



Planning Statement

Chalcroft Business Park - Paddock

Outline application for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. Formation of vehicular and pedestrian access to Estate road (access not a reserved matter).

Prepared on behalf of F.I.P. West End Limited
Written by Craig Noel
November 2023

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Client Name:	F.I.P. West End Limited
Type of Report:	Planning Statement
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1. Introduction

- 1.1 Strutt and Parker's planning department has been instructed to prepare a Planning Statement to support the submission of an outline application for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. The proposal includes formation of vehicular and pedestrian access to the estate road (access not a reserved matter) at the Chalcroft Business Park at Horton Heath.
- 1.2 This Planning Statement sets out the policy context, describes the site and surrounding areas and relevant planning history, reviews the outcome of various technical investigations and the way in which they have informed the scheme. It also describes the proposed development and reviews relevant planning issues in a planning assessment before drawing conclusions.
- 1.3 The statement also refers to Pre-application advice provided in writing on 20th July 2023 and at a site meeting on 27th June 2023.

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2. Site Description

- 2.1 Chalcroft Business Park is located on the western side of Burnett's Lane, adjacent to the Eastleigh / Fareham railway line, and approximately 5 minutes' drive from the M27 motorway. Southampton is about 10km to the west and Portsmouth about 30km to the east.
- 2.2 The Business Park comprises a mix of commercial units, with the present focus on storage and distribution floor space. The commercial units are located on either side of an internal site access road. There are also areas of hardstanding between the buildings, and a small solar farm within the Business Park on its northern edge. The property is bounded on all sides by a screen of trees and vegetation, which is well established.
- 2.3 The Application site is formed of an area of undeveloped land to the south east of the Business Park, as indicated by the red line on the annotated aerial photograph below.



- 2.4 The Application site area extends to some 1.8 hectares and lies within the built up area boundary in the adopted Local Plan.
- 2.5 Chalcroft Business Park was originally developed as a Royal Navy victualling depot, established during the 1950s. Early Ordnance Survey sheets (see below) show sidings from the railway line

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running along what is now the central spine road and serving the large warehouses. The railway sidings have since been removed and the Business Park is now served by road only. The original warehouse buildings and other supporting site service buildings (such as the canteen and offices) have been reused for commercial purposes.

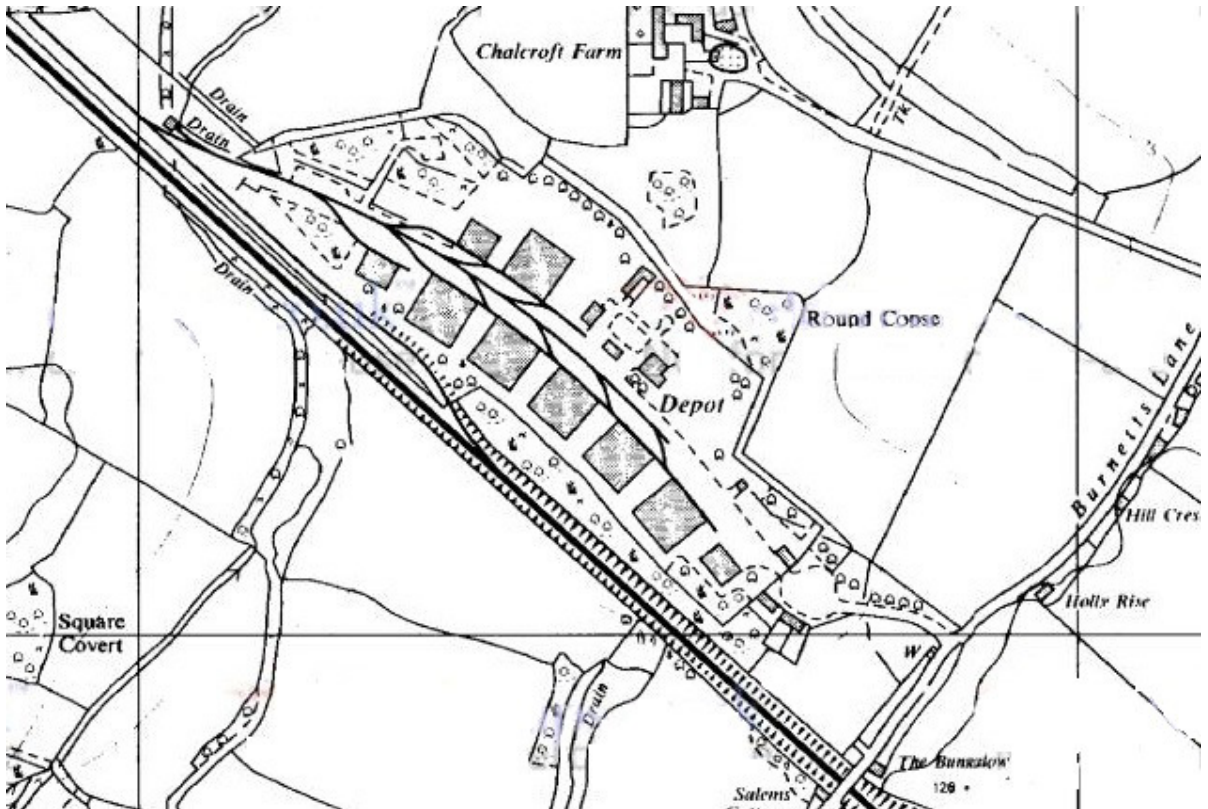


Fig 1: Chalcroft – 1968 (OS copyright)

- 2.6 The original configuration of the main warehouse buildings reflected the operation of the sidings, with their individual spur-rail lines to each of the main warehouse buildings. In practice, this has proved to be helpful in their present commercial use, as the floor levels at platform height facilitate tail-dock loading of goods vehicles.
- 2.7 The Business Park has proven to be very popular, offering a secure and tranquil environment for local firms, in a location that is nevertheless convenient for access to the trunk road network. It has remained in the ownership of FIP (West End) Ltd, the original purchaser from the MoD, and now the applicant for the current scheme.
- 2.8 A set of photographs of the site and surrounding area is included in the Design & Access Statement prepared by Boyle & Summers.

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- 2.9 The Estate access road from Burnetts Lane is shown in the form originally developed by the MoD in the 1968 OS extract and was designed to accommodate commercial vehicle movements. This was realigned recently to join the new roundabout junction constructed to connect the One Horton Heath development to the north of the site, with Bubb Lane via a new link road. In turn, this facilitated the closure of Burnetts Lane to vehicles, southwest of the new junction.
- 2.10 The Business Park security gate and lodge is set back from Burnetts Lane, and is reached via this access road, which also serves some former MoD cottages, one of which remains in residential use while the other is used as offices. It also serves a visitors' parking area outside of the secure Business Park perimeter. The entire Business Park is fenced from surrounding land, albeit that the fencing is within well-developed woodland buffers around the site periphery. These areas are designated as Sites of Importance for Nature Conservation (SINC) as recorded in the Hampshire biodiversity record. The application site will be served from a new connection to the Estate road, to be formed opposite the visitor car park. The new commercial units would sit outside the secure perimeter, with the security gates remaining in the current position. In this way, the new units will be able to offer better accessibility to visiting members of the public, facilitating (for example) the proposed farm shop element of the scheme.

3. Planning History

- 3.1 The original development of the victualling plant in the early 1950s would have relied upon the crown exemption from Planning Control, such that the Ministry of Defence would not have applied for formal planning permission.
- 3.2 Once the use of the victualling depot by the MoD ceased in the early 1990s, there were various discussions about its future potential use. In that context, EBC wrote on 16th January 1995, confirming that, *“the site has an existing use for storage and distribution (B8), with the other buildings being ancillary to this use.”*
- 3.3 At this time, there were concerns about the potential impact of traffic generation (and in particular HGV generation) arising from further development at Chalcroft, in the absence of improvements in the local highway network. As such, the previous Local Plan policy for the Business Park included a prohibition on proposals unless *“they would not result in an increase of heavy good vehicles or other traffic movements which would be detrimental to the surrounding highway network”*.
- 3.4 A planning application for redevelopment was submitted in 1997. This Application (reference 19636/8) was an outline Application for:

“Demolition of existing dwellings and buildings for partial redevelopment for 15,302m² gross floor space of commercial uses (Classes B1, B2 and B8) at the Royal Navy Victualling depot, Burnett’s Lane, Horton Heath, Eastleigh.”

