

MOORLANDS FARM | HEDGE END

DESIGN AND ACCESS STATEMENT

DEC 2023_REV 0

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1.0 INTRODUCTION

1.1 INTRODUCTION

This Design & Access Statement (DAS) has been prepared in support of a Full Planning Application for the demolition of the existing ancillary farm buildings (farmhouse is to be retained) and construction of industrial buildings and an estates office, at Moorlands Farm, Botley Road, Hedge End.

This statement has been prepared by Radley House Partnership and is to be read in conjunction with Radley House Partnership drawings and the following reports and drawings;

- A – Planning Statement – by Teal Planning Ltd
- B – Arboricultural Impact Assessment – by Technical Arboriculture
- C – Ecology Assessment – by Eco Support Ltd
- D – Highways Assessment – by Nick Culhane Highways Consultant
- E – Flood Risk Assessment – by Fernbrook Consulting Engineers
- F – Drainage Strategy Plan – by Fernbrook Consulting Engineers
- G – Landscape Visual Impact Assessment – by ACLA Ltd
- H – Archaeological Desk-top Assessment – Pre-Construct Archaeology
- I – Marketing Statement – by Primer Olds B.A.S
- J – BREEAM Accredited Assessor – By Green and Castle Ltd

1.2 LOCATION

The proposal site is located between Hedge End and West End in Southampton. It sits to the north west of Hedge End industrial estate, alongside the M27. The site is accessed off Botley Road.

The site is within the designated Countryside and adjacent to a SSSI and Urban Edge. A farm has been established on the site since the late 1950's early 60's and has since become redundant. This site is now in need of redevelopment.

1.3 INTENT

The brief is to create a development consisting of flexible light industrial/ storage units, and an estate office. The intention is to create a sustainable scheme which is also reflective of the site's location within the countryside (the site is considered as a brownfield site).

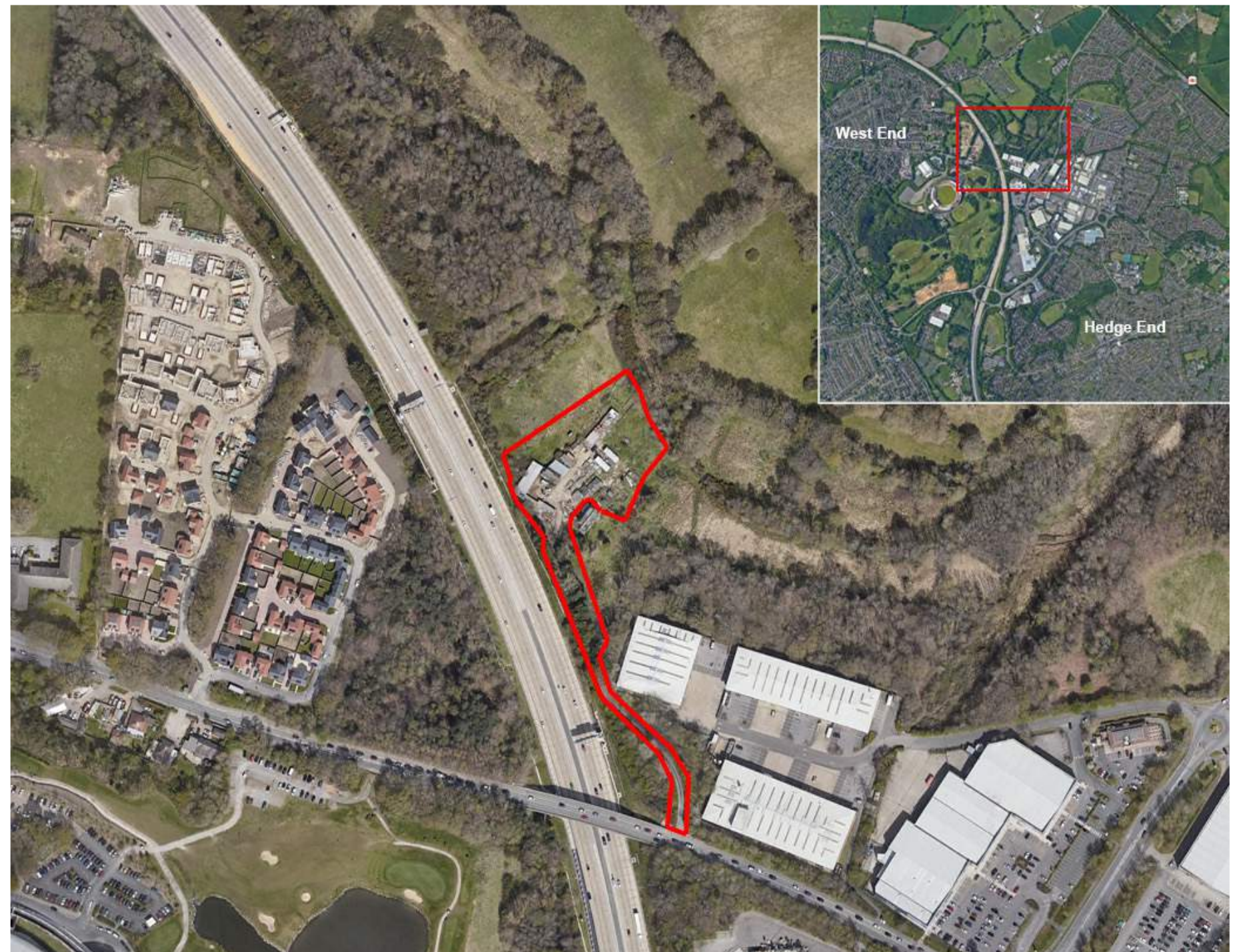


Fig. 1 LOCATION PLAN

1.0 INTRODUCTION

1.4 PLANNING HISTORY – PREVIOUS APPLICATIONS

An application for 'Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn', was first granted on 15th February 2013 (app ref: F/12/71729). The application was renewed on 30th December 2015, before being granted permission again more recently on 13th March 2019 (app ref: F/18/84683).

Not long after the permission it was confirmed that the dog training hall was no longer required.

An Outline Planning application (app ref: O/21/91192) to provide a light industrial development, including the conversion of the existing farmhouse to provide ancillary office space was registered on 29th July 2021.

The Outline application was withdrawn on 23rd February 2022. Prior and subsequent to the formal withdrawal of the application it was agreed to submit a number of feasibilities to the Local Authority for informal advice, prior to the submission of a revised Full Planning Application. These include the preferred feasibility and accompanying illustration shown opposite.

The following recommendations were made by Eastleigh Borough Council on 1 April 2022, if a new revised application were to be submitted based on this preferred draft arrangement in the near future (*for the full detailed response from EBC please refer to Appendix A*);

- Layout – A reduction of overall development to be considered and reduction of encroachment into the strategic gap.
- Building appearance – High quality materials and height/roof form variation. Green roofs would also be encouraged.
- Building appearance – Details of the appearance of the proposed buildings required.
- Trees - Impact on trees of widened entrance area and access road. Space needed for replacement planting for screening.
- Landscaping/Trees - A reduction in hardstanding, particularly on the Western side. Further screening would be welcomed as well as varied surface materials.
- Landscaping/Ecology – Consideration to be given in the Landscaping Scheme to breaking up the hard surfaced areas as much as possible. Further detail will be needed as to how the ecology buffer zone indicated on the northern side of the site would be created / managed.
- Trees/Landscaping/Ecology – Future application is to be accompanied by a boundary treatment plan.
- Ecology and drainage – The indication of a SuDS feature is welcomed. More details required along with information on the proposed swale.
- Ecology – CEMP requested for any new application along with an Ecology Impact Assessment on the adjacent SSSI.
- Landscaping - Visual Impact Assessment should be produced on the impact of the development and on the adjacent Public Right of Way.
- Landscaping – Measures to be put forward to protect and enhance the adjacent SSSI.



