

Planning, Design & Access Statement

***Land north of Unit 5, Brookwood Industrial Estate,
Brookwood Avenue, Eastleigh, Hampshire SO50 9EY.***

***Proposed erection of a terraced two-storey
commercial [Class E(g) & B8] building.***



Prepared by
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on behalf of Member Trustees of Spaceway South Ltd.

1. Introduction

This statement supports the full planning application for the erection of a terraced two-storey commercial [Class E(g) and B8] building on land to the north of Unit 5 on the Brookwood Industrial Estate at Brookwood Avenue in Eastleigh.

This statement explains the nature and extent of the proposal and how it responds to the local environment, in its built and socio-economic contexts. It has regard to key national and local planning policies relating to new commercial premises and design and should be read in conjunction with the other supporting documents.



The approach to the application site from the west, on Brookwood Avenue.

2. Context

This irregular-shaped commercial site lies in the northeast corner of the Brookwood Industrial Estate, **53 metres** to the east of Brookwood Avenue, within Eastleigh Borough Council's administrative area.

Public views of the application site in the approach along Brookwood Avenue from the south are blocked by the commercial premises that back onto the avenue. A substantial hedge along the north boundary blocks views of the site from the north/northeast and forms a dense sylvan backdrop in views from the southeast, on Bakers Crescent.

Vehicular and pedestrian access to the industrial estate is afforded via an ungated driveway near its northwest corner. Clear views to the north and south along Brookwood Avenue ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians. Surfaced forecourt areas afford parking for **16** vehicles along the north boundary of the estate (11no.) and at the front (5no.) of the existing premises. Refuse and recycle bins are collected on the requisite day.

Employees of this locality enjoy safe and convenient access to 'The Cooperative Food' convenience store and 'The Good Companions' public house (5 minutes walk away to the south), the 'Costa Coffee' cafe (9 minutes walk to the west), Eastleigh town centre (11 minutes walk to the southeast, where a wide range of services and facilities is offered) and Eastleigh station (15 minutes walk to the southeast). Leigh Road (3 minutes walk to the south) forms part of the route followed by the no.X4/X4A 'Xelabus' bus services that take passengers northwest to Fryern Hill and Hiltingbury or east to Eastleigh town centre. While it is evident that employees of this locality do not need to use a private car to enjoy good access to services (ie. it is an accessible, sustainable location), the provision of secure on-site facilities for bicycle storage would promote the use of that alternative to the private car as a sustainable transport mode, as is recognised at paragraph 104 of the 'National Planning Policy Framework' 2021 ('NPPF') re. 'Promoting sustainable transport'.

In his 'Written Ministerial Statement: Planning for Growth' of March 2011, Decentralisation Minister Greg Clark confirmed that the *'Government's clear expectation is that the answer to development and growth should wherever possible be 'yes' except where this would compromise the key sustainable development principles set out in national planning policy'*. Paragraph 11 of the 'National Planning Policy Framework' 2021 ('NPPF') reiterated that

principle, by generating a presumption in favour of sustainable development and the approval without delay of proposals that accord with the development plan.

Paragraph 119 of the NPPF re. 'Making effective use of land', states that '*Planning...decisions should promote an effective use of land in meeting the need for...other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.*'. Paragraph 120 records that '*Planning...decisions should...c) give substantial weight to the value of using suitable brownfield land within settlements*'. Paragraph 130 ('Achieving well-designed places') provides for the grant of permission for development of good design.

Section 38 of the 'Planning and Compulsory Purchase Act 2004' requires an application to be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise; an element of flexibility is provided which enables decisions to be made which may disagree with the development plan.

The development plan for Eastleigh is the 'Local Plan (2016-2036)' adopted in 2022. The Policies Map of the development plan shows this site within the 'Urban Edge' and an 'Existing Employment Site', with no special designations; it does *not* fall within a Flood Zone.

Commercial premises are in evidence in this locality in a variety of formats, styles and plot sizes (see aerial photograph on cover page).

