applied pro-rata across 5 days, equating to an overall contribution request of £1,932. Given issue with pooling restrictions associated with the Community Infrastructure Levy (CIL) however, due to the level of larger scale development occurring in the surrounding area, taking a low level contribution such as this could actually become counterproductive. As such, in this specific case, no transport related developer contributions are requested on this occasion. No objection subject to conditions on parking to be provided prior to use and details of the cycle store.
Natural England	As submitted, the application could have potential significant effects on Moorgreen Meadows Site of Scientific Interest (SSSI). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: - A detailed hydrological assessment that addresses impacts on the adjacent SSSI, particularly with regards to hydrological impacts resulting from change of use of the site including water flow changes and water quality impacts from surface run-off. - A Construction Environmental Management Plan (CEMP) should be compiled for approval in writing by the Local Planning Authority that

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	identifies the steps and procedures that will be implemented to avoid or mitigate impacts on species and habitats. - An arboricultural report outlining any trees/woodland habitat due for removal and how impacts on remaining woodland will be avoided or mitigated. - An assessment of loss of priority habitat caused by construction of the building, car park and access road and a comprehensive compensation/mitigation package that outlines how impacts will be addressed and how net gain for biodiversity will be achieved.
Ramblers Association	If you look back at Planning Application No F/15/77341 you will see that in 2015 there was a problem that the Definitive Map was not showing Footpath No 10 West End recorded where it was diverted to as a result of a 1981 Side Roads Order associated with the construction of the M27 nor where it was located physically on the ground. The Definitive Map appears to have since been corrected as a result of a Legal Event Order and we have requested Harry Goodchild at Hampshire County Council (to whom this has been copied) to provide a copy for our records. Assuming that legal process has been followed, Footpath No 10 West End lies outside the application area for Planning Application F/18/84683 and we have no further comments to make on this application.
Tree Officer	Previous arboricultural consultations (cases F/15/77341 and F/12/71729) suggested that there were no arboricultural issues. I agree that there are no issues with the placement of the structure and the car parking, but there are trees which could be influenced by the access arrangements, especially at the point where the new access is to be created, and by construction of the access. The proposals are entirely feasible, especially with a natural gap in the trees at the point of access. However, the placement and construction of the access could harm trees in close proximity (e.g. through the severance of roots for sub layers, etc.) This may lead to tree death and/or destabilisation, which could be an issue given the proximity to the motorway. It would be good to understand which trees could be affected and whether they should be removed and replaced, or whether the access could be constructed using low impact methods. To that end, I would like to see an arboricultural method statement and tree protection plan, pre-commencement. This does not have to be too onerous and I am happy with the general principle of development in this case. Therefore, I raise no arboricultural objection subject to conditions.
Archaeology	There are no archaeological issues I would wish to raise in this instance.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Strategic Outside Built-up Area Boundary

DEVELOPMENT PLAN SAVED POLICIES, EMERGING LOCAL PLAN POLICIES AND SPD'S

NPPF (February 2019)

Eastleigh Borough Local Plan Review (2001-2011) 1.CO (Countryside), 2.CO (Strategic Gap), 10.CO (Non-Residential Buildings in the Countryside), 22.NC (Sites of Special Scientific Interest), 59.BE (Built Environment), 62.BE (Access), 28.ES (Waste Collection/Recycling), 34.ES (Energy and Climate Change) 47.ES (Environmental Sustainability), 100.T (Minimising Travel), 104.T (Parking), 191.IN (Infrastructure)

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014

The Eastleigh Borough Local Plan 2011-2029 was submitted for examination in July 2014 but the Inspector concluded that insufficient housing was being provided for in the Plan and that it was unsound. While this has not been withdrawn and remains a material consideration, it can therefore be considered to have extremely limited weight in the determination of this application.

Emerging Eastleigh Borough Local Plan 2016-2036

The Local Plan was submitted to the Secretary of State on 31st October 2018 and the Council is awaiting confirmation of the date of examination. The adoption of the Local Plan is anticipated in Summer 2019. Given the status of the emerging plan it is considered that limited weight can be attributed to it.

Supplementary Planning Guidance: Quality Places
Supplementary Planning Document: Planning Obligations

PLANNING OBLIGATION/CONSIDERATIONS

Saved Policies 147.OS and 191.IN respectively state that where development involves a net increase in units/floorspace, the Council will seek agreements for a contribution towards open space provision in the locality as well as for the provision of infrastructure, services, facilities and amenities directly made necessary by the development.

Following the order of the Court of Appeal dated 13 May 2016, which gave legal effect to the policy as set out in the Ministerial Statement of 28 November 2014, and the subsequent changes to the National Planning Practice Guidance, the threshold for which affordable housing and tariff based contributions can be sought has been increased. This means that developments of 10 units or less (and which have a maximum combined floor space of no more than 1000sqm) will be exempt from the need to provide tariff based planning obligations or affordable housing.

Under permission F/12/71729 and F/15/77341 a contribution towards Sustainable Transport has been made.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

MATERIAL CONSIDERATIONS

The application seeks permission for the construction of a purpose built training facility for use by the charity 'Hearing Dogs for the Deaf'. The site is currently comprises a number of existing farm barns and areas of hard standing. The proposed training facility would be positioned within an area of land currently used as pasture, following the demolition of an existing barn. The proposed building would provide a training hall, office, toilets and storage areas, with the majority of the floor space being for the training hall. The building is designed in a barn style with hipped roof.

The application was submitted as a renewal however it was only made valid after expiration of the previous permission. The proposal has previously had permission granted under application reference numbers F/12/71729 and F/15/77341.

Principle

The application site lies outside the urban edge, within an area designated as both countryside and strategic gap. The proposed use does not strictly fall under the categories of development permitted in countryside locations by Policy 1.CO. However, by its very nature it is a specialised use which is best suited to a countryside location, due to the potential for noise and disturbance that would arise from the dogs exercising in the grounds of the building. Although the training activities would take place inside the hall, the dogs would require areas to exercise and rest in before/during/after the training sessions – this requires a certain amount of space and as such, would be more difficult to accommodate within a more built up area, where there would also be the potential for conflict with neighbouring uses/properties.

The design of the building is relatively modest and although larger than the barn to be demolished, it is not considered to be of such a scale as to be unduly prominent or intrusive within the countryside and gap setting. A condition is recommended to ensure samples and details of all materials are submitted for approval to ensure an appropriate finish is achieved. The plans also show new screening planting and tree planting around the perimeter of the sit, which would help to soften the overall appearance of the development in relation to the countryside/gap setting.

As such, it is considered that an exception to Saved Policy 1.CO is justified in this instance and that the proposals will not physically or visually diminish the strategic gap setting to such a degree as to be unacceptable, and therefore comply with Saved Policy 2.CO of the adopted plan.

Highways and Access

The plans show provision of 33 parking spaces to serve the training hall, including two disabled spaces adjacent to the entrance to the building. Bin and cycle storage provision is also included on the plans. The Highways Authority raise no objection to the proposals or new access proposed. The Ramblers Association confirms that following a Legal Effect Order the public footpath has

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

been confirmed as being outside the site area and not being affected by the proposal and therefore they raise no objection.

Ecology

The application site lies adjacent to the Moorgreen Meadows SSSI. An ecology report dated November 2018 has been submitted with the application. Under application F/15/77341 submitted surveys found no protected species using the ponds and no Great Crested Newts or reptiles on site.

The submitted, updated ecology report recommends measures to mitigate against the effect of development on the biodiversity but also provide enhancements post development. Such measures include sensitive lighting for bats and installation of bat boxes, phased clearance works under supervision of an ecologist to be carried out outside of bird-nesting season, measures to prevent dirty run-off towards the stream and SSSI. Enhancements include native species planting and the installation of 2 hedgehog homes.

Natural England have requested more information been submitted to ensure impact on the SSSI is minimised and mitigated. On the previous application conditions were imposed requesting the detail now required by Natural England relating to surface water drainage and water quality, Construction Environmental Management Plan (CEMP) as well as protection for nesting birds, bat friendly lighting.

The tree officer also recommends an arboricultural method statement and tree protection plan to be required by condition.

The proposal for the charity assisting the deaf is considered to be in the public interest.

The additional information required can be requested by condition and therefore it is felt the proposals would not have a detrimental impact on the ecological value of the SSSI, any European Protected Site (SPA, SAC or Ramsar) or protected species and as such, the proposals are considered to be acceptable.

CONCLUSIONS

The recommendation is to permit subject to conditions.



SARAH HOCKIN
TURLEY
6TH FLOOR NORTH 2 CHARLOTTE PLACE
SOUTHAMPTON
SO14 0TB

Friday 5 April 2019

**Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure) (England)
Order 2015**

Application No. F/18/84683

In pursuance of their powers under the above Act and in accordance with your application received on Thursday 10 January 2019 the Council, as Local Planning Authority hereby **Permit** the following :

Description: Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn
Site: Moorlands Farm, Botley Road, West End, SO30 3HD

Subject to due compliance with the following conditions:

- 1 The development hereby permitted shall be implemented in accordance with the following plans numbered: Loc 01, 01 Rev B, 02 Rev A, 03, H16 07 S1.

Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 The development hereby permitted shall start no later than three years from the date of this decision.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
- 3 Notwithstanding the approved plans / details no development shall start until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory visual appearance in the interest of the amenities of the area.

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN
T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk



- 4 No development shall start until the following details have been submitted to and approved in writing by the Local Planning Authority:
 - a) The alignment, height and materials of all walls, fences and other means of enclosure
 - b) The details and layout of foul sewers and surface water drains.
 - c) Proposed ground levels and relationship to existing levels both within the site and on immediately adjoining land.
 - d) width, alignment, gradient and type of construction proposed for any roads footpaths and accesses.
 - e) The provision to be made for street lighting and/or external lighting. Lighting shall be designed and located to minimise light spillage and avoid impacting on flight corridors used by bats.
 - f) A scheme for protecting the development from motorway noise.

The development shall be completed in accordance with the approved details.

Reason: To limit the impact the development has on the locality.

- 5 Prior to the commencement of development, a sustainable drainage strategy must be submitted to the Local Planning Authority detailing how the Moorgreen Stream will be protected from construction and operational phases of the development. Details of the physical footprint of the discharge point should be provided as it is within the Moorgreen Meadows SSSI, along with details of interceptors needed to regulate water quality which shall include a silt trap, swale and settlement tank before discharge offsite. Once approved by the Local Planning Authority, the development shall then proceed in accordance with the drainage strategy and verification of its provision provided.

Reason: To protect the Moorgreen Meadows SSSI and stream and Solent complex.

- 6 The development hereby permitted shall not be brought into use until the car park has been constructed, surfaced and marked out in accordance with the approved plan. The approved parking area shall not thereafter be used for any purpose other than the turning, parking, loading and unloading of vehicles.

Reason: To make provision for off street parking for the purpose of highway safety.

- 7 No work shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
 - a) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk study in accordance with BS10175:2001, and, unless otherwise agreed with the Local Planning Authority;
 - b) A detailed scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN
T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk

Reason: To protect human health.

- 8 The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority by the competent person approved under the provisions of the above condition that any remediation scheme required and approved under the provisions of the above conditions has been implemented in full in accordance with the approved details (unless varied with the written permission of the Local Planning Authority in advance of implementation). Unless agreed in writing with the Local Planning Authority such verification shall comprise:-
- a) built drawings of the implemented scheme
 - b) photographs of the remediation works in progress
 - c) certificates demonstrating that imported and/or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the approved scheme under the above condition.

Reason: To protect human health.

- 9 No development shall start until full details for the treatment of site boundaries have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the boundary treatment has been provided in accordance with the approved details and retained thereafter.

Reason: In the interests of the visual amenity of the locality and to safeguard the SSSI.

- 10 No development shall start until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all hard & soft landscaping [including trees and boundary treatment] and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard.

Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents and to enhance biodiversity.

- 11 The landscape scheme must be completed within 12 months of the occupation of the building hereby approved, or by such later date as the Local Planning Authority may determine. Any trees or plants which die during the first five years must be replaced during the next planting season.