Fig. 2 PLANNING HISTORY, INCLUDING OUTLINE AND SUBSEQUENT PRE-APP FEASIBILITIES.

1.0 INTRODUCTION

1.5 PLANNING HISTORY - PLANNING APPLICATION F/22/93835

A Full planning application was submitted to EBC on 15th September 2022. This new application incorporated the recommendations made as part of the previous Outline application (app ref: O/21/91192), as listed above – See Section 1.4.

During the consultation process further alterations were made in accordance with comments received from the Council's Tree and Biodiversity Officers.

The requested changes related to the retention of a band of conifers located alongside the proposed access road into the site. A 15m ecology buffer was also incorporated, along the east and south-east boundaries. Effectively parts of the site adjacent the neighbouring SSSI.

With the scheme revised in accordance with the planning authority and its associated consultant's comments, a recommendation for approval was confirmed. Planning Application F/22/93835 was subsequently presented to the planning committee on 25th September 2023 with this recommendation for approval.

The planning committee however decided to refuse the scheme, contrary to the Case Officer's recommendations. The committee stated the following reasons for refusal;

- The proposed construction of 4no. industrial units would result in an unacceptable urbanising impact which would be detrimentally harmful to the countryside, thus the proposals would be contrary to Policies S5, DM1 and DM18 of the Eastleigh Borough Local Plan (2016-2036), and the provisions of the National Planning Policy Framework (2023).
- The proposed development would result in an adverse impact upon the nearby Moorgreen Meadows SSSI (north and east) by reason of its close proximity and sensitivities of the flora associated with the SSSI (marsh orchid), thus the proposals would be contrary to Policies DM1 and DM11 of the Eastleigh Borough Local Plan (2016-2036), the Council's Biodiversity Supplementary Planning Document (2009), and the provisions of the National Planning Policy Framework (2023).
- In the absence of a planning obligation to secure financial contributions towards sustainable transport and public art, the proposals are unacceptable, contrary to Policies S1, S11, DM1 and DM13 and DM38 of the Eastleigh Borough Local Plan (2016-2036), the Council's Public Art Strategy (2015-2019), and the provisions of the National Planning Policy Framework (2023).

1.6 A REVISED SCHEME AND APPLICATION

An appeal has been submitted against the refusal of the above application. Running in parallel with that appeal, an alternative new scheme has been developed and forms this new submission for Planning Approval.

The new application aims to respond to the above reasons for refusal and focuses predominantly on the existing developed area and farmstead.

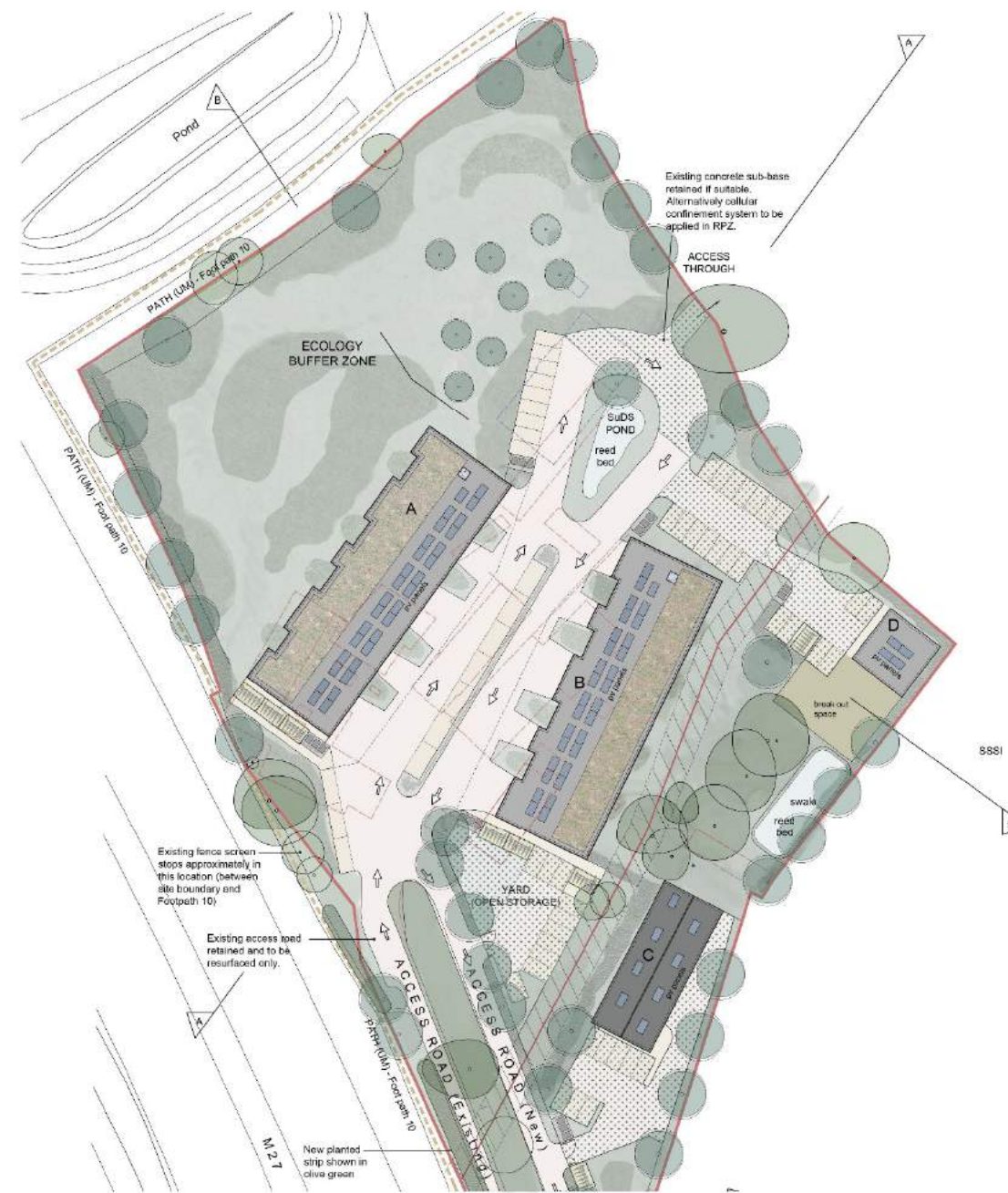


Fig. 3 FINAL LAYOUT OF PLANNING APPLICATION F/22/93835

2.0 SURROUNDING AREA

2.1 HEDGE END INDUSTRIAL ESTATE

The site sits to the east of the M27 motorway, and to the northwest of Hedge End industrial estate. This area accommodates a number of warehouses for shops and various businesses and industries. Wellington Park, the industrial/commercial estate closest to the proposed site (C), includes large international companies. Wellington Park is visible from the site’s access road.

