

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

Planning & Economic Statement

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

On behalf of:
Country Homes Corhampton Ltd

Ref: 2084/3/R001
Date: 12th December 2023

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1.0 Executive Summary

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

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

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

Use	Sq.m. GIA
Light Industrial	914.68
Ancillary Estate Office	162
Total	1076.68

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

- The responses and officer's recommendation, with proposed draft conditions and draft s106 heads of terms, in respect of the recent refusal of application ref: F/22/93835 which is now the subject of a planning appeal (the appeal scheme). That is for a larger site area that includes the existing residential house and adjoining flat and that seeks the replacement of all of the buildings for the same mix of light industrial and office uses, together with an open storage area, equating to a larger total amount of floorspace, across a larger built footprint;
- The support received for the refused scheme from EBC's specialist advisors and statutory consultees, but also the small number of objections that were received in response to the appeal scheme;
- The matters raised by the Council's Local Area Sub-Committee members when they discussed and voted to refuse the earlier scheme;
- The site's established part developed status, with a previous long-established production-led uses;
- Previous planning approvals for the part redevelopment of the site with new floorspace on open land for a dog training centre;
- The rejection of the site from inclusion in the new Local Plan for redevelopment due principally to concern that it would not be available;
- The availability of the site now to provide high quality, flexible accommodation for which there is an agreed

need, as set out in the new Local Plan, and the requirements of local businesses as confirmed by the local Agents report and letters from local companies that have continued to inform the proposals for the site;

- The current condition of the site which, for clarification was inherited by the applicants, and that presents an opportunity to significantly improve and enhance its contribution to its countryside setting in built structure, landscape, ecological and managed drainage terms, whilst taking into account the adjoining SSSI, which is in the same ownership;
- Screening from the M27 and protection of traffic on the motorway from any lights within the site that will be maintained by: retained and enhanced new planting within the site; existing fencing along the site boundary and on the west (motorway) side of the PRow (Footpath 10); and by new screen planting on the motorway embankment that has been recently added outside of the site. If necessary, additional temporary fencing will also be provided whilst new planting within the site becomes established;
- The site's transport connections for vehicular traffic and non-motorised users and its connectivity generally with the wider Eastleigh / Southampton area;
- The site's proximity to the wider established commercial and industrial estates that define West End and Hedge End as employment locations and as nearby centres of population and potential workforce;
- The established employment developments of Wellington Park and Berrywood Business Park in particular that are similarly located on the edge of West End / Hedge End and on the outer perimeter of Moorgreen Meadows, with the Berrywood Business Park having also come about from the redevelopment of a former farm property;
- The fact that the site compares favourably as a location for new employment space in suitability and overall sustainability terms against the nearby allocated Berrywood Business Park extension site, Netley Firs and Chalcroft Business Park sites.

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

- improvement of the existing junction onto Botley Road and the service road that connects to the main built part of the site. Improved passing points, a new one-way entry and one-way exit only section at the northern end of the main service road that will divide traffic and enable the existing row of conifers to be retained that contribute to the screening of the site; and low level lighting, set alongside retained and new screening, that will prevent potential light spill and disturbance to wildlife and to traffic on the adjoining M27;
- concentration of new, high quality buildings focused within the existing built parts of the site and set much further back into the site away from the adjoining river and SSSI, with the new building line not extending as far north/east as the existing outbuildings currently do;

- replacement and enhanced native tree and other soft planting, with a suite of additional ecology-led design responses that will ensure a biodiversity net gain of +22.7% habitat units and +28.2% hedgerow units. The landscaping plans and linked ecological management plan will encourage more native wildlife to become established and supported within the site;
- additional sustainable design responses that include SUDS, solar pv roof panels, low energy and water use appliances, facilities for pedestrians and cyclists, and electric vehicle charging points that will serve all motorised vehicles, including service vehicles. These will contribute to the development comfortably meeting the BREEAM Excellent design standard;
- the provision of IT connectivity that will futureproof the meeting of tenant requirements over the long term; and
- the provision of a small on-site estate office that will oversee the management of the site and the adjoining wider land title and that will significantly reduce the need to travel to the site from more distantly located facilities.

2.0 Introduction

2.1 This Statement is structured as follows:

Section 3: describes the site and its setting;

Section 4: summarises its planning history;

Section 5: describes the application scheme;

Section 6: summarises the designations of the site and lists the relevant local planning policies and adopted guidance that are material to the consideration of the proposals;

Section 7: summarises the planning matters raised;

Sections 8 to 10: sets out how policy requirements are met;

Section 11: considers the proposals against other local sites that have been allocated for employment use;

Section 12: sets out why the scheme will not set a precedent for other developments in the local area, including within the wider countryside designation;

Section 13: provides a brief conclusion.

3.0 The Site and its Setting

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

The Site

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

Existing Arrangement

3.3 The site with its junction on Botley Road totals 0.928ha. It comprises:

- the main junction with Botley Road, with Public Footpath 10 crossing to its west side;
- the private access road that runs north of the junction and broadly parallel with the M27, set back behind fencing and dense planting;
- a section of an oil pipeline that crosses the site's service road;
- the complex of outbuildings that are located around an open courtyard. These have been added incrementally over time rather than as a result of a deliberate site arrangement plan;
- open land that wraps around the courtyard and that extends close to the adjoining river, on the opposite side of which is Moorgreens Meadow.

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

Building	Sq.m. GIA
Outbuildings	1,040.53
Greenhouses/ Sheds	58.15
Total	1,098.68

3.5 The buildings have been used for a variety of uses including by local businesses. They are in a range of styles and configurations and include pitch and flat roofs. They are constructed from a mix of materials that include brick, breeze-block, corrugated metal, timber and steel frames with glass. There is evidence of asbestos roofs on a number of the buildings.

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

Setting

- 3.7 The site falls within the West End area of Eastleigh District, accessed from the north side of Botley Road (B3035), between its crossing over the M27 and the roundabout junction with Tollbar Way (B4432);
- 3.8 To the immediate north of the application red line is open land, that extends up to and beyond the adjoining northern stretch of the PROW Footpath 10.
- 3.9 On the south side of the courtyard is the existing former farmhouse, which includes a separate flat. These are included in the appeal scheme for demolition and replacement. They have been excluded from this new application proposal in order to reduce the amount of demolition and disturbance works and to reduce the amount of new floorspace proposed. The house and flat will be refurbished under permitted development rights and will be provide with a private access off the service road and with screening.
- 3.10 Also to the south of the courtyard and farmhouse is open land that was removed from the appeal scheme, to be retained as a landscaped area, extending up to the boundary with the neighbouring Wellington Park employment site. This area has also now been excluded from the new application but it will be managed as part of the applicant's wider site management plan.
- 3.11 Additional land that extends further north and east of the courtyard is also under the same ownership. This includes open land and a wooded area, part of which is designated as the Moorgreen Meadows SSSI. The original SSSI designation included the protection of Marsh Orchids that were supported by the grazing of animals and the river that runs through the Meadow to the east of the farm site. The river system was re-routed to accommodate the construction of the M27 and animal grazing ceased here some time ago. Natural England (NE) undertook a new survey of the Meadows in the summer 2023 at the request of the applicants. The survey has confirmed that the degradation of the SSSI happened some significant time ago and long before the applicant's involvement here, such that the Marsh Orchids have not in fact been recorded on the site since 1999. NE's Whole **Feature Assessment, 2023**, goes onto describe the condition of the SSSI and sets out the steps required to bring it back into 'favourable condition'. The applicants are continuing to liaise proactively with NE on these measures.
- 3.12 NE confirmed that the larger appeal scheme would ***not*** impact on the SSSI. The new proposals applied for here are significantly smaller in terms of the amount of floorspace and hardstanding proposed and in terms of associated drainage requirements and now higher ecological benefits. The new buildings will also be set much further back from the SSSI compared with the existing buildings on the site and also the appeal scheme buildings, which respect the buffer that was requested by EBC's ecologist as a precautionary measure to protect the SSSI.

- 3.13 The site's western boundary alongside the M27 comprises sections of planting and fencing within the land title, PRow Footpath 10, additional fencing and a heavily planted embankment. The site levels, PRow and embankment drop northwards, so that the main developed part of the application site sits broadly at the same level as the motorway. This provides a sense of enclosure along the access road and within the site, with green views across them from Botley Road and from other medium and longer range views. Saplings were planted along a section of the embankment outside of the site boundary some time ago, linked with the recently completed smart motorway works. These will contribute further to the screening of the site.
- 3.14 To the west of the M27, the north side of Botley Road is the new Millers Walk residential development and the NHS Moorgreen Hospital site. On the opposite south side of Botley Road, also to the west of the M27, are the Boundary Lakes Golf Course and a wider sports and recreation area. The facilities here include the Ageas (Rose) Bowl Cricket Stadium, a leisure centre and a number of large chain hotels. Further west, Botley Road continues onto the predominantly residential and mixed community area of West End.
- 3.15 The Ageas Bowl Grounds are the subject of proposals that include major residential, employment and leisure-based facilities. EBC's planning reference and agreed description of the proposals, that are still pending a decision at this time, are as follows.
- F/22/93194. Full planning application for the erection of 186 dwellings, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), improvements to existing stadium, new vehicular access, car parking, pedestrian circulation, together with associated tree planting, landscaping, SuDS and biodiversity enhancements
- 3.16 We note that EBC owns the Ageas Bowl land and stadium and the Ageas Hilton Hotel and Spa which it leases to Hampshire Sport & Leisure Holdings Ltd (*ref. Eastleigh Borough Council Audit Planning Report. Year Ended 31 March 2022, July 2022*). The Council accordingly has a direct interest in the new proposals and the new local employment opportunities that are being promoted.
- 3.17 To the north of the application site, open land extends up to Moorgreen Road, which also crosses the M27. This open area includes a large pond that is attached to Moorlands Farm, as well as allotments. Residential properties line the north side of Moorlands Road; to the north of which is further open land that extends up to and beyond Allington Lane and forms part of Itchen Country Park.
- 3.18 Botley Road is to the south of the site, on the southern side of which, set back and screened from the road, is out of centre retail development. This is accessed from Tollbar Way, south of the Botley Road / Tollbar Way roundabout.
- 3.19 Wellington Park is to the east of the site's access road and south of the farm buildings, set back from the north side of Botley Road behind dense plant screening. It is a modern high quality employment park that accommodates a

number of businesses.

- 3.20 To the east the wider as of open area extends up to Tollbar Way. Berrywood Business Park is located here, accessed from Tollbar Way. The business village is an established employment development, which came about as a result of the redevelopment of a former farm property. Open land adjoining it on its southern side is now allocated for additional new employment space, under Policy WE3 of the new Eastleigh Local Plan,. Residential areas are to its north and east.
- 3.21 On the east side of Wellington Park, facing the Botley Road /Tollbar Way roundabout junction and north-east side of Tollbar Way is the Bradbeers Retail Park. Shared accesses for both Wellington Park and the Retail Park are off the roundabout and Tollbar Way, with the main entrance to Wellington Park being an attractive, partly tree-lined road. Leading north of the main Wellington Park access, Tollbar Way extends past Moorgreen Meadows, leading to the Berrywood Business Park on the road's west side.
- 3.22 The additional frontages of the Botley Road and Tollbar Way that continue east and south from their linked roundabout junction are additional major employment and retail / commercial parks that form the major employment area of Hedge End. Residential areas wrap around these further to the north, east and south, all of which are very well connected either directly via Botley Road or the wider local road network.

Connectivity and Linkages

Road, Air and Seaports

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

Rail

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

Bus Services

- 3.27 Bus services operating on Botley Road comprise:
- **Route 8 (First Bus)** - Hedge End Station (Grange Park) to Southampton City Centre, via Tollbar Way, West End, Chartwell Green, Bitterne and Northam.
 - **X4 (Xelabus)** – Hedge End to Eastleigh via Wilburn, West End, Chartwell Green and Mansbridge.
- 3.28 The nearest bus stops are on Tollbar Road and Botley Road (west side of the M27, Moorlands Green Hospital).

Pedestrian and Cycle Route

- 3.29 Dedicated pedestrian and cycle paths are provided on the north side of Botley Road, immediately west of the site's access. They connect over the M27 in the direction of West End. The paths merge into a shared path, east of the site access in the direction of Hedge End. Shared pedestrian and cycle paths continue around and leading off the Botley Road / Tollbar Way roundabout; providing safe access across the wider commercial and employment area.
- 3.30 Links to Hedge End railway station and the Ageas Bowl Cricket Ground are signposted for pedestrians and cyclists next to the site access on Botley Road, demonstrating that the site is on an established, convenient connection for non-vehicle users.

Public Right of Ways

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

4.0 Planning History

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

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

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

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

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

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

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

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

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

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

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

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

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

F/22/93835 Moorlands Farm, Botley Road, West End, SO30 3HD

- 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)).
- Decision: **Refused – The appeal scheme.**

Ownership and Alternative Use Options

- 4.2 The site was previously bequeathed to the Hearing Dogs for the Deaf charity. Prior to that, it had been in private ownership, with the outbuildings being understood to have been rented to a range of businesses, including a fire log business, mechanics and welding fabricator.
- 4.3 Planning approval was secured by the Charity in 2013 and subsequently renewed for additional buildings to provide a new dog training centre, predominantly on the open land to the north of the main farm complex.

- 4.4 As summarised in the Council's Strategic Land Availability Assessment (SHLAA) (2016) (**Annex 1**), the charity used pre-application discussions to explore alternative employment and residential options for the site.
- 4.5 The suitability, availability and achievability of the site for redevelopment as appraised in 2016, referred to the site's then location in the strategic gap, the location of the SINC/SSSI and proximity to the M27 in respect of noise, but also its connectivity with Hedge End. The ability to re-use the existing farm buildings was acknowledged but the constraints of the site and in particular uncertainty about its availability resulted in it being concluded that there ***'is no reasonable prospect of redevelopment of the site within the plan period.'***
- 4.6 The Council therefore did not take the site forward for allocation.
- 4.7 The charity sought their subsequent last renewal of the planning permission for the training facility after the site was rejected for allocation in the new Plan. The full set of application plans, together with the officer's report and decision notice for the most recent planning approval for the training centre are at **Annex 1**.
- 4.8 Ultimately the centre was not needed and the charity sold the site to Country Homes Corhampton Ltd (CHC). It was acquired in a very derelict condition and had already be targeted by trespassers and vandals. This required the new owners to put in a number of security measures, These have had to be added to as the targeted anti-social behaviour continued. An on-site security manager has now been in place for some time.

5.0 Redevelopment Proposals

- 5.1 Country Home's outline planning application ref: O/21/91192 sought approval of minor works to the existing service road and approval in principal for light industrial, warehousing and ancillary office accommodation, alongside the retention of the existing house and flat. The application included an illustrative site plan that was supported by environmental based assessments.
- 5.2 The application was withdrawn following detailed discussions with EBC. The principle of redevelopment for the proposed uses was accepted but given the site's location, EBC's position was that:
- a detailed planning application would be required to fix (as a minimum) details of access, layout and scale;
 - the overall amount of built footprint would need to be reduced and focused principally within the existing built areas of the site;
 - the ridge height of the buildings should be reduced.

- 5.3 EBC's further advice was sought following the withdrawal of the first application, supported by a number of new draft site plans and visuals to inform the subsequent submission of detailed proposals for the site. These are summarised in the accompanying Design and Access Statement (DAS).
- 5.4 Detailed planning application ref F/22/93835 sought the redevelopment of the site, that included the removal of the existing house and flat and the concentration of new light industrial floorspace across the centre of the site, together with a small management office, an open storage area and landscaping of open land to the north and south of the new buildings. The proposals were subject to a series of amendments in response to matters raised about the detailed arrangement of the site. The changes are shown in the series of plans that are also included in the DAS. They included the repositioning of the new buildings slightly further into the site away from its boundaries with the river and SSSI as a precautionary measure to guarantee the ongoing protection of the SSSI. The elevational arrangements of the buildings were also amended so that they would be viewed as a series of smaller terraced units and the service road was also altered to improve the junction onto Botley Road and to ensure established screening could be retained and added to.
- 5.5 The Landscape Concept Plan for the final iteration of the scheme that has received agreement from the Council's planning officer, specialist advisors and statutory consultees is provided at **Annex 3**. The planning officer's committee report that recommended the scheme be approved subject to conditions and a legal agreement is at **Annex 4**. The application however was refused by the Council's Local Area Sub-Committee against their officer's advice. A copy of the refusal notice is at **Annex 5**.
- 5.6 An appeal against the Council's decision has been submitted. A copy of our submission including our Statement of Case is with EBC, pending a start date from PINS. We have submitted the Statement of Case as part of this application for information. In short we consider that the Councillor's refusal of the application has no merit. It was made without the benefit of a site visit. It relied on incorrect information about the SSSI, did not give due regard to the detailed assessments and plans that had been rigorously considered and updated in positive discussion with their officers and expert advisors. We also consider that the member's consideration was influenced by a number of erroneous assumptions and remarks that were expressed on the background to the site, how it has come to be in its current state, a suggested lack of need for new employment space in the Borough and the members' considered effect that the new proposals will have in landscape and visual terms and on ecology within the site – matters that are again fully appraised within the scheme's documents and plans.