Reason: To ensure that the appearance of the development is satisfactory and in the interests of enhancing biodiversity.

- 12 No development shall start until:
- a) A plan has been submitted to the Local Planning Authority showing a line of protective fencing around all trees not scheduled for removal. The fencing shall be in accordance with the appropriate British Standard.
 - b) A site meeting has taken place where a representative from the Local Planning Authority has inspected and approved the fencing and signed the card

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk

which accompanies this decision notice. Once approved no access by vehicles, storage or use of machinery, equipment or materials shall take place within the fenced area. The fencing shall be retained in its approved form for the duration of the work.

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality and habitat for species in the area.

- 13 The development hereby permitted shall be implemented in accordance with the recommendations and mitigation outlined in the submitted ecological assessment revised November 2018.

Reason: To protect and enhance biodiversity.

- 14 No vegetation clearance shall occur on site during the bird nesting season (between 1st March & 31st August) unless supervised by an appropriately qualified ecologist.

Reason: To prevent harm to breeding birds.

- 15 Before any work commences on site a Construction Environment Management Plan shall be submitted to the Local Planning Authority incorporating safeguards to preserve the water quality and flows leaving the site.

Reason: To ensure no impact on the Moorgreen Stream and Solent Complex due to contamination and changes in flow.

Note to Applicant: In accordance with paragraph 38 of the National Planning Policy Framework (February 2019), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Note to applicant: For further Southern Water advice, the applicant is advised to contact www.southernwater.co.uk

Note to applicant: The applicant is advised to consult the Environment Agency directly regarding the use of a cess pit. The owner of the premises will need to empty and maintain the cess pit to ensure its long term effectiveness.

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk



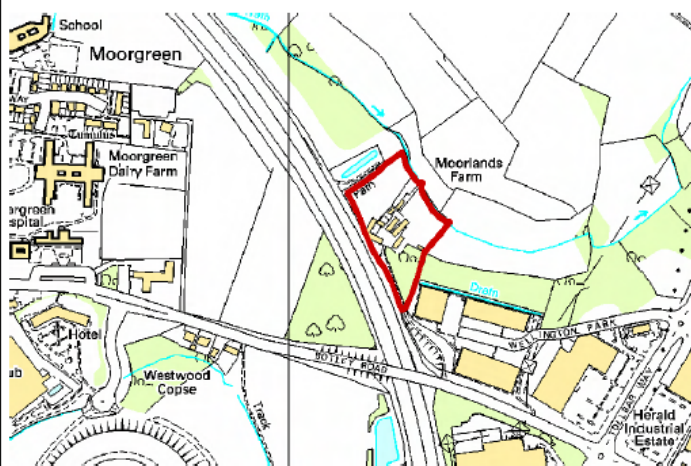
Yours faithfully

A handwritten signature in black ink, appearing to read "A Grandfield".

Andy Grandfield
Lead Specialist for Housing and Development

N.B. See Attached Notes

Annex 2: 2016 SHLAA - Site Assessment

SITE REFERENCE: SLAA-11-13-C	SIZE (ha): 1.6 Net site area (ha): 1.2	SOURCE: Council Planning Officers
ADDRESS: Land at Moorlands Farm, off Botley Road, Hedge End		PARISH: West End
REASON FOR ASSESSING: Previous pre-application discussions		
		
SITE DETAILS Site Description & Character of Surrounding Area: This site occupies an area to the west of Hedge End, directly to the east of the M27 motorway. There is a strong boundary to the south created by a block of woodland including a SINC, and this detaches the site from the settlement to the south. It forms part of the gap separating Hedge End from West End. The site is currently in agricultural use and comprises of farm buildings and handstanding. Ownership: Denis Emmans Planning History: Planning permission granted in 2012 for construction of dog training hall and exercise area following demolition of existing barn F/12/71729 which was renewed in 2015 (F/15/77341). Land Uses Investigated: Open space, residential and employment Location: Adjacent to the urban edge Status in Local Plan: The site is allocated as part of the strategic gap and countryside within the adopted Local Plan 2001-2011 and the draft Local Plan 2011-2029. Site Potential: Density (dph): 35 Timescale: Unlikely in the plan period Loss of Employment Land: No Existing Dwellings on Site: 0 Net Residential Yield: 0		

ACCESSIBILITY			
Access to the Site: Current access is available by a track from Botley Road (vehicle and pedestrian access). Any development would require improved access.			
Rights of Way: Footpath adjacent to the north west and south west of the site. 2.1km to nearest bridleway			
Proximity to Local Services (All distances are approximate):			
Bus Stop: Botley Road – 8 Southampton/Hedge End, X4 Eastleigh/Hedge End			280m
Railway Station: Hedge End			1.6km
Health Centre: West End Surgery			800m
Primary School: St James Primary School			610m
Secondary School: Wildern School			1.5km
Shopping Centre / Hypermarket: Hedge End Retail Park			450m
Designated Open Space: Moorgreen Meadow			Adjacent
Community Facilities:			
Salvation Army Church			710m
Youth House			800m
Drummond Community Centre and Hilldene Community Centre			1km
CONSTRAINTS			
Air Quality Management Area	X	Agricultural Land Classification	Grade 4
Cables / Pylons / Electricity Lines / Oil Pipelines	Oil pipeline	Significant Noise Generating Uses	M27 motorway
Conservation Area	X	Listed Building	X
Contamination	Low Likelihood on the western edge the rest of the site is unlikely	Archaeological Sites	X
Proximity to International Nature Conservation Designations	North eastern boundary within 25m of tributary	Tree Preservation Orders	Blanket TPO on all tree species on eastern boundary
Flood Risk	Flood Zone 1	Nature Conservation Designations	None on site but Moorgreen Meadows Site of Importance for Nature Conservation (SINC) lies immediately north and east of the site
Historic Parks and Gardens	X	Biodiversity Opportunity Areas	X
Topography	Flat	Other	X
Priority Habitat	Lowland Mixed Deciduous Woodland, Purple Moor Grass and Rush Pastures	Biodiversity Action Plan Priority Areas and Links	M27, Moorgreen
Minerals and Waste Safeguarding	X	Landscape Character Area	M27 Corridor
DELIVERABILITY / DEVELOPABILITY			
Suitability: The site is poorly connected to the settlement of Hedge End, and the SINC adjacent to the site prevents integration of the site with the settlement. Any additional development on this site would erode the gap separating Hedge End and West End. Noise from the M27 also constrains the development potential of the site. For this reason, there are doubts about the suitability of this site for development.			
Availability: The availability of the site is unknown.			
Achievability: There are a number of constraints on this site which suggest that other than the re-use of the farm buildings, there are significant doubts about the achievability of development. Together with the uncertainty about the availability of the site, it is therefore concluded that there is no reasonable prospect of redevelopment of the site within the plan period.			

Strategic Land Availability Assessment Pro-forma (2016)

Strategic Land Availability Assessment Pro-forma (2016)

Annex 3. Outline Application O/21/91192 – Responses



Name / Organisation	Position	Comments	Response
Environment Agency Ref HA/2021/123495/01 31 August 2021	No Objection	A separate Flood Risk Activity Permit will need to be applied for outside of a planning approval	Noted
Environmental Health 24 August 2021	No Objection subject to conditions	1) Noise Impact and Air Quality - The assessed increase in road traffic along Botley Road appears small. Associated vehicular pollution and noise emissions therefore appear to be negligible. - There are no near sensitive environs that pose immediate concerns for ordinary working days. - There may be some dust emissions from loose and granular materials if kept on the builders' merchants' portion and from general sweepings. Good design and management of these premises can probably ensure emissions can be controlled. - In relation to noise (from outdoor powered mechanical equipment, vehicle movement warnings etc) an application is recommended prior to occupation and when tenants are known for point source emissions such fumes, gases, particulates, and odour emissions. - The planning consent should accommodate controls for polluting uses and site wide environmental management plan. 2) Construction Related Dust and Noise Emissions – an appropriate and proportionate Construction and Environmental Management Plan, should provide adequate controls, as well as 'emergency procedures in the event of say prolonged dry weather during earthworks or rainstorms, and for potential cumulative impacts if other sites construction works are occurring at the same time. The applicant would need to address construction via a condition requiring a CEMP after the full planning application. '	- The scheme has been significantly reduced in floorspace terms and the resulting traffic generation will be even smaller – assessed as resulting in a negligible increase in traffic. - Agreed, no sensitive receptors will be affected. - The open storage areas are set into the site behind planting screening. The on-site estate management team will be able to monitor if any additional actions are needed in the interest of all tenants and visitors to and those passing the site. - The application is for light industrial uses (which by definition are acceptable to be located adjacent to sensitive receptors such as residential dwellings) and open storage. Vehicle movement warning equipment will be expected within an employment estate of this type. A planning condition can be included if necessary that requires prior approval for uses that may require specialist ventilation equipment. Agreed - the submission of a CEMP can be dealt with by condition, to be submitted prior to commencement of works. It is agreed the CEMP must be proportionate to the scale and location of the development.

HCC LLFA Ref SWM/2021/0530 26 August 2021	No objection subject to conditions	Relating to surface water management and local flood risk.	Noted – the development has also been reduced in scale and is accompanied by a detailed flood risk assessment and drainage strategy.
HCC Highways Ref 033362 13 September 2021		ACCESS: Due to the frequency and number of vehicle movements anticipated ... there are concerns .. to the suitability of a vehicle crossover, both in terms of functionality and construction. As such, this should be replaced by a formal bell-mouth junction into site given the potential conflict between vehicles and passing cyclists / pedestrians and the need for the construction to cater for movements particularly by heavy loaded vehicles both delivering to site and accessing the site for the open storage and yard facilities. Appropriate drawings of this junction should be submitted (inclusive of visibility, tracking, etc.) for general assessment at the planning stage, with a S278 required ... INTERNAL ACCESS: Internally, access is achieved up a track which is proposed to be widened in places... assessment of the suitability of this track is not fully available As such, a worst case scenario of two HGV's passing each other along the track is required, demonstrated on a formal autotrack diagram. INTERNAL SITE LAYOUT: Whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the layout has been undertaken. This has shown that the site appears largely acceptable, with parking spaces in an acceptable layout with adequate aisle widths to allow for easy turning in and out of spaces. ... however no vehicle tracking supplied for the HGV or refuse collection vehicles movements that are expected on site, As such, formal vehicle tracking diagrams are again requested ... TRIP GENERATION: ... as an individual site, [the] additional movements are not anticipated to have a severe impact on the local highway network, [but] accumulated with other local development whose vehicle flows are anticipated to move through the same local highway junctions and utilise the same sustainable travel methods, updates to the local highway network and infrastructure will undoubtedly result.	The development has been reduced in size and now comprises a significantly smaller amount of floorspace, resulting in fewer vehicle movements. The proposal nonetheless includes the widening of the east side of the junction and sections of the service road with the addition of low level lighting (Please refer to the site layout plans, access road works plan and Transport Statement with swept path assessment). This will provide appropriate, safe access for all users. This includes passing positions for vehicle users, including lorries of up to 15,1tonnes which are appropriate given the arrangement and visibility along the service road. The site arrangement includes the service road and courtyard with new buildings set back from them, This will provide a convenient internal circulation route for vehicles, with sufficient turning for larger vehicles to access and exit from the service bays. The scheme has again been reduced significantly in scale and will include a raft of sustainable transport opportunities that include use of local buses, cycle routes and footpaths and EV charging for electric vehicles.