The proposed site also sits within the designated countryside and adjacent Moorgreen Meadows S.S.S.I. (Site of Special Scientific Interest). A designated strategic gap is located to the north. The application site is well outside of this designated area.

There are a range of businesses and buildings located within the adjacent Hedge End industrial/commercial estate. These neighbouring industrial buildings vary in massing and scale with most comprising of two storey warehouses (please refer to images A, C & D below).

The material palettes are typical of industrial buildings, predominantly steel frame and cladding with a number of buildings incorporating brick and glass into the design depending on their use and typology.

Although it is a high-density industrial area, landscaping has been applied to soften boundaries between units and highways.

2.2 HEDGE END AND WEST END

The areas around the industrial estate are largely residential. These areas are mostly developments with a range of scales and architectural styles. Although mostly traditional, the houses range from mobile homes, flats and one to five bedroom houses.

To the west of the site, across the bridge over the M27, is West End. Directly across the bridge lies the Ageas Bowl cricket ground, golf course and more residential areas. To the north of the site is mostly farmland, open fields, and an allotment.

Surrounding the proposal site is open pastureland, dense vegetation and mature trees. These not only create a natural buffer between the Farm Stead and SSSI, but also screen the site from the motorway and neighbouring industrial and agricultural sites.

2.3 COMPARABLE SITES

A number of analogous sites have been developed and these include the Berrywood Business Park (B), which was also once a farm and, the residential development which is under construction to the West of the site, on the opposite side of the M27 (E) – Planning ref: O/15/76418 and RM/18/82821. Other farm sites permitted to be developed also include the Home Farm site (F/15/76447).



Fig. 4 Surrounding Area and Context

3.0 SITE CONTEXT AND ANALYSIS

3.1 WITHIN THE EXISTING SITE

The existing site is a farm stead which accommodates a farmhouse (1) along with a number of dilapidated agricultural ancillary buildings. These outbuildings (2), consist of a number of barns, sheds and greenhouses.

North and east of the farmstead are open pastureland (4), once occupied by livestock.

Beyond these fields and along the application site’s west boundary are (3) trees and mature vegetation which screen the farm stead from the M27, and adjacent plots, including a S.S.S.I (Site of special Scientific Interest).

The surrounding pastureland to the east delivers an existing buffer of 20-30m from the edge of the existing farm stead to the S.S.S.I boundary. A further buffer of circa 35m also exists between the existing developed area of the farmstead and S.S.S.I area to the southeast.

The Wellington Park Industrial/commercial estate is also screened by vegetation, although it is partially visible via the main access road (6).

The trees to the northeast of the site have TPOs (Tree Preservation Order’s) and would not be affected by the proposals if development were to remain within the footprint of the existing farmstead.

Between the dense vegetation and M27 motor way is pedestrian footpath 10 (7), which is also screened by existing trees and vegetation when viewed from within the proposed site.

A large pond (8) is located to the north of the footpath. There are a number of other smaller ponds close and within the site. These are discussed in more detail in the Ecology Statement.

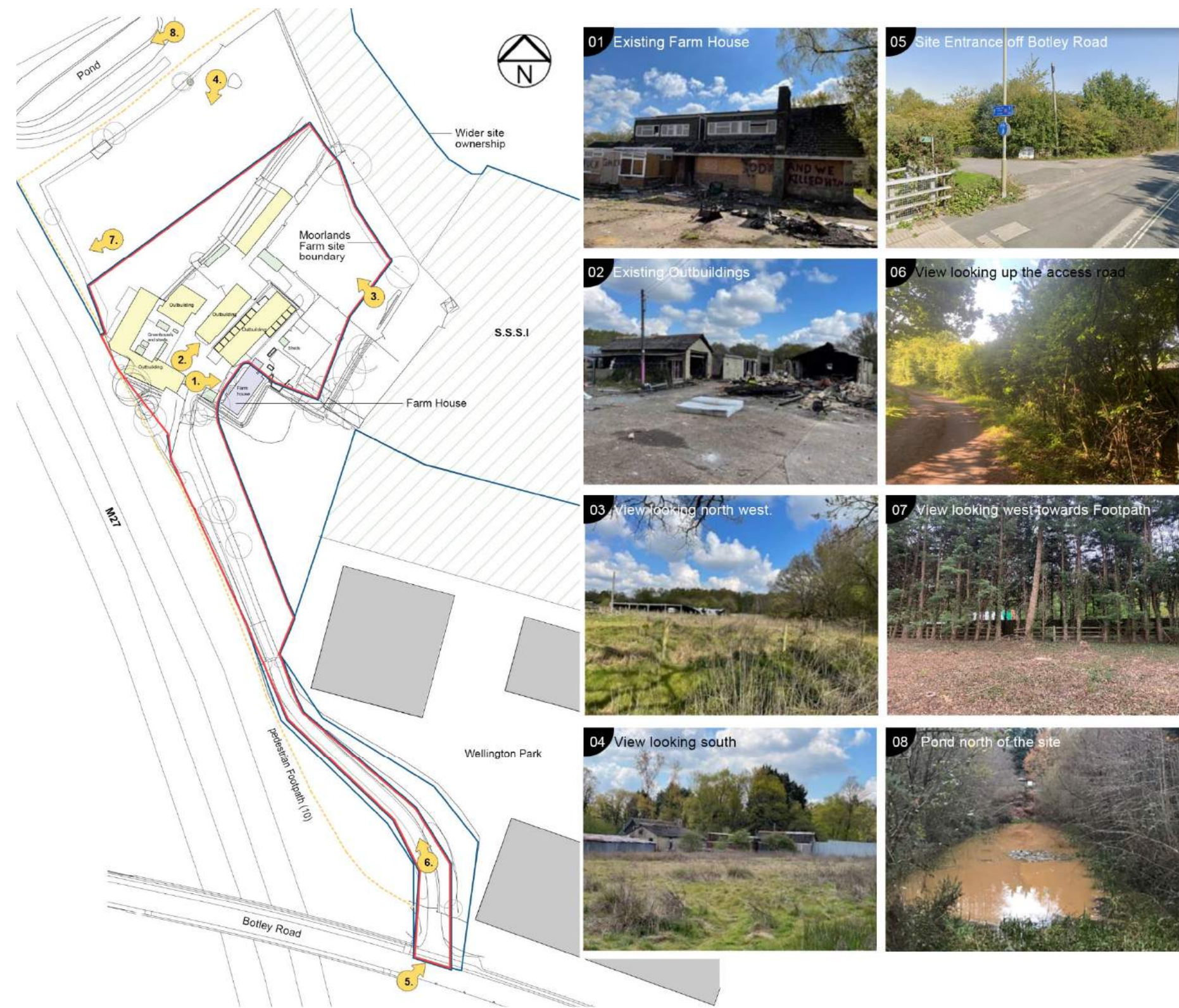


Fig. 5 Analysis from within the proposed site

3.0 SITE CONTEXT AND ANALYSIS

3.2 PUBLIC RIGHT OF WAY AND SCREENING

The proposed site borders a length of Public-Right-of-Way, which runs between the site's western boundary and M27.