6.0 The Proposal

- 6.1 Running in parallel with the planning appeal, approval is now also sought for what we still consider to be a very positive, alternative redevelopment scheme that (1) responds fully to matters raised by the Local Area Committee Members whilst still (2) bringing the site back into an appropriate and required productive use and (3) significantly enhancing it in overall quality and environmental terms.

- 6.2 The new application scheme is described and appraised in detail within the accompanying plans and documents. It builds on the significant and positive assessments that form part of the appeal scheme.
- 6.3 The application area for this new submission has been significantly reduced to include the existing, largely built central courtyard area and immediately adjoining open land only. It accordingly excludes the existing former farmhouse with its adjoining separate flat. These will now be refurbished under permitted development rights. The application now also excludes additional open land set back from the courtyard, which can also remain undisturbed and managed under the owners' general arrangements outside of the development scheme.
- 6.4 Within the reduced application area, all of the existing outbuildings will be removed and replaced by x3 light industrial units and a small management office that are fully compatible with the previous produced led uses of the site and the retained house, and for which there is clear identified need and requirement in the local Hedge End / West End area. The buildings, internal service areas, parking and bin stores will all be concentrated within a much smaller footprint, set further away from the boundary with the river and SSSI land. This is not only compared with the appeal scheme but also the existing outbuildings on the site.
- 6.5 The new drainage plans will still provide a range of sustainable systems, with multiple stages of naturalised filtration, including rain gardens, filter trenches, an attenuation basin and swale. The new basin will be set away from the courtyard and within a retained, newly managed ecological area to the east of the new buildings that will connect with the adjoining river and open land, undisturbed by vehicular traffic.
- 6.6 The new buildings will still very comfortably meet BREEAM excellent standard which takes into account their sustainable location and access arrangements and the other detailed design attributes of the proposals. The buildings will also still include a mix of high quality materials that reflect the site's former farm use and its countryside designation. They will be taller than the existing outbuildings but this reflects the design requirements of modern flexible, light industrial units, is appropriate in this location next to the M27 and adjoining employment buildings, and is indeed reflective of modern farm production / storage based buildings in a countryside setting. The small office building will also be two storeys that will keep it compact and its footprint small. The new buildings further take reference from the existing farmhouse in overall height terms.
- 6.7 The site plans and buildings continue reflect the expressed interest from potential tenants. None of the uses are proposed to be open to the general public. That is, no trade counters are proposed.
- 6.8 As well as not being incongruous in this designated countryside location, the buildings will remain heavily screened, set lower than Botley Road and behind dense established and enhanced planting. They will not be visible or have any more significant visual impact on the setting of the site compared with the existing site arrangement, albeit when viewed from the limited close up view-points that are available, the new site plans will off course provide a very significant improvement in quality and management terms.

- 6.9 The proposals will still not impact the SSSI, from which protected Marsh Orchids were again lost some significant time ago, long before the applicants' involvement here. The new buildings and related activities within the site however will again be set much further away from the SSSI boundary. The greening of the new courtyard and the retained open spaces around them, within the greatly reduced application area, will also still have significant ecological benefits, which is evidenced by the accompanying BNG matrix calculator. This demonstrates that the scheme will still provide +22.7% habitat unit and +28.2% hedgerow unit benefits compared with the existing provision and the inherited condition of the site. In short, the proposals will still protect the ecological attributes of the site and significantly draw further wildlife into it, through the provision of protected, enhanced habitats.
- 6.10 Lighting is proposed across the site. This includes along the existing service road, as indicated on the accompanying plans. As agreed with the Council's specialist advisors in relation to the appeal scheme, it is proposed that the details of the lighting scheme are dealt with by condition, with all details to be approved before they are installed. These will demonstrate that no light spill will affect the adjoining M27 and that all lighting will be compatible with the scheme's biodiversity management plan.
- 6.11 The proposed main access plans remain unchanged to those agreed by EBC officers, HCC Highways and Network England as part the appeal scheme. These include the improvement of the Botley Road junction, minor works to the carriageway leading north from the junction which will include low level, screened lighting, and the provision of a new one-way entry and one-way exit only section at the northern end of the main service road. This will divide traffic on the service road entering and exiting the main site and will enable the existing row of conifers in that area, which contribute to the screening of the site, to be retained.
- 6.12 The arrangement of the access road, courtyard, parking and service areas have been confirmed by the accompanying Transport Assessment and swept path assessment. This includes for lorries of up to 15.1 tonnage, taking into account the reduced size and extent of associated traffic that needs to be accommodated with the new passing locations on the access road.
- 6.13 The service arrangements will provide safe access for the very low levels of traffic across all user groups (vehicular and non-motorised users) that will be associated with the new buildings, the existing house and flat and to the adjoining areas of open land for maintenance and general management purposes.
- 6.14 New boundary planting will be included around the outer designated areas of the courtyard which will demarcate and screen the house and flat. The proposed new uses and the quality of the buildings and landscaping within the newly planned courtyard will be fully compatible with the retained building.
- 6.15 The archaeological potential of the site has been appraised and no matters were raised in relation to this as part of the appeal scheme. The desk-top report has therefore not been updated as it remains relevant for the new site plans.

- 6.16 The draft s106 legal agreement for the appeal scheme demonstrates the applicants commitment to providing appropriate contributions linked with plans for the site. The applicant will instruct their solicitors to assist in the drafting of an agreement for this new application scheme, as soon as the required contributions are confirmed.

Floorspace, Building Height and Appearance

- 6.17 The proposed accommodation comprises:

Unit	Use Class	Roof Type / Height	Sq.m. GIA*
Unit A	Light Industrial	Pitched 8.06m	453
Unit B		Pitched 8.06m	32
Unit D		Pitched 8.06m	430
Unit C Estate Office	Office	Pitched 7.37m	162
Total			1,077

**rounded*

- 6.18 All of the buildings will comprise a mix of facing materials that follow a barn style that complements the countryside setting.
- 6.19 Solar pv roof panels are included. The larger buildings will extend to just over 8.06m in height to their ridge.
- 6.20 The small Unit C building will be 7.37m at its ridge.
- 6.21 These again take reference from the retained two storey house and are characteristic of modern farm buildings. They will sit within a more concentrated area compared with the existing buildings, and within a low, heavily screen position. The design of the buildings will also be fully in keeping with and in no way incongruous to the countryside designation of the site or to the urban edge of Hedge End that also defines the relevant setting of the site.

Parking

- 6.22 A total of 33 car parking spaces is to be provided which equates to a ratio of 1 space per 41sqm of development. This is a slight increase compared with the larger appeal scheme which was deemed to be acceptable from a highway perspective.

- 6.23 The development also includes a total of 18 secure and undercover cycle parking spaces provided within three separate storage sheds located conveniently to the 3 main units as well as flexibility for very good service vehicle loading bays, including for 15.1tonne vehicles.
- 6.24 This provision takes into account evidence of parking stress in the older established employment parks in nearby Hedge End.
- 6.25 Electric vehicle charging points will reduce, if not in time fully remove, vehicle related emissions from the local and wider network.
- 6.26 The ability to provide excellent parking for cyclists is a clear benefit, taking into account the site's proximity to local residential areas and its link to the adjoining local cycle network that runs along Botley Road. The proposals will promote walking, cycling and use of local bus services as commuting options to the site and for service vehicles to remain securely on site outside of working hours.

Trees, Landscaping and Ecology

- 6.27 The existing concrete hardstanding will be removed. The hard and soft landscaping plan is led by the:
- extensive soft landscaping and permeable (mesh) surfaces;
 - retention and protection of the established tree, with removal of a small number of trees to make way for the development or on the grounds of good management, with new planting concentrated to the north and north-east of the new courtyard buildings where they will provide additional screening a managed ecological connection between the planting within the courtyard and the adjoining open land and meadows.
 - Shrub planting and planting within French drains located against the new buildings will demarcate the buildings and parking areas across the new courtyard and will contribute to the significant greening of the site.
 - The screening of the M27 that will continue to be protected by the planting and fencing within the application site, the fencing along the west side of the PRoW and the recently enhanced planting on the embankment outside of the land title;
 - an associated package of ecological enhancements that are set out in the accompanying **Ecology Assessment** and that will contribute to a biodiversity net gain of +22.7% habitat units and +28.2% hedgerow units. This reflects the replacement of removed established trees and the significant level and mix of new planting that is proposed.

Drainage

- 6.28 The application site is fully within Flood Zone 1. It includes a number of existing sustainable drainage features.
- 6.29 The accompanying **Drainage Strategy** sets out the drainage proposals.
- 6.30 Foul drainage will be dealt with by a private network and on-site packaged treatment plant on the north-eastern side of the courtyard.
- 6.31 Surface water drainage will be managed by a range of sustainable systems, with multiple stages of naturalised filtration, including rain gardens, filter trenches, an attenuation basin (pond) and swale. The new basin will be set away from the courtyard and will connect with the adjoining river and open land, undisturbed by vehicular traffic.
- 6.32 The packaged treatment plant and pond will both connect to the conveyance swale. A downstream defender system will provide a filtration system between the pond and swale. The swale will also include a further final filtration before connecting into the adjoining watercourse.
- 6.33 The site currently does not affect drainage within the SSSI. The proposed drainage strategy will maintain this position, ensuring that adjoining land, including the SSSI, will remain unaffected.

Utilities

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

Sustainable Design

- 6.36 The proposals no longer include the existing house which reduces the amount of waste materials to be dealt with off-site.
- 6.37 The proposals will also still very comfortably achieve BREEAM Excellent standard and will provide significant opportunities to:

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

7.0 Planning Policy and Objectives

Planning Designations

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

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

Adjacent to:

- **SSSI** (Local Plan Policy DM11)

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

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

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

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

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

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

7.5 Local Plan paragraph 4.29 states:

'The countryside within Eastleigh Borough is not regarded as being a rural area for the purposes of applying the provisions of the NPPF in relation to supporting a prosperous rural economy. Much of it has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements, and the Local Plan's policies are framed accordingly.'

7.6 **Paragraph 4.30** states:

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

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

- 7.8 The detailed proposals for the site take the above countryside and landscape protection matters fully into consideration. The extent of the proposed new built footprint is now significantly reduced and focused even further within the existing built parts of the site. The buildings will be of a very high design standard and will include a range of high quality materials that respect the site's countryside designation. The buildings also very significantly do not extend as far east as the existing outbuildings within the site and the new proposed planting that will wrap around the north and north/eastern side of the courtyard, together with the new planting across the courtyard will provide additional screening. The site that has been inherited in a very degraded state, will thereby be significantly upgraded and enhanced to a very high standard.

Local Plan 2016-2036, April 2022

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

Strategic policies:

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

Development Management policies:

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

Supplementary Planning Documents

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

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

Parking Standards

- 7.11 **Local Plan Policy DM14** sets out the criteria for on-site parking provision.

National Planning Policy Framework (NPPF) and National Design Guide

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

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

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

Planning Practice Guidance

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

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

8.0 Planning Matters Raised

8.1 The following matters are raised by the development.

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

9.0 Employment Space - Local Requirements

9.1 The appeal scheme was supported by EBC's planning policy and economic development officers on the basis of the new employment provisions the scheme will provide. This new proposal will still provide a good level and very high quality of new provision, in a local area where new employment opportunities are required and must be supported. The Council's own interest in the Ageas Bowl employment-led proposals are evidence of this need.

9.2 There is a recognised local quantitative and qualitative need for new employment floorspace including light industrial; with a high demand for the type of accommodation proposed that is not being met by existing supply.

Local Plan Provision

Industrial Sector

9.3 GL Hearn's **Employment Needs Assessment, Update Report, July 2018**, set out the following relevant background to the consideration of the local industrial sectors on behalf of EBC.

9.4 The Borough's largest employment sectors are: retail (12%); manufacturing (11%); Profession, scientific & technical (11%); transport and storage (8%); health (8%), business administration & support (7%); and education (7%).

9.5 The Borough has a particularly high proportion of employment in manufacturing, motor trades, transport, storage, finance and insurance.

- 9.6 Employment growth has compared well against some nearby areas (Fareham, Southampton), but less well against others (Test Valley, Winchester).
- 9.7 Growth in employment appears to be especially high in micro-businesses. There was at that time strong demand from occupiers for prime industrial stock, with take-up in Easteigh dominated by units of 1,000 – 10,000sq.m., but still with demand across all unit sizes.
- 9.8 Crucially the Borough had only 1.3 years of notional supply of available industrial stock based on the previous 10 year take-up rate, as at 2018. That was the smallest in the wider study area. Stock of smaller units was also very limited at that time, with little to no new provision coming forward for units of less than 500sq.m.
- 9.9 Employment growth going forward was projected across all sectors apart from manufacturing and administration & support.
- 9.10 Forecast jobs growth was indicated to result in a decline in the requirement for Class B1c/ B2 related jobs and an increase in B8 related jobs. This in-turn translated into related new floorspace requirements, with the biggest growth forecast in 2018 to be in the need for office space. Significantly this was pre-Brexit and the Covid-19 Pandemic which may still have longer term implications for the demand in different types of stock.
- 9.11 The translation of jobs to floorspace requirements in the assessment was based on:
- Office space – 10-13sq.m. per job GEA
 - R&D space – 60sq.m. per job GEA
 - Light industrial – 49sq.m. per job GEA
 - General industrial – 38sq.m. per job GEA
 - Warehouse/Distribution – 70sq.m. per job GEA
- 9.12 **EBC's Updated Employment background paper, June 2019**, again on behalf of EBC set out:
- The tight supply of suitable office and industrial sites in the borough, with a shortage of supply against a high demand for new floorspace;
 - The major strategic site allocations are reliant on major infrastructure works making their progress uncertain (para 15.4) and a combination of sites being required to provide a '*sensible, flexible and robust approach to ensuring adequate supply of employment land is available throughout the plan period*' (para 15.4);
- 9.13 Local businesses were found to be more concerned about the type, size and flexibility of tenure of premises rather than the sheer quantum of space available (para 15.13) – albeit a quantum of new space must still be considered against the background of very tight supply.

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

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

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

...

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

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

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

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

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

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

9.17 The largest proportion of assessed need for new space is for new office accommodation. However, this is still against an acknowledgement that (1) Eastleigh has an exceptionally tight supply of industrial floorspace; (2) there is significant uncertainty over how and when major site allocations will come forward and (3) the long-term effects of the Covid-19 pandemic are unknown.

9.18 The new **Local Plan (Policy S2)** already addresses this by having inbuilt flexibility on the amount of different types of employment space that might come forward and in terms of the range of sites and other potential opportunities that will be acceptable to make provision for new employment space.

Demand – Tenant Requirements

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

Accommodation and Number of Jobs

- 9.9 As set out in the summary table below, the scheme could accommodate in the region of 40 site based jobs. This is based on

1. the proposed x3 main block buildings all accommodating light industrial uses, in addition to the small estate office – x21 jobs; and

Use	Sq.m. GIA	Sq.m. per job Employment Needs Assessment, Update Report, July 2018	Total Full Time Jobs Based On-Site *
Light Industrial Blocks A, B, D	915	49 (<i>Light Industrial</i>)	19
Estate Office [^]	162	-	2
Total			21

[^] the estate office will accommodate 2 staff and visitors. * Rounded

- 9.10 The site therefore provides an excellent opportunity to contribute in a small but very beneficial way to providing high quality accommodation for a number of local firms.
- 9.11 It however is not of a scale that will undermine the prospects of the nearby allocated sites from coming forward. It is

proposed to provide a different proposition to those sites in terms of the types of buildings and range of businesses that may be accommodated.

- 9.12 The proposed range of uses for the new units fall within the light industrial sectors, which together with the small management office are by definition fully compatible in planning control terms with the proposal to now keep the existing house in residential use adjacent to but separated from the new courtyard. This must be considered within the context of the long established use of the house, set within a courtyard, production based arrangement, the limited uses proposed, and the high quality of the new courtyard development overall, which will be compact and screened.