		DEVELOPER CONTRIBUTIONS For this reason above, highway developer contributions are requested, ...	The requirement for and level of any requested contributions will need to be re-assessment.
Highways England	Holding Position Further Information Required	- The site access from the B3035 is located adjacent to the Botley Road M27 overbridge.... it is unclear how the access proposals may impact the existing embankment. ... note that there is proposed widening to the internal access road and the provision of internal low-level lighting. ...require further details of the proposed internal works, particularly the prospect of widening the internal access road that abuts the SRN boundary in accordance with requirements set out in the Design Manual for Roads and Bridges.	Please refer to the proposed layout and landscape plans, proposed road works plan, M27 Street Views, DAS and LVIA. The service road will be widened, predominantly on its eastern site, with very minor widening on the west site which is specifically proposed to enable additional new soft planting to be included. Vehicles on the M27 will not be affected by the proposed minor works or lighting. They will remain separated from the application site by: - The existing planted embankment which has had additional new saplings added to it; - Existing fencing that separates the planted embankment from the neighbouring PRoW (Footpath 10) that runs along the east side of the embankment and that was diverted as a result of the recent motorway works; - the PRoW; - planting and fencing on the east side of the PRoW within the application site. Planting will be replaced and added to along this boundary. Fencing will also be replaced or added to as a temporary measure if necessary whilst new planting is becoming established. These will provide an appropriate security and safety barrier along the footpath and contribute to the extensive screening that is already provided outside of the application site land title.
Natural England O/21/91192 7 Sept 2021	No Objection	... considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. - Construction risks can be managed by a Construction Environment Management Plan (CEMP), produced prior to start of the works....	Noted and the site has been reduced in size so further ensuring no adverse impacts will result. Agreed – a CEMP can be conditioned and submitted for approval prior to construction starting.

		... advise that further information is required to ensure that [biodiversity] net gain is reached and that the loss of the priority habitat has been suitably compensated. The submission of an approved Biodiversity Mitigation and Enhancement Plan (BMEP) will help ensure your authority meets the requirements of Section 40 of the Natural Environment and Rural Communities Act (2006)....	The development will result in a BNG of x%. The accompanying landscape concept plan and BMEP set out how this will be achieved in practical design and site management terms which will be overseen by the on-site estate management team.
Simon Downs Environmental Consultant for EBC	No Objection subject to conditions	 the ... development does lie upon the following existing, historical, potentially contaminated land sites:- - On-site: Farm buildings Medium Risk - Adjacent to Site: Industrial Park Medium Risk - M27 Low Risk Agricultural buildings are often used for the storage of farm machinery and agricultural chemicals. Underground and above-ground storage tanks may also be present on-site, and checks with the Petroleum Officer are recommended. Given the age of the buildings, asbestos-containing materials may also be suspected. Historic mapping did not identify any landfill within 250m of the site boundary. ... as part of a phased approach to assessing risk from contamination, a minimum of a desktop study, including a site walkover, preliminary risk assessment, and conceptual site model identifying potential contaminant linkages, should be submitted to the LPA for approval. ...recommend... standard contaminated land conditions are applied to the Decision Notice, should the LPA be mindful to grant permission:-	Noted – this can be conditioned as a requirement to be undertaken prior to demolition works starting.
Chris Stringer Tree Consultant for EBC		Removal of the cypress screen.(between the access road and M27) .. do not objection in principle [but] ...should be aware that they may be liable for significant replacement planting under the emerging Trees and Development SPD. The exact amount cannot be calculated from the arboricultural impact assessment as it has not individually specified the numbers of removals.	Please refer to the Arboricultural Assessment and Landscape concept plan The cypress screen are proposed to be removed. All removed trees will be replaced within the site.

		Trees around the entrance. There are also a number of trees shown to be removed around the entrance. Again, some of these will not trigger an objection, but the applicant will need to specify individual removals. In addition, there has been some pre-emptive felling in this area and the arboricultural information is now considered invalid. The area around T15 (which did still exist on the day of our site visit) is considered to be too developed. As it stands we would object to this element of the proposal and will require retained trees, such as T15, to be given greater space. T30 – oak to north east. This tree is significant and care will have to be taken during road construction. Please note that it is only because the current access track exists do we consider the proposal at this end of the site feasible. Overall given the space available, the existing arboricultural features are put under too much pressure through encroachment and, where removals are considered agreeable, we do not feel that the level of replacement planting is currently feasible given the crowded nature of the proposal.	The trees that have already been removed from the site and all additional removals will be replaced. The layout has been arranged to ensure T15 is protected. T30 is also protected. The existing maintained access must be kept as it provides access to the adjoining land which is in the same land title and that will be managed and maintained by the new estate office. The proposal has been significantly reduced in size and site coverage. The new buildings are contained prominently within the existing built parts of the site. Replacement and additional tree planting is now proposed across the build parts of the site and within the adjoining open plan.
Lisa Malter Ecologist for EBC	Objects Due to insufficient information.	- The PEA by Ecosupport (July 2021) highlighted the need for further survey work to determine the use of the site by protected and priority species. Suitable habitat was identified for bats (roosting, commuting and foraging), reptiles, dormice and breeding birds. There may also be suitable habitat for great crested newts, badgers and hedgehogs. - ODPM Circular 06/2005: Biodiversity and Geological Conservation- Statutory Obligations and Their Impact Within the Planning System, part IV sentence 99 states that <i>"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the</i>	The accompanying assessment has been updated and extended by further site surveys.

		<i>decision.”</i> The invasive non-native species <i>Crassula helmsii</i>, cherry laurel, turkey oak and western red cedar have been identified on or near the site (eGIS, September 2021). They must be identified and mapped and a strategy developed to prevent their spread into the wild. Moorgreen Meadows SSSI This proposal has the potential to impact on the SSSI which has been assessed as having 93.49% of the area as unfavourable, recovering and 6.51% has having been destroyed. Operations likely to damage this site can be found on a hyperlink on the SSSI citation page and include changes in drainage and erection of buildings or any engineering works (13a, 13b, 13c, 14, and 23). Management principles for this site are also given in a link in the citation page. An Ecological Impact Assessment (EclA) is required to determine the impacts of the proposal on the Moorgreen Meadows SSSI which is immediately adjacent to and surrounding the site on three sides. This will require a current assessment of the condition of the SSSI. As far as we can determine, the last condition survey was done in 2013 and therefore probably does not reflect the current condition of the SSSI. As a public body, Eastleigh Borough Council has a duty to conserve and improve SSSIs under section 28 G of The Wildlife and Countryside Act (as amended). SuDS This site measures roughly 1.7 ha on the Defra Magic Mapping Application, with the developable area listed as 1.6 ha. A more detailed SuDS scheme is required. This must be designed at the beginning of the planning process and the rest of the development must be planned around the approved SuDS features. The Flood Risk Assessment & Sustainable Drainage Strategy by Fernbrook	Natural England concerned that the withdrawn larger outline scheme would not impact on the SSSI. The development has now been greatly reduced in terms of total floorspace and site coverage, with the new buildings predominantly concentrated within the already built parts of the site. The scheme is also accompanied by a detailed foul and surface water drainage strategy that includes the three strategies of natural filtration. These include sedum roofs, enhanced additional soft planting, a new pond, swale, permeable surfaces and a sediment forebay at the outfall point to the adjoining river. The proposals will not impact the SSSI. Natural England is responsible for surveying the SSSI. The applicant invited them to do so shortly after they purchased the site. Natural England again has previously confirmed the development will not impact the SSSI. The site coverage of the scheme has been significantly and it is accompanied by a detailed SuDS scheme.
--	--	---	--

		Consulting Engineers (July 2021) states "It is assumed that surface water runoff from the existing impermeable areas is currently conveyed to the watercourse unrestricted via a network of land drains." This is Moorgreen Stream, a tributary of the River Hamble. Infiltration is not feasible due to high groundwater and underlying clay. There are no surface water or combined sewers in close proximity to the site. The FRA and SuDS document states that "the most appropriate SuDS for this development are green roofs, swales, basins, permeable paving and attenuation tanks." The use of green roofs is very welcome both to attenuate surface water drainage and as biodiversity enhancements for the site. On page 8 of this document there are several references to residential development. This must be changed to industrial development. Table 5.5 on page 9 does list pollution hazard indices for Industrial Estates, so this probably just an editing issue. The profiling and planting of the swale and detention basin should be presented in greater detail. The 1:2 slope is quite steep and these features will either need safety fencing or appropriate planting to ensure that they are not a hazard. There is a very small bioretention forebay shown on the northeastern boundary. It is my understanding that a forebay is usually part of a larger pond or basin. Please could the drainage engineer provide an explanation of how this would work? Foul drainage must also be considered appropriately at the outline stage with more details given about the proposed packaged sewerage treatment plants (FRA page 10). The SuDS scheme must be looked at in conjunction with the hydrological needs of the SSSI, which requires a water supply to its wet meadows (to support the listed orchid species), wet woodland, lowland mire grassland and rush pasture. CEMP A CEMP will be required to ensure that the Moorgreen Stream and Solent	Sedum roofs are still proposed and are indicated on the building plans and proposed Landscape concept plan. Noted – these have been corrected. The profiling of the pond and swale have been included in the updated drainage strategy. A foul drainage strategy is also included in the new plans. The drainage strategy will not impact on the SSSI including on water supply to it. The requirement to provide a CEMP can be conditioned. It can be provided
--	--	---	---

		Complex are protected from possible pollution by construction activities.	prior to works starting on site.
Tim Griffin Landscape Consultant for EBC	Object To the scale and extent of the current proposal as it would both visually and physically diminish the Strategic Gap.	Radley House Design and Access Statement Although it is true there have been other nearby developments within the Strategic Gap, this section of the Gap west of the motorway is largely intact and is an important contributor to the landscape scene. 2. Site context and analysis - 3.1 - please show the route of the public footpath No 10. clearly on this plan. The potential visual impact on this Public Right of Way (PROW) has not yet explored (see later points). 3. Site context and analysis - 3.2 screening is identified on the plan as an important element in the scheme. In order to verify the effectiveness of this existing screening a visual impact appraisal is required with particular focus on views from the motorway and the existing public footpath. At present I am not convinced that an effective screen to the motorway can be maintained and there seems to have been no assessment of ramblers views into the site from the PROW. On this plan it is notes 'LAND PERMITTED TO BE DEVELOPED UNDER F/18/84683 WITHIN STRATEGIC GAP' with an arrow towards the northern sector of the site. However, having reviewed the site plan for the kennels, the northern portion of the site remained as open space and was separated from the kennels and areas of parking by screen planting. This is a relevant factor when considering the extent of development proposed in this outline application. Site context and analysis - 3.3 - the existing site density diagram demonstrates over 50% of the site is currently undeveloped, and as previously noted, the open spaces and trees contribute to the Gap. The industrial commercial units are all outside the Gap and so do not create a precedent for development of this site. site density - 3.4 - the point is made that the development of the site is a continuation of the adjacent retail/commercial park. However, it should not be forgotten that this existing development is outside the Gap and that an extension	The site has now been removed from the Strategic Gap. It does remain within the designated countryside is adjacent to the SSSI – the protection policies of which apply in relation to assessing appropriate development. These include replacement buildings in the countryside for employment uses. The PROW is now included on the proposed layout and concept landscape plans. The PROW is also shown in the accompanying DAS and LVIA.. These views are now included in the Motorway Street Views and LVIA and show the extent of screening along the PROW and the motorway embankment – both are screened from the site by existing fencing and planting within the site and along the embankment, on the west side of the PROW. New saplings have also been recently planted along the embankment, which will add to this screening. The service road is also now shown to be realigned slightly along its west boundary to provide new replacement planting next to the PROW. A temporary fence can be provided if necessary whilst the new planting becomes established. The proposed floorspace and coverage of the site has been significantly reduced and is concentrated within the existing built part of the site, leaving the open to the north, open and with greatly enhanced planting.