This application site comprises 0.026 hectares of land that lies in the northeast corner of the industrial estate. A terraced two-storey commercial building (Unit 5 is also owned/operated by the applicant) stands next-door to the southeast boundary of the site; it is finished in red brick and dark-brown cladding, with a conjoined gabled roof of grey profiled sheet. Unit 5 operates 7.30am-5.00pm, Monday-Friday and provides just **three** part-time positions. This has been the situation since last January and will continue.



The application site, viewed from the west.

Attention is drawn to planning permission F/16/78997 that was granted by Eastleigh Borough Council in November 2016 to erect a two-storey extension to the northwest elevation of the existing building (Unit 5); the permission lapsed in November 2019. Notably, the resultant development was only served by the **11** existing parking spaces that were available at the time, along the north boundary of the site; a further five parking spaces can however be achieved outside the premises. The design and principle of the extension was evidently seen to accord with their surroundings and met the Borough Councils requirements, so it has provided a useful model for this proposal.

It is submitted that the provision of an attached two-storey commercial building on this under-used urban land in a sustainable location would accord with the character of its surroundings and not compromise *any* key sustainable development principles set out in national and local planning policy.

3. Consultation

In light of that earlier consent, no consultations have been undertaken with Officers of the Borough Council or neighbours.

4. Amount, Layout, Scale & Appearance

In light of the favourable presumption set down in the development plan and the earlier permission (ie F/16/78997), it is proposed that a terraced two-storey commercial [Class E(g) and B8] building be erected to the north of the existing building to derive maximum advantage from the site's accessibility advantages. It would have a gross internal area ('GIA') of **273.43m²** and a gross external area ('GEA') of **193.75m²**. **Five** new full-time positions would be created by the proposal.

Respect for the amenities of neighbours has been accorded priority in the formulation of this proposal, from concept stage. The premises would operate **7.30am-5.00pm, Monday-Friday**.

In this configuration and finished in red brick and dark-brown cladding beneath a gabled roof of grey profiled sheet, the proposal would make more efficient use of this sustainable site in a manner that accords with the character of its surroundings and would not result in a detrimental impact on the character of the area or the amenities of neighbours.

5. Access

The site would continue to be served by the existing refuse and parking arrangements. It is intended that **eight** of the sixteen existing parking spaces be allocated to the existing (ie Unit 5) and proposed units – five outside Unit 5 and three in the west sector of the northern parking bay to serve Unit 5; the remaining eight of the east sector of the northern parking bay would serve the new unit. Secure bicycle stored would be afforded by the intended building.

As the site enjoys unhindered access to Brookwood Avenue, no difficulties are anticipated with emergency services reaching the unit. The view is taken that pedestrian and vehicular traffic associated with the proposal would not be materially harmful to neighbouring residential premises or properties or cause danger or inconvenience to users of the public highway.

6. Trees

In their 'Arboricultural Impact Appraisal and Method Statement' of December 2022 (copy enclosed) Technical Arboriculture recorded that '*...the development proposal will have no significant adverse impact on the contribution of trees to amenity or character in the wider setting.*'

7. Site Waste Management

Top-soil 'scraped-off' following the setting-out of the site is to be retained on the site, for re-use in soft landscaping. Inert waste material would be disposed to a licensed Hampshire County Council site and any other waste will be segregated into skips and removed by licensed collectors.

8. Working Practice

The operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Friday, 8.30am-1.00pm on Saturday, with no working on Sundays or Bank Holidays. All materials and plant would be kept within the curtilage of the application site and trees are to be protected with fencing.

9. Crime & Anti-social behaviour

No special measures are considered necessary for the prevention of crime or anti-social behaviour.

10. Conclusion

It is submitted that the requirements of the development plan are *satisfied* by this proposal since it: would not detract from the existing street-scene; would be in keeping with the character of its surroundings; is of a high standard of design; incorporates materials and design elements sympathetic to local character; provides safe access for pedestrians, cyclists and vehicular traffic; provides satisfactory car parking; respects privacy, outlook and sunlight and trees; and it takes into account the prospect of criminal activity and anti-social behaviour.

Development of this site in the manner proposed would achieve more efficient use of this urban land without harm to the character or appearance of the locality or the amenities of neighbours. It is contended that this proposal comprises an acceptable form of development that accords with the development plan and no other material considerations suggest otherwise.

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25 January 2023