E(g) Uses which can be carried out in a residential area without detriment to its amenity:

E(g)(i) Offices to carry out any operational or administrative functions;

E(g)(iii) Industrial processes.

10.0 Supply

Summary

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

Policy

- 10.4 **Strategic policy S4, Employment provision**

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

through:

.....

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

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

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

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

The development is considered against these policies below.

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

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

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

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

2. Unless no suitable sites are available and, in accordance with the 'sequential approach', office development will be focused firstly in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) and in district and local centres. Retail development will be focused firstly in Eastleigh town centre, and in district, local and neighbourhood

centres according to the role of each centre within the local retail hierarchy. Out of centre office and retail development must be in accordance with national policy.

The sequential approach is met as outlined above and below.

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

The estate management use will be tied by condition.

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

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

The development will provide flexible, high quality floorspace that will provide for a range of companies. It will be future-proofed to meet tenant requirements in terms of IT connectivity and environmental requirements such as the provision of solar pv panels, EV charging and low energy and water use fittings..

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

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

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

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

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

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

Not applicable to Moorlands Farm.

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

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

e. allotments and community farms (policy DM32);

f. cemeteries (policy DM37);

g. essential public utilities (policy DM9).

Not applicable to Moorlands Farm.

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

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

The site is heavily screened and visible from very limited public viewing points. The new buildings will be further concentrated in the existing built part of the site, not extending as far north-east as the existing buildings and fully screened from the M27. They will provide a significant enhancement to this currently degraded site.

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

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

The archaeological potential of the site has been assessed based upon a desk-top analysis. No matters were raised in relation to the larger appeal scheme. These new alternative proposals for the site will have less potential impact.

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

The site has attracted anti-social behaviour and is now in a poor condition that is harmful to the landscape. For clarification, this was inherited by the applicants when they purchased the site. They have put in a number of measures to try to secure the site as far as possible during the now extended period of discussions whilst agreement is being sought for its redevelopment. The proposals will again significantly improve the site and include biodiversity enhancements that will result in a biodiversity net gain (BNG) taking into account the existing flora and fauna that are supported within the site and the additional biodiversity measures that set out within the linked Ecology assessments.

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

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

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

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

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

Soils will be improved within the existing developed part of the site and will be protected in the

proposed undeveloped areas.

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

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

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

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

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

The proposed uses are light industrial and ancillary / tied office uses.

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

Please refer to the accompanying DAS.

The development will include additional built footprint and increased scale, massing and height within the site. This will however be concentrated within a more compact new courtyard arrangement, the new buildings will take reference from the two-storey house that will remain, the buildings take significant design references from modern farm buildings and will not be incongruous in this countryside designation nor within its urban edge location. The scheme will also provide flexible, high quality accommodation, set amongst retained and new planting that will be a significant enhancement on the existing, inherited condition of the site.

The development will not read as having a more urbanising effect in the countryside. It will impact positively on the landscape or visual impacts of the site and will provide a significant beneficial enhancement of the site in aesthetic and wider environmental terms.

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

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

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

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

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

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

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

The existing outbuildings will be replaced by higher quality, flexible accommodation for which there is an assessed and demonstrable local requirement. The new buildings will again be concentrated within a more compact area of the site, with the footprints not extending as far north/east as the existing structures.

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

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

The proposal will provide just 1,077sq.m. of additional employment space which will not undermine but will enhance the provision of high quality employment accommodation for local firms.

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

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

Office Space Sequential Assessment

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

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

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

- 10.8 Planning Practice Guidance also sets out the requirement to comply with the sequential test assessment of **suitable, viable and available sites** in town centre and then edge of centre sites before out of centre location (Paragraph: 010 Reference ID: 2b-010-20190722).
- 10.9 **Policy S4** of the New Local Plan requires office development to be provided in accordance with the sequential approach – that is unless no suitable sites are available within Eastleigh Town Centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side and in district and local centres.
- 10.10 **Para 4.20** of the Plan refers to proposals for **substantial** new office development outside of town and district centres being considered in accordance with the sequential test. The policy allocations for the Berrywood and Chalcroft Business Park extension sites refer to the sequential approach being relevant for major office developments of 1,000sq.m.
- 10.11 The proposed estate office is only small at 162sq.m. GIA and is proposed in light of the ownership and planned on-going managed of the Moorlands Farm site. It is required because of the functional link with the land.
- 10.12 To locate an estate office and other ancillary office functions off-site would be inefficient and contrary to sustainability objectives and policies that seek to minimise travel and the need to travel. An estate office and other ancillary offices within one of the borough's sequentially preferred locations would be unsuitable. The first provision of the sequential test is therefore met and it is unnecessary to consider the test further in respect of identifying and appraising the suitability, viability and availability of similarly small offices off-site. All will be unsuitable for the operational and sustainable transport reasons given.

11.0 Assessment Against Wider Policy Considerations

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

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

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

a. meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs;

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

b. enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education and skills training opportunities;

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

c. maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks;

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

d. have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions, including through carbon sequestration and by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses;

The development does this. It is located in Flood Zone 1 and in a favourable location for local businesses that will meet their needs in respect of proximity to staff, suppliers and (off-site) customers. It will be accessible by non-car modes for staff and will provide EV charging for bikes, cars and service vehicles. It will also provide new flexible buildings with solar PV panels to reduce use of fossil fuels, SUDs and soft planting to substantially address surface water run-off.

e. minimise the need to travel longer distances and, where travel is necessary, to prioritise more sustainable forms of transport such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use;

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

The development, alongside the retained house will attract very low traffic volumes across all vehicular and non-motorised user groups. Safe access will be provided for non-motorised users including through the provision of lighting and signage across the site.

f. avoid impacts on the Hamble and Itchen catchments and associated flora and fauna species by preserving water quality and flows from development and safeguarding potential yield of local water resources used for public water supplies having regard to the impacts of abstraction;

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

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

The development will make use of an existing and currently very degraded brownfield site, set out in a more efficient site arrangement. It will provide accommodation for local businesses within a high quality development, without being harmful to its edge of town and designated countryside setting.

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

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

i. maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets;

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

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

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

The new application scheme will be less intrusive in terms of its new building works. It is proposed that an appropriate mitigation strategy will be agreed by way of a planning condition to address any surviving archaeological remains if necessary.

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

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

k. maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development to achieve an environmental net gain.

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

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

The proposals take significant reference from the appeal scheme that was recommended for approval by EBC's planning case officer, taking into account the positive responses received from the Council's specialist advisors and statutory consultees. The proposals also take into full consideration the comments made by members of the Local Area Sub-Committee in response to larger appeal scheme but set against the Council's own Local Plan evidence base and policies, the need for the proposed employment accommodation and the detailed environmental assessments that accompany and have further informed the proposals.

3. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

4. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b. where specific policies in that Framework or other international or national legislation indicate that development should be restricted.

The proposals will result in an increased amount, scale and density of built accommodation but this will be concentrated in a further more compact area of the site, set even further away from the adjoining river and meadows than the existing out buildings. The new buildings take significant reference from modern farm buildings and will not be incongruous in this countryside designated location, They will nonetheless be visually screened whilst still providing a very significant aesthetic enhancement of the site. The new accommodation will also be set alongside increased planting, a biodiversity net gain across the application site area, sustainable transport and energy related benefits. It will provide a small amount of sustainably located employment accommodation that will meet the needs of local businesses without harming the progress of other existing or newly allocated sites.

Any assessed adverse impacts that may result from the height of the new buildings compared with the existing outbuildings that they will replace, will thereby be very limited. They will also be demonstrably and significantly outweighed by the benefits of the development which include:

- small scale but required and beneficial local employment opportunities;
- significant new planting,
- significant BNG benefits, and
- the greater concentration, of higher quality buildings set much further away from the adjoining SSSI and other adjoining open land.

Design and Environmental Considerations

- 11.3 The proposals have been designed to take into full account the policies of the new Local Plan and SPD/SDGs, as set out in the accompanying DAS and suite of environmental assessments.

- 11.4 The proposals also address the responses received to the withdrawn outline planning application. The key matters raised by that application and how they have been responded to are summarised at **Annex 3**.

Planning Obligations

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

12.0 Comparison Site Allocations and Precedents

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

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

- 12.3 This site falls within the same planning sub-administration area as the application site.
- 12.4 It is located close to the west side of the M27 motorway, to the south of Moorlands Farm. It is located off Kanes Hill, north of St John's Road (B3033), which like Botley Road crosses the M27 and provides a link between nearby residential areas. In the case of Netley Firs these are High Town and Hedge End.
- 12.5 Also as in the case of Moorlands Farm, Netley Firs is already partly developed. It is in an existing, lower density

employment use. It is however adjacent to a residential area and a proposed site for travelling show people, which unlike Moorlands Farm, must be taken into consideration in the future arrangement of new employment uses on amenity impact grounds.

- 12.6 The Netley Firs site has already been progressed through an outline planning application ahead of the new Local Plan being adopted. Outline permission was approved by the Hedge End, West End and Botley Local Area Committee on 7th June 2019 subject to completion of a s106 legal agreement. The approval was issued on 21 March 2021 under ref O/18/82750 for:

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

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

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

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

Chalcroft Business Park adjoining extension land (Policy WE2).

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

Comparative Assessment of the Suitability of Moorlands Farm and Allocated Sites

- 12.16 A comparison assessment of the suitability of the Moorlands Farm for employment use demonstrates that it compares favourably with the nearby allocated sites at Netley Firs and the Berrywood and Chalcroft Business Park extension sites. This is based on the Council's Sustainability Appraisal Report, criteria October 2018, which included the three comparison sites linked with the Proposed Submission (Reg 19) version of the new Local Plan.
- 12.17 The Council's 2018 assessments of these three sites have been copied into the comparison summary tables at **Annex 5**, together with an equivalent summary assessment of the application site. This enables the suitability of the sites to be directly compared against one another, using the Council's own criteria and scoring system.

- 12.18 Some of the assessment criteria information that was applied by the Council to the Moorlands Farm site in 2016 (**Annex 2**) has also been carried over into the comparison assessment at **Annex 7a**; for instance the information about distances to local community services and public transport services.
- 12.19 The end columns in the tables at **Annex 7a** and **7b** provide a summary of how the application site is appraised to compare against the sites taking each of the Sustainability Appraisal criteria in turn. This shows that the Moorland Farm site:
- shares the same characteristics as the sites in respect of many of the criteria including *impact on housing provision, proximity to community services, loss of public open space; retention and reinforcement of tree planting;*
 - compares positively against all the new allocated sites against some criteria in that it *is adjacent to a designated cycleway, its lower agricultural land grade and the extent of certainty that some sustainable design objectives may be fully committed.*
 - compares favourably with at least one but not all of the allocated sites, for instance in respect of it *not impacting on minerals safeguarding land; how its development will improve the site's relationship with an adjoining SSSI; and the extent of the physical and visual openness that will remain within their respective parts of the settlement gap following their development;*
- 12.20 The Moorlands Farm site does compare less favourably with the Netley Firs and Berrywood sites in terms of proximity to train and bus services, but it is still within convenient access of services, as noted by the signposting to the train station for pedestrians immediately adjacent to the site's access on Botley Road and the walking distances to bus stops.
- 12.21 In relation to the Chalfont Business Park, the sustainability appraisal at **Annex 7b** shows how it is within a rural location with poor access due to the railway line and lack of crossings. The extension land will be affected by the same poor connectivity but also by a number of additional environmental constraints that have either been identified (e.g. proximity to SINCs and agricultural land quality) or that were not known at the time of the assessment (biodiversity).

Conclusion

- 12.22 Overall, the, Moorlands Farm compares positively as a location for employment use against all three of the allocated sites. This follows from:
- It benefiting from being partly developed;

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

13.0 Precedent

- 13.1 The site is a long established, developed site that predates the construction of the M27, much of the development in nearby Hedge End and West End and the creation of Eastleigh Borough Council. It has a unique location, setting, arrangement of long established buildings and ownership history.
- 13.2 It was inherited in a very poor condition and was already the target of anti-social behaviour before it was purchased by the applicants.
- 13.3 It requires redevelopment and presents an opportunity to meet requirements for new employment space for which there is assessed, demonstrable need.
- 13.4 The proposals will not set a precedent for other sites in the area's designated countryside.

14.0 Conclusion

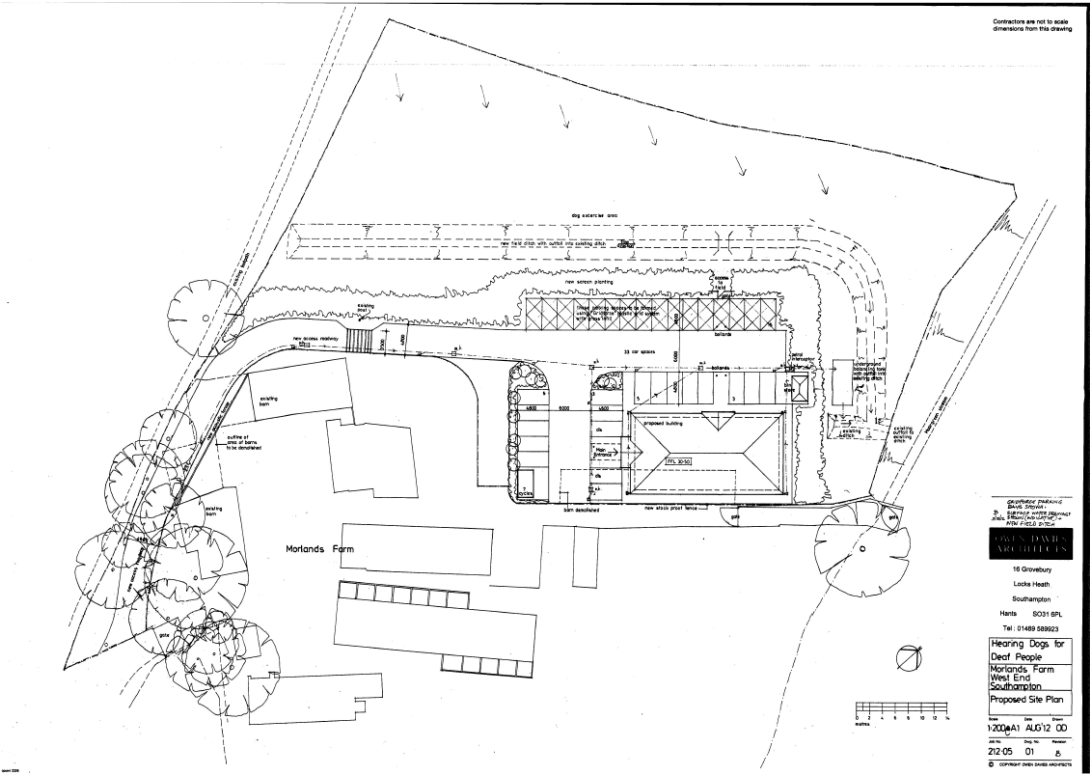
- 14.1 Moorlands Farm is a long-established brownfield site and area of open land that has benefited from planning permission for a new use and extension scheme, sitting appropriately adjacent to the M27 and existing employment uses between West End and Hedge End. The site's established and previously permitted uses are redundant. It was inherited in a very poor condition and had become the focus for anti-social behaviour before the applicants

purchased it. They are seeking to keep it secure but it requires redevelopment.

- 14.2 The site was not progressed for allocation through the new Local Plan because of uncertainty that it would become available during the plan period. The site is now available and it compares favourably against a number of nearby allocated employment sites in suitability and overall sustainability terms.
- 14.3 The development of Moorlands Farm for employment uses will bring the site back into a production-led use. It will improve the site, its contribution to its edge of town, countryside setting and its biodiversity value, set within a larger land title that will also benefit from the oversight of new management located on the site.
- 14.4 The proposals have been led by the positive recommendations of the Council's specialist advisors and statutory consultees in relation to the larger appeal scheme but also the comments made by Local Councillors in response to that scheme which is now with PINS.
- 14.5 Clarification has been provided on the condition of the site that has been inherited by the applicants and of the inherited condition of the adjoining SSSI which the applicants are working proactively on with NE in order to bring it back to a favourable condition. Confirmation has also been provided that the Marsh Orchids that were a key reason for the designation of the SSSI, have not been recorded here since 1999: that is long before the involvement of the applicants and we understand also connected to the construction of the M27 and linked works that redirected local watercourses here.
- 14.6 The proposals will provide high quality accommodation that is required to meet local requirements – in full accordance with the Council's own Local Plan and consistent with the Council's interest in providing for new employment opportunities, as advised by EBC's involvement in the nearby Ageas Bowl proposals.
- 14.7 The development will also not prejudice any of the new Local Plan's allocated sites from coming forward. It will provide an additional and alternative proposition for local businesses and has already resulted in confirmed interest from local firms whose requirements cannot be met locally. The development proposes space that is currently lacking in the area and it will help to keep local firms local. Design measures are planned that will futureproof its ability to respond to new and changing floorspace and environmentally-led requirements going forward.
- 14.8 The uses are also fully compatible with the location and setting of the site and will be fully compatible with the house that will now be retained and demarcated as fully separated from the courtyard.
- 14.9 The new buildings will take up a smaller and more compact part of the site. The buildings will be wrapped around by enhanced screening and enhanced ecological areas where there will be no conflict between these habitats and traffic and other activities within the employment area.