		of this development, even at a more modest scale, will diminish the Gap. I disagree with the point made that the the layout proposes a 'minor additional encroachment of buildings'. The proposal sees development extend into the northern sector of the site (this area was excluded from development in the previous kennels approval) which inevitably leads to a reduction in open space. 4. Site arrangement and density - 4.0 - this plan illustrates the over-development of the site. The combination of light industrial units, access roads, yards and parking result in few opportunities for significant linked Green Infrastructure that would balance the extension of development into the Gap. The line of the main access road is curious and seems to suggest a possible extension in the future to the east? This road should be stopped short of the existing TPO'd Oak that is to be retained and the area planted up with native planting. 5. Massing, scale and appearance - 6.0 - the buildings show ridgelines at over 7m. This is extremely high for this sensitive site and increases potential visual impact. The scale and massing may be 'in keeping with the existing surrounding industrial area', however, this cannot be used a precedent as it lies outside The Gap. If the Gap is not to be unacceptably diminished, any proposed buildings should be lower in height. Single storey units would seem to be more appropriate. Appearance 6.2 - It is acknowledged that <i>'to comply with the emerging policy (S6), which relates to redevelopment of sites within the strategic gap, proposals should therefore seek opportunities to enhance the gap, and this is to be delivered through layout, design, colours and materials'</i>. Whilst some of the precedent images are very attractive and could work well in this location, the key factor undermining any stated intention to enhance the Gap, is the overall extent of development, including not just the buildings, but also the extensive hard surfacing. 6. Green Infrastructure - 7.1 - There is an over-reliance on green roofs to try and disguise the over-development of the site. It has not been demonstrated that the site is 'fully screened' from all PROW's and a visual impact assessment	The existing access to the adjoining meadow land must be retained. It provides access to land that is within the same land title and that will require access for general management and maintenance. It is shown on the proposed landscape concept plan as being set out as a reinforced mesh driveway that will be set out under a no-dig construction in order to protect to adjoining TPO'd Oak tree. The new buildings have been greatly reduced in terms of their total floorspace and site coverage. They are arranged around a new courtyard and site entrances within the south-east corner of the main site. They will comprise a series of flat roofed buildings, with one pitched building to add variety. The flat roofed building extent up to 7.1m and the smaller pitched building to 9m. This provides flexibility for future tenants which is a key sustainable design consideration Their bulk and massing however are reduced by the arrangement of the elevations and by a mix of sensitively considered materials. The large (terraced) blocks include part sedum roofs and the site overall will be bordered by enhanced tree and other soft planting. Glimpsed views will only be provided close up along parts of the adjoining PROW, with the arrangement and quality of the buildings and planting being designed to be seen and appreciated rather than hidden. The development has been significantly reduced. Green roofs are still included, with the buildings set within retained open space and enhanced planting.
--	--	---	---

		is needed to address this concern. The proposed bands of tree and vegetation do not create connected Green Infrastructure, with too many interruptions by yards and roads. There is no mention of measures to protect and enhance the setting of the SSSI. The retention of some existing trees as shown will be challenging (T8) but I would defer to separate comments by the Tree Officer on this. <u>ACLA Layout - Landscape Mitigation & Enhancement</u> Overall, the present layout does not provide sufficient connected Green Infrastructure and there is limited strengthening of existing boundary vegetation. More generous buffer planting should be considered and the northern sector of the site could be left undeveloped (as per the approved kennels proposal) and this zone developed as a wildlife area. This would form a meaningful contribution to the Gap. This plan appears to show the loss of existing screening along the western edge to the M27. Will this lead to opening up new views into the site from the motorway? Measures to protect and enhance the setting of the SSSI should be detailed. In a number of locations proposed trees are shown in narrow/restricted areas of soft landscape and are unlikely to survive. Extensive areas of parking have no trees to provide shade and to filter internal views. If revised proposals are forthcoming, this should include an assessment of the visual impact on surrounding Public Rights of Way. Some long sections through the site would be helpful and perhaps CGI's images of the proposal from key viewpoints. .. <u>Technical Arboriculture - Tree Protection Plans 1 & 2</u> It would be helpful if any significant hedgerows that contribute to screening the site are identified on these drawings and protection measures indicated to ensure they will be successfully retained.	The retention of the built footprint principally within the existing built area will protect the setting of the SSSI. The quality of the new buildings and the new landscaping and biodiversity and drainage strategies will enhance that setting. The arrangement of the green corridors along the service road and the setting out of planting across the remainder of the site will make a positive contribution to its countryside setting, which remains the relevant designation. The service road and site are set back from the motorway behind: planting and fencing along the site's western edge; the PRoW; and further fencing and planting to the west of the PRoW along the motorway embankment. This is demonstrated by the DAS, the landscape concept plan and LVIA. The landscape, ecology and drainage strategies (with resulting BNG) all protect and enhance the setting of the SSSI. All new planted areas have been rechecked and widened if necessary to ensure they will remain viable over the long term. The buildings are arranged around a new inner courtyard and off the small service roads. The buildings and planting within these areas will provide shade. Views into the site are filtered by the retained / enhanced boundary planting and the new planting across the site. The photo-sheets and LVIA show the PRoW and views to it from the Botley Road / Motorway bridge. The Landscape Concept plan indicates where existing trees and the cypress screen will be removed alongside retained and new planning. The BNG calculations indicate the net effect of this in tree planting and overall
--	--	--	--

			biodiversity terms.
EBC Planning Policy 1 October 2021		<u>Planning Policy Comments</u> The main modifications consultation which was held for six weeks over the course of June and July now proposes to remove this site and some adjoining land from what is now proposed as a settlement gap designation. This along with the acceptability of developing employment floorspace outside of the existing developed areas in the site form the main considerations in the comments provided below. General Principle of Development <u>Countryside policies</u> The site has been designated as countryside for the purposes of the saved policies of the 2001-2011 Local Plan whereby policies such as 1.CO Criteria for development in the Countryside apply. The submitted Local Plan 2016-2036 shows this site to be located in the countryside under strategic policy S7, Development in the countryside (now proposed to be strategic policy S5). The policy as proposed in the submitted Local Plan states that planning permission will be granted for new development in the countryside provided it meets the noted criteria such as whether it is related to the extension and replacement of existing employment uses (policy DM18) and the re-use of existing buildings (policy DM19). This text in strategic policy S7 has not been subject to proposed changes through the main modifications consultation and is therefore relevant within the context of this proposal. Strategic policy S7 further states amongst other things <u>that in permitting new development in the countryside the Borough Council will seek to avoid adverse impacts such as upon the rural and woodland character and on the biodiversity of the area and seek to secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside.</u> The key considerations of this proposal when assessing it against the criteria in policy DM18, Extension and replacement of non-residential buildings in the	This Statement considers the proposals against the newly adopted Local Plan, WCC's adopted SPDs and the NPPF. The amount of floorspace and the extent of site coverage have been significantly reduce. The new buildings are now contained predominately in

		countryside are likely to be those which relate to the density, scale, massing, layout and height (criterion iii which is now proposed to be criterion c) and avoiding detrimental impacts upon the character of the countryside (criterion iv which is now proposed to be criterion d). <u>It is observed that some of the buildings will not be located on the existing developed areas and would be located on what appears to be undeveloped pastureland near to the northern boundary of the site. The employment buildings which are proposed to be located outside the existing developed parts of the site would constitute a material change of use of land designated as countryside and as such would not be acceptable.</u> Policy DM19, Change of use of buildings in the countryside is relevant to consider with regards to the retained farmhouse. <u>There do not appear to be any notable conflicts with the criteria included in this policy with regards to the reuse of this building for employment purposes (ancillary office space).</u> <u>The principle of development may otherwise be acceptable in this countryside location provided no development takes place outside the existing developed areas as noted above with regards to the following factors. It would potentially help to improve the overall appearance of the site which is currently in a state of disrepair whilst any urbanising effect would be minimised. This is due to its location adjacent to an existing employment estate to the east provided the overall scale and massing of the proposed buildings would not be considered to materially alter the character of the site. The applicant is also proposing additional soft landscaping and tree planting to mitigate any impacts the development could have upon the countryside in this location. The criteria in policy DM1, General criteria for new development will also be important to consider with regards to the overall design proposed.</u> Countryside (settlement) gap policies <u>the main modifications consultation now proposes to remove this site and some adjoining land from the countryside (settlement) gap designation.</u> The reasons for this as provided in the study conclude that the	the existing build part of the site with the site's boundaries and open land on the north side of the site remaining open, with retained and enhanced planting. The existing house will now be removed in order to make more efficient use of the site for new, flexible employment uses. They allow for possible ancillary office space within them, subject to future tenant requirements. The scheme has again been greatly reduced. The new buildings have been reduced in floorspace and site coverage terms, with very careful consideration being given to the arrangement of the new roofs, elevations and external materials. The quality of the new buildings and overall site arrangement and landscape plans have been designed to be appreciated from the limited close up views of the site, rather than being fully screened. The proposals have been fully assessed against the criteria set out in the policies of the now adopted new Local Plan.
--	--	--	---

		area of woodland surrounding Hedge End (Area C6) does not contribute to the open nature of the gap and whilst its important in visually and perceptually separating Hedge End from West End and the ribbon development along Moorgreen Lane, it is protected in its own right from development by a SSSI designation and can be removed from the gap without any harm to its functions. <u>The site subject to this outline application is not covered by this SSSI designation which is located adjacent to the north and east but is surrounded by woodland and trees.</u> Whilst the Council supports the recommendations in the Settlement Gaps Study to remove the area which includes the site from the countryside (settlement) gap designation, it is noted that the Local Plan inspector is yet to consider main modifications that are proposed including to proposed gap changes following her recommendation for the Council to revisit this evidence. Therefore, discounting the location of the site as being located in a countryside (settlement) gap is considered to be premature at this time until confirmation of this material change is accepted by the Local Plan inspector. Notwithstanding the proposed changes to strategic policy S8 in response to the recommendations of the Gaps Study, <u>it is considered that the proposal with regards to physically or visually diminishing the gap, or having an urbanising effect detrimental to the openness of the gap, the character of the countryside or the separate identity of the adjoining settlements would be relatively limited.</u> The site is located adjacent to the east of the M27 motorway whereby this is the only physical separation of this site from West End to the west with regards to the new build residential development off Botley Road. <u>This therefore limits the inter visibility of the site to the west. The inter visibility of the site is also considered to be limited due to the presence of existing trees meaning that the proposed redevelopment would be likely to have less of an impact upon the function of the gap.</u> <u>It is worth noting that the proposed modifications whilst proposing changes to Policy S8 essentially aim to achieve the same outcome with criteria now proposed to be added which relate to diminishing the physical extent and/or visual separation of settlements and an urbanising effect</u>	The extent of the separation between Hedge End and West End will not be reduced by the new proposals. The quality of the site however will be significantly enhanced.
--	--	---	--

		<u>detrimental the character of the countryside or the separate identity of the adjoining settlements.</u> Employment Provision <u>The principle of employment development would be acceptable and would contribute to the Borough's wider employment land supply targets whereby a total of 2,977sq.m. of new employment floorspace is proposed. With regards to criterion viii (now proposed to be criterion h), the development would not by itself or cumulatively with other recently permitted schemes undermine the Council's strategy for the development of employment-related floor space</u> (see policy S4) with regards to the loss of existing employment floorspace on protected employment sites and the development of some employment allocations for other uses over recent years. However, it is recommended that the proposed floorspace is reduced due to the above noted concern of developing on the undeveloped countryside. BREEAM (Pre-Assessment Stage) The applicant is advised to undertake a design stage BREEAM assessment at the earliest opportunity whereby it is noted that they understand the requirements set out in both the submitted and emerging Local Plan. <u>This shows that Policy DM2, Environmental sustainable development requires other development (which can include employment uses) that is above 500sq.m of floor space measured externally (including extensions and conversions to existing buildings) must achieve; i. BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification including a 15% improvement in predicted carbon emissions, compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council. The applicant has stated that this can be achieved through very high fabric thermal efficiency to reduce heating and cooling demands and, very low overall energy requirements.</u> Concluding Comments <u>The proposal for redeveloping the site for employment use is considered to be acceptable provided it is amended to remove the proposed</u>	The size of the new scheme has been reduced but it will still make a positive contribution to the provision of high quality, flexible employment space.. The space will also provide a different offer to that which is likely to come forward on the new Local Plan's allocated sites. The amount and type of new space provided at Moorlands Farm will therefore not undermine the delivery of the Plan – it fully meets the criteria for additional sites coming forward as a redevelopment scheme within the countryside. The new application is accompanied by a BREEAM Pre-Assessment. The scheme has been significantly reduced in scale and built footprint. The small number of buildings are arranged around a courtyard and set back into
--	--	---	---