However, this application was subsequently withdrawn by the Applicant, primarily over concerns arising from potential highways impact.

- 3.5 Eastleigh Borough Council had long contemplated significant new residential and mixed-use development in the locality. In the early 1990s, the area was considered as a potential major development area (MDA). More recently, proposals emerged through the Eastleigh Borough Local Plan for significant development west of Horton Heath. Outline planning permission was granted on 17th November 2017 (reference O/16/79354) for the construction of up to 450 dwellings, with new road and access to Fir Tree Lane and Allington Lane, and associated highway modification, infrastructure, public open space, landscaping and drainage. This was followed by outline permission O/14/75735 granted on 22nd December 2017 for up to 950 dwellings and associated road and parking infrastructure.
- 3.6 Additional land was subsequently included in the scheme, reflected in outline application O/20/89498 for 2,500 homes etc, bringing forward in one application the area subject to the two extant consents and the additional parcels. In tandem, full application F/20/89500 was submitted for the first

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residential phase (381 units) proposed in the outline application. This was approved on 5th December 2022.

- 3.7 The highways infrastructure that will be delivered by these permissions has been secured by way of a Section 106 agreement. It includes construction of new accesses onto Burnetts Lane and Fir Tree Lane, the realignment of Fir Tree Lane and (crucially) a new access road from Bubb Lane. The latter has now been constructed and is open to traffic.
- 3.8 In anticipation of the access improvements, the applicants sought and obtained planning permission for redevelopment of an under-utilised part of the Business Park. On 12th March 2020, permission was granted under F/18/83945 for the following:

Hybrid Planning Application consisting of:

1. Full Planning Application for the construction of a two storey industrial building for a commercial butchery (2,064 m² of Use Class B1(c)), development of 767m² of B1b/B1c floorspace (including a first floor extension to the existing security building), construction of a cafe and site maintenance store and the demolition of building 17 and a water tank; and

2. Outline Planning Application for the demolition of Units 10 -15 (1,860m² of Commercial floorspace), and store building and the development of 6,420m² of B1b, B1c, B2 and B8 storage and distribution floorspace (All matters other than access reserved)

- 3.9 The full element of this permission has been implemented via construction of a large new commercial unit, facilitating the relocation of the Owtons butchery from Chalcroft Farm and in turn facilitating the delivery on the One Horton Heath development. The applicant continues to invest in the Business Park in line with Eastleigh's policy objectives, and Reserved Matters submissions have been made in respect of the outline element of the scheme and are expected to be determined shortly. A full schedule of recent applications relating to this scheme is included at Appendix 1.
- 3.10 The provision of new highways infrastructure has brought about a significant and material change in circumstances in highways and transportation terms, and the One Horton Heath scheme will bring broader sustainability benefits. Together these facilitate the submission of this outline planning application on the paddock site, itself allocated for commercial development in the adopted Local Plan.

Description of Development

- 3.11 The proposal is for outline permission for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. The proposal includes formation of vehicular and pedestrian access to the estate road (access not a reserved matter) at the Chalcroft Business Park at Horton Heath. The land has not previously been developed but is allocated for commercial use and lies within the built up area boundary in the Local Plan (see Planning Policy Context section below).
- 3.12 The outline planning application will include details of access to the site from the private Business Park access road. Achieving a satisfactory and appropriate access and internal road layout will compromise the pair of mature oaks in the centre of the site, which are proposed for removal.
- 3.13 The proposals incorporate a buffer to Burnetts Lane of 11-21 metres and a 20-metre buffer to the SINC boundary to the northwest. In addition, a 6-11 metre buffer to the railway line is also provided.
- 3.14 The proposal represents an opportunity to develop a commercial hub differing in character from the remainder of the Business Park. The land is intended to remain outside the secure perimeter of the main Business Park, thus affording greater public access. For this reason, it is proposed to incorporate a proportion of land uses commonly featured on commercial sites where access is not barrier-controlled. This includes a farm immediately accessible from the new junction and available to serve occupiers on the Business Park and the wider public. The remaining area of land allocated in the Local Plan under WE2 is proposed for a variety of commercial units (in terms of unit size and configuration) are presented for consideration. Anticipated building heights for the larger units are between 6-8 metres to haunch.
- 3.15 The proposal will be supported by energy management infrastructure designed to overcome a significant practical constraint to growth of employment infrastructure at Chalcroft Business Park, as detailed in the submitted Energy Statement. This includes a grid buffering battery facility (BESS) on an underused parcel of land at the far northwestern end of the existing Business Park, which delivers capacity within the grid to support new renewables energy connections. This is a means to “future-proof” the Business Park from energy demands including a requirement for further renewables infrastructure as older units are refurbished and redeveloped over time. This is to be progressed through submission of a separate full planning application.
- 3.16 The illustrative plans and elevations of the scheme (including the images included in the Design & Access Statement) show the applicant’s present intentions in relation to these units. The detailed layout to be provided through Reserved Matters will be informed by prevailing market
- 3.17 The application is accompanied by a set of parameter plans. These address the following elements:

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- Maximum extend of built development
- Land use and plot ratio
- Building height range
- Open view corridors
- Access and movement

3.18 The plans stipulate a height range for the commercial units of 6m-8m to haunch. The maximum plot ratio for the site (coloured pink and blue on the Land Use Parameter drawing) is 25% (4,457sqm on 1.8ha).

3.19 The proposed layout accommodates hard and soft landscaping, servicing, and parking areas. Parking is provided as indicated on the table below. 9 of the spaces will be to accessible standard. The parking arrangements shown are illustrative at this stage.

USE	PARKING SPACES
Commercial Units	77
Farm Shop	20
Total	97

3.20 The Application proposals incorporate ecological buffers within the application site. One will be along the northwestern boundary to the adjacent SINC area, and will be 20m deep, as advised by the accompanying ecological assessment prepared by the Ecology Partnership. Additional buffers are provided to Burnetts Lane (between 11m and 22m deep) and to the railway line (6m-11m deep).

3.21 This application is accompanied by the following material:

- Design & Access Statement (Boyle & Summers)
- Planning Statement (Strutt & Parker)
- Retail Sequential Test (Strutt & Parker)
- Statement of Community Involvement (Strutt & Parker)

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- Site Location Plan (Boyle & Summers)
- Parameter Plan Set (Boyle & Summers)
- Site Constraints Plan (Boyle & Summers)
- Tree Removal Plan (Boyle & Summers)
- Illustrative Site Masterplan (Boyle & Summers)
- Tree Survey (CBA Trees)
- Arboricultural Impact Assessment (CBA Trees)
- Landscape Masterplan (Deacon Design)
- Tier 1 Preliminary Risk Assessment - Contamination (Horizon Consulting Engineers)
- Floor Risk Assessment and Foul and Surface Water Drainage Strategy (GTA Civils)
- Noise Assessment (Phlorum)
- Air Quality Assessment (Phlorum)
- Net Zero Framework Plan (Low Carbon Alliance)
- Economic Development Statement (Realest)
- Transport Assessment (PFA Consulting)
- Work Place Travel Plan (PFA Consulting)

3.22 The suite of documents has been assembled with reference to Eastleigh Borough Council's validation schedule.

4. Planning Policy Context

- 4.1 Relevant Planning Policy comprises the National Planning Policy Framework (September 2023), Planning Policy Guidance as published from time to time, and the adopted Eastleigh Borough Local Plan 2016-2036, adopted in April 2022.

NPPF

- 4.2 Paragraph 81 of the NPPF requires that Planning Policies and decisions should help create the conditions in which businesses can invest, expand and adapt. As a result, *“significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”*.
- 4.3 Paragraph 83 notes that planning policies and decisions should recognise and address the specific locational requirements of different sectors.
- 4.4 The proposed commercial scheme at Chalcroft Business Park demonstrates a continued programme of investment by the applicants in commercial floorspace of a kind much needed to support local economic growth, as evidenced in the accompanying economic statement prepared by Realest. This notes that the scheme *“will meet demand in a sector where there is complete undersupply”*.

Eastleigh Borough Local Plan 2016 – 2036

- 4.5 Strategic Policy S4 deals with employment land and notes that provision will be made for additional floor space for *“employment generating uses”* uses in various locations, including:

“Further employment development adjoining Chalcroft Business Park, subject to the provision of a new road link between the distribution park and Bubb Lane.”