- 14.10 The new buildings will be taller than the existing outbuildings but they will not be incongruous in this countryside setting, with the overall design of the new spaces taking references from modern farm buildings, concentrated within a long established, already developed site. The buildings will again be screened from external viewpoints by the position of the site, set lower than Botley Road and behind established and enhanced plant screening along the M27 embankment, the site's own service road and new planting wrapped around the buildings.
- 14.11 The redevelopment of the site will provide activity and on-site security measures. Signage, lighting and demarcated areas for vehicles, bicycle storage and pedestrians will provide a safe environment for all users and visitors.
- 14.12 The site is unique in its location, setting and ownership history. The proposals will not set a precedent for any other proposals elsewhere in the local area or wider Borough, aside from its ability to comfortably meet the BREEAM excellent design standard and to provide significant biodiversity enhancements.
- 14.13 Planning approval is accordingly requested to be granted.

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



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

DESCRIPTION ADDRESS	Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn Moorlands Farm, Botley Road, West End, SO30 3HD
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SITE VISIT DATE	31.01.19
ARE PLANS ACCURATE?	X
HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED?	X

THE SITE AND ITS SURROUNDINGS

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

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

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
None received	

CONSULTATION RESPONSES

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

CONSULTATION RESPONSES

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

CONSULTATION RESPONSES

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

POLICY CONTEXT

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

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

NPPF (February 2019)

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

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014

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

Emerging Eastleigh Borough Local Plan 2016-2036

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

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

PLANNING OBLIGATION/CONSIDERATIONS

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

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

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

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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

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

MATERIAL CONSIDERATIONS

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

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

Principle

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

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

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

Highways and Access

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

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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

Ecology

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

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

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

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

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

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

CONCLUSIONS

The recommendation is to permit subject to conditions.



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

Friday 5 April 2019

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

Application No. F/18/84683

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

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

Subject to due compliance with the following conditions:

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

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

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

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

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

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

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

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

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

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

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

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

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Reason: To protect human health.

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

Reason: To protect human health.

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

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

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

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

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

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

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

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

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

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

Reason: To protect and enhance biodiversity.

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

Reason: To prevent harm to breeding birds.

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

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

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

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

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

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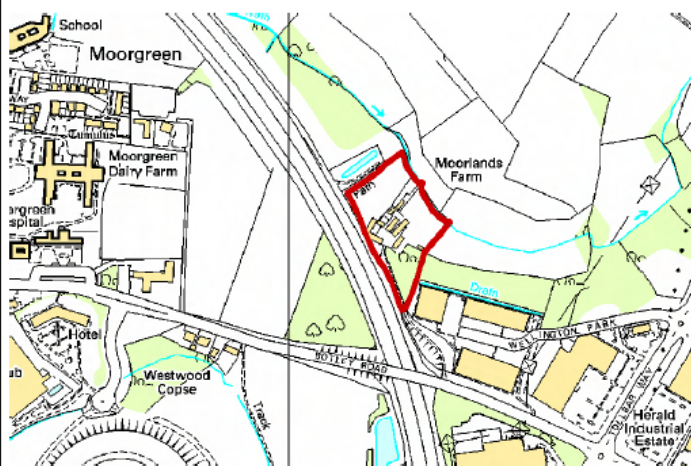
Yours faithfully

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

Andy Grandfield
Lead Specialist for Housing and Development

N.B. See Attached Notes

Annex 2: 2016 SHLAA - Site Assessment

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

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

Strategic Land Availability Assessment Pro-forma (2016)

Strategic Land Availability Assessment Pro-forma (2016)

Annex 3. Detailed Application F/22/93835 - Landscape Concept Plan



Annex 4. Detailed Application F/22/93835 – Planning Officer’s Report

HEWEB – Hedge End, West End and Botley Local Area Committee – 25 September 2023

Application Number: F/22/93835
Case Officer: Summer Sharpe
Received Date: 15 September 2022
Site Address: Moorlands Farm, Botley Road, West End, Southampton, SO30 3HD
Applicant: Tom Francis
Proposal: 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)].

Recommendation: Subject to the completion of a S106 legal agreement to secure financial contributions towards:

- Sustainable Transport
- Public Art

then delegate to Service Director for Planning and Environment to PERMIT subject to the following conditions:

CONDITIONS & REASONS

- 1) The development hereby permitted shall start no later than three years from the date of this decision.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
- 2) The development hereby permitted shall be implemented in accordance with the following plans numbered:
 - 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)
 - 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)
- Proposed Boundary Treatments ACLA/BMC/05/A (received 12 May 2023)

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3) No construction or demolition work shall start until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
 - a) a programme of the demolition and construction work, including roads, and landscaping;
 - b) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
 - c) the arrangements for the routing/ turning of lorries and details for construction traffic access to the site;
 - d) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges];
 - e) the parking of vehicles of site operatives and visitors;
 - f) measures to control the emission of dust and dirt generated by demolition and construction;
 - g) a scheme for controlling noise and vibration from demolition and construction activities (to include piling);
 - h) provision for storage, collection, and disposal of rubbish from the development during construction period;
 - i) measures to prevent mud on the highway during demolition and construction;
 - j) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - k) temporary lighting;
 - l) protection of pedestrian routes during construction;

m) details of protection measures to prevent pollution and sediments from entering the nearby watercourse;
 n) details of protection measures surrounding ecological buffer zones;
 o) details of wildlife protection measures during demolition and construction (based on the recommendations set out within Section 8 of the Ecological Impact Assessment (May 2023)).
 Reason: To limit the impact the development has on the amenity of the locality.

- 4) No development shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
- a. Report of Preliminary Investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land in accordance with UK Land contamination risk management (LCRM) national guidance and including BS10175:2011+A2:2017 Investigation of potentially contaminated sites - Code of Practice, and, unless otherwise agreed with the Local Planning Authority,
 - b. Report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation and in accordance with BS10175:2011+A2:2017, and BS 8576:2013 and unless otherwise agreed with the Local Planning Authority,
 - c. Detailed site-specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring
- Such a scheme shall include the nomination of a competent person to oversee the implementation of the works.
 Reason: To minimise the risk from land contamination for the safety of future users.

- 5) The development hereby permitted shall not be brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 4(c) that any remediation scheme required and approved under the provisions of condition 4(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the Local Planning Authority in advance of implementation). Unless agreed in writing with the Local Planning Authority such verification shall comply with UK Land contamination risk management (LCRM) and the guidance contained in EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 68: 2008. Typically such a report would comprise:
- a. A description of the site and its background, and a summary of relevant site information,
 - b. A description of the remediation objectives and remedial works carried out,

c. Verification data, including - data (sample locations/analytical results, as-built drawings of the implemented scheme, photographs of the remediation works in progress, etc.
 d. Certificates demonstrating that imported and/or material left in situ is free from contamination, gas/vapour membranes have been installed correctly. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 4(c).
 Reason: To minimise the risk from land contamination for the safety of future users.

- 6) In the event that any evidence of potential contamination is found at any time when carrying out the approved development, and that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared in accordance with the verification condition stipulated above, and which is subject to the approval in writing of the Local Planning Authority.
 Reason: To minimise the risk from land contamination for the safety of future users.
- 7) Prior to the commencement of development, full details of site drainage based on the submitted Flood Risk Assessment & Sustainable Drainage Strategy (September 2022) and Sustainable Drainage Strategy Addendum no.2 (May 2023) (including foul and SuDS schemes) and its location shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways, Southern Water and Local Lead Flood Authority). These details shall include:
- a) A foul water system maintenance and management plan – including responsibility for monitoring the system on a 24/7 basis and an emergency plan (in case of spills during servicing by the tanker or any other malfunctions)
 - b) Specify the responsibilities of each party for the implementation of the SuDS scheme
 - c) Specify a timetable for implementation for all drainage (foul & SuDS)
 - d) Provide a management and maintenance plan for the lifetime of the development (including any arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime)

The development shall thereafter be undertaken in strict accordance with the approved details prior to the first use of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted onto the Strategic Road Network or into any drainage system connected to the

Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.

Reason: To ensure that the M27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and paragraph 59 of DfT Circular 01/2022.

- 8) Prior to any development being undertaken along the boundary with the M27, a boundary treatment plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The plan shall include as a minimum:

- a) details of the fencing location, type, construction method and maintenance;
- b) details for management of existing boundary planting to include an Arboricultural Tree Survey and Tree Protection Plan with a Method Statement for any works required to address the removal, retention and management of trees along this boundary.

All works shall be undertaken in accordance with the agreed plan and shall be completed prior to first use, and maintained as such thereafter.

Reason: To mitigate any adverse impact from the development on the M27 and to ensure that the M27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

- 9) Prior to the commencement of the development hereby permitted a Landscape Management Plan and Planting Schedule, (including all hard and soft landscaping, trees, all other means of enclosure along boundaries not adjoining the M27, and details of implementation and maintenance), shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The agreed details (except planting) shall be implemented in full prior to first use of the development hereby permitted. The planting shall be implemented in full within the first planting season post first occupation (at the latest), and maintained as such thereafter. Reason: To protect the National Highways estate, protect public safety and ensure the safe and efficient operation of the Strategic Road Network, and in the interests of the visual amenity of the locality, and biodiversity.

- 10) For a period of no less than 10 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme. Reason: To ensure the development meets the essential requirements of the adopted Supplementary Planning Document 'Environmentally Sustainable Development', and in the interests of the visual amenity of the locality.

- 11) Prior to commencement of development, an updated badger survey/walkover shall be submitted to and approved in writing by the Local Planning Authority. The report should cover mitigation measures in the event badgers/ a badger sett is found. No development shall commence until the agreed mitigation measures have been implemented in full (if any required). Works to the development hereby permitted shall commence within 4 months of the date of the approved report, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting protected species.

- 12) Prior to the commencement of development a Bird Hazard Management Plan, detailing measures for flat, shallow pitched and green roofs which may be attractive to nesting, roosting and loafing birds and in compliance with Wildlife Hazards Around Aerodromes, shall be submitted to and agreed in writing with the Local Planning Authority in consultation with Southampton Airport. The agreed Bird Hazard Management Plan shall then be implemented in full by completion of the development and shall remain in situ for the lifetime of the development. No subsequent alterations shall be undertaken, unless first submitted to and approved in writing by the Local Planning Authority in consultation with Southampton Airport.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June.

- 13) Prior to first use of the development hereby permitted, details of biodiversity enhancements, including a Biodiversity Environmental Management Plan (BEMP) and timings, shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be carried out in accordance with the approved details and maintained for the lifetime of the development. Reason: In the interests of the visual amenity of the locality, and biodiversity.

- 14) The development hereby permitted shall not be first used until the access, including the footway and/or verge crossing which shall be constructed in accordance with the S278 process, with lines of sight provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metre in height

above the adjacent carriageway and shall be subsequently maintained so thereafter.
Reason: To provide satisfactory access and in the interests of highway safety.

- 15) The development hereby permitted shall not be first used until the access road, including any areas of widening has been constructed in accordance with the approved plans. The access road shall be kept free of any obstruction and shall be subsequently maintained thereafter.
Reason: To provide satisfactory access and in the interests of highway safety

- 16) The development hereby permitted shall not be first used until a Delivery Vehicle Management Plan has been submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority. This plan shall outline the methodology that will be utilised by the site management to ensure that HGV / Articulated vehicles are able to enter and exit site unobstructed by other vehicles travelling in opposing directions. The development shall be carried out in accordance with the approved details.
Reason: To provide satisfactory access and in the interests of highway safety.

- 17) Prior to first use of the development hereby permitted, a permanent external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme implemented in full. This shall include mitigations measures, to protect wildlife and the adjoining SSSI, which shall then be implemented and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of protecting wildlife and the adjoining SSSI.

- 18) The development must accord with the arboricultural report reference AIA/AMS-KC/CH/MOORLANDS/001 Rev C. No excavation, demolition or development related works shall commence until the tree protection measures have been installed as per the tree protection plans reference TPP-KC/MOORLANDS/001 Rev D Sheets 1 and 2. Tree protection measures shall be retained in their approved form for the duration of the work and may only be modified subject to written agreement from the Local Planning Authority.
Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

- 19) Notwithstanding the approved plans /details, no development above slab level shall commence until full details of the following:
a) Parapet/ coping details
b) Details of fenestration insets/ frames
c) Junction details between different facing materials
d) Details of rainwater goods
and materials (and samples where requested) to be used in the construction of the external surfaces of the development hereby permitted have been

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

- 20) The development hereby permitted shall, in accordance with the layout shown on drawing 7912_D01/P be used only for purposes of light industrial floorspace, warehouse floorspace and estate office within Use Classes E(g)(ii), E(g)(iii), B8, and E(g)(i) (respectively), of the schedule to the Town and Country Planning (Use Classes) Order 1987, [or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification] and for no other purposes.
Reason: In the interests of highway safety and local amenity.

- 21) The development hereby approved shall follow the recommendations of the submitted BREEAM Pre-Assessment (dated October 2022), and within 12 months of first use of the development, a BREEAM 'excellent' final stage certificate/ a final Non-Domestic Building Energy Performance Certificate shall be submitted to the Local Planning Authority, demonstrating that the completed development has achieved a minimum BREEAM 'Excellent' / 'A' energy performance rating.
Reason: To ensure the development meets the essential requirements of the adopted Supplementary Planning Document 'Environmentally Sustainable Development'.

INFORMATIVES:

- a) The applicant is reminded that a S278 agreement will need to be entered into with Hampshire County Council separate to any planning application.
b) In accordance with paragraph 38 of the National Planning Policy Framework (September 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.

1. **Report**
2. This application has been referred to Committee by Councillors; Asman, Gomer and Tennent.
3. **Site Characteristics and Character of the Locality**
4. The application site comprises a 1.71ha piece of land, situated to the north of Botley Road (B3035) accessed via a road which runs parallel with the M27. The site itself comprises a derelict farmstead, with a number of run-down buildings. An existing industrial site is located to the immediate south east of the site.
5. The application site falls within the designated countryside, with TPO'd trees and SSSI to the east of the site. The western boundary is also bound by trees, providing screening to the M27. To the immediate south-east of the application is the outskirts of Hedge End Industrial Centre which falls within the urban edge and is also a designated employment protection site. This area comprises a mixture of usages including retail, commercial and industrial. Further west of the application site and M27 there are residential estates, also falling within the urban edge. To the south-west of the site is the Ageas Bowl.
6. **Description of Application**
7. This application proposes the demolition of all existing buildings and detailed planning approval for light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)], warehouse floorspace [Use Class B8] and estate office (Use Class E(g)(i)).
8. The application proposes 4no. separate industrial buildings:
9. Units A & B:
Unit A is proposed to be situated slightly north-west of the centre of the site. Unit B is proposed to be situated slightly south-west of the centre of the site, allowing for a road and parking provisions in-between. Both units would be orientated at an angle, whereby Unit A would be slightly set in from the western boundary. The units would have a length of approx. 52.6m and a width of approx. 17.2m and internal footprint of approx. 810m². The units would have a flat roof which would measure approx. 7.2m in height. There would also be solar panels on the roofs, and a section of sedum roof, with parapet railings which would project approx. 0.5m above the roof of the host unit. The units would both also have a staggered north-western elevation as a result of the projecting elements. There would be 5no. projecting elements which would be finished in alternating materials. The recessed elevations would be finished in red brick work, and the projecting elements would be finished in either charred larch (laid horizontally or vertically) and silvered cedar/larch (laid diagonally). The fenestration would be light timber framed and the loading doors would be grey in colour. The rainwater goods are proposed to be concealed.
10. Unit C:
This unit is proposed to be situated centrally within the site. This would be set in from the northern and eastern boundaries, positioned to the east of Unit A. This would have a length of approx. 27m and width of approx. 11.6m (thus having a total internal floor space of approx. 280m²). This would have a flat roof which would measure approx. 7.3m in height. There would be 3no. projecting elements which would be finished in alternating materials. The recessed elevations would be finished in red brick work, and the projecting elements would be finished in charred larch (laid either horizontally or vertically). The fenestration would be light timber framed and the loading doors would be grey in colour. The rainwater goods are proposed to be concealed.
11. Unit D:
This unit is proposed to be located towards the south-eastern part of the site, set in from both the southern and eastern boundaries. This would have a footprint of approx. 13.5m by 8.8m, with an internal floorspace of approx. 98.5m². This unit would have a pitched roof with eaves which would measure approx. 6m and an overall height of approx. 9.5m. This unit would be finished in a combination of materials; red brick wall at lower level on the elevations, and zinc cladding above. The roof would also be zinc including solar panels, which would sit flush to the roof. The fenestration would be grey aluminium, and rainwater goods would be finished in grey.
12. The 4no. industrial units have been positioned fairly centrally within the site to allow one way vehicular movement throughout the site, with 2no. units to the north and south, a SuDS pond being the main turning feature. The roads are therefore contained within the parameters of the buildings and SuDS feature. The proposals have been amended during the process whereby there has been the creation and protection of buffers to the east and south adjoining the SSSI, as well as enhanced landscaping.
13. The proposals have been amended during the application process. The main alterations relate to the layout and design of the proposed units. The siting of the 4no. buildings have been set in from all boundaries by varying degrees. Buildings B and C have been set in 20m from the eastern and southern boundaries, and Building D has been set in completely from the 15m buffer and partially within the 20m buffer. The units all have a contemporary design, however footprints and roof forms have been altered as part of the amendments. There has also been landscaping alterations, including the SuDS ponds which now creates a turning point for vehicles, allowing for one way vehicular movement throughout the site.