The Public-right-Of-Way is formally known as Footpath 10 and is part of an extensive network of publicly accessible footpaths and bridleways, located across the County.

Footpath 10 is accessed from the main site entrance to the south, off Botley Road. It then drops down towards the M27. From this initial point the site is fully screened by mature vegetation. As one continues northwards the vegetation gives way to a fenced 'corridor' (fenced both sides). A band of tall trees also divides Foot Path 10 from the proposed site.

The fence between the footpath and site ceases a short distance beyond the existing cluster of buildings, which form the farmstead. Again, dense vegetation separates and screens the path from the application site. This screening continues along the open paster field to the north.

As the path leads around the northwest corner of the open field it becomes lined on both sides by shrubs, bushes and saplings. The farm stead becomes considerably less visible from here due to this screening and, the buffer supplied by the open pastureland.

As the Footpath leads towards the northeastern a pedestrian access gate can be found. Once through the gate the footpath continues through open fields. Due to the lack of vegetation and screening at this section of the Public-right-of-Way, views southwards are possible towards the farm stead.



Fig. 6 Views from Footpath 10

3.0 SITE CONTEXT AND ANALYSIS

3.3 SITE ANALYSIS

Moorlands Farm sits on the Settlement Edge adjacent Hedge End’s Industrial/ commercial Park. The site abuts the M27 motorway on its western boundary.

Beyond the application site is an extensive S.S.S.I to the north, east and south.

A Strategic Gap is located to the northeast, again some distance from the application site.

The application site is within the Countryside. The now derelict farmstead is therefore considered a brownfield site.

The application site is set back and screened from Botley Road to the South and M27 to the West. Open fields and pastureland deliver substantial buffers between the application site and the surrounding S.S.S.I and existing retail park (Wellington Park), to the south.

Moorlands Farm consists of a dense collection of agricultural buildings, surrounded by a large area of hardstanding. East of the site and included within the application site is an expanse of pastureland, which abuts a brook.

The application site consists of an existing farmstead development, which is to be replaced with a more sustainable development that can deliver employment to the local community. With a robust landscaping and tree planting scheme the proposals will have no negative impact on the surrounding countryside or S.S.S.I.



Fig. 7 SITE ANALYSIS

3.0 SITE CONTEXT AND ANALYSIS

3.4 EXISTING SITE DENSITY

The existing local area is predominantly industrial and commercial. The figure ground plan (Figure 9) shows in dark grey all existing industrial and commercial buildings and in light grey all residential dwellings.

As the diagram shows, the area closest to the site are predominantly industrial/commercial. Many of the industrial/commercial units are large buildings, including warehouses, supermarkets, and other large retail stores. Towards the west of the industrial park there are a number of smaller units.

As a number of large units already exist, units that could accommodate smaller businesses and light industry, may be in demand in the area.



Fig. 8 EXISTING FIGURE GROUND

3.0 SITE CONTEXT AND ANALYSIS

3.5 PROPOSED SITE DENSITY

The figure ground plan (Figure 10) now shows the proposed layout in block form – *please see following section for more details on the proposed layout.*

While it is shown as a continuation of the Retail/Commercial Park located to the southeast, with regards to size the units proposed are considerably more modest. The development is also focused on the farmstead and is intended to replace an area already developed and ‘urbanised’.

Concentrating the new development on the farmstead ensures that the proposals put forwards in this application will have no impact on the surrounding countryside and designated areas such as the adjacent S.S.S.I. The new application site in fact is now separated from the S.S.S.I by open space and therefore a substantial buffer.

The proposals offer an opportunity to redevelop an unsustainable site and a large number of dilapidated buildings. The aim is to deliver a new sustainable and modern development that can provide employment opportunities for the local community.

The layout shows the sites potential while respecting its setting adjacent to the M27, the public footpath (please see Section 3.2), adjoining open pastureland and Moorlands Meadow SSSI.

Access to the site is to remain as existing, via Botley Road. This is to run through the site and will lead to each of the proposed units.

The appearance of the units, which is influenced by the site’s location and characteristics as a farmstead, is discussed in more detail in Section 4.2.

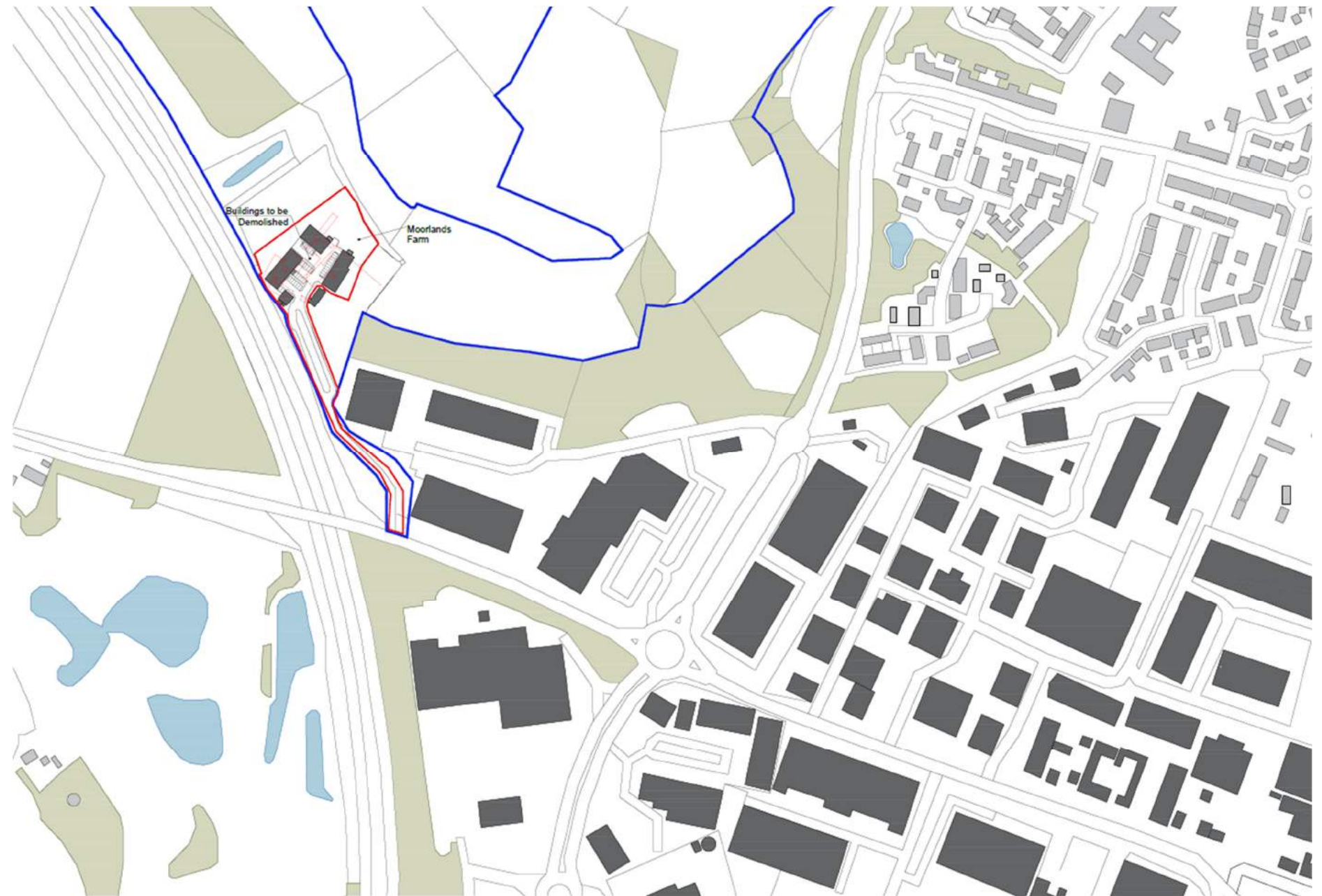


Fig. 9 PROPOSED FIGURE GROUND

4.0 DESIGN PROPOSALS

4.1 SITE LAYOUT

The proposed layout demonstrates how the site can comfortably accommodate an innovative light industrial scheme within an existing brownfield site.