- 4.6 Indeed, the supporting text of the Plan at Paragraph 4.18 notes that:

“land at Chalcroft Business Park is under-used and could be developed for industrial storage, distribution and ancillary office use, as part of a wider development that would include measures to improve accessibility to the strategic road network.”

- 4.7 Furthermore, paragraph 4.60 of the Plan notes that the Council’s development strategy includes:

“A new road link between Burnett’s Lane and Bubb Lane to facilitate development at Horton Heath and resolve existing issues of access to the Chalcroft Business Park (this scheme is now committed).”

- 4.8 The Local Plan makes it clear at paragraph 6.1.39 that:

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“The purpose of the new road link was to enable the intensification of the existing employment uses at Chalcroft Business Park and the development of more employment uses in this location”

- 4.9 Similarly, at paragraph 6.5.53 which deals with the Bubb Lane – Burnetts lane link road, the Plan states that:

“This road is intended to help reduce local difficulties caused by large vehicles accessing Chalcroft Business Park via narrow and unsuitable rural roads”.

- 4.10 The Local Plan includes Policy WE12, Land adjoining Chalcroft Business Park, covering the application site. This Policy states:

“A site of approximately 1.6 hectares between the Chalcroft Business Park and Burnetts Lane is allocated for approximately 6,400 sq.m of employment development in use classes B8 and E(g)(ii)/(iii) provided that:

- a. a new road is built as shown on the policies map to serve the Chalcroft Business Park and the new development west of Horton Heath;*
- b. the site is served by a shared access with the rest of the Chalcroft Business Park;*
- c. the use of the site does not adversely affect the residential amenities of adjoining dwellings within the Chalcroft Business Park, or opposite the site on Burnetts Lane;*
- d. the development would have no unacceptable adverse impact on the adjoining Chalcroft Business Park Site of Importance for Nature Conservation or existing mature trees within and bordering the site; and*
- e. a substantial landscape screen is provided fronting Burnetts Lane to help screen the development from the dwellings on the opposite side of the lane.*

2. In accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be 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, (Southampton Airport) or in district and local centres.

3. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.”

- 4.11 The accompanying text at paragraph 6.5.49 notes that:

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“The site covered by policy WE2 is a small area bounded by the Chalcroft Business Park, its access road, Burnetts Lane and the railway. It would provide a useful extension to the business park, but its development for this purpose needs to take account of the proximity of dwellings within the business park and opposite the site on Burnetts Lane, and the presence of mature trees within and bordering the site.”

- 4.12 The applicant now wishes to bring forward proposals for this site. These are considered to be timely in all respects, following the completion of the new road link and the commencement of development at One Horton Heath.

5. Planning Assessment

- 5.1 This outline development proposal supports the delivery of proposals first contemplated in 2012 when a regulation 19 draft Local Plan identified the potential of the site to accommodate commercial development. It does so now in the context the delivery of the new link road between Bubb Lane and Chalcroft Business Park (Chalcroft Way), which was a necessary precursor to the development of the site as contemplated under Policy WE2.
- 5.2 It is not only the Planning Policy context and the new link road that drives our client's application. The continued progress of the development scheme at One Horton Heath, led by Eastleigh Borough Council, provides further impetus. The early stages of the One Horton Heath will be residentially-led. The application site is therefore well-placed to bring forward a complementary employment offer.

Pre-application Advice

- 5.3 This application is made following the receipt of pre-application advice provided in writing, and at a meeting in June 2023. The Council's written pre-application response is provided at Appendix 2. The advice was prepared in relation to an earlier draft layout, reproduced below. This indicated a scheme of 3,806sqm of commercial floorspace formed within 6 new buildings, together with a farm shop and drive-thru unit together comprising 379sqm, and 122 parking spaces.

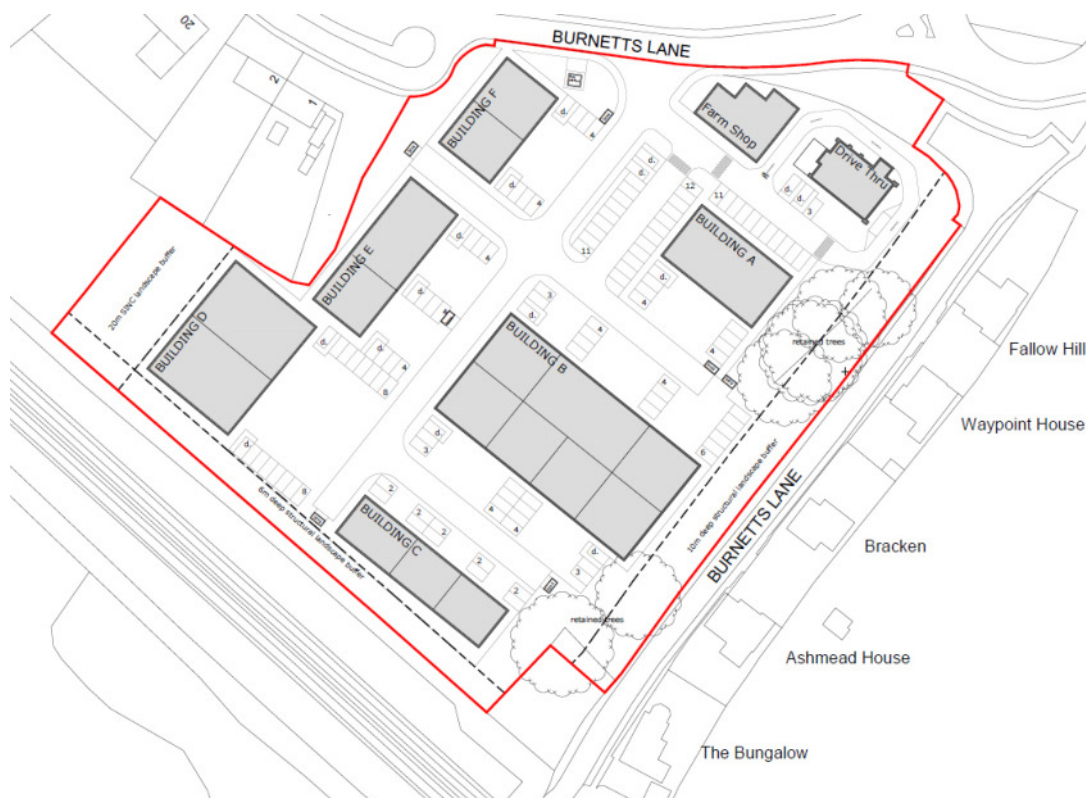


Fig 2: Pre-application layout

- 5.4 The pre-application advice also covered the complementary energy management infrastructure, now proposed to be delivered under a separate application.
- 5.5 The headline points from the written advice were as follows:
- firm discouragement from including a drive through within the application;
 - the need to re-orientate the layout of some units in the Indicative Masterplan;
 - the need to justify the fact that *“the amount of employment floorspace is significantly less than the approximate figure in the allocation”*
 - concerns about the amount of landscaping and loss of two trees near the site entrance
- 5.6 The statement that “clear justification” will be required in order for the Council to support a 65% shortfall of floorspace on the site in relation to the Policy WE2 target, contrasts with calls for additional landscaping and stand-offs against veteran tree RPZs, as well as objection to the loss of the two trees close to the access. The position is more than simply a binary one. The greater the shortfall against the policy target, the more challenging the position. The applicant has considered the feedback carefully and we set out below the ways in which the submitted proposal responds to the pre application advice received.

Land Use

- 5.7 The proposed drive-thru facility has been removed from the application proposal in response to concern that such facilities are considered main town centre uses and may have an adverse visual impact. It was also considered to reduce the capacity of the site for employment floorspace.
- 5.8 Following this amendment and other changes to address pre-application comments, it has still not been possible to increase the amount of employment floorspace. It is acknowledged that there remains a shortfall against the target 6,400 sqm. The applicant considers that the level of floorspace now proposed (4,130 sqm) represents an appropriate balance between delivering on the site’s potential and the need to have regard to other policy aims and requirements. We note in this regard the following statement in the pre application advice:

“As the proposals would bring forward the extension of the Business Park, Planning Policy welcomes proposals for employment uses but does not support the inclusion of a drive-through on this site. While it is recognised that development proposals may not be able to deliver all the requirements in policy WE2, clear justification is required for proposals that do not meet these criteria and would deliver significantly less employment floorspace”.