14. **Relevant Planning History**

15. F/12/71729
Construction of dog training hall with associated dog exercise area, parking and landscaping following demolition of existing barn
Permitted (February 2013)
16. F/15/77341
Renewal of planning permission F/12/71729 for the construction of dog training hall with associated exercise area, parking and landscaping following demolition of existing barn.
Permitted (December 2015)
17. F/18/84683
Construction of a dog training hall with associated exercise area, parking and landscaping following demolition of existing barn
Permitted (April 2019)
18. O/21/91192
Demolition of all existing outbuildings and outline planning approval with details of access to be approved and all other matters reserved for redevelopment to provide light industrial floorspace [Use Class E(g)(ii) & E(g)(iii)] and warehouse floorspace [Use Class B8], conversion of existing farmhouse to provide ancillary office space [Use Class B8] and provision of an estate office [Use Class E(g)(i)]
Withdrawn (February 2022)

19. **Representations Received**

20. 4no. Objections from 2no. people have been received, summarised as follows:
(a) failure to recognise the significance importance of the site of special scientific interest (SSSI), (b) impact upon wildlife/ protected species and plants, (c) impact of additional traffic, (d) concern about drainage/ water pollution, (e) lack of buffer zones, and (f) concern about the landscape and ecology management plan.
21. 1no. Comment summarised as follows:
(a) caretaker of land has caused damage to the SSSI, and (b) concern about traffic.
22. Eastleigh Ramblers
Footpath no.10 runs between this property and the M27. The proposed site layout plan appears to show the footpath in the correct alignment coming out onto the Botley Road. Other plans show it coming out onto the proposed

access road which must be avoided so no plans of this type must be approved. When considering land contamination, you also consider the use of asbestos sheets to repair the fencing along that section running parallel with the M27. The fence was original post and rail.

23. **Consultation Responses**

24. Parish Council
None received.
25. EBC Sustainable Transport
None received.
26. EBC Arboriculturalist
No objection, subject to condition

Comments 17 May 2023 (following receipt of amended plans)

We have no further comments to make. Please condition accordingly if you are minded to approve the application.

Comments 3 January 2022 (following the receipt of Report reference AIA/AMS-KC/CH/MOORLANDS/001 Rev B and Tree protection plans reference TPP-KC/MOORLANDS/001 Rev C Sheets 1 and 2)

We had a couple of points of objection with the previous iteration. We are happy to see that all of our points have been addressed. We remove our objection subject to the imposition of a specific condition.

Comments 4 November 2022:

Holding objection.

27. EBC Ecologist
No objection, subject to condition.

Comments 4 July 2023:

The packaged sewage treatment plant brochure states that the life of the glass-reinforced plastic system is 25 years, it needs to be serviced by a tanker and a kiosk is required to house the control panel and air blowers. A foul water system maintenance and management plan must include responsibility for monitoring the system on a 24/7 basis and an emergency plan in case of spills during servicing by the tanker or any other malfunctions. A CEMP will be required for replacing the system every 25 years in perpetuity, which can be conditioned.

Comments 22 June 2023:

Ecological features were identified. The surface water drainage has been redesigned with no earthworks to be done within the 15m buffer, with

mitigation in place no impact to the SSSI is likely. Amphibian wildlife passages have been designed to connect the pond to suitable habitat with the buffer zone. Recommended conditions are listed in section 8 of the ecology report. A badger survey must be done immediately prior to construction works, which can be conditioned. All bat work will be done under licence from Natural England (this can only be obtained after planning permission is granted). In order to avoid disturbance/ harm to nesting birds or damage to their nests, all constructions works and the removal of the outbuildings, will be undertaken outside of the bird nesting season. If this is not possible any potential nesting sites must be checked by a suitably qualified Ecologist. If an active nest is identified a 5m buffer will be established, within which no works will be able to take place until the Ecologist has confirmed the fledglings have left the area of impact. Reptile mitigation must be done as set out within Section 8.3, this must also include ongoing habitat monitoring (for 5 years) and management as outlined. The Landscape Mitigation and Enhancement Plan is satisfactory. A biodiversity enhancement mitigation and management plan (BEMP) is required and can be conditioned. A CEMP is also required and can be conditioned, this should include wildlife protection measures outlined in the ecology report, as well as dust control and surface water drainage with pollution and sediment control measures to protect the watercourse, ecological buffer zones and Moorgreen Meadows SSSI. This should also include details as to who is responsible for monitoring the site during the construction phase. Wildlife sensitive lighting plan is required, but can be conditioned. SuDS details are required, but can be conditioned, further details required with regard to packaged sewage treatment plant.

Comments 13 March 2023:

Detached buildings A and C and moving building C slightly towards (but not over) the 20m SINC buffer is acceptable. There are also two clear migration connections between the pond and the ecology areas. Use of the pond is more likely during dawn and dusk periods when there is less likelihood of traffic using the proposed turning circle. A revised SuDS plan would be required.

Comments 16 February 2023:

Discussions were had with the agent about the creation of buffers, moving Building D north-west. Sedum roofs will be kept as much as possible and SuDS pond/ turning circle will be reviewed.

Comments 26 January 2023:

Proposals result in a huge improvement. More accurate SSSI boundaries are required. If 20m buffer is not feasible then it may be possible to have a 15m buffer in some areas and provide additional habitat in others. The proposed swale/ reed bed should be moved away from the buffer. Swale will need to be managed as habitat.

Comments 13 December 2022:

The Ecology report (December 2022) confirmed bats and suitable habitat for protected species. The report also states that *if development does not take place within 18 months of this report then the findings of the survey will no longer be considered valid and may require updating.* (18 months after August 2022 walkover). The report has noted a biodiversity net gain. Recommendations and mitigations are noted and agreed, and a BEMP which can all be conditioned. Additional SuDS information would be required.

28. EBC Environmental Health

No objection, subject to condition(s).

Comments 21 December 2022:

No change to our previous advice as there appears no point sources of air pollution. Conditions are recommended.

Comments 17 October 2022:

The site setting is set back from the community and close to the M27, a source of high noise and air pollution. Offices located in the eastern corner more distant from the pollution. For short term exposure in handling storage, the effects of air pollution will be reduced and not of a magnitude we would advise against for short term or occasional use. A proportionate Construction and Environmental Management Plan would be appropriate.

Contaminated Land conditions requested.

29. EBC Policy

No objection, subject to condition.

Comments 17 October 2022

The countryside location engages Policy S5 and DM18. The main considerations, in this specific instance, of Policy DM18, Extension and replacement of non-residential buildings in the countryside are those which relate to the density, scale, massing, layout and height (criterion c) and avoiding detrimental impacts upon the character of the countryside (criterion d). It is observed that the footprint of some of the proposed buildings will not be located on the existing developed areas and would be located on what appears to be undeveloped parts of the site. The footprint of the employment buildings which are proposed to be located outside the existing developed parts of the site would constitute a material change of use of land designated as countryside and as such would not be acceptable. Policy DM1, General criteria for new development will also be important to consider with regards to the overall design proposed and with regards to development not having an adverse impact on, and where possible enhancing the countryside amongst other things. It is noted that the proposal could potentially help to improve the overall appearance of the site which is

currently in a state of disrepair whilst any urbanising effect would be minimised. This is due to its location adjacent to an existing employment estate to the east provided the overall scale and massing of the proposed buildings (less floorspace compared to the previously withdrawn outline proposal) would not be considered to materially alter the character of the site. The applicant has also proposed mitigation measures which go further compared those in the previously withdrawn outline application with regards to the provision of informal woodland, priority habitats, native woodland, native hedging and a SuDS pond and basin on the site.

The principle of employment development would be acceptable and would contribute to the Council's wider employment land supply targets whereby a total of 2,124sq.m. of new employment floorspace is proposed (gross internal area). With regards to criterion h in Policy DM18, the development would not by itself or cumulatively with other recently permitted schemes undermine the Council's strategy for the development of employment-related floor space (see policy S4). This is due to the loss of existing employment floorspace on protected employment sites and the development of some employment allocations for other uses over recent years. It is also noted that the applicant has reduced the floorspace of the proposed scheme due to the above noted concern of developing on the undeveloped countryside.

Policy DM2, relates to environmentally sustainable development. The applicant has indicated the intention for the scheme to achieve BREEAM 'Excellent' in the submitted Design and Access Statement. It is noted that an Accredited Assessor has been appointed at this early design stage to assist the development in achieving the required BREEAM level.

The proposal for redeveloping the site for employment uses will be acceptable provided that the proposed biodiversity related mitigation measures are considered to outweigh any loss to the proposed undeveloped areas of countryside within the curtilage of the site. It is observed that development proposed on the undeveloped countryside will be less substantial compared to the previously withdrawn outline planning application due to the smaller scale of the proposal in terms of the overall amount of floorspace proposed (853sq.m less than the previously withdrawn outline consent). This will help to ensure that the overall character of the site is protected in accordance with Strategic Policy S5 of the 2016-2036 Local Plan.

30. EBC Urban Design
No objection, subject to condition.

Comments 19 May 2023:

The amendments have overcome the concerns relating to the undesirable large footprint of Buildings A and C as a consequence of being proposed as a semi-detached building. I have no further objections. Material details,

including samples can be conditioned.

Comments 4 January 2023:

The additional information provided has overcome the concerns raised in my previous consultation, and I have no further objections. Material details, including samples, can be conditioned provided that these follow the details set out in the Design and Access Statement and subject to case officer agreement.

Comments 21 October 2022:

External Layout:

The existing buildings are currently in a state of disrepair, and they do not appear to have any architectural merit. In addition, where the character of an existing place has limited or few qualities, then a new and positive character should be proposed to enhance its identity. In this context, it is considered that the proposal helps to improve the overall appearance of the site and makes a positive contribution to the character of the area.

In terms of layout, while it is acknowledged that the footprint of some of the buildings will be located outside what is the current developed area, it seems that the proposal won't have a detrimental visual impact on the surrounding area subject to addressing concerns raised by the Landscape Officer. There are some discrepancies between the plans.

Height, Form, Scale & Mass

No objections in principle. Furthermore, the site is currently well-screened, and it is anticipated that there won't be many opportunities for the proposal to be seen from wider views.

External Appearance & Materials:

No objections in principle to the proposed architectural language nor to the material palette shown on page 13 of the DAS. However, it is important to ensure that an excessive variation of detailing is not employed in a single scheme, as it often results in a discordant composition. It would be encouraged to keep it simple and reduce to the minimum timber cladding orientations proposed.

The external finishing materials and detailing are very important from an urban design perspective. These should be durable and of high quality, reinforce the overall design concept, and take account of the context of the site. Further details/ samples of materials are needed.

Trees, Green Infrastructure and Landscape

The concerns raised by the Landscape Officer regarding potential visual impact, particularly from the motorway, are shared. Therefore, any proposal to remove trees alongside the access road, which are currently providing a significant level of screening, would need to be carefully considered.

Green roofs are welcomed as they provide added benefits for biodiversity and sustainable drainage.

31. EBC Landscape

The proposals would result in development within the designated countryside, whereby there are effects on the landscape and views. Additional information comprising full landscape details are requested.

32. EBC Economic Development (4 October 2022)

Economic Development are in full support of this application and the business and employment opportunities it brings.

33. National Highways

No objection, subject to conditions.

Comments 3 January 2023:

Following the receipt of additional information the details supplied answer the queries. We have no objection subject to 3 conditions covering: drainage, boundary treatment, and landscaping.

Comments 12 December 2022:

Recommend that planning permission not be granted for a specified period: additional information required.

Comments 25 October 2022

Recommend that planning permission is not granted for a specific period: additional information required.

34. Natural England

No objection subject to appropriate mitigation.

Comments 31 May 2023:

No objection, subject to appropriate mitigation being secured (CEMP & SuDS)

Comments 2 February 2023:

No objection, subject to appropriate mitigation being secured (CEMP & SuDS)

Comments 26 October 2022

Further information required:

- A construction environmental management plan (CEMP)
- Conditions stipulating the implementation of surface water drainage (SuDS)

35. Environment Agency (24 October 2022)

No objection

Environmental permit – advice to applicant:

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the riverbank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

36. Hampshire Highways

No objection, subject to conditions and mitigations.

Comments 5 July 2023:

Following clarification, no objection subject to conditions (access construction provision, access road provision and CEMP).

Site Access Junction: access into the site is proposed to be via a new formal priority junction / bell mouth arrangement, replacing the existing simple vehicle crossover that has been deemed insufficient due to the potential flows and type of vehicles crossing this, as well as the lack of known strength within its existing construction. The proposed access is shown on submitted drawings, with vehicle tracking available which shows how movements will be achievable for both articulated vehicles and standard cars. Within the tracking drawings, it is demonstrated how two-way car movements are achievable at the access, and also how an articulated vehicle and a car can pass each other at the access with the articulated vehicle existing and entering site in to/from the east. Tracking drawings demonstrating the same combined movements from the west have not been submitted, however it is clear from the articulated left turn in (from the west) drawing that adequate space for a car to be passed is available. As such, the access from the highway onto site is agreeable in principle for the purposes of planning. A S278 will be required.

Internal Site Layout: whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the information provided has been undertaken. The submitted drawings demonstrate that once on site, the layout essentially provides for a one-way circuit, which allows for forward gear movement and adequate space for the movement of vehicles anticipated to access the site. There are however conflict areas on the mid-section of the access track should an articulated vehicle enter site as another is trying to leave, and this would also affect a standard car and articulated vehicle trying to pass each other with a lack of available passing points. As previously suggested, additional passing points should continue to be investigated by the

applicant as they would be beneficial to the users of the site, however this would be an internal site issue and it not anticipated to have an impact on the local highway network with any manoeuvre adjustments having to be made on site. To ensure the highway is not affected however, it would be requested that a Delivery Vehicle Management Plan is submitted by the applicants, outlining how deliveries will be managed to ensure this situation does not occur (by pre-set delivery timings; a call ahead and hold internal traffic arrangements etc). This should be secured via condition.

Trip Generation, Developer Contributions and conditions as per original comments.

Comments 10 June 2023:

No objection, however there are disparities between some of the information. Clarification required.

Comments 22 December 2022:

Following the receipt of additional information there is no objection to the proposals, although a S278 agreement with HCC would be required.

Access: following concerns raised in regard to the utilisation of the existing vehicle crossover, the applicants now propose a formal access junction into the site. Whilst this severs the continued pedestrian and cycle route, for safety reasons this is accepted. The design of the access junction remains subject to S278, but for the purposes of planning, a review undertaken suggests that it will be acceptable. Appropriate visibility splays are achievable, even when taking into account the brow of the hill to the west, and auto-tracking diagrams demonstrate how vehicles can achieve suitable access and egress. Whilst there remains minor conflict areas on site, where two HGV's may not be able to pass, any adjusting movements will be contained on site, and with an adequate passing space provided at the entrance to the site, this will not have an impact on the highway.