The proposed units are now located to the centre of the site where the current farmstead is situated. This allows the development to be concentrated on land already developed. Dilapidated farm outbuildings and existing areas of hardstanding are therefore the only elements to be affected by these proposals.

With development now concentrated on the existing farmstead area, existing open spaces to the north and south of the application site, act as buffers to more sensitive areas such as the S.S.S.I.

The scheme has been designed to reflect the transitional nature of the site, from industrial/commercial developments to the south to open countryside to the north.

A robust landscaping scheme combined with an agricultural vernacular and material pallet, will create a unique scheme informed by the character of the surrounding area.

Areas outside of the development footprint, and therefore farmstead, are to be ecologically enhanced to promote bio-diversity. Bands of new trees and vegetation will enhance and deliver an additional layer of screening. This will therefore reduce the visual impact of the proposals when viewed from outside the site and adjacent Public-Right-of-Way (please see Section 3.2).

The buildings have been designed with materials that reflect the rural characteristics of the site (please see Section 4.2, for the appearance of the proposed buildings). Trees and vegetation are introduced within the development with new vegetation proposed between buildings. This allows the ecological buffers, landscaped boundaries and developed core of the site to be visually and ecologically ‘stitched’ together. Corridors of vegetation that promote biodiversity are created throughout the site.

In accordance with the revised July 2021 NPPF (National Planning Policy Framework), an emphasis on new tree planting has been made to meet the objectives set out in Paragraph 131, which states “*planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible*”.

The submitted application also shows sufficient parking, cycle parking and refuse storage for all proposed infrastructure.



Fig. 10 PROPOSED SITE PLAN (NORTHERN HALF)

4.0 DESIGN PROPOSALS

The southern half of the proposed layout shows the proposed works to the existing access road, which leads off Botley Road. Please note the close proximity of Wellington Park Industrial/commercial estate.

The access road has been specifically designed to allow for the retention of a number of existing trees, including a long band of conifers. This ensures that existing screening is retained, which will then be further enhanced with new tree planting.

low level, ecology friendly lighting will be located along the access road, they will be screened from the M27 and its embankment. The lighting scheme will ensure no light spillage whilst providing a safe, comfortable environment for all users.

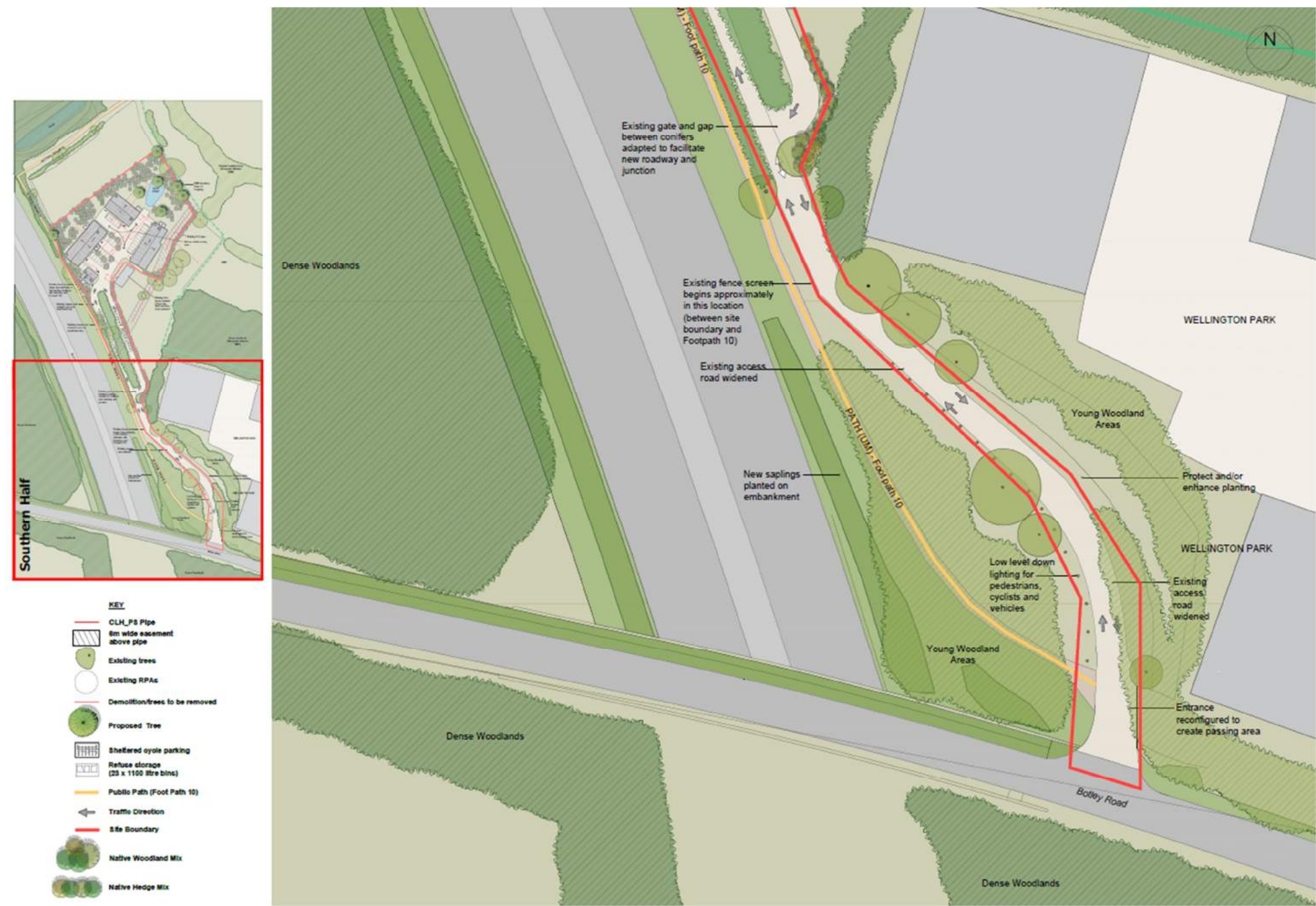


Fig. 11 PROPOSED SITE PLAN (SOUTHERN HALF)

4.0 DESIGN PROPOSALS

4.2 APPEARANCE AND MASS

The proposed scheme will consist of the following four new buildings.