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- 5.9 The applicant has made other layout amendments in response to the written advice as part of the process of determining an appropriate capacity for employment floorspace, testing iteratively through a masterplanning process and with the benefit of knowledge of site constraints arising from a full suite of technical studies.
- 5.10 The scheme may have come closer to achieving the target floorspace figure were it to have included Class E (g(i)) office units. It would be possible for example to include two floors of office floor space within a similarly sized building to the proposed industrial units. However, Policy WE2 is specific in requiring a sequential test for office developments over 1,000sqm and we are not convinced that this policy hurdle could be overcome. In any case, the applicant wishes to bring forward small light industrial units (rather than offices) to meet a particular shortfall in this part of Hampshire, to complement the type of industrial units on the existing Business Park, and to facilitate the potential relocation of existing occupiers of outmoded units on the Park to support the consented redevelopment scheme.
- 5.11 The application scheme retains the farm shop component. The pre-application advice in this respect was that a sequential test would be necessary to comply with the terms of Local Plan Policy DM21. It was suggested that the farm shop be located towards the front of the site to improve accessibility and provide some visual prominence.
- 5.12 The submitted Sequential Test assessment demonstrates that there are no suitable premises on the market in a sequentially preferable location, no obvious opportunities for the conversion of existing buildings and no sites that are sequentially preferable, currently available. The Land Use Parameter Plan identifies the farm shop at the site entrance where it is accessible via the new footpath link to Chalcroft Way, and where the landscaped area around the attenuation pond provides an attractive setting for visiting members of the public.

Layout

- 5.13 Turning now to comments on layout and design, Building B was considered to be too bulky, and Blocks D, E and F might be better reorientated. In addition, there was a request that the scale of the proposed buildings “*refer contextually to the size of existing buildings in the immediate and surrounding local area*” and that a movement parameter plan be prepared to help separate pedestrian and vehicular traffic.
- 5.14 In response, the scale of Building B (now Building D) has been significantly reduced (from 1,491 sqm to 913 sqm) and Building E (now G) and F (now farm shop) have been reorientated. However, Building D (now F) has been retained in its original configuration to make the most efficient use of the site and to ensure that the full 20 metre buffer to the SINC is retained.

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- 5.15 As to scale, the application site represents a transitional space between the domestic scale of properties along Burnetts Lane and the much larger commercial and distribution units within the secure perimeter of the Business Park. It is considered that this is the most appropriate approach. The application now includes an Access and Movement Parameter Plan.

Trees

- 5.16 The written advice referred to the need to provide an updated version of the Tree Survey, concern about the loss of two trees near the site entrance, and a request to broaden the root protection zones for veteran trees.
- 5.17 The submitted Parameter Plans have been adjusted to provide further clear space around the veteran tree RPZs and the Tree Survey has been refreshed. The proposal is still for the removal of the two trees. Retaining them would lead to a further reduction in the employment floorspace, contrary to the Policy target, as recognised in the pre-application advice received.
- 5.18 The application proposals compensate by introducing significant new tree planting proposals, both on site and elsewhere in the Business Park. In so doing, the proposals will achieve the 10% BNG target despite being submitted in advance of that being a mandatory requirement.
- 5.19 One of the chief characteristics of the Business Park (shared by the paddock), is that the commercial areas are largely surrounded by mature trees and woodland, and the applicant's design response is to consolidate those existing natural features at the site periphery, rather than to create new avenues of planting within the developable parts of the paddock site. Such trees would be vulnerable to damage by goods vehicle movements, given that the layout of the paddock scheme is far tighter than the older parts of the Business Park.
- 5.20 The proposals involve the removal of small sections of hedgerow to widen the existing access, again compensated for by new planting elsewhere
- 5.21 Since the submission of the pre-application request, a provisional area-based Tree Preservation Order (876-E) has been issued across the application site. The proposals retain 32 individual tree specimens, as well as 46 grouped trees, and respect the Root Protection Zones of all trees within the SINC area, as demonstrated in the submitted Tree Reports and Impact Assessment and site layout plans.

Ecology & BNG

- 5.22 The advice emphasised the need to demonstrate that appropriate on-site BNG options have been explored. In this context, however, the applicant regards the wider Chalcroft Business Park as an appropriate location for BNG delivery, given that the proposal is specifically for an extension of the Business Park (see Local Plan 6.5.49). Thus, habitat creation within the wider Business Park site in

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addition to that proposed on the extension site itself is considered to be a legitimate and appropriate response to the emerging BNG requirement, to be introduced in January 2024.

- 5.23 The application is accompanied by a preliminary Ecological Appraisal, the results of detailed surveys on bats, dormice and reptiles, an Ecological Impact Assessment and a BNG Assessment.
- 5.24 The work concludes that dormice are likely absent from the site and no mitigation is required. The reptile population is low with recommendations for enhancement provided. Similar conclusions are reached in relation to bats, which are present in small numbers. However, one of the pair of trees flagged for removal (which was considered to have moderate bat potential) was not considered to accommodate a roost. Of the effects of development identified in the EclA, the only impacts considered to be more than minor negative are on reptiles, breeding birds and hedgehogs with the residual impact following mitigation assessed as neutral.
- 5.25 The assessment of baseline conditions on the application site in comparison with the biodiversity levels achieved within the redline application area show a net loss of 28%. This is unsurprising. The area is currently undeveloped and while the biodiversity rich buffers and edges are retained (and enhanced with new planting), there is no prospect of achieving a neutral position on the site given the nature of the proposed land use. However, the Local Plan presents the site as an extension to the Chalcroft Business Park. The existing Park, while well-endowed with woodland in the peripheral SINC areas, nevertheless includes parcels of land where offsetting enhancements can be delivered. Moreover, these enhancements will add to the appreciation of natural spaces by occupiers and visitors. Thus, the Ecology Partnership proposals include new orchard planting within the SINC buffer area beyond the security block, in a prominent location just within the secure perimeter (Area 1). This will be supplemented by wildflower enriched grassland planting within the solar array (Area 2), opposite the security office (Area 4) and further west beyond the operational Park area (Area 1).
- 5.26 In addition, a number of individual trees will be planted within other areas of the Park, featuring New Horizon Elm in appropriate locations to supplement the landscaping scheme planned for the redevelopment area under Reserved Matters applications RM/23/94858 and RM/23/94868. The net result will be to achieve an overall BNG enhancement of 10% assessed on the latest metric, as set out in the BNG Feasibility Study.
- 5.27 The application is submitted in advance of the mandatory 10% BNG requirement but embraces the same principles. It is considered that the LEMP which is to be developed to deliver the biodiversity enhancements within the existing Business Park perimeter can be secured by condition.
- 5.28 Policy WE2 requires that an HRA is undertaken. Eastleigh Borough Council are the relevant authority for carrying out an HRA and will do so as part of the assessment of the Application.

Drainage

- 5.29 The response flags the need to comply with Policy DM6 (sustainable service water management and watercourse management) where three forms of natural filtration are required. The drainage strategy set out in the FRA includes two attenuation basins, which are located as attractive site features in their own right.
- 5.30 The submitted Flood Risk Assessment (which also addresses the Surface and Foul Water Drainage Strategy) confirms the site sits in Flood Zone 1. Triple level filtration of surface water is indicated in the Drainage Strategy (porous paving, cellular storage and attenuation ponds). Foul drainage is to be discharged by gravity to the private reed bed system now established at Chalcroft Business Park following recent infrastructure upgrades.

Landscaping

- 5.31 Comments request a minimum 10m boundary to the railway and flag insufficient screening of Buildings D and E. The revised layout now identifies a wider buffer to the railway of varying depth between 6m and 11m. The latter concern is addressed through the realignment of Building E (now G) and as shown in the Illustrative Landscaping Plan.
- 5.32 New indigenous trees are proposed to strengthen the buffer to Burnetts Lane, improving its screening properties. The BNG Feasibility Study includes a commitment to plant additional indigenous trees (including a new orchard) within the Business Park perimeter as well as feature New Horizon Elm in appropriate locations.
- 5.33 The landscaping proposals also include planting of the attenuation basins with native wildflower grassland, with a similar mix proposed for the interspersed landscaping areas.