		employment buildings from the undeveloped curtilage as set out above. This will help to ensure that the character of the undeveloped countryside in the site is protected in accordance with the emerging policy position of the 2016-2036 Local Plan. The Council's design and landscape officers may also be able to provide a view of the proposal with regards to any potential impacts it could have upon the countryside and countryside (settlement) gap designations. Comments on potential impacts the proposal could have on ecology, highways, access and traffic related matters will also help to inform whether it will be acceptable in principle.	the more screened parts of the site. A raft of design and landscaping measures will provide a high quality development and no unacceptable urbanising effects will result. The design benefits of the scheme are complemented by ecological and SuDS strategies, sustainable transport responses and the addition of flexible employment space..
Sam Thwaites For the HCC Countryside Service	No Objection	West End Footpath 10 to the west is unaffected by the proposals.	Noted – additional screening is also now proposed along the Footpath boundary.
ESSO	No Comment	... this enquiry did not fall inside the zone of interest.	Noted
Southampton Airport Ref SOU05621	No Objection	- The proposedhas been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. - Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within CAP 1096 the Guidance to crane users on the crane notification process and obstacle lighting and marking.	Noted
Hedge End Town Council 25 August 2021	No Objection		Noted and this is welcomed.
Mr Colin Baker Private Resident	Objection	I object to the application to develop Moorland Farm as it fails to provide mitigation proposals to safeguard the condition of Moorgreen Meadows SSSI. The applicant has recognised the presence of the SSSI and the possible impacts from the proposed development in section 5.22 of the Landscape and Visual Impact Assessment which states: 'The closest Site of nature conservation Interest is Moorgreen Meadows, a Site of Special Scientific Interest (SSSI)	The Ecological Assessment has been updated. Natural England confirmed that the larger withdrawn outline scheme would not impact on the SSSI. The ecological and drainage assessments have been updated and extended

		located east of the watercourse in close proximity to the eastern application boundary and extending across the heathland wooded areas to the north and east of the site. The SSSI is recognised for its marsh orchid and it also supports a mosaic of woodland habitats including numerous mature oaks and a rich woodland understorey in places. At this proximity, there is the potential that the application site could have an indirect impact on the integrity of the SSSI.' While recognising these issues however, the applicant has failed to provide detailed mitigation proposals that will prevent the degradation of the SSSI. The applicant has stated in section 5.23 that the Ecological Assessment report includes ecological enhancements however the report contains general recommendations but none that specifically address the issues associated with the adjacent SSSI. The Preliminary Ecological Appraisal is deficient in the following areas: The report states the pond close to the northern boundary has potential for Great Crested Newts however no specific survey has been conducted. The report contains no references to the last condition report for the adjacent SSSI, which makes specific references and recommendations for land improvement. The report recognises the presence of reptiles including the Grass Snake however no specific recommendations have been made for these protected species. In fact, the report call for additional surveys to be conducted. Likewise, the report refers to the presence of Dormouse and Badgers yet only calls for additional surveys rather than providing specific mitigation measures that will protect these species. In section 5.22 of the Landscape and Visual Impact Assessment states 'the attenuation basin and swale with the site will also provide the opportunity for wetland habit creation and enhanced biodiversity on the site.' However, neither the Flood Risk Assessment, nor the Ecological Assessment contain specific proposals for these enhancements. The Flood Risk Assessment must recognise and address the water quality impacts on local watercourses in the adjacent SSSI and the potential impacts of run off from this development. In conclusion, I believe this application must be rejected as the applicant is fully aware of the presence of the adjacent SSSI and the potential to damage these protected areas, he has failed to provide detailed mitigation or enhancement measures to protect the local biodiversity. Part of this SSSI (unit 4) was destroyed in 2013 due to upstream works on the local watercourses and this application puts the remainder of the area at risk of destruction.	further. The scheme has also been reduced in scale. The SSSI is acknowledged throughout the application documents and assessments. The ecological and SuDS drainage strategies take the SSSI fully into account. No negative impacts will result. The setting of the SSSI however will be significantly enhanced by the quality of the design approach taken..
--	--	---	--

Andrew Finnegan Private Resident	Comment	We regard to the application to redevelop Moorlands farm (application O/21/91192). I have concerns that the council must ensure all environmental safeguards are put in place during and after the development of the site to safeguard the very special place adjacent to Moorlandsfarm - the SSSI of Moorgreen Meadows. This habitat remains a haven for important wildlife in my local area. Some of which are nationally rare. There is a danger if the development of the farm takes place the developer will later try and push their development further into the SSSI.	The application is for the redevelopment of the Moorlands Farm complex only. The existing access to the adjoining land that forms part of the same land title is to be maintained as a grass reinforced mess driveway. This is required to allow the oversight and management of the adjoining land, which has been lacking for some time and which other objectors have highlighted is necessary.
Mr Peter Sillence Private Resident	Comment	I am extremely worried about the future of Moorgreen Meadows SSSI which abuts this development and is owned in part by the applicants. It is a unique, fragile and important wildlife area which has been 'abused' since the early 1980s. It has an area of damp meadows with a population of fragile orchids and some rare insects. In the 80s the M27 was built across one corner, blocking the feeder stream drying out the western part of the SSSI. Since then 2 pipelines and the HV pylons have been built across the site. More recently another corner was lost when Tollbar way was built and the building of Wellington Park and Bradbeers Retail park was allowed up to the Southern boundary of the site. All these things adversely affect the drainage of the site and isolate it from the surrounding countryside. I notice on the site plan that the access road runs through the new Light industry park and ends right at the border of the SSSI. There is no border landscaping as there is round some of the rest of the park. This seems to leave an option to drive a road into the SSSI at a later stage. I hope it would be made clear to the owners/developers that this should not happen. I would ask you to look at this plan very carefully and remember how fragile the SSSI site is. This might not be the right forum but may I respectfully ask that the council consider trying to purchase the rest of the SSSI to ensure its continued survival. I understand that they already own/manage the other SE block of the SSSI. A management plan for the whole area could then be implemented. Thank you for allowing me to comment.	The new owners are fully aware of the SSSI status and as stated in the submission documents they have been in contact with Natural England about this. The farmstead and land was sold on the open market as one lot. Its retention in one ownership provides the benefit of being retained as a long-term managed asset. The proposed small estate office will ensure an on-site presence is maintained, with linked over-sight and security benefits. The existing farm arrangement already provides access through the farmstead towards the adjoining land. The new service road is proposed to maintain this arrangement but the access to the adjoining land will only comprise a grass reinforce mesh driveway. This is required for general access and maintenance purposes.
Dr John Woollard	Objection	As the plans stand at the moment, there is no reference to the PROW which exists within the property. It is a route that needs enhancement because of the proximity of the motorway and currently is diminished in facility by the current fencing of the development. It would be good to see Eastleigh and Hampshire	The PROW is noted throughout the application. The path is not affected, no diversions are required or sought.

		making comments about this matter and encouraging the development to include a 2 metre surfaced route and appropriate screening to enhance the walking experience. There is no comment from Natural England and West End Council regarding the development. It would be appropriate to take more action in securing their comments.	Widening of the path would involve extensive tree / hedge removal which is unnecessary and would be detrimental in landscape and ecological terms. The proposed boundary arrangements include retained, replacement and enhancement screen planting and retained / replacing fencing..
Rebecca Altman Principal Planning Officer	01.04.2022	Dear Marie Thank you for the latest proposals for Moorlands Farm. I have reviewed these plans in liaison with our Landscape Architect and on the whole I feel that this latest proposal is moving in the right direction. At this stage I have not sought comments from other specialist consultees as this would be more useful when further technical information is provided (e.g. drainage, ecology). The proposal now shows the new buildings predominantly within the site of the existing buildings, minimising the encroachment into the undeveloped part of the site. This is a significant improvement. The sketch images of the elevations also indicate a much softer design for the buildings, with varied timber cladding that could create a more 'rural' appearance appropriate for the countryside setting. With appropriate landscaping, these buildings could be further assimilated into the landscaping, reducing their visual impact. This would all assist in reducing the 'urbanising' effect of the development, which was a significant concern with the previous scheme being contrary to Policy DM18 of the emerging local plan. Please note that we are anticipating adoption of the emerging Local Plan within the next month. I have set out below some specific queries and comments for consideration: • Building appearance – The acceptability of the proposed building design would to a great extent depend on the quality of materials and the height of the buildings. The sketches suggest some variation in roof form, which would be encouraged. Green roofs could also be considered, which would provide added benefits for biodiversity and drainage.	The site layout and building plans have been developed further with inputs from the project's highways, drainage, tree, ecology and landscape consultants. This includes the specification of a comprehensive SuDS drainage strategy, replacement and additional trees and other soft planting to ensure tree cover is maintained and a high BNG benefit is achieved, safe vehicle tracking is confirmed, screening of the M27 is ensured and a breadth of wider sustainable design measures are provided, The buildings extend to 7m and to 9m at their highest points but they are set within a smaller and heavily screened part of the site and the overall design quality is such that the development is intended to be appreciated from the small number of views across the site, rather than it being intended to be hidden. The net effect will be the positive enhancement of the site within its countryside setting and of the setting of the adjoining SSSI. The elevation plans and DAS confirm the mix of materials that are proposed and demonstrate the extent of the sedum roofs on Units A and B which allows solar pv panels to also be provided. The roofs comprise a mix of flat and pitched roofs.

		- Entrance area and access road – The access road appears to be shown abutting the western boundary and it is not clear if this would leave any room for retained trees or replacement planting. The trees currently alongside the access track provide a significant level of screening, particularly from the motorway, therefore any proposal to remove trees would need to be carefully considered and space for replacement planting needs to be provided (min. 2m wide). The level of hard surfacing on the western side of the site also still seems quite large, which may be due to required turning space (this would need to be clarified) Any amendments to reduce the level of hard surfacing and /or provide further screening would be welcomed, or provision of varied surfacing materials could be considered. - Planting – In developing the detailed landscaping scheme, consideration should be given to breaking up the hard surfaced areas as much as possible. E.g. could a planted 'island' be created at the access road entrance? The screening strip adjacent to the open storage yard south of Unit B also appears too narrow. Further detail will be needed as to how the ecology buffer zone indicated on the northern side of the site would be created / managed. - Units C and D – We would question whether the smaller unit, Unit C, could be of a similar design / shape to the other larger units. Further details of the appearance of this building would be required, along with the proposed estate office (Unit D). - Boundary treatments – It is recommended that any future application is accompanied by a boundary treatment plan. The types (design, colour etc) of boundary treatments can make a significant impact on the quality of a development. - Ecology and drainage – The indication of a SuDS feature is welcomed. Detailed drainage proposals would need to be worked up alongside ecology and landscaping schemes, and I would recommend liaison with EBC specialists at the earliest opportunity to ensure that all matters raised during the previous application can be satisfactorily addressed. I trust that these comments are useful in progressing the proposed development.	The accompanying road works plan shows the proposed extent of the widening works. The landscaping concept plan also demonstrates the planting that is proposed to be retained and provided. The proposals have been carefully considered to ensure the long term viability of the soft planting scheme. The extent of hardstanding has been significantly reduced, with the main courtyard incorporating a central pond, soft planting against the buildings and areas of grass reinforced concrete or mesh. All planting areas have been designed to ensure the long term viability of the planting, with corridors providing ecology 'runs'. All of the buildings have been designed in detail. The Estate office (Unit D) follows the same general style as Units A and B. Unit C which is set back behind Unit B and with the most screened part of the site, includes a pitched roof to add variation. The landscape concept plan includes boundary treatments. These will be developed further for detailed submission. A detailed drainage strategy has been provided which includes the three stages of natural filtration starting with sedum roofs on Units A and B through to the sediment forebay at the final outflow points to the adjoining river.
--	--	---	---

		I would also draw your attention back to the consultee comments provided for the previous application, which set out a number of key matters that need to be addressed going forward. This included ecology and drainage matters, concerns from Highways England, and concerns about the impact on the adjacent public footpath. I would advise that any future application is submitted as a full application, but as a minimum I would suggest an outline application would need to include details of access, layout and scale. Moving forwards, if you wanted detailed consultation responses from our Specialists (e.g. ecology) at a pre-application stage, this may require a formal pre-application submission. We can discuss this in due course. Please accept these comments without prejudice to any future decision of the Local Planning Authority. Kind regards, Rebecca Altman	
--	--	--	--

Annex 4: Landscape Character Area Assessment for Eastleigh Council - Area 11 – M27 Corridor

Area 11: M27 Corridor



112 Landscape Character Assessment for Eastleigh Borough

HCC Historic Landscape Types:

4.167 Historic landscapes types in this area are:

- 1.9 Small regular fields with straight boundaries (parliamentary type enclosure)
- 1.10 Medium regular fields with straight boundaries (parliamentary type enclosure)
- 1.16 Small rectilinear fields with wavy boundaries
- 4.1 Assarted pre-1810 woodland
- 4.3 Other pre-1810 woodland
- 4.5 19th century plantations (general)
- 9.6 Post 1810 settlement general

4.168 The area contains 4 listed buildings, although only 1 of these is significant in the landscape. Bursledon Windmill is a grade II* listed building that occupies a prominent hilltop location near Windover roundabout. Whilst woodland has grown up to the east that partially obscures views of it, it can still be seen from a number of points in and outside of the character area. Bursledon Windmill is also 1 of 3 conservation areas in this landscape area. Gaters Mill and Romill Close are 2 small conservation areas in West End, in the northwest corner of the landscape character area.