Internal Site Layout: whilst it is understood that the site will not be for adoption by HCC under a S38, an assessment of the layout has been undertaken. Internally, as outlined above, auto-track diagrams have demonstrated that there is adequate space for vehicles to pass along the access track, bar a short section where it will be difficult for two HGVs to pass. However, such instance would be anticipated to be rare, and may be overcome by the additional heights of HGVs whereby drivers will see oncoming HGVs and make waiting decisions accordingly. This will not however have an impact on the highway, it will be an internal issue. Once on site, the layout essentially provides for a one-way circuit, which allows for forward gear movement and adequate movement for the vehicles anticipated to access the site, and again any delays will be internalised and will be for on-site management with no highway impacts anticipated.

Trip Generation, Developer Contributions and conditions as per previous comments.

Comments 13 October 2022

No objection in principle: amended plans and additional information required.

Access: this is via an existing vehicle crossover, which has historically served the site. Whilst the associated Transport Assessment (TA) looks to demonstrate that this provides adequate geometry and visibility, there are concerns as to how appropriate this would be for the proposed development. Firstly, in terms of visibility whilst drawings suggest that appropriate splays can be achieved, it is not clear whether these have taken in to account the fall in levels to the west and whether the brow of the bridge restricts forward visibility. If a simple vehicle crossover were to be maintained, give way markings would be required. In terms of vehicle crossover itself, in its present layout this is too wide, and amendments would be required to tighten this up appropriately with a narrowing of the existing width onto the highway with some drop kerbs re-instated. This would require a S278. Due to frequency and number of vehicle movements anticipated, there are concerns in regard to the suitability of a vehicle crossover, both in terms of functionality and construction, given it is unlikely that the crossover has been constructed to appropriate standards for such heavy and frequent flows. As such, it would be requested that this should be replaced by a formal bell-mouth junction.

Internal Access: further information would be required to show how two way articulated vehicle movements will be accommodated, or how an articulated lorry and car will pass each other.

Internal Site Layout: The site will not be for adoption by HCC under a S38. The layout is largely acceptable, with parking spaces and adequate aisle widths to allow for easing turning in and out of spaces. Vehicle tracking has been provided for articulated lorry movements, demonstrating how they can turn within the site to allow for forward gear access and egress.

Trip Generation: as a result of the proposals, there will be an additional 24 vehicle movements in the AM peak, 21 additional vehicle movements in the PM peak and approximately 239 additional vehicle movements over a typical 24hour period, over and above the permitted site development. Whilst as an individual site, these additional movements are not anticipated to have a severe impact on the local highway network, accumulated with the other local development whose vehicle flows are anticipated to move through the same local highway junctions and utilise the same sustainability travel methods, updates to the local highway network and infrastructure will undoubtedly result.

Development Contributions: £54,970. Exact utilisation of this funding would be outlined as part of the S106 agreement, and so schemes may change during any interim period that arises between now and the signing of such an agreement, initially it would be anticipated that contributions would be secured for:

- Highway improvements on West End Highway Street
- Junction improvements on the Tollbar Way corridor
- Sustainable transport improvements (bus, cycle and/ or pedestrian) in the local vicinity of the site

37. Hampshire Lead Local Flood Authority

Comments 26 May 2023:

There appears to be no changes made to the climate change allowances used for the 1 in 30 year storm event and 1 in 100 year storm event. We would be looking to see the relevant peak rainfall allowances used depending on the life expectancy of the development, but this will always include an allowance for the 1 in 30 year event. Additionally, a vortex flow control has now been proposed with an orifice diameter of less than 50mm. This seems to be for the chamber within the permeable paved area which would be acceptable, however the invert level does not match between the layout and calculations.

Officer Note: additional information can be secured via condition.

Comments 20 October 2022

The site is brownfield and lies within Flood Zone 1 and there are areas of increased surface water flood risk that appear to relate to land drainage features adjacent to the site.

Additional information would be required:

- Hydraulic calculations to incorporate recently revised changes to climate change allowances for peak rainfall.
- Exceedance flow routes on a layout, to also include extents of any flooding predicted.

38. Southern Gas Network (4 October 2022)

In the event that gas pipes are present within your site, there may be restrictions on the work being undertaken to ensure the safety of your site and the protection of the gas pipes.

39. SSE

4no. pipes within close proximity (abandoned MOD, exolum pipeline, SSE & SGN).

40. Southern Water

Comments 26 May 2023:

Comments remain unchanged.

Comments 21 October 2022:

The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water, before the layout of the development is finalised.

- The 2 inches water distribution main requires a clearance of 6m on either side of the water distribution mains to protect it from construction works and to allow for future access for maintenance
- No excavation, mounding or tree planting should be carried out within 6m of the external edge of the public water distribution mains without consent from Southern Water
- No new soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5m of a public water distribution mains
- All existing infrastructure including protective coatings and cathodic protection, should be protected during the course of construction works.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before works commence on site.

The Environment Agency should be consulted directly by the applicant regarding the use of a private wastewater treatment works which disposes of effluent to sub-soil irrigation.

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Design and Construction Guidance. Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme
- Specify a timetable for implementation
- Provide a management and maintenance plan for the lifetime of the development

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

41. Southampton Airport
Comments 18 October 2022

BH1 Submission of a Bird Hazard Management Plan: Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority in consultation with Southampton Airport.

We would also make the following observation: Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within CAP 1096 the Guidance to crane users on the crane notification process and obstacle lighting and marking.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Southampton Airport, or not to attach conditions which Southampton Airport has advised, it shall notify Southampton Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

42. **Policy Context and Designations Applicable to Site**

- Countryside
- Solent Mitigation & Disturbance Zone
- TPO trees along the eastern boundary of the site (94-E)
- Flood Zone (east of application site)
- SSSI (east of application site)
- Urban edge & Existing Employment Sites (south-east)

43. **Development Plan Policies**

44. **Eastleigh Borough Local Plan 2016 – 2036**

45. The relevant policies comprise:

46. Strategic Policies:
- S1 (Sustainable Development)

- S4 (Employment Provision)
- S5 (Countryside)
- S11 (Transport Infrastructure)
- S12 (Footpaths, cycleways & bridleways)

47. **Development Management Policies**

- DM1 (General Development Criteria)
- DM2 (Environmentally Sustainable Development)
- DM3 (Adaption to Climate Change)
- DM4 (Zero or Low Carbon Energy)
- DM6 (Sustainable Surface Water Drainage)
- DM8 (Pollution)
- DM11 (Nature Conservation)
- DM13 (Transport)
- DM14 (Parking)
- DM15 (Safeguarding Existing Employment Sites)
- DM17 (Agricultural Development)
- DM18 (Extension & Replacement of Non-Residential Buildings in the Countryside)

48. **Hampshire Minerals and Waste Plan**

- Policy 15 – Safeguarding of Mineral Resources.

49. **Supplementary Planning Documents**

- Planning Obligations (2008)
- Biodiversity (2009)
- Environmentally Sustainable Development (2009)
- Quality Places (2011)
- Trees & Development (2022)

50. **National Planning Policy Framework**

51. At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development unless material considerations indicate otherwise.

52. Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing

- housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development responds to the different opportunities for achieving sustainable development in different areas.
53. **Planning Practice Guidance**
54. Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.
55. **Assessment of Proposal: Development Plan and / or Legislative Background**
56. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise.
57. The Development Plan comprises the Saved Policies of the Eastleigh Borough Local Plan (2016-2036) and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.
58. **Environmental Impact Assessment**
59. The proposals have been considered against the criteria within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the Regulations) and the provisions of the Planning Practice Guidance (PPG). The development is not of a type described in Schedule 1 of the Regulations whereby an Environmental Statement will always be required. Whilst the proposals are of a type described in Column 1 of Schedule 2 of the Regulations (10 Infrastructure Projects), the development is not located within a sensitive area (albeit noted that there is SSSI located to the north/ east of the application site) and the area of the development (1.71ha) is significantly below the relevant threshold in Column 2 (5 hectares – as set out within The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018 which amended the 2017 Regulations). In accordance with the provisions of the Regulations and the Planning Practice Guidance (Paragraph: 017 Reference ID: 4-017-20170728), projects which are described in the first column of Schedule 2 but which do not exceed the relevant thresholds or meet the criteria in the second column of the Schedule, or are not at least partly in a sensitive area, are not Schedule 2 development and, therefore, do not need to be screened by the

Local Planning Authority. An Environmental Statement is therefore not required.

60. Principle

61. The application site falls within designated countryside and, as such policy S5 of the Eastleigh Borough Local Plan (2016-2036) is of relevance. This policy sets out that there are specific criteria which development must comply with in order for it to be acceptable within the countryside. Section 1 notes types of development which would be compatible within the countryside, and Section 2 sets out what development will seek to do to ensure the proposals do not have an adverse impact upon the countryside.
62. Section 1(a) of policy S5 notes that proposals that provide employment through agricultural development and extension and replacement of existing employment uses can be acceptable but would be subject to Policies DM17 and DM18. It is also noted that to the immediate south-east of the application site is the urban edge and an existing employment site (Hedge End Retail Park). The application proposals would provide employment opportunities through the creation of 4no. industrial buildings. It is acknowledged that the proposals would not provide agricultural development but would replace existing derelict buildings on site. Whilst the proposals would not be within strict accordance with Policy S5, they would provide employment opportunities, similar in nature to those to the immediate south-east of the site, as such, are not considered to be harmful. The Council's Policy Team noted that the proposals would ultimately result in new development in the countryside contrary to policy S5. However, they also considered policies DM1 (design related), whereby they concluded that the proposals *could improve the overall appearance of the site which is currently in a state of disrepair whilst any urbanising effect would be minimised*. They also noted the close proximity to the existing employment site, thus the proposals would not be considered to materially alter the character of the site. Furthermore, ecology benefits would be provided, in accordance with policy DM1. In addition, they also noted that the principle of employment development would be acceptable and would contribute towards the Council's wider employment land supply targets, supported by policy S4(d). Therefore, and considering the overriding environmental and economic benefits of the scheme, it would be concluded that the proposals would be acceptable, in this specific instance.
63. Section 2 of policy S5 notes that proposals within the countryside should avoid adverse impact upon woodland, and the intrinsic character and landscape of the countryside, and secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside, amongst other criteria. The application site is located to the north of Botley Road and the east of the M27 motorway. Due to the topography of the land, the site is set down at a much lower level than Botley Road. Further, there is

- significant screening along the western boundary, with the M27, comprising fencing and mature vegetation. The proposals are therefore not readily visible from these public viewpoints. It is, however, acknowledged that there is a public footpath nearby which would provide views of and into the site. However, and as will be discussed further below within this report, additional information has been provided with regard to ecology and biodiversity improvements to ensure that the proposals are acceptable and would not result in harm to the countryside and its intrinsic character or appearance.
64. Furthermore, and as noted within the history section, 3no. previous planning applications permitted a dog training hall with associated parking and landscaping. Within these reports the officers noted that the site fell within designated countryside and the strategic gap, however, noted that the use is a specialised use best suited to the countryside due to potential for noise and disturbance that would arise from the dogs and exercising in the grounds of the building. As a result, they concluded that an exception to former Policy 1.CO was justified, and that the proposals would not result in adverse harm. It should be noted that the application site was formerly within the strategic gap, this was since removed (as set out within the Settlement Gap Study 2020) and no longer falls within the gap.
65. To conclude, the application proposals, whilst not falling within strict accordance with Section 1 of Policy S5, are not considered to result in adverse harm to the countryside. As noted above, the site is not readily visible, unless utilising the public footpath, therefore there are limited public vantage points thus the proposals would not be considered to have an adverse visual impact upon the wider surroundings. As will be expanded upon within the design section of this report, the Council's urban design officer concluded that they are agreeable to the appearance, scale and form of the proposals, thus would not result in visual harm. Further, the applicant indicates that the proposals would provide 43no. jobs within the 4no. industrial units. The use of these units would be comparable to the existing employment site within the urban edge to the immediate south-east of the site and would therefore be a compatible land use. In addition, biodiversity matters will be discussed within this report with recommendations and enhancements being secured via condition. As such, and in this specific instance, the proposals are considered acceptable.
66. **Design and Appearance**
67. Policy DM1 of the Eastleigh Borough Local Plan (2016-2036) stipulates that all new development should respect the character and appearance of urban areas, take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbouring, and be compatible in terms of mass, scale, layout density, design and siting.
68. Starting with the layout, this has been amended during the application process following the receipt of ecology concerns in relation to the lack of buffers to the SSSI. The siting of the 4no. buildings have been set in from all boundaries by varying degrees. Buildings B and C have been set in 20m from the eastern and southern boundaries, and Building D has been set in completely from the 15m buffer and partially within the 20m buffer. There is also the introduction of SuDS ponds, and landscaping within the site which both ecology and urban design consultees are agreeable to. The Council's landscape officer requested additional information, however it is considered that landscaping matters can be secured via condition.
69. Turning to the appearance of the proposed units, these are of a contemporary design utilising a combination of materials comprising; red brick, charred larch cladding, light timber fenestration and grey loading doors. The elevational treatment and succinct material palette is considered to aid the simplicity and coherence of the overall development. The buildings mass and scales all vary, with Units A & B being the largest. However, all buildings are considered to be acceptable with regard to their design and siting. The Council's urban design officer has requested a condition in relation to materials to ensure that the overall finish is of a high-quality.
70. As noted above, due to the topography of the land, the site is set down at a much lower level than Botley Road. Further, there is significant screening along the western boundary, with the M27, comprising fencing and mature vegetation. The proposals are therefore not readily visible from these public viewpoints. It is, however, acknowledged that there is a public footpath nearby which would provide views of and into the site. The views obtained are not considered to be harmful given the high-quality design and appearance the proposals would achieve. Furthermore, it should be noted that the proposals would be an improvement to the existing derelict arrangement of buildings.
71. Overall, and to conclude, subject to conditions, the proposals are considered to be acceptable with regard to their design and their impact upon the countryside and would therefore be in accordance with Policy DM1.
72. **Impact upon Neighbouring Amenity**
73. Policy DM1 of the Eastleigh Borough Local Plan (2016-2036) amongst other matters, stipulates that all new development should not have an unacceptable impact upon residential amenities of both new and existing residents.
74. Due to the location of the application site, separation distances (approx. some 80m) and the proposed siting of the proposals they are unlikely to have any adverse impact upon any residential amenities. Whilst it is noted that there is a public footpath around the application site, due to the siting of the proposals

within the site, this is not considered to result in an adversely harmful impact upon this footpath.

75. The proposals would be situated to the north-west of existing industrial/commercial units, and therefore would be compatible with the established surroundings and are unlikely to have an adverse impact upon these amenities.
76. Overall and to conclude, the proposals are not considered to have an adverse impact upon the neighbouring amenities and would therefore be acceptable in this regard.

77. Highways Safety & Parking

78. Policy DM13 of the Eastleigh Borough Local Plan (2016-2036) requires that development is or could be well served by public transport, cycling and walking and it includes measures which minimise its impact on the existing highway network. Policy DM14 of the same Plan requires that an appropriate level of car parking be provided in accordance with the Council's adopted standards. The policy provisions are consistent with the requirements of the NPPF and in particular those of paragraphs 107 and 108.
79. Due to the nature of the proposals, Highways England and the Local Highway Authority (LHA) have been consulted.
80. Originally, National Highways raised an objection on lack of information with regard to the potential impact upon the M27, and proposed internal works. However, following additional information they removed their objection subject to 3 conditions (outlined above: drainage, boundary and landscaping). Subject to these conditions National Highways are agreeable to the proposals.
81. As well as National Highways, the Local Highways Authority (LHA) were also consulted. They originally raised concerns requesting amended plans and additional information. They provided comments on access noting that whilst there appears to be an existing vehicle crossover further information needs to be provided to demonstrate that visibility splays can be achieved, as well as noting that S278 would be required. They requested additional information in terms of internal access. They also noted that whilst the site would not be for adoption, the internal configuration was broadly acceptable. In terms of trip generation the LHA noted that the proposals would result in approximately 239 additional vehicle movements over a typical 24hour period, over and above the permitted site development. They noted that as an individual site, these additional movements would not be anticipated to have an adverse impact on the local highway network, however accumulated with the other local development whose vehicle flows are anticipated to move through the same local highway junctions and utilise the same sustainability travel

methods, updates to the local highway network and infrastructure will undoubtedly be required. Therefore, developer contributions were requested to cover: highway improvements on West End Highway Street, junction improvements on the Tollbar Way corridor, and sustainable transport improvements (bus, cycle and/ or pedestrian) in the local vicinity of the site.