Highways and Transport

- 5.34 The written advice was prepared by Eastleigh Borough Council independently from the Highway Authority and does not include transportation advice. It refers to potential contributions to the Hedge End to Eastleigh cycle route. The applicant is committed under an existing Planning Obligation to contribute £100,000 to the cycleway in relation to the implemented redevelopment scheme within the Business Park.
- 5.35 The submitted Transport Assessment concludes that the proposed development does not have a material impact on the operation of the junction (the increase in queuing is just 1 vehicle) and there are no safety concerns. A Travel Plan has been submitted focusing on reducing the number of single occupancy car trips undertaken by those who will work and visit the new buildings. The Plan identifies targets and proposes providing a travel information pack for all employees (including details

of available walking and cycle routes in the area, information on bus services, details of local car share schemes etc), further publicity of sustainable transport methods for those visiting the site and a suite of on-site improvements to make cycling and walking more attractive. It is also proposed to appoint a travel plan co-ordinator. An approved HGV routing policy is already in place and will be extended to the application site.

- 5.36 The proposals also include delivering a link into the existing footpath on the south side of the roundabout to link in with the footpath provision provided at the Burnetts Lane stopping up. This links to crossing facilities which in due course, will provide pedestrian access to local services to be developed in association with the One Horton Heath development.

Economic Development

- 5.37 The advice note emphasises the need to justify the shortfall on Local Plan policy target the level of floorspace and welcomes inclusion of start-up units. The first matter has been addressed above (5.7-5.10).
- 5.38 The Realest commentary provided as part of the application notes that the employment element in the neighbouring One Horton Heath Scheme has been reduced over time. The application delivers a scheme of smaller units in a location where there is “*an acute undersupply*”. There has been no new development of small units within a 30km radius of the locality since 2019. The intention is to complement the offer of larger commercial units within the existing Business Park, with smaller units more suitable to start-up enterprises.
- 5.39 The submission of this application focusses *inter alia* on the delivery of units that would be suitable for the relocation of existing Chalcroft Business Park tenants currently in occupation of premises within the areas subject to planning permission X/22/94322, which supports the demolition of substandard units (units 10-15) and their replacement with new units. Indeed, there are two current Reserved Matters applications (reference RM/23/94858 and RM/23/94868) relating to this element of the site, which rely upon the relocation of existing tenants. Thus, the grant of outline planning permission for the application will provide confidence that existing tenants can be offered alternative provision within the expanded Business Park, helping to retain employment within the Borough and encourage the growth of small firms. The proposals do not include bespoke office buildings.

Noise and Air Quality

- 5.40 The written pre-application advice requires operational noise impact on dwellings to be assessed and design responses considered. It also requests that construction impacts be considered. The applicant's response is to include noise and air quality assessments with the application and to include the provision of suitable acoustic fencing along the Burnetts Lane frontage and site boundary with the former married quarters dwelling, while aligning buildings to minimise perception of bulk.

Planning Statement

- 5.41 The submitted Noise Assessment focuses on both traffic noise and noise from development activities on the site and considers the impact of the committed development at One Horton Heath.

Contamination

- 5.42 The advice is to address land contamination risk. The applicant's response is to commission a Tier 1 Preliminary Risk Assessment which is submitted with the application. This report concludes that the contamination risks at the site are considered to be low and the site is suitable for the proposed uses. Given the history of adjacent land, the potential for unexpected finds is considered to be moderate and an appropriate working protocol is recommended.

Heritage

- 5.43 A heritage assessment was submitted with the applicant's previous application for redevelopment within the current Business Park. This sets out the background to the development of the Park in detail. The need for an assessment to support the current application was scoped out through the pre-application process.

Sustainability

- 5.44 The advice note flags the requirement for development to achieve BREEAM "excellent" or equivalent, or "very good" plus passivhaus certification, demonstration a 15% improvement in emissions over current building regulation requirements. Where "*practical and viable*", the proposals should incorporate energy-efficient passive design principles, best use of natural daylight and ventilation; connect to any existing near or adjacent low carbon local energy network; use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible; and be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible.
- 5.45 The application will address the requirements of Local Plan Policies DM2 and DM4 by virtue of parallel proposals to deliver new energy management infrastructure within the business park. The Pre-application submission addressed both the Paddock scheme and the proposal to introduce a Battery Energy Storage System (BESS) on previously developed land within the business park. The new energy infrastructure is required to support the delivery of further renewable energy generation within the park (including capacity for additional solar) and to buffer the grid in order to facilitate the implementation of the Paddock development proposals. The arrangements are described in the submitted Net Zero Framework Report prepared by the Low Carbon Alliance.
- 5.46 Proposals for the BESS have been submitted for consultation with the Fire Service following the introduction of a recent policy requirement in that regard. A separate application for full planning permission will be made once that process is complete.



Fig 3: Submission Illustrative layout

- 5.47 This section has demonstrated how the application has been prepared in light of the pre-application advice received and how it has responded to it positively.

Planning Obligations

- 5.48 It is not considered that the proposals give rise to any harm that requires mitigation through specific planning obligations. However, it is appreciated that the Council's approach to carbon management and the focus on achieving BREEAM standards or equivalent is likely to necessitate an assessment framework and potential contributions to the borough's Carbon Fund, similar to the provisions included within the Business Park s106 Agreement entered into in March 2020.

6. Conclusions

- 6.1 This Planning Statement supports an application for outline planning permission for up to 4,130sqm of commercial floorspace (Use Classes E(g)(ii), (iii) and B8) to include farm shop (Use Class E(a)) of up to 327sqm, parking and yard areas (including accessible spaces), landscape buffers and acoustic mitigation. The proposal includes formation of vehicular and pedestrian access to the estate road (access not a reserved matter) at the Chalcroft Business Park at Horton Heath.
- 6.2 The application site is immediately adjacent to the Chalcroft Business Park, a location where further employment is encouraged in the adopted Local Plan. It lies at the Business Park entrance and as a frontage to the Business Park Estate Road. It is undeveloped land within the built-up area boundary.
- 6.3 The site is allocated for employment development in the Local Plan under Policy WE2 which targets the provision of approximately 6,400sqm of employment floor space. However, large scale office development is not encouraged. Indeed, the applicant wishes to bring forward a scheme of small light industrial units to complement the existing provision in the Business Park of much larger buildings. The proposal will also help facilitate the relocation of existing tenants within the area consented for redevelopment within the Park, helping to support the delivery of committed employment floorspace.
- 6.4 The application is submitted at a time when the new link road to Bubb Lane (Chalcroft Way) is operational and Burnetts Lane has been stopped up south of the Business Park access way. The proposals bring forward employment development at a time when the focus of the One Horton Heath scheme will be a delivery of new housing, and as such it will fulfil a complementary role. The scheme also includes a proposed farm shop at the Business Park entrance, replacing a local facility lost through the implementation of the One Horton Heath development proposals.
- 6.5 The application is accompanied by a set parameter plans identifying development areas, maximum building heights, movement corridors and land use. The scheme incorporates substantial buffers (20m to the SINC boundary to the northwest, 6 to 11m to the railway line and 11 to 21m to Burnetts Lane). Some 32 individually-recorded trees and 46 group trees are retained, including all of those which feature in the buffer to Burnetts Lane.
- 6.6 The application proposals include significant new tree planting both within the application site and within the wider Business Park, together with other environmental enhancements which support the delivery of a Biodiversity Net Gain 10%.
- 6.7 The proposal's environmental credentials are enhanced by the link to a BESS energy management scheme developed in parallel with the application and to be implemented within previously developed land on the Business Park.

Planning Statement

- 6.8 The application proposals seek to strike the right balance between environmental protection and enhancement, protection of residential amenity through buffering and acoustic treatments, delivering three phase filtration for SuDS including new attenuation basins, while targeting the delivery of as much commercial floorspace of a type sorely needed in the Borough achievable within site constraints.
- 6.9 The proposal has been prepared with the benefit of pre-application advice from the Local Authority and has been adjusted to reflect the guidance provided. It is considered to comply with the policies of the development plan as a whole and will help to achieve the aspirations of Local Plan policy to support local economic growth while protecting residential amenities and helping to achieve a low carbon future.

