



BOYLE + SUMMERS
ARCHITECTURE AND MASTERPLANNING

Design + Access Statement

Project Name: Broadway Farm, Botley
Number: 21003
Date: October 2022
Status: Planning
Rev: -

This Design and Access Statement is prepared in support of a detailed planning application for:

Construction of a new B8 commercial building of circa 560 sqm (GIA), with supporting car and cycle parking, relocating of an NHS vehicular parking area (from north-east to north-west) on site, together with all associated landscaping proposals and boundary enhancements.



The Site:

The site is located within the Settlement Gap, between Botley and Hedge End, and comprises a small industrial site, owned and managed by the applicant, CCW Services Limited. The application site currently comprises open grassland and areas of hardstanding (see aerial photo above), and is relatively hidden from view, given the existing landscape screening and topography.

Existing Use:

Broadway Farm has been operating as a very successful business for the last 25 years and currently employs between 60 and 70 staff, contributing positively to the local economy of Eastleigh Borough.

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

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

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

Existing Access (retained):

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



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

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

Left – Photo of the existing crossover to A334 looking east

All movements into and out of the site are highly managed and recorded. This includes a manned security gatehouse (with real time vehicular monitoring cameras) as well as various gated accesses within the site. All traffic movements in/around the site are organised for forward travel only.

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

Existing NHS Parking:

The current Vehicle Storage Area is primarily for the use of the NHS. It is used flexibly, depending on the number and type of vehicles currently stored on-site, and is highly managed by the applicant to ensure the most efficient use of space.

NHS vehicles are stored and dispatched on an ad-hoc basis, dependent on the NHS's demand.

The area does not act as an operational hub, nor transports any patients to or from the site.

Vehicle movements vary on a day-to-day basis, in an organised and efficient manner.



Above – Photo of the existing NHS Vehicle Parking Area

Proposals (Relocated NHS Parking):

Application is sought to regularise the provision of NHS parking, but in a more sensitive, relocated position to the north-west corner of the site. Access to this area, will be via the existing hardstanding which runs around the rear of Buildings 1, 2 and 3, located centrally within the site.

The proposed parking area will be formed using grasscrete (mimicking greenfield run-off conditions) and will be screened with new landscaping proposals, including native hedging and a treebelt with understory whip planting, to its immediate southern, western and northern boundaries respectively.

Right – Extract from Landscape Design & Access Statement.



The larger part of the existing tarmac parking area in the north-east corner will revert to landscaping.

Native hedgerow, shrub planting, individual trees and rough grass, will serve to strengthen the SINC buffer, which includes a deciduous woodland tree belt.

Left – Extract from Landscape Design & Access Statement.

An attenuation pond is proposed as part of the drainage solution, but will also serve to enhance ecology and biodiversity in the immediate vicinity. Refer to accompanying Surface Water Drainage Strategy for further detail on drainage proposals.

The existing wider southern and eastern site boundaries will also be enhanced, using native tree planting with understory whip planting, together with native hedgerow, tree planting and rough grassland respectively.

The treebelt planting will provide a broad and continuous canopy which, together with the vertical green-screening provided by the hedging, will contribute to concealing the proposed development in middle distance views. See Landscape DAS for illustrative Landscape sections.

Right – Extract from Landscape Design & Access Statement.



Detailed Landscape Proposals: Please see separate Landscape Design and Access Statement for further details of Landscape Design (planting types, plans), Planting Strategy (schedules and species), Maintenance and Management (principles to ensure longevity).