Figure 28. Panorama view from Charles Watts Way, looking west

114 Landscape Character Assessment for Eastleigh Borough

Description

- 4.160 The character area is dominated by the motorway. In the northern part of the character areas, maturing but largely linear motorway planting obscures the cuttings and embankments, while to the south of Moorgreen it follows the distinctive, undulating and generally well-wooded landform.
- 4.161 The path of the motorway fractures the field pattern, fragmenting the land use and physically dividing the east and west sides of the character area. Land directly adjacent much of the motorway consists of heath-associated pasture and woodland. This limits the visual intrusion of the motorway. The woodland is dominated by oak and birch with frequent patches of conifers; rhododendron and laurel often form the understorey. For much of its length the area is hemmed-in by development in West End, Hedge End and substantial belts of recent woodland, often with conifers at their edges. North-west of Moorgreen the landscape is more rural and less wooded. Fields are generally small and fragmented, quite frequently with overgrown hedges, and are predominantly in pasture use. Smallholdings and allotments are frequent with the occasional unmanaged field. The boundaries of this character area are defined primarily by the built edge of the settlements that run along its length. The northern boundary of the area is defined by the boundaries of the adjacent character areas, area 3 (Lower Itchen Valley), area 9 (Horton Heath Undulating Farmland) and area 10 (Oaklands Woodland and Parkland).
- 4.162 The landform and white tensile architecture of the Rose Bowl cricket ground is a landmark that creates a distinctive feature on the hillside south of Moorgreen. The surrounding golf course is at odds with the general landform/pattern, however blocks of woodland serve to reduce its impact.
- 4.163 Despite the motorway, areas enclosed by woodland or within the small steep-sided valleys have a very rural character. Nevertheless, views of roads, urban edges and pylons tend to predominate. The motorway generates significant noise intrusion.

Historic Features

- 4.164 This landscape character area contains one historic park and garden listed on the Hampshire register:
- 4.165 Hatch Grange – "Avenue of limes planted 1874; originally had 300 acres." This now functions as an urban park within West End.
- 4.166 There are 3 scheduled monuments around the middle of the area, close to the Rose Bowl cricket ground:

Bowl Barrow 200m West Of Moorgreen House (Monument No. 12148)
Hickley Wood Hillfort (Monument No. 31152)
Telegraph Woods Beacon, 170m North Of Fir Cottage (Monument No. 31157)

Draft April 2011 113



Figure 29. View near Oaktree Caravan Park

Ecological Features

- 4.169 There is a SSSI at Moorgreen Meadows which forms a priority area in the BAP, comprised of woodland and meadow. The wet grassland provides a good habitat for Marsh Orchids and other flora. A number of SINCs have been designated



Figure 28. Panorama view from Charles Watts Way, looking west

Draft April 2011 115

within this character area, mainly relating to where heathland vegetation has survived or regenerated.

Key Characteristics

4.170 The key characteristics for this area are:

- Presence of motorway
- Proximity of urban edge and large areas of significant woodlands
- High ground to the west of the motorway, undulating to the north and east
- Small pasture fields often with unmanaged hedges
- Pockets of relatively quiet rural areas shielded by woodland and landform

Landscape Types

Landscape types as set out in the Hampshire County Council Integrated Character Assessment 2011 for this area are:

- Lowland Mosaic, Medium Scale
- Lowland Mosaic, Heath Associated
- Lowland Mosaic, Open

Landscape Character Sensitivity

4.171 This area is a mix of rural and peri-urban character, significant because of the patchwork distribution. It contains sites of wildlife and amenity value and includes heath-associated pasture.

Visual Sensitivity

4.172 It has quite strong landforms and a varied vegetation structure of woodland and hedges. However it forms a narrow corridor between settlements and could easily be compromised by further development.

Key Issues

4.173 The key issues for this area are:

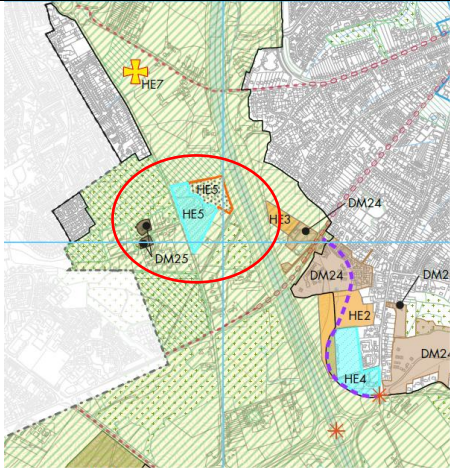
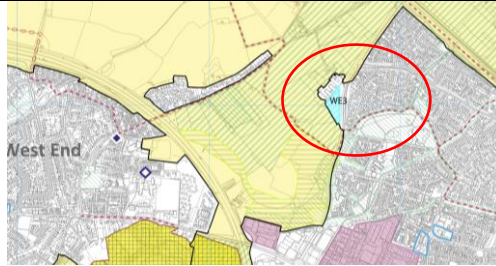
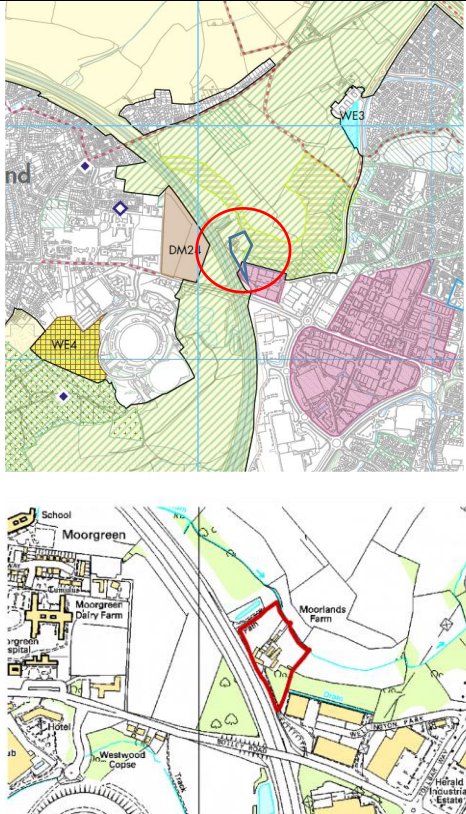
- The edges of Southampton and Hedge End are in close proximity in some locations. The closure of these pinch points could result in fragmentation of the character area.
- Further development in the character area would be visually prominent due to the presence of the motorway and smaller highways that run throughout the character area
- Parts of the landscape is degraded due to unsympathetic development

associated with the urban edge

- Noise and visual disturbance from the motorway and smaller highway network
- Pressure for some development north of Barbe Baker Avenue, West End,, south of Foord Road, west of Dodwell Lane, Hedge End and land fronting Providence Hill and Oakhill as identified in the draft Local Plan.

Annex 5a. Sustainability Assessment Comparative Site Assessments

Berrywood Business Park and Netley Firs

Site Reference	Policy WE3 Land west of Tollbar Way and south of Berrywood Business Park, Hedge End ^	Policy HE5 Land at Netley Firs, Kanes Hill, Hedge End^	Application Scheme Moorlands Farm	Summary of Comparative Assessment
Site Plan			 Moorlands Farm is already developed / benefits from extant planning permission It is on the edge of Moorgreen Meadows, and on the outer boundary of the strategic gap. This is equivalent to the existing and allocated Berrywood Business Park sites and the Wellington Park development. It is better connected to existing employment development and centres of population in comparison with the Netley Firs site	<u>Positive</u>

SA Objective
1.1 Will the development provide a significant contribution towards meeting identified affordable housing needs?
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?
2.1 Are community facilities (community hall or library) available locally?
2.2 Are health facilities available locally?
2.3 What effect would the development have on local provision of sports pitches and facilities?
2.4 Is public open space available locally?
2.5 Can the location readily be connected to the existing cycle and footpath network?
3.1(a) Is the location close to a major rail station?
3.1 (b) Is the location close to a minor rail station?
3.1 (c) Is the location close to a frequent bus route?

Code	Justification
0	Employment site, no effect.
0	Employment site, no effect.
0	Employment site, no effect.
0	Employment site, no effect.
0	Development of this site would not result in the loss of sports provision.
0	Development of this site would not result in the loss of open space. <i>(The site is adjacent to Moorgreen Meadows)</i>
0	A cycle paths runs adjacent to the eastern edge of the site.
0	The site is located between 800m and 1,200m from a major rail station.
--	The site is over 1,200m from a minor railway station.
--	The site is over 800m from a frequent bus route.

Code	Justification
0	No housing is offered at the location
0	No housing is offered at the location
-	The site is over 800m from a community hall and library
0	<i>Employment site, no effect.</i>
-	The site is located between 1,200m and 1,600m from a health facility.
0	<i>Employment site, no effect.</i>
0	Development of this site would not result in the loss of sports provision.
+	The site is located within 300m of the Kanes Hill Allotments and Netley Common Open Space
-	There are no footpaths or cycle lanes that cross or run adjacent to the site
-	The site is over 1,400m from a major rail station.
-	The site is over 1,400m from a major rail station.
-	The site is over 800m from a frequent bus route.