Appendix 1

MR CRAIG NOEL
STRUTT & PARKER
201 HIGH STREET
LEWES
BN7 2NR

Application	Q/23/95170
Please ask for	Rachael Morris
Direct dial	023 8068 8463
Email	rachael.morris@eastleigh.gov.uk

Thursday 20 July 2023

Dear Mr Noel,

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

Application No: Q/23/95170
Description: Pre-Application Enquiry: Development of new commercial units and energy infrastructure.
Site: Chalcroft Business Park, Southampton, SO302PA

WITHOUT PREJUDICE

Relevant Site History

- Z/19636/006/00 - Outline: Residential Development – Refuse – Apr 1995
- Z/19636/005/00 - Outline: Demolition of Existing Dwellings, Partial Redevelopment for Commercial Uses B1, B2 And B8 – Refuse – Apr 1995
- Z/19636/007/00 - Outline: Residential Development – Refuse – May 1996
- F/04/50047 - Retention of Portakabin Adjacent to Existing Café and Takeaway – Permit – Mar 2004

Site constraints and policy

The site is located within the urban edge, adjacent to the established Chalcroft Business Park to the West, the One Horton Heath site to the North and Countryside to the South and East. The site is also covered by a Tree Preservation Order.

When assessing the scheme, the main policies to consider from the 2016-2036 Local Plan are below:

- S1 (Delivering sustainable development)
- S4 (Employment provision)
- DM1 (General criteria for new development)
- DM2 (Environmentally sustainable development)
- DM4 (Zero or low carbon energy)
- DM6 (Sustainable surface water management and watercourse management)
- DM8 (Pollution)
- DM11 (Nature conservation)
- DM13 (General development criteria - transport)
- DM14 (Parking)
- DM21 (New retail development)
- WE2 (Land adjoining the Chalcroft Business Park)

In addition, when assessing the scheme, the following Supplementary Planning Documents (SPDs) will be considered:

- Planning Obligations (2008)
- Biodiversity (2009)
- Environmentally Sustainable Development (2009)
- Quality Places (2011)

Assessment

This proposal includes development for 4,185sqm /45,046sqft of E(g) (ii) (iii), B8 and supporting floorspace (including light industrial uses, a farm shop and drive thru unit). This would be served by the new link road, Chalcroft Way, which leads into the existing Chalcroft Business Park with access to the site planned at an existing entrance gate.

When looking at the policy for the site, policy WE2, the area is allocated for 6,400 sq.m of employment development in use classes B8 and E(g)(ii)/(iii). This proposal only includes the provision for approx. 65% of this allocation.

Specifically policy WE2 states that the site is allocated provided that: a new road is built to serve the Chalcroft Business Park and the new development west of Horton Heath; the site is served by a shared access with the rest of the Chalcroft Business Park; c. the use of the site does not adversely affect the residential amenities of adjoining dwellings within the Chalcroft Business Park, or opposite the site on Burnetts Lane; the development would have no unacceptable adverse impact on the

adjoining Chalcroft Business Park Site of Importance for Nature Conservation or existing mature trees within and bordering the site; and a substantial landscape screen is provided fronting Burnetts Lane to help screen the development from the dwellings on the opposite side of the lane. In accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be 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, (Southampton Airport) or in district and local centres. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.

The key aspects to draw from this policy is the requirement for development to have no unacceptable adverse impacts on the existing mature trees within and bordering the site; that development does not adversely impact adjacent residents and that the SINCE is also protected.

Proposed units

There are 6 no. employment buildings (labelled as buildings A-F in supporting documents) with the potential for further subdivision into multiple units.

The proposal to have units orientated at 90 degrees from Burnetts Lane assists in creating a less visual impact to the residents along the street. This would also follow the general pattern of development within the local area as seen with the existing residential properties in Burnetts Lane that mostly have an orientation side on to the road and the old Naval properties on the industrial Estate Road.

Building B would need to be reduced in size, especially when placed in a sensitive location adjacent to the residential properties on Burnetts Lane. This is commented on further in the Urban Design consultation response below.

In accordance with policy DM2, the development must achieve 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. In addition, the development, where practical and viable, should incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible; connect to any existing near or adjacent low carbon local energy network unless this is proved unviable; use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible; and be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible. If "Excellent" standard is genuinely proved to be

unattainable, a Carbon Fund contribution in respect of the shortfall may be considered and this would be included in any S106 agreement, similar to the adjoining site.

This area is due to witness significant growth in the future as these two settlements expand, and there is opportunity for enhanced pedestrian and cycle links, and public transport provision, to serve the site in the future. This would be of benefit to future employees of the site who would be able to access their place of work sustainably if desired. Workplace provisions for cycle storage, showers, lockers, drying facilities etc should be incorporated into building designs. However, it is noted that 122 no. parking spaces are also proposed.

The submission would need a Transport Assessment and separate pre-app with Hampshire County Council Highways. The scheme may require off-site highway improvements and sustainable transport improvements, including contributions to improve the planned Hedge End to Eastleigh cycle route.

Proposed farm shop

The proposed farm shop would not fall within a use that is listed in the policy for the land. A farm shop would broadly fall within Use Class E but specifically E(a). It is understood that a farm shop has recently been lost in the local area due to the land being purchased and used for the One Horton Heath project.

Having the farm shop sit to the front of the site would make it more accessible from the public without the need for them to navigate the industrial estate and could have potential to provide an interesting viewpoint from Chalcroft Way and outside of the site. Any subsequent permission to a farm shop would mostly likely need to be supported by conditions to ensure this could not be converted into a general retail use. The application would need to be supported by a sequential test.

Proposed drive-thru

The proposed drive-thru would not fall within a use that is listed in the policy for the land and would not be supported here. This has the potential to detract from the main southern gateway through to the One Horton Heath site in which also provides a Local Centre to serve the surrounding area. In addition, this would create an unsustainable form of development that would encourage using vehicles to access the facility.

Energy Management Infrastructure

Policy DM4 states that the Borough Council will permit the development of infrastructure to generate zero or low carbon energy; and/or make more efficient use of energy sources e.g., installations deploying combined heat and power (CHP technology). Subject to general development criteria and provided that the development: has no significant adverse impact on the landscape or landscape features, biodiversity or the significance of heritage assets; does not involve the loss of land in public recreational use; does not involve the permanent loss of the best and most versatile agricultural land (BMV).

Elements of the proposal in principle could be supported under this policy but as it is located adjacent to the SINC, a 20m buffer zone would need to be retained on the North and West side. Further details on proposed energy layout on site as well as elevations of equipment would be required upon a full application submission.

Site wide

A Biodiversity Net Gain will be required, as set out within DM11 and intended legislation that will require this to be at 10% from the current baseline.

The submitted constraints map for the policy WE2 land highlights that a 20m buffer zone is proposed from the SINC which will be required to carry through to any forthcoming application. Moreover, a landscaping buffer of 6-10m is a positive aspect of design to see at this stage.

It is imperative that any full application be accompanied by a constraints/opportunities drawing and a comprehensive landscape strategy plan. It is crucial that landscape principles are foundational to the final site layout, with priority given to creating connected Green Infrastructure. A detailed landscaping plan including species and maintenance would be required at full planning stage also.

While a Heritage Assessment was submitted with the outline application for the adjacent site at Chalcroft Business Park, it is not considered that one is needed for this application as the site is not directly associated with the history of Chalcroft Business Park.

Planning Obligations

The proposed development, due to its proposed floor space over 1,000 sqm will require a set of planning obligations/contributions. This would most likely be in the form of a S106 agreement. At this stage it is anticipated that the obligations/contributions would be categorised as below but this is not exhaustive.

- Sustainable Transport

- Public Art
- Employment Training & Start Up Units
- Energy and Climate Change

It is also likely that the Highways Authority would require financial contributions to the highway network but any further guidance on this would need to be sought from the Hampshire County Council pre-application service.

Consultation responses in full

Urban Design

The scale of the proposed built form should refer contextually to the size of the buildings in the local area. It is recommended to analyse the scale of existing building in the immediate and wider surrounding area to ensure that new large footprint building, such as Block B, is in-keeping with and not larger in scale than neighbouring buildings which could, seems incongruous and would create an unattractive and undesirable clash of scales. For a full submission, sections and street scenes to show how the proposal works would be needed.

The proposed built form of Block B should be refined in order to break up the mass into at least two buildings to reflect the prevalent pattern of the surrounding area.

Also, in terms of layout, block D, E and F are orientated against the natural arrangement of the surrounding buildings, creating a barrier and lack of visual permeability towards the adjacent dwellings which might not be very pleasant. It would be encouraged to study alternative layouts which take in considerations this concerns while presenting a positive attitude in terms of having buildings addressing the main street.

The public realm provides a setting for all buildings and includes all parts of the urban environment that the public can experience or access, such as public spaces and in some cases, semi-public spaces. A high-quality public realm space can provide many benefits to a development, including enhancing the building's setting, encouraging active use of space to support personal safety within the built environment, and creating a space for socialising and enjoyment.