Block A – 452.94m² (GIA) light industrial unit, single storey, however height to allow for two storeys/mezzanine space (if required).

Block B – 31.85m² (GIA) light industrial unit, single storey, however height to allow for two storeys/mezzanine space (if required).

Block C – 162m² (GIA) Estate office, two storeys (81m² per floor).

Block D – 429.89m² (GIA) light industrial unit, single storey, however height to allow for two storeys/mezzanine space (if required).

The proposed buildings have been designed with materials to allow the scheme to not only blend into the surrounding greenery, but to also reflects the site’s agricultural past. The design solutions proposed for the 4 no units at Moorlands therefore allow the scheme to be fully integrated within a countryside setting.

While Larch and metal cladding is predominantly used to reflect the sites rural location and agricultural story, it is also implemented to break up the visual mass of some of the longer buildings, namely Units A,B & D.

Each building type is unique in design and again this is to reflect the variety of buildings that would typically be seen on an agricultural site or farmstead.

Unit Type C which is to be the new Estate Offices, is the only building designed purely as two storeys.

U nits A, B and D have been designed with only a ground floor, they are of a height to deliver flexibility of use which in turn would insure lifetime use of the buildings. In effect the buildings have floor to ceiling heights to accommodate a wide range of plant and machinery. Depending on the types of businesses using the buildings, a first-floor mezzanine for offices/staff welfare, could be accommodated if this is required.

Units A, B & D will be Pitched roofed and will measure 8.06m to ridge. Unit Type C has a pitched roof measuring 7.37m to ridge. These designs and differing roof heights add variation and interest to the scheme.

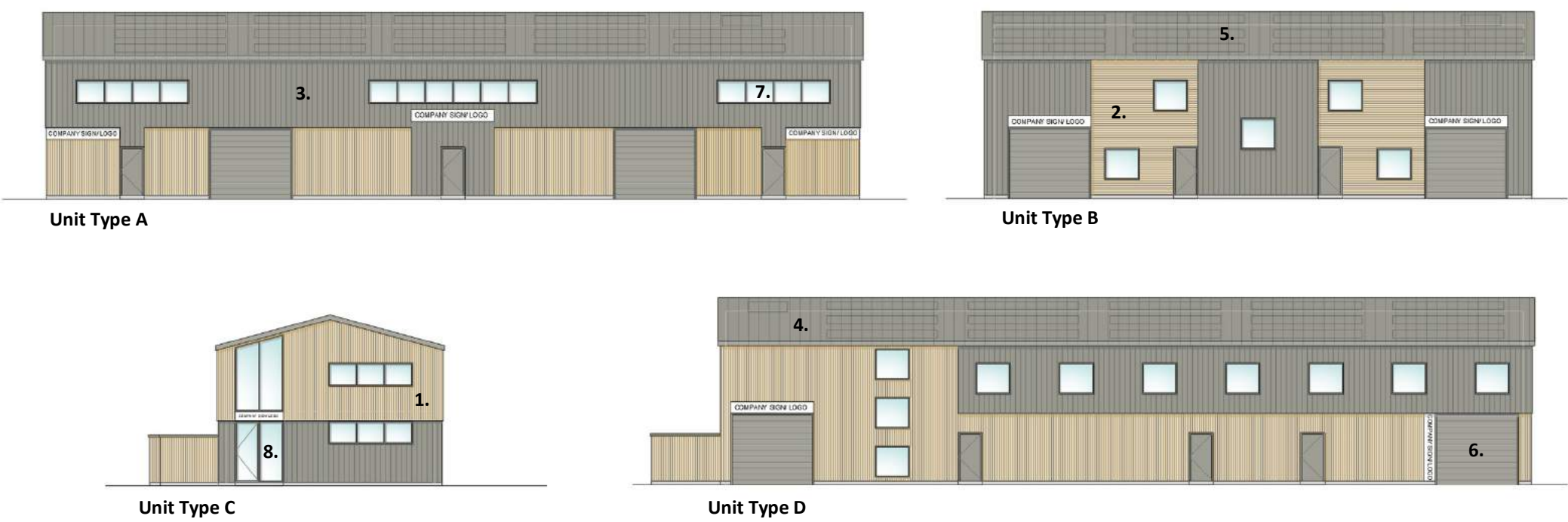


Fig. 12 PROPOSED ELEVATION

MATERIALS PALETTE KEY

- 1. WALL- VERTICAL LARCH CLADDING
- 2. WALL- HORIZONTAL LARCH CLADDING
- 3. WALL- STANDING SEAM ZINC CLADDING
- 4. ROOF- STANDING SEAM ZINC
- 5. PV PANELS
- 6. GREY ALUMINIUM LOADING BAY DOORS
- 7. GREY ALUMINIUM FRAMED WINDWS
- 8. GREY ALUMINIUM FRAMED DOORS

4.0 DESIGN PROPOSALS



Fig. 13 PROPOSED SITE SECTION

5.0 SUSTAINABILITY

5.1 ENERGY STATEMENT

The development will aim to meet the requirements of current Building Regulations for energy (Part L), Water usage (Part G) and Overheating (Part O).

In accordance with EBC policy ESD1, the proposed development will aim to achieve BREEAM level excellent, which is the required level for all new non-commercial developments from January 2012.

BREEAM'S main aim is to decarbonise the built environment. It provides a holistic approach taking into consideration every stage, from design through construction, to use and future refurbishment. An Accredited Assessor has been appointed at this early design stage to assist the development in achieving the required BREEAM level, which has been confirmed as BREEAM excellent.

The current amendments which include additional landscaping and biodiversity enhancements will improve the developments BREEAM score further.

The scheme initially proposes the following, which will be expanded as the designs and layout are developed.

Construction/Design: The performance of the external fabric - to this end an allowance has been made for the buildings to have highly insulated, airtight shells with triple or double-glazed insulated units to all external doors and windows.

Materials: Sustainably sourced materials and those that can be sourced locally are proposed to minimise carbon emissions and embodied carbon.

Rainwater Harvesting: Rainwater butts will be connected to rainwater down pipes for external irrigation use, where possible.

Technologies: Electricity would be generated by the inclusion of photovoltaic panels. Air Source heat pumps and/or ground source heat pumps (if appropriate) are also proposed.

Trees and Green infrastructure: An expansive programme of tree planting is proposed to promote biodiversity. New native hedging and an informal woodland are also proposed. These will complement the green roofs and reed bed/pond, stitching the scheme together with the surrounding woodlands.

Surface Water Run-Off: SuDS (Sustainable Drainage System), has been developed and connects to a central pond, again promoting biodiversity. Drainage scheme also includes rain.

Transportation: The scheme is well located whereby public transport can be used to access the site. To further reduce car usage, large number of secure bike stores have been included. Fifty percent of the proposed parking will also be accommodated by electric charging points to promote the use of electric vehicles, to and from the proposed site.



Fig. 14 SUSTAINABLE DESIGN PROPOSALS

5.0 SUSTAINABILITY

5.2 GREEN INFRASTRUCTURE

It is recognised that the site is already developed, and that the surrounding farmland within the application site, offers little towards bio-diversity or green infrastructure.

The proposals will therefore aim to enhance the area within and to the perimeter of the development, and this is to be achieved through a program of tree and native hedge planting.