Code	Justification	
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Development of this site would not result in the loss of sports provision.	<u>Neutral</u>
0	Development of this site would not result in the loss of open space.	<u>Neutral</u>
+	The site is located adjacent to open land within the same ownership and Footpath 10 that links to the adjoining Moorland Meadow	
+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
-	The site is within 1,600m from a major rail station which is sign-posted adjacent to the site access for pedestrians and cyclists.	<u>Negative/Neutral</u>
--	The site is over 1,200m from a minor railway station.	<u>Neutral</u>
--	The site is over 800m from a frequent bus route.	<u>Neutral</u>

3.1 (d) Is the location close to a semi-frequent bus route?	+	The site lies adjacent to a semi-frequent bus route.	-	The site is over 800m from a semi-frequent bus route.	0	The site is c300m from the nearest bus stops. These are in convenient walking distance. The distance is further compared with Berrywood but much shorter compared with Ketley Firs.	<u>Negative</u> <u>Positive</u>
3.1 (e) Is the location close to a major employment centre?	0	Employment site, no effect. <i>(It will provide additional employment space adjacent to the existing Berrywood Park but it will be physically separated from the wider employment / commercial parks of Hedge End)</i>	0	Although the site is located over 1,000m from an employment centre, it will provide 1.8ha of additional employment space.	+	The site is adjacent to Wellington Park – business park and will provide 0.xha of additional employment space	Positive
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	+	The site will provide 0.8ha of additional employment floorspace (use classes B1b, B1c and B2).	+	The site will provide 1.8ha of additional employment floorspace (use classes B1b, B1c and B2).	+	The site will provide 1.71ha of additional employment (use classes E(g)(ii), E(g) (iii) and B8	<u>Neutral</u>
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	0	Employment site, no effect. <i>(Will provide additional employment space)</i>	0	The site will provide 1.8ha of additional employment space.	0	The site is already largely developed and is adjacent to existing employment development. It will provide additional employment space, suitable for light industrial space, warehousing and employment uses incompatible with residential uses.	<u>Neutral</u>
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	The site is not located within a town, district or local centre.	0	The site will be over 800m from any Town, District or Local Centre	+	The site is not located within a town, district or local centre but it is close to the retail and commercial parks of Hedge End.	<u>Positive</u>
4.1 Is the location close to a major rail station? (same score as 3.1a)	0	The site is located between 800m and 1,200m from a major rail station.	-	The site is over 1,400m from a major rail station.	-	The site is located with 1,600m from a major rail station	<u>Neutral</u> <u>Negative</u>
4.2 Is the location close to a minor rail station? (same score as 3.1b)	--	The site is over 1,200m from a minor railway station.	-	The site is over 1,200m from a minor railway station.	--	The site is over 1,200m from a minor railway station.	<u>Neutral</u>
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	--	The site is over 800m from a frequent bus route.	-	The site is over 800m from a frequent bus route.	--	The site is over 800m from a frequent bus route.	<u>Neutral</u>
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	+	The site lies adjacent to a semi-frequent bus route.	-	The site is over 800m from a semi-frequent bus route.	0	The site is c300m from the nearest bus stops. These are in convenient walking distance. The distance is further compared with Berrywood but much shorter compared with Ketley Firs.	<u>Negative</u> <u>Positive</u>

4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	0	Employment site, no effect.	0	Although the site is located over 1,000m from an employment centre, it will provide 1.8ha of additional employment floorspace	0	Employment site, no effect. <i>The site is adjacent to existing employment development</i>	<u>Neutral</u>
4.5(b) Will employment development at the location be close to a major population centre?	+	The site is located within 400m of two population centres (Southampton and Hedge End).	++	Almost the entire site lies within a population centre (Southampton). The site also lies within 400m of another population centre (Hedge End)	+	The site is located between two population centres (Southampton and Hedge End) and is readily access on-foot from West End in particular.	<u>Neutral</u>
4.6 Are health facilities available locally? (same score as 2.2)	0	Employment site, no effect.	-	The site is located between 1,200m and 1,600m from a health facility.	0	The site is located close to Moorgreen Hospital. West End Surgery is c800m away	<u>Neutral</u>
4.7 Are shopping and related services available locally?	0	Employment site, no effect.	0	<i>Employment site, no effect.</i>	0	Employment site, no effect.	
4.8 Is the location close to a Primary school?	0	Employment site, no effect.	-	The site is located more than 800m from shopping and related facilities		<i>(The site is close to the retail and commercial parks of Hedge End)</i>	<u>Neutral</u>
4.9 Is the location close to a Secondary school?	0	Employment site, no effect.	0	<i>Employment site, no effect.</i>	0	Employment site, no effect.	
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	0	A cycle paths runs adjacent to the eastern edge of the site.	0	The northern half of the site is located between 600m to 800m from a primary school.	0	The site is c 610m from St James Primary School	<u>Neutral</u>
4.11 Are there Geographical barriers between the location and key facilities/ destinations?	+	There are no geographical barriers between the site and key facilities/destinations.	-	The site is located between 1,600m and 2,000m from a secondary school.	0	Employment site, no effect.	
			0	<i>Employment site, no effect.</i>	+	The site is c1,500m from Wildern School	<u>Positive</u>
			-	There are no footpaths or cycle lanes that cross or run adjacent to the site.	0	Employment site, no effect.	
			0	The M27 lies to the east of the site yet there are no crossing points to access services and facilities beyond it. Despite this, key facilities and destinations (Southampton) can be found to the west of the site where there are no geographical boundaries	++	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
						There are no geographical barriers between the site and key facilities/destinations. The Site is adjacent to the M27 crossing which provides excellent links with nearby West End in addition to the connections with Hedge End.	

5.1 Will development avoid the sterilisation of mineral resources?	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	-	The entire site is located in a Minerals Safeguarding Area or a Minerals Consultation Area.	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	<u>Neutral/Positive</u>
5.2 Will it result in the loss of higher grade agricultural land?	--	Over half of the site falls within an area of high quality agricultural land (Grades 1 or 2) whilst the remainder falls within an area of medium quality agricultural land (Grades 3a or 3b).	0	The entire site falls within an area of lower quality agricultural land (Grades 4 or 5)	++	The site is already largely developed. The adjoining agricultural land is Grade 4	<u>Positive</u>
5.3 Will it use previously developed land?	-	The site is consists of greenfield land.	+?/-	A small proportion of the site will be located on previously developed land whilst the remainder will not. It is not known whether the existing buildings will be retained.	+	The site is already largely developed or has the benefit of extant planning approval for (re)development	<u>Positive</u>
5.4 Will it deliver or support allotments or community farms?	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	<u>Neutral</u>
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	0	The site does not fall within an AQMA and is unlikely to be affected by significant noise generating uses.	-?	The entire site is located within 200m of the M27 and adjacent to an A road, both of which generate noise and air pollution. <i>However, the policy states that a noise impact assessment should inform the siting of the Gypsy, Traveller and Travelling Showpeople plots to minimise noise nuisance.</i>	0	The site does not fall within an AQMA The site is adjacent to the M27 but it is well screened from the motorway and the proposed uses are light industrial and warehouses uses with ancillary offices that will be located internally and set back from the motorway. The site provides an opportunity for uses that generate noise and which are best located away from residential areas.	<u>Neutral</u>
6.2 Will development increase pollution?	-?	Proposed development could provide additional industrial floorspace, which could have adverse effects on pollution.	-?	Proposed development could provide additional industrial floorspace, which could have adverse effects on pollution.	-?	The proposed development is for light industrial uses appropriate adjacent to residential development and open storage use is an external yard that needs to be set away from residential uses but whose activities will be screened from the M27 and adjoining Wellington Park. Additional planting of broad-leaf trees will assist in taking up vehicle emissions. The industrial units will be provided with electrical vehicle charging points to help reduce vehicle based emissions.	<u>Neutral</u> <u>But mitigation responses are proposed</u>

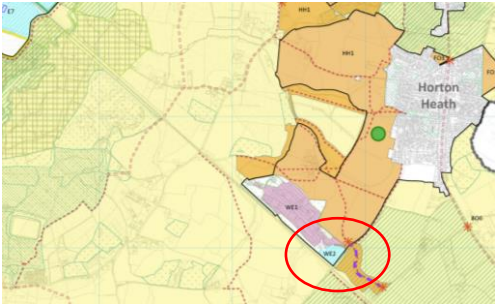
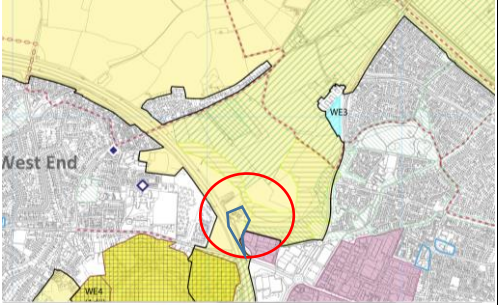
7.1 Will the development provide additional or improved green infrastructure?	+	The policy states that the hedgerow fronting Tollbar Way will be retained and reinforced with additional landscape planting.	0?	The policy states that existing trees within the site shall be retained and protected as part of a landscape scheme for the site.	+	The tree and hedgerow planting will be retained and reinforced with additional landscape planting (boundary and set within the site).	<u>Neutral/Positive</u>
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	--?	The site falls within Flood Zone 3 and is subject to 'intermediate' surface water flood risk.	-?	The site is subject to 'less' surface water flood risk.	+	The site is in Flood Zone 1 and SUDs are proposed on-site	<u>Positive</u>
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	Non-coastal site.	0	Non-coastal site.	0	Non-coastal site.	<u>Neutral</u>
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)			8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)			Building materials and sourcing? Renewable energy? Travel Plans / support for non-car use? Electric vehicle charging?	<u>Positive</u>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)			9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)			On-site recycling storage and collection	<u>Positive</u>
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	-	The southern half of the site falls within 300m of Moorgreen Meadows SSSI. As such, development could negatively impact the nationally designated site (either alone or in combination).	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination)	0	The southern half of the site falls within 300m of Moorgreen Meadows SSSI. The designation is based on the presence of protected orchids which are supported by animal grazing that ceased some time ago. The SSSI designation should therefore be re-evaluated. The site is largely already developed. It includes asbestos roofs and is falling into disrepair and is vulnerable to on-going anti-social behaviour. The new units and proposed open yard will be screened and set back from the SSSI and will be of a higher design quality.	<u>Neutral/Positive</u>
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	0	Development is <u>unlikely</u> to negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination).	-	Development could have an adverse impact on Dumbleton's Copse SINC, Netley Hill Heath SINC and Netley Common SINC and LNR (either alone or in combination).	+	The development <u>will not</u> negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination). The plans will result in a biodiversity net gain.	<u>Positive</u>

10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	?	<u>Insufficient information</u> is available to assess this.	-	There is lowland heathland priority habitat present on the site.	+	The development will not adversely affect areas of nature conservation value. <i>The plans will result in a biodiversity net gain.</i>	<u>Positive</u>
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	-?	Almost the entire site falls within the Chalcroft PBL.	-?	The entire site is located within the Netley & Bursledon Common PBA	+	The development will not harm the adjoining SSSI. Construction work will ensure wildlife is protected. The plans demonstrate enhanced habitats within the site including habitat corridors.	<u>Positive</u>
10.5 Will the development adversely affect ancient woodland?	0	Development is unlikely to have an adverse effect on ancient woodland.	0	Development is unlikely to have an adverse effect on ancient woodland.	0	The development will not adversely affect ancient woodland	<u>Neutral</u>
11.1 Will the development affect TPO trees?	-?	Yes – TPO 94-E covering all tree species.	0?	There are three TPOS in the mid western part of the site. However, policy states that existing trees within the site shall be retained and protected as part of a landscape scheme for the site.	+	A TPO covers the eastern boundary of the site which will not be affected by the development?	<u>Positive</u> <u>Neutral</u>
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	0	A cycle paths runs adjacent to the eastern edge of the site.	0	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	+	The policy states that the hedgerow fronting Tollbar Way will be retained and reinforced with additional landscape planting.	0	The policy states that existing tree within the site shall be retained and protected as part of a landscape scheme for the site.	+	The development will provide additional soft landscaping and tree planting around the outer boundaries and set within the site.	<u>Positive</u> <u>Neutral</u>
12.1 Will development adversely affect the separation of neighbouring settlements?	0?	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site is not expected to result in settlement coalescence.	-?	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site would result in settlement coalescence between Southampton and Hedge End, although this is likely to be a minor effect, given that the site lies between an A road and a motorway.	0	The site is within the Countryside Gap between Hedge End and West End which is assessment by the Countryside Gap Appraisal as vulnerable to development pressures and incremental development. The site however is already developed and benefits from planning approval for additional development. The Gap Appraisal also acknowledges that the M27 and its associated screening provides a physical and perceived separation. This is permanent and cannot be breached. The development will have a neutral effect in relation to the preservation of the Countryside Gap in this location.	<u>Positive</u> <u>Neutral</u>