Policy WE2, states that: '...the site is allocated...for employment development...provided that...the development would have no acceptable adverse impact... on existing matures trees within and bordering the site.'

A key concern is the removal of a few mature trees located nearby the proposed access without a convincing justification. It would be more appropriate to include those trees as a key feature of an alternative layout arrangement and extending this

approach to the whole development by proposing tree-lined streets on the main internal axes.

In terms of public spaces, these could be communal areas for site workers and visitors to socialise and relax within a safe, relaxed environment. Sitting areas should be considered, as well as a tree-lined streets within the development.

Consideration needs to be given to how the space is activated across the day, how it is maintained and whether it delineates sufficiently areas for pedestrian and vehicles.

Segregation between vehicles and pedestrians is common on many large industrial/commercial sites which often brings with it the risk of conflict between users and is poorly thought out at the early layout design stage. To avoid inappropriate mixing of pedestrians and vehicles, accessibility and routes for all modes need to be carefully considered from the outset and certain elements will need to be introduced to help mitigate potential conflict. Examples of this include the provision of bus stops, cycle stores, smart car/electric car charging facilities and priority parking spaces in accessible locations, combined with easily accessible, direct pedestrian, cycle routes/access with extra provision for wheelchair users.

Careful and creative combination of these elements within the layout of the scheme will help to create a more inclusive landscape for all users, enhancing the internal and external connectivity of the site, whilst also maintaining safe separation between potential conflicting modes.

The layout needs to be evolved as part of an iterative and multidisciplinary design process, which is fundamental to high quality placemaking. Landscape will be critical to help screening the development from the adjacent neighbours whilst providing suitable buffers to the adjoining SINC.

The contextual analysis of the local landscape should help to establish the correct boundary treatment on site, suggesting where existing hedgerows and lines of trees may be used to define boundaries and edges.

Appropriate lighting should also be considered to allow the signage, and building, to act as a feature during day and night.

Opportunities to reduce the amount of hardstanding being generated by the scheme should be further investigated. Identify how the external spaces will be used to design them as attractive and functional outdoor areas.

The visualisations submitted are welcomed; it would be encouraged to produce other views from the internal roads to properly assess the proposal in terms of height, external appearance, and materials.

There are no objections in principle to the height of the scheme; however, more information would need to be submitted in order to properly assess the height of the proposal, i.e., site sections throughout the whole site to include adjacent neighbours.

In terms of external appearance, it is essential that all new buildings appear as high-quality buildings in their own right and do not stand out as unattractive monolithic blocks. Due to the bulk and expansive elevations of larger buildings, it is often necessary break-up elevations wherever possible, to create more architectural interest and style and prevent prolonged street scenes (and wider views) dominated by a continuous blank and uninteresting elevation.

The concept elevations presented seem to provide a good base for further detail and refinement during design development such as detailing treatments to create visual interest to the elevations as well as introducing opening at first floor level to break down the monotonous elevation and to assist in providing natural light to interior spaces.

Planning Policy

The Council adopted the Eastleigh Borough Local Plan 2016-2036 on 25th April 2022. This document now forms the planning policy framework for the borough to 2036. Please note that the Council will be publishing a draft Parking Standards SPD, for consultation from late July. When this guidance is adopted, it will include non-residential parking standards and cover operational and visitor parking spaces and electric vehicle charging points.

This site is within the urban edge, on land allocated in the adopted Eastleigh Borough Local Plan 2016-2036 policy WE2. This is an allocation for approximately 6,400 sqm of employment development in use classes B8 and E(g)(ii)/(iii) subject to criteria. The pre-application is for 4,185 sqm of E(g)(ii)(iii), B8 uses and other floorspace including a farm shop and drive-through. The B8 and E(g)(ii) and (iii) uses are in accordance with the adopted policy, although the amount of employment floorspace is significantly less than the approximate figure in the allocation.

Strategic policy S1 (1g) states that development should 'seek opportunities to optimise density of new development and redevelopments'. The Local Plan recognises the need for new jobs to provide employment opportunities for a growing population. Any application for significantly lower floorspace in total compared to WE2, and in E(g)(ii)(iii) and B8 uses in particular, will be required to clearly demonstrate the justification for the lower amount. This should include consideration of the amount and type of employment floorspace, the overall layout of the development and the other uses proposed. Proposed layouts should be in accordance with the criteria in WE2. The application should therefore not have an

adverse impact on the residential amenity of adjoining dwellings (1c); the adjoining SINC or existing mature trees within and bordering the site (1d); and should provide a substantial landscape screen fronting Burnetts Lane (1e). These are addressed in more detail in the responses from other specialists and the requests for further information in the full application to address potential issues such as noise. The layout should also take into consideration other policy requirements in the adopted Local Plan such as the requirement to deliver biodiversity net gain.

The capacity of the site is reduced by the non-employment floorspace proposed, including a drive-through located at a prominent position at the front corner of the site. The farm shop proposed is small scale and below the 350sqm size threshold where a retail impact assessment is required. If this use comes forward, conditions should be applied to restrict the goods within the unit. The drive-through facility is not supported on this site. It is considered a main town centre use in the National Planning Policy Framework (NPPF) and a sequential test is required when proposed outside of a centre such as in this location. An impact test would also be required to show how this would affect other centres including Horton Heath. It is noted that no proposed occupier is confirmed at this stage and the unit could be occupied by a hot food takeaway or coffee shop, designed for passing trade and which could draw people from other nearby centres. It would also have a visual impact with the signage required in a prominent position.

As the proposals would bring forward the extension of the Business Park, Planning Policy welcomes proposals for employment uses but does not support the inclusion of a drive-through on this site. While it is recognised that development proposals may not be able to deliver all the requirements in policy WE2, clear justification is required for proposals that do not meet these criteria and would deliver significantly less employment floorspace. The pre-application also includes proposals for new energy management infrastructure within the existing Chalcroft Business Park which Planning Policy supports.

Trees

The site is largely tree free with significant trees occurring around the perimeter, save for two oak trees within the northern part of the site. The supplied tree survey is only part of what we will require at full planning, as per the Trees and Development SPD and British Standard 5837:2012. Unfortunately, the tree survey is 4 years old, so we would request it is also updated to reflect any changes on site that may have occurred.

The pre-application document shows tree removal of two significant trees in the north of the site and an initial concept considered without up-to-date tree information. This

would be contrary to Policy DM1 and guidance contained within the Trees and Development SPD. Therefore, we would raise a strong objection at full planning based on these initial proposals. We have served a TPO on the site to protect all trees within the red-line boundary as they are now considered at risk.

There is also a possibility that several trees on site would be categorised as veterans, meaning greater Root Protection Areas and advanced policy protection under the NPPF. Therefore, it is imperative that up-to-date arboricultural advice is sought and the subsequent constraints fully considered.

Ecology

The submitted Preliminary Ecological Appraisal (Ecology Partnership, April 2023) has undertaken a data search with the Hampshire Biological Information Centre (HBIC), an assessment of the habitats on site (UKHab) and highlighted any potential constraints regarding designated sites or protected species. The scope of the PEA is appropriate.

The PEA recommends further survey work for bats and reptiles. This survey work should be undertaken in advance of making a full application so that the results of the survey work can be fully considered for the application. Dormice are considered to be absent from the site. However, there are recent records from woodland around 1km to the north of the site and there is also good connecting habitat along the railway corridor. The layout proposes to retain boundary habitats which are the most suitable for dormice, but should these be impacted the likely absence of dormice on site will need to be confirmed.

The PEA also recommends a minimum 20m buffer to the Chalcroft Business Park SINC which I support.

There is now a district level licensing scheme for Great-crested newts in place within Hampshire. A portion of the site lies within the amber risk zone for GCNs and consultation with the Hampshire Newt office may be deemed necessary at the application stage.

The submitted information indicates that a Biodiversity Net Gain assessment will be submitted with a full application. It will be important for this to document clearly how a 10% uplift in biodiversity will be achieved. All on-site options should be fully considered and documented as part of this process. The indicated layout in the pre-planning application document suggests that the vast majority of grassland on the site will be lost. As presented it is likely the application will deliver an on-site net loss for biodiversity which will need to be addressed prior to a full application.

No Drainage information has been submitted at this point. A full application will need to consider how the proposals will comply with policy DM6 and drainage features will need to be incorporated within the design prior to submission of a full application.