The goal is to introduce bands of trees and vegetation along the application boundaries. This is to not only screen the development but to also create green links between existing vegetation and trees, located beyond the site boundaries. This will promote the fusion of new and existing habitats, preventing ‘habitat fragmentation’.

The buildings will be designed to reflect their location, within the original farmstead and will complement the surrounding vegetation. Clad with natural materials and agricultural in character, the development will be in keeping with the other buildings located within the countryside.

These designs will deliver a clear contrast and separation with the more typical industrial/commercial units located to the south.

5.3 PROPOSED BOUNDARY SCREENING

As mentioned, the proposed green infrastructure not only provides ecological benefits, but will screen the development when viewed from beyond it’s boundaries.

Enhancements to the western boundary through new hedge and tree planting will therefore restrict views initially from the adjacent footpath (10).

The eastern extent of the application site is to accommodate the SuDs Pond and will exclusively be planted up with new trees and vegetation. This is to deliver a dense ecology buffer between the development and the S.S.S.I to the east.

Additional hedge planting and new vegetation around the perimeter of the site will create secondary ‘barriers’ of screening. This will reduce any views of the new buildings further.

Dense boundary screening, combined with multiple layers of planting within the site, will blend together with the proposed building designs (please see section 4.2). The development therefore becomes visually fragmented and will blend in with the surrounding vegetation.

The proposed new uses are fully compatible with residential areas as well as being compatible with the site’s countryside designation, former farmstead use and its established neighbouring uses.

Please refer to the Landscaping design by ACLA Ltd and Ecology Assessment by Eco support Ltd for full details.



Fig. 15 LAYERS OF SCREENING

6.0 TRANSPORT

6.1 ACCESS AND PARKING

The main access route through the site continues from the existing access road. Each building can easily be reached by the access road as it turns towards the northeast.

This layout has been designed to allow sufficient parking for all the different industrial blocks with direct and easy access to the individual units. Cycle parking spaces have also been provided across the site close to each of the units.

6.2 PARKING, CYCLE AND REFUSE STORES

Figure 17 shows how each of the parking areas, cycle stores and refuse areas relate to each of the light industrial units.

Parking spaces and cycle spaces were calculated using the B1 (b)(c) High Tech/Light Industry requirements from the Hampshire County Council: Parking Strategy and Standards 2002. Refuse storage has been calculated for the site using the Industrial Unit requirements in the British Standard, Waste Management in Buildings, Code of Practice.

The table opposite describes the number of parking spaces, cycle parking areas and loading bays, for each unit.

Unit	Sq.m. GEA	Cycle Stands	Car Spaces	Service Vehicles Loading Bays
Unit A	452.94 sq.m.	6	16	2
Unit B	31.85 sq.m.	6	5	2
Unit C	162 sq.m.	6	2	2
Estate Office Unit D	429.89 sq.m.	6	10	N/A
Total	1,076.68	24	33	6

Fig. 16 TABLE OF PARKING/CYCLE/BIN STORE PLAN

6.0 TRANSPORT

6.3 TRANSPORT LINKS

6.3.1 Connectivity and Linkage

The proposed site is very well connected and has direct access to the following transport opportunities.

Road, Air and Seaports:

- The site benefits from excellent local road connections via Botley Road (B2025) and Tollbar Way (B33452).
- Tollbar Road connects with Great Charles Watts Way (A334) to the southeast and onto the M27 (Junction 7). The M27 provides connections with the wider Hedge End/Southampton area and beyond, including via the M3 at Eastleigh.
- Southampton Airport is located off the M27 at J5, also to the north-west of the site. The port of Southampton and Portsmouth docks are also conveniently accessed via the motorway and local network.

Rail Connections:

- Hedge End railway station is 1.5 miles to the northeast, accessed via Botley Road and Tollbar Way. It is on the south-eastern network route that links to London Waterloo (1 hour 26 mins journey time) and Portsmouth Harbour (43 mins journey time).
- Services to Waterloo include stops at Eastleigh, Winchester, Basingstoke, Farnborough and Woking. Services to Portsmouth include a stop at Portsmouth & Southsea.

Bus Services:

- Bus services operating on Botley Road comprises:
 - Route 8 (First Bus – City Red) that links between Hedge End station (Grange Park) and Southampton City Centre, via Tollbar Way, West End, Chartwell Green, Bitterne and Northam.
 - X4 (Xelabus) – between Hedge End and Eastleigh via Wilburn, West End, Chartwell Green and Mansbridge.
- The nearest bus stops are on Tollbar Road and Botley Road (West side of the M27, Moorlands Green Hospital).

Pedestrian and Cycle Route:

- Dedicated pedestrian and cycle paths are provided on the north side of Botley Road, and along the road's length over the M27. They merge into a shared path, east of the site access. Shared pedestrian and cycle paths continue along Botley Road and Tollbar Way leading from their shared roundabout junction, providing safe access across the wider commercial and employment area.
- Links to Hedge End railway station and the Ageas bowl cricket ground are signposted for pedestrians and cyclists next to the site access on Botley Road.

Public Footways/Bridleways:

Footpath no. 10, West End was diverted as part of the construction of the M27. It runs south of the site access junction and road and crosses the Moorlands Farm Land north of the farm buildings and the area included within this application. The footpath will not be affected by the proposals



Fig. 17 TRANSPORT LINKS

7.0 CONCLUSION

This Statement addresses matters regarding, design and impact. It has been prepared to evaluate these aspects and to demonstrate that the proposed development is a high quality and attractive scheme, which makes a positive contribution to the surrounding area.

The proposed scheme makes efficient and effective use of a brownfield site, whilst responding positively to the character of the area.

There is currently a farm stead which consists of a number of outbuildings which have long since been unoccupied and of which are all now consider dilapidated. The existing development is therefore not fit for purpose.

These proposals aim to be an exemplar light industrial scheme. Local businesses will have the availability of BREEAM Excellent buildings, which will address local employment needs while contributing positively to the environment.

A considerable and substantive landscaping scheme and ecology strategy forms part of the proposals and will enhance the surrounding biodiversity while safeguarding the site's location close to a designated S.S.I and strategic gap.

The bespoke designs of the proposed buildings are informed by the site's characteristics as a former farmstead and within the countryside. The new units have been designed to coordinate with the robust landscaping scheme to blend in and to reflect the character of the wider countryside.

The application put forward meets all local and national policies and must also be considered a positive contribution to the surrounding area.

It is therefore respectfully requested that this planning application is approved.

APPENDIX A

ADVICE FROM EBC

From: Altman, Rebecca <rebecca.altman@eastleigh.gov.uk>
Sent: 01 April 2022 10:22
To: Marie Nagy
Cc: tom@countryhomes.co; Jason Murphy; Alice Gamble; Griffin, Tim; Parker, Nicholas
Subject: RE: Moorlands Farm - West End - proposed light industrial development following withdrawal of application ref. O/21/91192

Dear Marie

Thank you for the latest proposals for Moorlands Farm.

I have reviewed these plans in liaison with our Landscape Architect and on the whole I feel that this latest proposal is moving in the right direction. At this stage I have not sought comments from other specialist consultees as this would be more useful when further technical information is provided (e.g. drainage, ecology).