82. Additional information was submitted, which addressed the site access, proposing a new formal priority junction/ bell mouth arrangement, and including vehicle tracking plans which show how movement is achievable throughout the site. The vehicle tracking does, however, show some areas of conflict, therefore the LHA have recommended a delivery vehicle management plan be secured via condition. Together with other conditions (CEMP and access provisions) the LHA have raised no objection.
83. Turning to parking, 58no. vehicular parking spaces and 7no. sheltered secure cycle parking units are proposed. It is anticipated that the proposals would create 43no. jobs and therefore it is considered that there would be sufficient parking on site for users of the end development.
84. To conclude, following amendments, additional information and subject to specific conditions, the proposals are considered to be acceptable in this regard.
85. **Ecology & Trees**
86. Policy DM11 of the Eastleigh Borough Local Plan (2016-2036) stipulates that the Borough Council will work with statutory and voluntary agencies and developers to; protect, conserve and enhance areas subject to international, national and local nature conservation designations, and promote the net gain of biodiversity on all sites through the protection, enhancement and connection of existing provisions and new habitats and features compatible with the native biodiversity characteristics of the Borough.
87. The Council's ecologist originally raised concern with regard to the lack of buffer from the proposed development to the adjoining SSSI, as well as lack of information with regard to drainage, and sewage treatment plants which will be discussed below in this report. Following these concerns, the applicant sought to amend the layout of the proposals, providing a minimum 15m buffer from Building D to the SSSI and a minimum of 20m buffer from Buildings B & C. (Building A is situated further west and would therefore be further away from the SSSI). Further ecology reports and information has been provided whereby the Council's Ecologist is now satisfied that this information can be secured via appropriately worded conditions.
88. The Council's arboriculturalist originally raised a holding objection, requesting further information. Following the receipt of amendments, they removed their

objection and requested conditions be imposed. Therefore, and subject to these conditions, as set out above, the proposals are considered to be acceptable in this regard.

89. To conclude, the relevant consultees would be agreeable to the proposals, subject to suitably worded conditions. Therefore, the proposals are considered to be acceptable in this regard.
90. **Drainage**
91. Policies DM3 and DM6 of the Eastleigh Borough Local Plan (2016-2036) stipulate that new development must provide sustainable drainage systems (SuDs) wherever feasible, and naturalised filtration should also be included.
92. In terms of drainage, the Environment Agency, Natural England, National Highways, Southern Water, the Local Lead Flood Authority (LLFA), and the Council's Ecologist provided comments.
93. The Environment Agency ultimately raised no objection, and they also provided advice on when a permit would be required. Natural England originally requested additional information relating to SuDS, however, it is considered that this information could be secured via condition. National Highways also requested that a drainage condition be imposed, in consultation with them.
94. Southern Water noted that the exact position of the public assets must be determined on site by the applicant in consultation with Southern Water, before the layout of the development is finalised. They also set out the necessary distances required between pipes and development/ construction work, as well as setting out information required for the implementation of SuDS scheme. It is therefore recommended that these matters can be secured via condition.
95. The LLFA noted that the application site falls within Flood Zone 1 and that there are areas of increased surface water flood risk that appear to relate to land drainage features adjacent to the site. They therefore requested additional information. Following the receipt of additional information the LLFA noted that there was no changes made to the climate change allowances, as well as requesting further information on peak rainfall allowances and clarification on vortex flow control. This information is recommended to be secured as part of the drainage condition.
96. The Council's Ecologist also requested additional information. Following the receipt of additional information, they noted that the proposed packaged sewage treatment plant had a 25 year lifetime and that a foul water system maintenance and management plan would need to include responsibility for

monitoring the system (24/7) and an emergency plan in the event of spills or any other malfunctions. They concluded that these measures could be secured via condition.

97. To conclude, the development is considered to be acceptable with regard to drainage matters subject to conditions.
98. **Contaminated Land**
99. Policy DM8 of the submitted Eastleigh Borough Local Plan (2016-2036) stipulates that development will not be permitted if it is likely to cause loss of amenity of impact upon public health or other unacceptable environmental impacts; including land contamination.
100. As part of the Environmental Health Officers comments, it was noted that the Council's Contaminated Land Officer requested additional information via conditions. Subject to these conditions, the proposals are considered to be acceptable.
101. **Sustainability**
102. Policy DM2 of the Eastleigh Borough Local Plan (2016-2036) requires new development to be environmentally sustainable. In this instance, the proposals would result in development above 500sq.m floorspace (measured externally), therefore must achieve BREEAM 'excellent' (or equivalent). This Policy is also supported by the Council's Environmentally Sustainable Development SPD.
103. The application has been supported by a BREEAM Pre-Assessment, which seeks to demonstrate how sustainability will be integrated into the development. This proposes a pre-assessment target score of 79.77% and an 'excellent' rating. It has therefore been, principally, demonstrated that the proposals could be Policy compliant and achieve BREEAM excellent rating. To ensure these targets are met a condition is recommended to be imposed securing formal certification to be submitted to the LPA within 12 months of occupation.
104. **S106 Matters**
105. In accordance with the guidance contained within the NPPF, Policies S1 and DM38 of the Eastleigh Borough Local Plan 2016-2036, the Council's 'Planning Obligations' SPD and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for developers' contributions to ensure on and off-site provision for facilities and infrastructure made necessary by the development, or to mitigate against any increased need/pressure on existing facilities.

106. A S106 Legal Agreement would therefore be required to secure monies for the following:
- Sustainable Transport
 - Public Art
107. The projects and measures identified for contribution expenditure will comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would go towards the projects which are directly related to the development, and are fairly and reasonably related in scale and kind to the proposed development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.
108. **Climate Impact and Sustainability**
109. In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020-2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.
110. The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF and development plan do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and adopted plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the Local Plan, as is an assessment of climate impacts.
111. **Equalities Implications:**
112. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-
- a. A public authority must, in the exercise of its functions, have due regard to the need to:
- i. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - ii. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - iii. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
113. When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.
114. **Conclusion**
115. The proposals, following amendments are considered to be acceptable in accordance with the Local Plan Policies, in terms of design, amenities, access, parking, and ecology.
116. There are multiple conditions recommended in order to ensure further necessary information is supplied at the appropriate time and that construction is carried out in a suitable manner.
117. Therefore, subject to completion of a S106 Legal Agreement, the proposals are recommended for approval.

F/22/93835



EASTLEIGH
BOROUGH COUNCIL



Address: Moorlands Farm, Soley Road, West End,
Southampton, SO30 3HD

Date: 23/05/2023 | Scale: 1:2500

Annex 5: Planning Refusal Notice



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

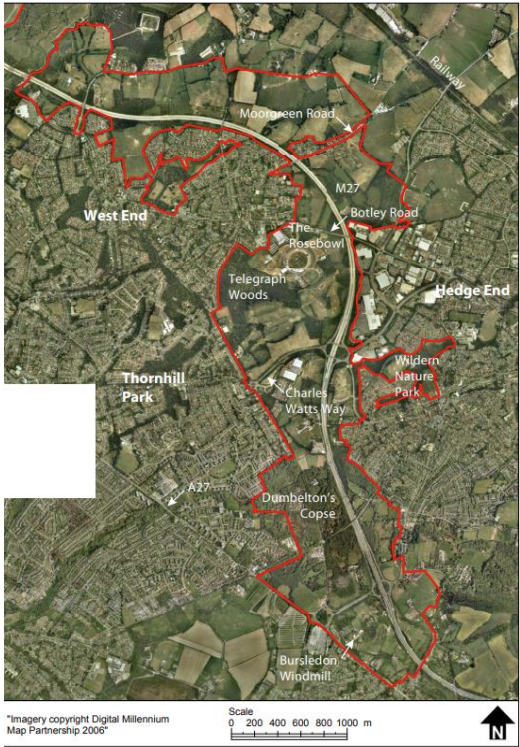
N.B. See Attached Notes

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Annex 6: Landscape Character Area Assessment for Eastleigh Council - Area 11 – M27 Corridor

Landscape Character Area - Area 11

Area 11: M27 Corridor



112 Landscape Character Assessment for Eastleigh Borough

Landscape Character Area - Area 11

Description

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

Historic Features

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

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

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HCC Historic Landscape Types:

4.167 Historic landscapes types in this area are:

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

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



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



Figure 29. View near Oaktree Caravan Park

Ecological Features

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



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

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

Key Characteristics

4.170 The key characteristics for this area are:

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

Landscape Types

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

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

Landscape Character Sensitivity

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

Visual Sensitivity

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

Key Issues

4.173 The key issues for this area are:

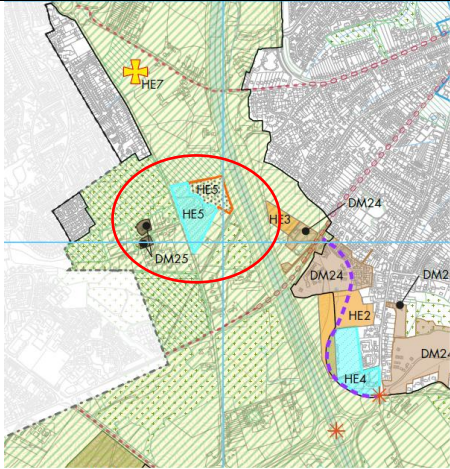
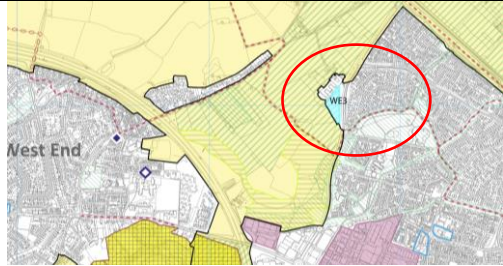
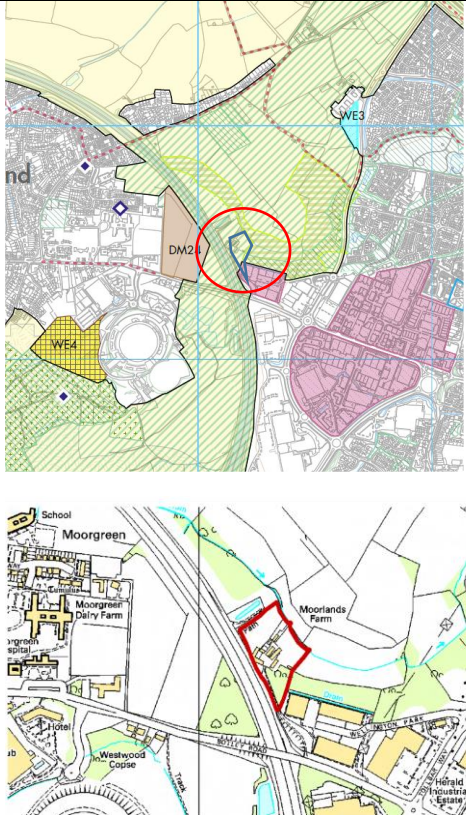
- The edges of Southampton and Hedge End are in close proximity in some locations. The closure of these pinch points could result in fragmentation of the character area.
- Further development in the character area would be visually prominent due to the presence of the motorway and smaller highways that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

associated with the urban edge

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

Annex 7a. Sustainability Assessment Comparative Site Assessments

Berrywood Business Park and Netley Firs

Site Reference	Policy WE3 Land west of Tollbar Way and south of Berrywood Business Park, Hedge End ^		Policy HE5 Land at Netley Firs, Kanes Hill, Hedge End^	Application Scheme Moorlands Farm	Summary of Comparative Assessment
Site Plan				 Moorlands Farm is already developed / benefits from extant planning permission It is on the edge of Moorgreen Meadows, and on the outer boundary of the strategic gap. This is equivalent to the existing and allocated Berrywood Business Park sites and the Wellington Park development. It is better connected to existing employment development and centres of population in comparison with the Netley Firs site	<u>Positive</u>
SA Objective	Code	Justification	Code	Justification	
1.1 Will the development provide a	0	Employment site, no effect.	0	No housing is offered at the location	<u>Neutral</u>

significant contribution towards meeting identified affordable housing needs?					
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?	0	Employment site, no effect.	0	No housing is offered at the location	<u>Neutral</u>
2.1 Are community facilities (community hall or library) available locally?			-	The site is over 800m from a community hall and library	
	0	Employment site, no effect.	<u>0</u>	<u>Employment site, no effect.</u>	<u>Neutral</u>
2.2 Are health facilities available locally?			-	The site is located between 1,200m and 1,600m from a health facility.	
	0	Employment site, no effect.	<u>0</u>	<u>Employment site, no effect.</u>	<u>Neutral</u>
2.3 What effect would the development have on local provision of sports pitches and facilities?	0	Development of this site would not result in the loss of sports provision.	0	Development of this site would not result in the loss of sports provision.	<u>Neutral</u>
2.4 Is public open space available locally?	0	Development of this site would not result in the loss of open space. <i>(The site is adjacent to Moorgreen Meadows)</i>	+	The site is located within 300m of the Kanes Hill Allotments and Netley Common Open Space	<u>Neutral</u>
2.5 Can the location readily be connected to the existing cycle and footpath network?	0	A cycle paths runs adjacent to the eastern edge of the site.	-	There are no footpaths or cycle lanes that cross or run adjacent to the site	<u>Positive</u>
3.1(a) Is the location close to a major rail station?	0	The site is located between 800m and 1,200m from a major rail station.	-	The site is over 1,400m from a major rail station.	<u>Negative/Neutral</u>
3.1 (b) Is the location close to a minor rail station?	--	The site is over 1,200m from a minor railway station.	-	The site is over 1,400m from a major rail station.	<u>Neutral</u>
3.1 (c) Is the location close to a frequent bus route?	--	The site is over 800m from a frequent bus route.	-	The site is over 800m from a frequent bus route.	<u>Neutral</u>

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

employment centre? (same score as 3.1e)				1.8ha of additional employment floorspace		The site is adjacent to existing employment development	
4.5(b) Will employment development at the location be close to a major population centre?	+	The site is located within 400m of two population centres (Southampton and Hedge End).	++	Almost the entire site lies within a population centre (Southampton). The site also lies within 400m of another population centre (Hedge End)	+	The site is located between two population centres (Southampton and Hedge End) and is readily access on-foot from West End in particular.	Neutral
.6 Are health facilities available locally? (same score as 2.2)	0	Employment site, no effect.	-	The site is located between 1,200m and 1,600m from a health facility.	0	The site is located close to Moorgreen Hospital. West End Surgery is c800m away	Neutral
			0	Employment site, no effect.	0	Employment site, no effect.	
4.7 Are shopping and related services available locally?	0	Employment site, no effect.	-	The site is located more than 800m from shopping and related facilities		(The site is close to the retail and commercial parks of Hedge End)	Neutral
			0	Employment site, no effect.	0	Employment site, no effect.	
4.8 Is the location close to a Primary school?	0	Employment site, no effect.	0	The northern half of the site is located between 600m to 800m from a primary school.	0	The site is c 610m from St James Primary School	Neutral
			0	Employment site, no effect.	0	Employment site, no effect.	
4.9 Is the location close to a Secondary school?	0	Employment site, no effect.	-	The site is located between 1,600m and 2,000m from a secondary school.	0	The site is c1,500m from Wildern School	Neutral
			0	Employment site, no effect.	0	Employment site, no effect.	
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	0	A cycle paths runs adjacent to the eastern edge of the site.	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	Positive
4.11 Are there Geographical barriers between the location and key facilities/ destinations?	+	There are no geographical barriers between the site and key facilities/destinations.	0	The M27 lies to the east of the site yet there are no crossing points to access services and facilities beyond it. Despite this, key facilities and destinations (Southampton) can be found to the west of the site where there are no geographical boundaries	++	There are no geographical barriers between the site and key facilities/destinations. The Site is adjacent to the M27 crossing which provides excellent links with nearby West End in addition to the connections with Hedge End.	Positive
5.1 Will development avoid the sterilisation of mineral resources?	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	-	The entire site is located in a Minerals Safeguarding Area or a Minerals Consultation Area.	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	Neutral/ Positive