Landscape

The layout provides a highly insufficient allocation for soft landscape, especially trees and shrub planting. It also represents an unacceptable adverse impact on the existing trees within the site which should be retained. New trees should be provided within areas of planting or grass to offer sufficient soil volume for roots of large trees. Exceptionally, on occasion where the layout is very tight, the use of below hard surface topsoil storage systems will be considered.

The railway line is a critically important soft landscape corridor. The south-western boundary should have a minimum of 10m from the ownership boundary and a planted strip of native trees and shrubs.

There is also insufficient boundary screening to the northeast side of building D and the north-western side of building E.

The farm shop and drive through café are not acceptable for the following reasons;

1. These activities need to be located within the new local centre to be provided as part of the Horton Heath development. Their presence here would threaten the viability of such facilities within the new centre.
2. They are not sustainable development because their model relies largely on private car-based custom.
3. These uses will require clear visibility from the roundabout, when the developer will be required to continue the soft landscape screen around the north of the site where they are currently proposed. New advertisements should not be permitted within 55 m of the edge of the roundabout.

We're now trying to re-introduce Elm into the borough to help with recovery of White Letter Hairstreak Butterfly populations. We recommend Ulmus 'New Horizon' from Hilliers. If this should proceed to a formal application, please introduce a line of either these elm's or alternatively another suitable native such as a lime. Perhaps a Tilia cordata cultivar (which doesn't suffer from aphid residue).

In conclusion these proposals should have been developed with the aid of a suitably experienced landscape consultant.

Pollution

The pre-application documents do not consider operational noise and other pollution impacts to dwellings to which the proposed use would closely locate. Operating noise for example is a material consideration due to the magnitude of the site and proximity of dwellings. The background sound level at these dwellings is less affected by road and other noise. This increases the potential difficulty the applicant might find in complying with our noise limit for premises.

We are able to advise it is premature to progress any design for the site without considering the material constraint of operating noise impact. The applicant may find that alternative layouts, buffer and noise barrier more likely to achieve compliance that what is currently shown.

Construction related pollution will need assessment including for dust as a minimum and we recommend inclusion for noise and vibration in proportionate detail.

Contaminated Land

With respect to land contamination risks, the former / current use of the land has the potential to have caused contamination of the ground, this poses a risk to the proposed end uses. We recommend that the applicant is advised that any application is supported with information showing how land contamination risks have been appropriately considered, and where necessary, details of the proposed mitigation.

Conclusion

To conclude, there are elements of the proposal that could be supported. However, we would advise against the submission of a drive-through on this site. In the response above, we highlight areas where more information would be required and what areas could see improvement.

I trust that the above comments are of assistance to you, however, please note that they are given on a without prejudice basis based on the information provided and cannot be held to be binding on the decision on any subsequent planning application. Please don't hesitate to contact Rachael Morris should you have any queries in relation to this matter.

Yours faithfully

A handwritten signature in black ink that reads "A Grandfield". The signature is written in a cursive, flowing style.

Andy Grandfield
Service Director for Planning and Environment

Appendix 2

Appendix 1 – Planning History of redevelopment area - Chalcroft Business Park

LPA reference & Submission Date	Description	Type	Decision	Decision Date
F/18/83945 13/09/18	Hybrid Planning Application consisting of: 1. Full Planning Application for the construction of a two storey industrial building for a commercial butchery (2,064 m2 of Use Class B1(c)), development of 767m2 of B1b/B1c floorspace (including a first floor extension to the existing security building), construction of a cafe and site maintenance store and the demolition of building 17 and a water tank; and 2. Outline Planning Application for the demolition of Units 10 -15 (1,860m2 of Commercial floorspace), and store building and the development of 6,420m2 of B1b, B1c, B2 and B8 storage and distribution floorspace (All matters other than access reserved)	Hybrid (part outline, part full)	Approved	12/03/20
DC/20/87637 27/03/20	Discharge of Conditions 8 (CEMP) and 25 (Contaminated Land) for Phase 1 only and Condition 11 (BMEP) for all development in respect of planning permission F/18/83945	Discharge of Condition application	Approved (Condition 25 Contaminated Land not discharged)	03/12/20
F/18/83945 (NMA1) 15/04/20	Non-Material Amendment for Hybrid Planning Permission (details of Unit 1A – guards house) · Parking space 5 now shown as a disabled parking bay; · Position of proposed cycle hoops revised; · Alteration to the	S96A application for minor amendment to conditions	Approved	18/06/20

	ground floor extension beneath existing projecting canopy on the southern corner of the building. This results in a small addition to the security office floorspace of 3.5m ² ; · Internal layout revised, including location of toilets slight adjustment of first floor office space; · Arrangement of external doors and windows revised to reflect changes to internal layouts; · Insulated render proposed to be applied over existing facing brickwork; and · Mono-pitch roof form proposed in lieu of flat roof with parapet.			
X/20/87856 19/05/20	Variation to Conditions 13 (foul and surface water drainage) and 14 (surface water drainage) of Hybrid Planning Permission F/18/83945	S73 application to amend conditions	Approved	02/12/20
DC/20/87858 19/05/20	Discharge of Conditions 13 (foul and surface water sewerage disposal) and 14 (surface water drainage scheme) for planning permission F/18/83945	Discharge of Condition application	Approved	01/02/21
DC/20/88046 18/06/20	Discharge of Conditions 5 (landscaping, motorcycle parking, electric charging points, boundary treatments, external materials, external lighting, and bat and bird boxes) and 9 (soft landscaping) in relation to Unit 1E (Unit 17) only of the development approved under planning permission F/18/8394	Discharge of Condition application	Approved (Condition 9 Soft Landscaping not discharged)	03/12/20
F/18/83945 (NMA2) 27/07/20	Non-Material Amendment for Hybrid Planning	S96A application for minor	Approved	12/08/20

	Permission (details of Unit 1A – guards house) Insertion of a window at ground floor within the north-west elevation (serving the office suite)	amendment to conditions		
X/20/89333 24/11/20	Variation of conditions 20 (air quality impact), 22 (noise mitigation scheme) and 26 (contaminated land verification) of planning permission F/18/83945	S73 application to amend conditions	Withdrawn	24/03/21
DC/20/89511 23/12/20	Discharge of conditions 20 (air quality), 21 (siting/installation of plant/equipment), 22 (operational management plan) and 23 (acoustic attenuation) in relation to unit 17 only of planning permission F/18/83945	Discharge of Condition application	Withdrawn	20/12/22
F/20/89518 04/01/21	Proposed first floor extension of an existing building for use as office space. (Unit 1A)	Full application	Approved	01/03/21
F/18/83945 (NMA) 12/03/21	Application for non-material amendment of conditions 13 (foul and surface water sewerage disposal), 14 (surface water drainage scheme), 20 (air quality impacts), 22 (noise mitigation scheme) and 26 (contaminated land verification) under section 96A application for original hybrid application F/18/83945	S96A application for minor amendment to conditions	Withdrawn	06/12/22
DC/20/87637 (part 2) 12/11/21	Discharge of Condition 25 (Contaminated Land) for Phase 1 in respect of planning permission F/18/83945	Discharge of Condition application	Approved	23/11/21
DC/21/91923 12/11/21	Discharge of Condition 26 (contaminated land verification) for first sub-phase (Units 1B to 1F) of planning permission F/18/83945	Discharge of Condition application	Approved	23/11/21
X/22/94322 2/12/22	Variation of conditions 1 & 4 (approved plans), 13 (foul and surface water	S73 application to	Approved	10/03/23

	sewerage disposal), 14 (surface water drainage scheme), 20 (air quality impacts), 22 (noise mitigation scheme) and 26 (contaminated land verification)	amend conditions		
RM/23/94858 10/03/23	Approval of Reserved Matters pursuant to hybrid planning permission F/18/83945 giving details of the: a) layout; b) scale; c) appearance; d) landscaping. For a scheme of 6,419 sqm of commercial floor space formed in 3no. buildings.	Reserved Matters application	Undetermined	
RM/23/94868 10/03/23	Approval of Reserved Matters pursuant to outline planning permission F/18/83945 as amended by X/22/94322 giving details of the: a) layout b) scale c) appearance d) landscaping for a scheme of 6,419sqm of commercial floor space formed in 1.no buildings. (subsequently amended to 2.no buildings)	Reserved Matters application	Undetermined	