12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0?	The site was not assessed in the EBS Landscape Sensitivity Appraisal, although given the small size of the site and the existing business park adjacent to the site, development is expected to have negligible effects.	0?	The site was not assessed in the EBS Landscape Sensitivity Appraisal. Development is expected to alter local landscape as it will urbanise the site, but effects are likely to be negligible given the existing nearby development and location between an A road and the motorway.	+	The site falls within the M27 Corridor as appraised by the Landscaper Character Assessment. It sits within a dip and is heavily screened by established woodland planting which is characteristic of the undulating landscape south of Moorlands. The site includes development that has degraded the former farmstead – as is also characteristic of this character area. The development will retain and enhance the site's planting and provide new high quality buildings, that will follow a farmstead, barn style and which will result in a positive enhancement of the site. An net additional urbanising effect of the proposed development will be minimal due to its locate adjacent to the M27 and the above additional characteristics of the site and built enhancement that will be provided by the scheme.	<u>Positive</u>
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	Development of this site will not affect heritage assets.	0	Development would have a negligible effect on the historic environment.	0	The archaeological potential of the site has been appraised and appropriate mitigation can be agreed.	<u>Neutral</u>

[^] Source: Eastleigh Borough Local Plan 2016-2036 – Sustainability Appraisal Report, Volume 1, June 2018

Annex 5b. Sustainability Assessment Comparative Site Assessments
Chalcroft Business Park Extension Land
, Policy WE2

Site Reference		Policy WE2 Land Adjoining Chalcroft Business Park^	Application Scheme Moorlands Farm	Summary of Comparative Assessment
Site Plan			  Moorlands Farm is already developed / benefits from extant planning permission It is on the edge of Moorgreen Meadows, and on the outer boundary of the strategic gap. This is equivalent to the existing and allocated Berrywood Business Park sites and the Wellington Park development. It is better connected to existing employment development and centres of population in comparison with the Netley Firs site	<u>Positive</u>

SA Objective
1.1 Will the development provide a significant contribution towards meeting identified affordable housing needs?
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?
2.1 Are community facilities (community hall or library) available locally?
2.2 Are health facilities available locally?
2.3 What effect would the development have on local provision of sports pitches and facilities?
2.4 Is public open space available locally?
2.5 Can the location readily be connected to the existing cycle and footpath network?
3.1(a) Is the location close to a major rail station?
3.1 (b) Is the location close to a minor rail station?
3.1 (c) Is the location close to a frequent bus route?

Code	Justification
0	Employment site, no effect.
0	Employment site, no effect.
0	Employment site, no effect.
0	Employment site, no effect.
0	Employment site, no effect.
0	Development of this site would not result in the loss of sports provision.
0	Development of this site would not result in the loss of open space.
-	There are no footpaths or cycle lanes that cross or run adjacent to the site
-	The site is located between 1,200m and 1,400m from a major rail station.
-	The site is over 1,200m from a major rail station.
-	The site is over 800m from a frequent bus route.

Code	Justification	
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Development of this site would not result in the loss of sports provision.	<u>Neutral</u>
0	Development of this site would not result in the loss of open space.	<u>Neutral</u>
+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
-	The site is within 1,600m from a major rail station which is sign-posted adjacent to the site access for pedestrians and cyclists.	<u>Negative</u>
--	The site is over 1,200m from a minor railway station.	<u>Neutral</u>
--	The site is over 800m from a frequent bus route.	<u>Neutral</u>

3.1 (d) Is the location close to a semi-frequent bus route?	-	The site is between 400m and 800m from a semi-frequent bus route.	0	The site is c300m from the nearest bus stops. These are in convenient walking distance.	<u>Negative</u> <u>Positive</u>
3.1 (e) Is the location close to a major employment centre?	0	Employment Site no effect. (Adjacent to existing business park set some distance from main centres)	+	The site is adjacent to Wellington Park – business park and close to West End and Hedge End.	Positive
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	+	The site will provide 1.8ha of additional employment floorspace (use classes B1b, B1c and B2).	+	The site will provide 1.71ha of additional employment (use classes E(g)(ii), E(g) (iii) and B8	<u>Neutral</u>
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	0	The site will provide 1.6ha of additional employment space.	0	The site is already largely developed and is adjacent to existing employment development. It will provide additional employment space, suitable for light industrial space, warehousing and employment uses incompatible with residential uses.	<u>Neutral</u>
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	The site will be over 800m from any Town, District or Local Centre	+	The site is not located within a town, district or local centre but it is close to the retail and commercial parks of Hedge End.	Positive
4.1 Is the location close to a major rail station? (same score as 3.1a)	-	The site is between 1,200m and 1,400m from a major rail station.	-	The site is located with 1,600m from a major rail station	<u>Negative</u>
4.2 Is the location close to a minor rail station? (same score as 3.1b)	-	The site is over 1,200m from a minor railway station.	--	The site is over 1,200m from a minor railway station.	<u>Neutral</u>
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	-	The site is over 800m from a frequent bus route.	--	The site is over 800m from a frequent bus route.	<u>Neutral</u>
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	-	The site is over 800m from a semi-frequent bus route.	0	The site is c300m from the nearest bus stops. These are in convenient walking distance. The distance is further compared with Berrywood but much shorter compared with Ketley Firs.	<u>Negative</u> <u>Positive</u>
4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	0	Employment site, no effect. <i>The site is adjacent to existing employment development</i>	0	Employment site, no effect. <i>The site is adjacent to existing employment development</i>	<u>Neutral</u>

4.5(b) Will employment development at the location be close to a major population centre?	+	The site is located between 400m and 1,000m from two centres of population (Southampton and Hedge End)	++	The site is located between two population centres (Southampton and Hedge End) and is readily access on-foot from West End in particular.	<u>Positive</u>
4.6 Are health facilities available locally? (same score as 2.2)	0	Employment site, no effect.	0	Employment site, no effect. <i>The site is located close to Moorgreen Hospital.</i> <i>West End Surgery is c800m away</i>	<u>Neutral</u>
4.7 Are shopping and related services available locally?	0	Employment site, no effect.	0	Employment site, no effect. <i>(The site is close to the retail and commercial parks of Hedge End)</i>	<u>Neutral</u>
4.8 Is the location close to a Primary school?	0	Employment site, no effect.	0	Employment site, no effect. <i>The site is c 610m from St James Primary School</i>	<u>Neutral</u>
4.9 Is the location close to a Secondary school?	-0	Employment site, no effect.	0	Employment site, no effect. <i>The site is c1,500m from Wildern School</i>	<u>Neutral</u>
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
4.11 Are there Geographical barriers between the location and key facilities/ destinations?		A railway line is located along the southwestern edge of the site, yet there are no crossing points to access services and facilities beyond it. There are also no footways from the stie towards these facilities and destinations.	++	There are no geographical barriers between the site and key facilities/destinations. The Site is adjacent to the M27 crossing which provides excellent links with nearby West End in addition to the connections with Hedge End.	<u>Positive</u>

5.1 Will development avoid the sterilisation of mineral resources?	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	<u>Neutral</u>
5.2 Will it result in the loss of higher grade agricultural land?	-	The entire site falls within an area of medium quality agricultural land (Grades 3a or 3b)	++	The site is already largely developed. The adjoining agricultural land is Grade 4	<u>Positive</u>
5.3 Will it use previously developed land?	-	The site is not located on previously developed land	+	The site is already largely developed or has the benefit of extant planning approval for (re)development	<u>Positive</u>
5.4 Will it deliver or support allotments or community farms?	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	<u>Neutral</u>
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	-?	The entire site is located within 200m of a noise generating railway line	0	The site does not fall within an AQMA The site is adjacent to the M27 but it is well screened from the motorway and the proposed uses are light industrial and warehouses uses with ancillary offices that will be located internally and set back from the motorway. The site provides an opportunity for uses that generate noise and which are best located away from residential areas.	<u>Neutral</u>
6.2 Will development increase pollution?	0	Proposed development does not raise concerns about pollution.	-?	The proposed development is for light industrial uses appropriate adjacent to residential development and open storage use is an external yard that needs to be set away from residential uses but whose activities will be screened from the M27 and adjoining Wellington Park. Additional planting of broad-leaf trees will assist in taking up vehicle emissions. The industrial units will be provided with electrical vehicle charging points to help reduce vehicle based emissions.	<u>Neutral</u> <u>But mitigation responses are proposed</u>
7.1 Will the development provide additional or improved green infrastructure?	+	The policy states that a substantial screen will be provided fronting Burnetts Lane, to help screen the development from the dwellings on the opposite side of the lane.	+	The tree and hedgerow planting will be retained and reinforced with additional landscape planting (boundary and set within the site).	<u>Neutral/ Positive</u>

		This could contribute to GI, depending on the nature of the screen.			
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	0	The site is not located in Flood Zones 2 or 3 or within an area of surface water flood risk.	+	The site is in Flood Zone 1 and SUDs are proposed on-site	<u>Neutral / Positive</u>
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	Non-coastal site.	0	Non-coastal site.	<u>Neutral</u>
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)			+	Solar PV panels and EV charging points are proposed that will reduce / remove reliance on off-site fossil fuels and will reduce carbon emissions generated by activities on the site.	<u>Neutral / Positive</u>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)			0	Demolition works will result in waste but operational waste management systems will be employed.	<u>Negative / Neutral</u>
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination)	0	The southern half of the site falls within 300m of Moorgreen Meadows SSSI. The designation is based on the presence of protected orchids which are supported by animal grazing that ceased some time ago. The SSSI designation should therefore be re-evaluated. The site is largely already developed. It includes asbestos roofs and is falling into disrepair and is vulnerable to on-going anti-social behaviour. The new units and proposed open yard will be screened and set back from the SSSI and will be of a higher design quality.	<u>Neutral / Positive</u>
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	-?	In the site in the proximity of the Chalcraft Business Park SINC and Round Copse SINC (either alone or in combination). Whilst the policy states that development <u>should not</u> have a negative effect on the Chalfont Business Park SINC. <u>It does not specify this for the Round Copse SINC.</u>	+	The development will not negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination). The plans will result in a biodiversity net gain.	<u>Neutral / Positive</u>

10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	?	Insufficient information is available to assess this.	+	The development will not adversely affect areas of nature conservation value. <i>The plans will result in a biodiversity net gain.</i>	<u>Positive</u>
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	-?	Approximately half the site is located within the PBL surrounding the railway line.	+	The development will not harm the adjoining SSSI. Construction work will ensure wildlife is protected. The plans demonstrate enhanced habitats within the site including habitat corridors.	<u>Positive</u>
10.5 Will the development adversely affect ancient woodland?	0	Development is unlikely to have an adverse effect on ancient woodland.	0	The development will not adversely affect ancient woodland	<u>Neutral</u>
11.1 Will the development affect TPO trees?	?	It is unknown if there are TPOs within the site.	+	A TPO covers the eastern boundary of the site which will not be affected by the development?	<u>Positive</u> <u>Neutral</u>
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	0	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	+	The policy states that a substantial screen will be provided fronting Burnetts Lane, to help screen the development from the dwellings on the opposite side of the lane.	+	The development will provide additional soft landscaping and tree planting around the outer boundaries and set within the site.	<u>Positive</u> <u>Neutral</u>
12.1 Will development adversely affect the separation of neighbouring settlements?	0	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site would result in settlement coalescence.	0	The site has been removed from the Countryside Gap between Hedge End and West End. Is countryside and adjoining SSSI designation will control inappropriate development between West End and Hedge End. The development is contained to the existing developed part of the site.	<u>Positive</u> <u>Neutral</u>

12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0?	The site was not assessed in the EBS Landscape Sensitivity Appraisal. However effects are likely to be negligible given that the site represents a small extension to the existing employment site.	+	The site falls within the M27 Corridor as appraised by the Landscaper Character Assessment. It is sits within a dip and is heavily screened by established woodland planting which is characteristic of the undulating landscape south of Moorlands. The site includes development that has degraded the former farmstead – as is also characteristic of this character area. The development will retain and enhance the site's planting and provide new high quality buildings, that will follow a farmstead, barn style and which will result in a positive enhancement of the site. An net additional urbanising effect of the proposed development will be minimal due to its locate adjacent to the M27 and the above additional characteristics of the site and built enhancement that will be provided by the scheme.	<u>Positive</u>
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	Development would have a negligible effect on the historic environment.	0	The archaeological potential of the site has been appraised and appropriate mitigation can be agreed.	<u>Neutral</u>

[^] Source: *Eastleigh Borough Local Plan 2016-2036 – Sustainability Appraisal Report, Volume 1, June 2018*