5.2 Will it result in the loss of higher grade agricultural land?	--	Over half of the site falls within an area of high quality agricultural land (Grades 1 or 2) whilst the remainder falls within an area of medium quality agricultural land (Grades 3a or 3b).	0	The entire site falls within an area of lower quality agricultural land (Grades 4 or 5)	++	The site is already largely developed. The adjoining agricultural land is Grade 4	<u>Positive</u>
5.3 Will it use previously developed land?	-	The site is consists of greenfield land.	+?/-	A small proportion of the site will be located on previously developed land whilst the remainder will not. It is not known whether the existing buildings will be retained.	+	The site is already largely developed or has the benefit of extant planning approval for (re)development	<u>Positive</u>
5.4 Will it deliver or support allotments or community farms?	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	<u>Neutral</u>
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	0	The site does not fall within an AQMA and is unlikely to be affected by significant noise generating uses.	-?	The entire site is located within 200m of the M27 and adjacent to an A road, both of which generate noise and air pollution. <u>However, the policy states that a noise impact assessment should inform the siting of the Gypsy, Traveller and Travelling Showpeople plots to minimise noise nuisance.</u>	0	The site does not fall within an AQMA The site is adjacent to the M27 but it is well screened from the motorway and the proposed uses are light industrial and warehouses uses with ancillary offices that will be located internally and set back from the motorway. The site provides an opportunity for uses that generate noise and which are best located away from residential areas.	<u>Neutral</u>
6.2 Will development increase pollution?	-?	Proposed development could provide additional industrial floorspace, which could have adverse effects on pollution.	-?	Proposed development could provide additional industrial floorspace, which could have adverse effects on pollution.	-?	The proposed development is for light industrial uses appropriate adjacent to residential development that needs to be set away from residential uses but whose activities will be screened from the M27 and adjoining Wellington Park. Additional planting of broad-leaf trees will assist in taking up vehicle emissions. The industrial units will be provided with electrical vehicle charging points to help reduce vehicle based emissions.	<u>Neutral</u> <u>But mitigation responses are proposed</u>
7.1 Will the development provide additional or improved green infrastructure?	+?	The policy states that the hedgerow fronting Tollbar Way will be retained and reinforced with additional landscape planting.	0?	The policy states that existing trees within the site shall be retained and protected as part of a landscape scheme for the site.	+	The tree and hedgerow planting will be retained and reinforced with additional landscape planting (boundary and set within the site).	<u>Neutral/Positive</u>
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	--?	The site falls within Flood Zone 3 and is subject to 'intermediate' surface water flood risk.	-?	The site is subject to 'less' surface water flood risk.	+	The site is in Flood Zone 1 and SUDs are proposed on-site	<u>Positive</u>

7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	Non-coastal site.	0	Non-coastal site.	0	Non-coastal site.	<u>Neutral</u>
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)			8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)		Building materials and sourcing? Renewable energy? Travel Plans / support for non-car use? Electric vehicle charging?	<u>Positive</u>	
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)			9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)		On-site recycling storage and collection	<u>Positive</u>	
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	-	The southern half of the site falls within 300m of Moorgreen Meadows SSSI. As such, development could negatively impact the nationally designated site (either alone or in combination).	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination)	0	The site is set back from the Moorgreen Meadows SSSI. The site is largely already developed. It includes asbestos roofs and is falling into disrepair and is vulnerable to on-going anti-social behaviour. The new units will be screened and set further back from the SSSI and will be of a higher design quality.	<u>Neutral / Positive</u>
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	0	Development is <u>unlikely</u> to negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination).	-	Development could have an adverse impact on Dumbleton's Copse SINC, Netley Hill Heath SINC and Netley Common SINC and LNR (either alone or in combination).	+	The development <u>will not</u> negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination). The plans will result in a biodiversity net gain.	<u>Positive</u>
10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	?	<u>Insufficient information</u> is available to asses this.	-	There is lowland heathland priority habitat present on the site.	+	The development <u>will not</u> adversely affect areas of nature conservation value. <i>The plans will result in a biodiversity net gain.</i>	<u>Positive</u>
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	-?	Almost the entire site falls within the Chalcroft PBL.	-?	The entire site is located within the Netley & Bursledon Common PBA	+	The development will not harm the adjoining SSSI. Construction work will ensure wildlife is protected. The plans demonstrate enhanced habitats within the site including habitat corridors.	<u>Positive</u>
10.5 Will the development adversely affect ancient woodland?	0	Development is <u>unlikely to</u> have an adverse effect on ancient woodland.	0	Development is <u>unlikely to</u> have an adverse effect on ancient woodland.	0	The development <u>will not</u> adversely affect ancient woodland	<u>Neutral</u>
11.1 Will the development affect TPO trees?	-?	Yes – TPO 94-E covering all tree species.	0?	There are three TPOS in the mid western part of the site. However, policy states that	+	A TPO covers the eastern boundary of the site which will not be affected by the	<u>Positive Neutral</u>

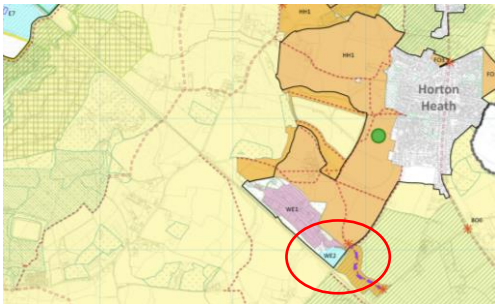
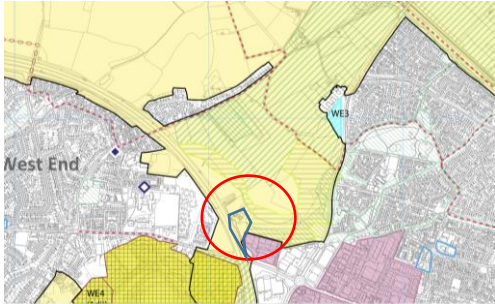
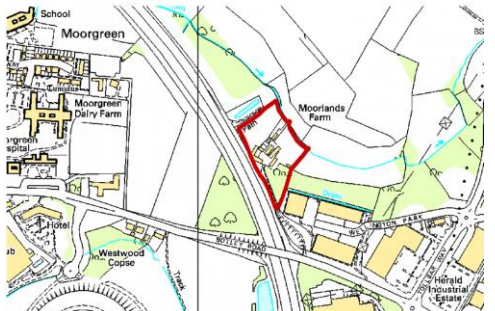
			existing trees within the site shall be retained and protected as part of a landscape scheme for the site.		development?		
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	0	A cycle paths runs adjacent to the eastern edge of the site.	0	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	+	The policy states that the hedgerow fronting Tollbar Way will be retained and reinforced with additional landscape planting.	0	The policy states that existing tree within the site shall be retained and protected as part of a landscape scheme for the site.	+	The development will provide additional soft landscaping and tree planting around the outer boundaries and set within the site.	<u>Positive</u> <u>Neutral</u>
12.1 Will development adversely affect the separation of neighbouring settlements?	0?	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site is not expected to result in settlement coalescence.	-?	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site would result in settlement coalescence between Southampton and Hedge End, although this is likely to be a minor effect, given that the site lies between an A road and a motorway.	0	The site is within the countryside designation. This area as vulnerable to development pressures and incremental development. The site however is already developed and was inherited in a very poor condition. The proposals will concentrate higher quality building within a smaller footprint – set further away from the SSSI and alongside enhanced landscaping and other ecological enhancements.	<u>Positive</u>

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

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

Annex 7b. Sustainability Assessment Comparative Site Assessments

Chalcroft Business Park Extension Land, Policy WE2

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

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

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

Code	Justification	
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Employment site, no effect.	<u>Neutral</u>
0	Development of this site would not result in the loss of sports provision.	<u>Neutral</u>
0	Development of this site would not result in the loss of open space.	<u>Neutral</u>
+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
-	The site is within 1,600m from a major rail station which is sign-posted adjacent to the site access for pedestrians and cyclists.	<u>Negative</u>
--	The site is over 1,200m from a minor railway station.	<u>Neutral</u>
--	The site is over 800m from a frequent bus route.	<u>Neutral</u>
0	The site is c300m from the nearest bus stops. These are in convenient walking distance.	<u>Negative</u> <u>Positive</u>
+	The site is adjacent to Wellington Park –	<u>Positive</u>

employment centre?		(Adjacent to existing business park set some distance from main centres)		business park and close to West End and Hedge End.	
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	+	The site will provide 1.8ha of additional employment floorspace (use classes B1b, B1c and B2).		The site will provide 1.71ha of additional employment (use classes E(g)(ii), E(g) (iii) and B8	<u>Neutral</u>
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	0	The site will provide 1.6ha of additional employment space.		The site is already largely developed and is adjacent to existing employment development. It will provide additional employment space, suitable for light industrial space, warehousing and employment uses incompatible with residential uses.	<u>Neutral</u>
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	The site will be over 800m from any Town, District or Local Centre		The site is not located within a town, district or local centre but it is close to the retail and commercial parks of Hedge End.	<u>Positive</u>
4.1 Is the location close to a major rail station? (same score as 3.1a)	-	The site is between 1,200m and 1,400m from a major rail station.		The site is located with 1,600m from a major rail station	<u>Negative</u>
4.2 Is the location close to a minor rail station? (same score as 3.1b)	-	The site is over 1,200m from a minor railway station.		The site is over 1,200m from a minor railway station.	<u>Neutral</u>
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	-	The site is over 800m from a frequent bus route.		The site is over 800m from a frequent bus route.	<u>Neutral</u>
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	-	The site is over 800m from a semi-frequent bus route.		0 The site is c300m from the nearest bus stops. These are in convenient walking distance. The distance is further compared with Berrywood but much shorter compared with Ketley Firs.	<u>Negative</u> <u>Positive</u>
4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	0	Employment site, no effect. <i>The site is adjacent to existing employment development</i>		0 Employment site, no effect. <i>The site is adjacent to existing employment development</i>	<u>Neutral</u>
4.5(b) Will employment development at the location be close to a major population centre?	+	The site is located between 400m and 1,000m from two centres of population (Southampton and Hedge End)		++ The site is located between two population centres (Southampton and Hedge End) and is readily access on-foot from West End in particular.	<u>Positive</u>

4.6 Are health facilities available locally? (same score as 2.2)	0	Employment site, no effect.	0	Employment site, no effect. <i>The site is located close to Moorgreen Hospital.</i> <i>West End Surgery is c800m away</i>	<u>Neutral</u>
4.7 Are shopping and related services available locally?	0	Employment site, no effect.	0	Employment site, no effect. <i>(The site is close to the retail and commercial parks of Hedge End)</i>	<u>Neutral</u>
4.8 Is the location close to a Primary school?	0	Employment site, no effect.	0	Employment site, no effect. <i>The site is c 610m from St James Primary School</i>	<u>Neutral</u>
4.9 Is the location close to a Secondary school?	-0	Employment site, no effect.	0	Employment site, no effect. <i>The site is c1,500m from Wildern School</i>	<u>Neutral</u>
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.	+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
4.11 Are there Geographical barriers between the location and key facilities/ destinations?		A railway line is located along the southwestern edge of the site, yet there are no crossing points to access services and facilities beyond it. There are also no footways from the site towards these facilities and destinations.	++	There are no geographical barriers between the site and key facilities/destinations. The Site is adjacent to the M27 crossing which provides excellent links with nearby West End in addition to the connections with Hedge End.	<u>Positive</u>
5.1 Will development avoid the sterilisation of mineral resources?	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	0	The site is not located in a Minerals Safeguarding Area or a Minerals Consultation Area.	<u>Neutral</u>
5.2 Will it result in the loss of higher grade agricultural land?	-	The entire site falls within an area of medium quality agricultural land (Grades 3a or 3b)	++	The site is already largely developed. The adjoining agricultural land is Grade 4	<u>Positive</u>

5.3 Will it use previously developed land?	-	The site is not located on previously developed land	+	The site is already largely developed or has the benefit of extant planning approval for (re)development	<u>Positive</u>
5.4 Will it deliver or support allotments or community farms?	0	Development is not expected to lead to loss of allotments or community farms.	0	Development is not expected to lead to loss of allotments or community farms.	<u>Neutral</u>
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	-?	The entire site is located within 200m of a noise generating railway line	0	The site does not fall within an AQMA The site is adjacent to the M27 but it is well screened from the motorway and the proposed uses are light industrial and warehouses uses with ancillary offices that will be located internally and set back from the motorway. The site provides an opportunity for uses that generate noise and which are best located away from residential areas.	<u>Neutral</u>
6.2 Will development increase pollution?	0	Proposed development does not raise concerns about pollution.	-?	The proposed development is for light industrial uses appropriate adjacent to residential development. Additional planting of broad-leaf trees will assist in taking up vehicle emissions. The industrial units will be provided with electrical vehicle charging points to help reduce vehicle based emissions.	<u>Neutral</u> <u>But mitigation responses are proposed</u>
7.1 Will the development provide additional or improved green infrastructure?	+	The policy states that a substantial screen will be provided fronting Burnetts Lane, to help screen the development from the dwellings on the opposite side of the lane. This could contribute to GI, depending on the nature of the screen.	+	The tree and hedgerow planting will be retained and reinforced with additional landscape planting (boundary and set within the site).	<u>Neutral/Positive</u>
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	0	The site is not located in Flood Zones 2 or 3 or within an area of surface water flood risk.	+	The site is in Flood Zone 1 and SUDs are proposed on-site	<u>Neutral/Positive</u>
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	Non-coastal site.	0	Non-coastal site.	<u>Neutral</u>

8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)			+	Solar PV panels and EV charging points are proposed that will reduce / remove reliance on off-site fossil fuels and will reduce carbon emissions generated by activities on the site.	<u>Neutral / Positive</u>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)			0	Demolition works will result in waste but operational waste management systems will be employed.	<u>Negative / Neutral</u>
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination)	0	The site is set back from the Moorgreen Meadows SSSI. The site is largely already developed. It includes asbestos roofs and is falling into disrepair and is vulnerable to on-going anti-social behaviour. The new units will be screened and set further back from the SSSI and will be of a higher design quality.	<u>Neutral / Positive</u>
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	-?	In the site in the proximity of the Chalcroft Business Park SINC and Round Copse SINC (either alone or in combination). Whilst the policy states that development <u>should not</u> have a negative effect on the Chalfont Business Park SINC. <u>It does not specify this for the Round Copse SINC.</u>	+	The development will not negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination). The plans will result in a biodiversity net gain.	<u>Neutral / Positive</u>
10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	?	Insufficient information is available to assess this.	+	The development will not adversely affect areas of nature conservation value. <i>The plans will result in a biodiversity net gain.</i>	<u>Positive</u>
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	-?	Approximately half the site is located within the PBL surrounding the railway line.	+	The development will not harm the adjoining SSSI. Construction work will ensure wildlife is protected. The plans demonstrate enhanced habitats within the site including habitat corridors.	<u>Positive</u>

10.5 Will the development adversely affect ancient woodland?
11.1 Will the development affect TPO trees?
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)
12.1 Will development adversely affect the separation of neighbouring settlements?

0	Development is unlikely to have an adverse effect on ancient woodland.
?	It is unknown if there are TPOs within the site.
0	There are no footpaths or cycle lanes that cross or run adjacent to the site.
+	The policy states that a substantial screen will be provided fronting Burnetts Lane, to help screen the development from the dwellings on the opposite side of the lane.
0	The site was not assessed in the EBC Countryside Gap Appraisal. However, development of the site would result in settlement coalescence.

0	The development will not adversely affect ancient woodland	<u>Neutral</u>
+	A TPO covers the eastern boundary of the site which will not be affected by the development.	<u>Positive</u> <u>Neutral</u>
+	Cycle and pedestrian footpaths run adjacent to site access, connecting West End and Hedge End. Foot 10 also connects adjacent to the site.	<u>Positive</u>
+	The development will provide additional soft landscaping and tree planting around the outer boundaries and set within the site.	<u>Positive</u> <u>Neutral</u>
0	The site has been removed from the Countryside Gap between Hedge End and West End. Is countryside and adjoining SSSI designation will control inappropriate development between West End and Hedge End. The development is contained to the existing developed part of the site.	<u>Positive</u> <u>Neutral</u>

12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0?	The site was not assessed in the EBS Landscape Sensitivity Appraisal. However effects are likely to be negligible given that the site represents a small extension to the existing employment site.	+	The site falls within the M27 Corridor as appraised by the Landscaper Character Assessment. It is sits within a dip and is heavily screened by established woodland planting which is characteristic of the undulating landscape south of Moorlands. The site includes development that has degraded the former farmstead – as is also characteristic of this character area. The development will retain and enhance the site's planting and provide new high quality buildings, that will follow a farmstead, barn style and which will result in a positive enhancement of the site. There will be no additional urbanising effect. The site is adjacent to the M27 and built and landscaping enhancements will be provided by the scheme.	<u>Positive</u>
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	Development would have a negligible effect on the historic environment.	0	The archaeological potential of the site has been appraised and appropriate mitigation can be agreed.	<u>Neutral</u>

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