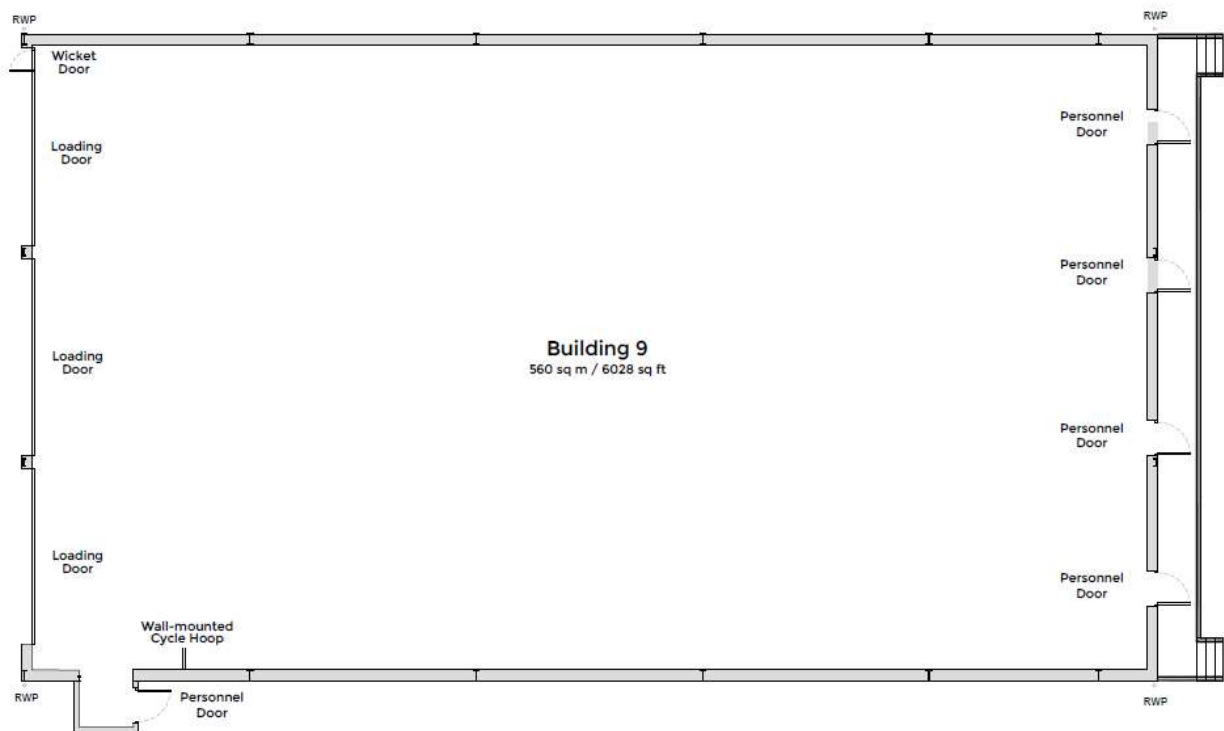
New Building Proposals – Amount and Layout:

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

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

Due to the natural site topography, the northern part of the site itself is not easily be seen from the main highway to the south, thanks to its elevated nature.

The building is orientated on a north-south axis so that its narrowest elevations face the more open areas of the boundary, in order to reduce the visual impact.



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

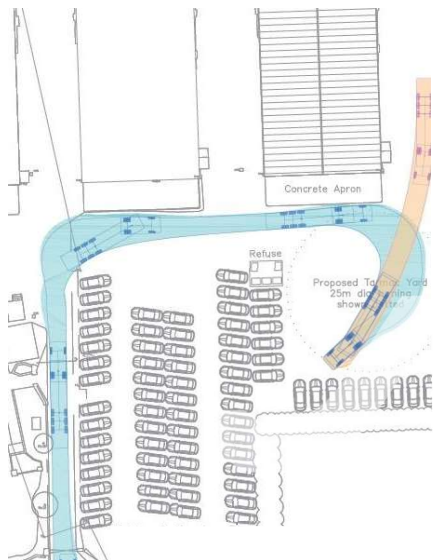
The wider eastern and southern site boundary landscaping enhancements described earlier will, however, mean that the proposals will be visually well-screened from all orientations

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

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

Access:

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



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

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

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

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

The accompanying Transport Statement concludes that any likely trip attraction associated with the proposed Building 9 is well within any expected daily variations, and therefore of no significant impact to the existing highway network.

Scale and Appearance:

Building 9 is proposed similar in appearance to adjacent Building 1, in terms of its width, length and height.

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

Externally, however, proposed cladding will be dark grey (rather than green), so less recessive in view.



Above - Photo showing the front of existing Building 1.



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

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

Left– Photo showing the typical rear of neighbouring units.

Conclusion:

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

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

Proposals are of a design, scale and layout in keeping with the surroundings, and will be constructed using appropriate materials relative to context.

In response to Officer comments, further ecological and biodiversity matters have been addressed with the proposed landscape enhancements, which include an appropriate reinstatement of the north-east corner of the site within the SINC buffer. Enhanced proposals also serve to visually screen proposals from wider view.

The accompanying Landscape and Visual Impact Assessment concludes that, in policy terms, the visual separation identity of Hedge End and Botley will remain unaltered. Proposals will create a positive response to the Gap and assist to conceal both the existing and proposed developments and provide landscape and visual betterment from the baseline situation overall.

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