The proposal now shows the new buildings predominantly within the site of the existing buildings, minimising the encroachment into the undeveloped part of the site. This is a significant improvement. The sketch images of the elevations also indicate a much softer design for the buildings, with varied timber cladding that could create a more 'rural' appearance appropriate for the countryside setting. With appropriate landscaping, these buildings could be further assimilated into the landscaping, reducing their visual impact. This would all assist in reducing the 'urbanising' effect of the development, which was a significant concern with the previous scheme being contrary to Policy DM18 of the emerging local plan. Please note that we are anticipating adoption of the emerging Local Plan within the next month.

I have set out below some specific queries and comments for consideration:

- Building appearance – The acceptability of the proposed building design would to a great extent depend on the quality of materials and the height of the buildings. The sketches suggest some variation in roof form, which would be encouraged. Green roofs could also be considered, which would provide added benefits for biodiversity and drainage.
- Entrance area and access road – The access road appears to be shown abutting the western boundary and it is not clear if this would leave any room for retained trees or replacement planting. The trees currently alongside the access track provide a significant level of screening, particularly from the motorway, therefore any proposal to remove trees would need to be carefully considered and space for replacement planting needs to be provided (min. 2m wide). The level of hard surfacing on the western side of the site also still seems quite large, which may be due to required turning space (this would need to be clarified) Any amendments to reduce the level of hard surfacing and /or provide further screening would be welcomed, or provision of varied surfacing materials could be considered.
- Planting – In developing the detailed landscaping scheme, consideration should be given to breaking up the hard surfaced areas as much as possible. E.g. could a planted 'island' be created at the access road entrance? The screening strip adjacent to the open storage yard south of Unit B also appears too narrow. Further detail will be needed as to how the ecology buffer zone indicated on the northern side of the site would be created / managed.
- Units C and D – We would question whether the smaller unit, Unit C, could be of a similar design / shape to the other larger units. Further details of the appearance of this building would be required, along with the proposed estate office (Unit D).
- Boundary treatments – It is recommended that any future application is accompanied by a boundary treatment plan. The types (design, colour etc) of boundary treatments can make a significant impact on the quality of a development.
- Ecology and drainage – The indication of a SuDS feature is welcomed. Detailed drainage proposals would need to be worked up alongside ecology and landscaping schemes, and I would recommend liaison with EBC

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specialists at the earliest opportunity to ensure that all matters raised during the previous application can be satisfactorily addressed.

I trust that these comments are useful in progressing the proposed development.

I would also draw your attention back to the consultee comments provided for the previous application, which set out a number of key matters that need to be addressed going forward. This included ecology and drainage matters concerns from Highways England, and concerns about the impact on the adjacent public footpath.

I would advise that any future application is submitted as a full application, but as a minimum I would suggest an outline application would need to include details of access, layout and scale.

Moving forwards, if you wanted detailed consultation responses from our Specialists (e.g. ecology) at a pre-application stage, this may require a formal pre-application submission. We can discuss this in due course.

Please accept these comments without prejudice to any future decision of the Local Planning Authority.

Kind regards,

Rebecca Altman

Rebecca Altman
Principal Planning Officer
Working days - Wed-Fri

As most staff are currently working from home, email is the best way to contact us.
A direct phone call may not be answered.

023 8068 8266



Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN

APPENDIX B

REFUSAL OF APPLICATION F/22/93835



MARIE NAGY
TEAL PLANNING LTD
16 LOGANBERRY WAY
915 HIGH ROAD
LOWER STONDON
SG16 6GH

Application F/22/93835
Please ask for Summer Sharpe
Direct dial 023 8068 8841
Working hours Mon to Fri 8:30am to 5pm
Email summer.sharpe@eastleigh.gov.uk

Monday 2 October 2023

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

Application No. F/22/93835

In pursuance of their powers under the above Act and in accordance with your application received on Thursday 15 September 2022 the Council, as Local Planning Authority hereby **Refuse Planning Permission** For the following :

Description: Demolition of all existing buildings and detailed planning approval for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)], warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i)).
Site: MOORLANDS FARM, BOTLEY ROAD, WEST END, SOUTHAMPTON, SO30 3HD

For the following reasons:

- 1 The proposed construction of 4no. industrial units would result in an unacceptable urbanising impact which would be detrimentally harmful to the countryside, thus the proposals would be contrary to Policies S5, DM1 and DM18 of the Eastleigh Borough Local Plan (2016-2036), and the provisions of the National Planning Policy Framework (2023).
- 2 The proposed development would result in an adverse impact upon the nearby Moorgreen Meadows SSSI (north and east) by reason of its close proximity and sensitivities of the flora associated with the SSSI (marsh orchid), thus the proposals would be contrary to Policies DM1 and DM11 of the Eastleigh Borough Local Plan (2016-2036), the Council's Biodiversity Supplementary Planning Document (2009), and the provisions of the National Planning Policy Framework (2023).

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- 3 In the absence of a planning obligation to secure financial contributions towards sustainable transport and public art, the proposals are unacceptable, contrary to Policies S1, S11, DM1 and DM13 and DM38 of the Eastleigh Borough Local Plan (2016-2036), the Council's Public Art Strategy (2015-2019), and the provisions of the National Planning Policy Framework (2023).

Note to Applicant:

The application was refused following the assessment of the following plans: Location Plan 7912_L01 (received 12 May 2023), Existing Site Plan (Part 1 of 2) 7912_E01 (received 12 May 2023), Existing Site Plan (Part 2 of 2) 7912_E02 (received 12 May 2023), Existing Site Sections A_A and B-B 7912_E03/A (received 12 May 2023), Existing Block Plan 7912_E04 (received 12 May 2023), Existing Farmhouse Elevations (received 12 May 2023), Site Plan (Part 1 of 2) 7912_D01/P (received 12 May 2023), Site Plan (Part 2 of 2) 7912_D02/M (received 12 May 2023), Floor Plan Unit Type A 7912_D03/D (received 12 May 2023), Elevations Unit Type A 7912_D04/D (received 12 May 2023), Floor Plan Unit Type B 7912_D05/C (received 12 May 2023), Elevations Unit Type B 7912_D06/C (received 12 May 2023), Floor Plans & Elevations Unit Type C 7912_D07/C (received 12 May 2023), Floor Plans & Elevations Unit Type D 7912_D08/B (received 12 May 2023), Site Sections A_A and B-B 7912_D09/B (received 12 May 2023), Access Road Works Part 1 of 2 7912_D100/D (received 12 May 2023), Access Road Works Part 2 of 2 7912_D101/D (received 12 May 2023), Access and Visibility NJC-001-Rev A (received 4 July 2023), Proposed Access Widening NJC-009 (received 4 July 2023), Visibility Cross Section NJC-009-1 (received 4 July 2023), Access and Tracking NJC-008-Rev B (received 4 July 2023), Layout – Landscape Mitigation and Enhancement ACLA/BMC/04/D (received 12 May 2023), and Proposed Boundary Treatments ACLA/BMC/05/A (received 12 May 2023). In accordance with paragraph 38 of the National Planning Policy Framework (2023), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Yours faithfully

Andy Grandfield
Executive Head for Planning and Economy

N.B. See Attached Notes

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