

Planning Statement



Land adjacent to Windhover Roundabout, Bursledon

Wates Developments Limited & Cranbury Estates Limited
May 2026

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Executive Summary

Overview

This Supporting Planning Statement has been prepared by CBRE Ltd on behalf of Wates Development Ltd & Cranbury Estates Limited (hereafter referred to as “the Applicant”). It accompanies an outline planning application for the development of land adjacent to Windover Roundabout, Bursledon (hereafter referred to as “the Site”), for warehouse / industrial units (Use Class B2 & B8), with ancillary offices (Use Class E(g)(i)) and other ancillary structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage following demolition of existing buildings.

The application is in outline form with all matters reserved except for access. For the purposes of assessment, an indicative masterplan (site plan) has been devised with regards to key site constraints and characteristics and represents a potentially commercially deliverable form of development. This indicative scheme comprises the demolition of existing buildings and structures at the Site and the provision of the following:

- (Unit 1) Warehousing unit totalling 9,586 SqM (103,188 SqFt) comprising Use Class B2/B8 space and ancillary Use Class E office space. Maximum ridge height of 15 metres;
- (Unit 2) Warehousing unit totalling 7,209 SqM (77,599 SqFt) comprising Use Class B2/B8 space and ancillary Use Class E office space. Maximum ridge height of 15 metres;
- Provision of up to circa 175 car parking spaces and up to circa 41 HGV spaces, together with service yards and HGV loading spaces;
- Provision of ancillary external structures such as sprinkler tanks;
- Creation of site access from A3024 Bursledon Road and A27 West End Road, together with works to the existing highway; and
- Provision of site landscaping, including new planting and provision of swales and other sustainable urban drainage features.

This planning application has been prepared following extensive representations to the local plan review process at both the Regulation 18 Call for Sites (September 2023) and the Regulation 18 Issue and Options (January 2025) consultation stages. A pre-application enquiry was also submitted to the council in October 2025 and its response received in February 2026 and incorporated into the proposals. As well as engagement with the local planning authority, a pre-application enquiry to the Hampshire County Council (the local highway authority) and National Highways. Public consultation with local residents has also informed the evolution of the proposals and the process of consultation is summarised in the Statement of Community Involvement submitted with this application.

Documents Submitted

The following documents have been submitted with this outline planning application for **approval** by the local planning authority:

- Location Plan (TOR)
- Existing site plan, floor plans and elevations (TOR)
- Proposed Highways Access Plans (Motion)
- Air Quality Assessment (Ramboll)

- Biodiversity Net Gain Strategy (Aspect)
- Flood Risk Assessment and Drainage Strategy (Jubb)
- Land Contamination Assessment (GESL)
- Tree Survey and Arboricultural Impact Assessment (SJA)
- Archaeological Assessment (RPS)
- Built Heritage Assessment (RPS)
- Transport Assessment (Motion)
- Travel Plan (Motion)
- Lighting Assessment (Ramboll)
- Landscape and Visual Assessment (SLR)
- Noise Impact Assessment (Ramboll)
- Energy Statement (Ramboll)

The following documents have been submitted with this outline planning application for **information** to the local planning authority:

- Application Form (CBRE)
- Ownership Certificates and Notices (CBRE)
- Planning Application Fee (Wates Developments & Cranbury Estates Limited)
- Illustrative Masterplan (TOR)
- Topographical Survey (Site Survey Plan) (CD Surveys)
- Proposed Floor Plans (TOR)
- Proposed Roof Plans (TOR)
- Proposed Elevations Plans (TOR)
- Proposed Sections (TOR)
- Indicative Landscape Scheme and Management Plan (SLR)
- 3D Visual Renders (TOR)
- Preliminary Ecological Appraisal (Aspect)
- Phase 2 Ecological Surveys (Aspect)
- Sustainability Statement (Ramboll)
- Design and Access Statement (TOR)
- Economic Regeneration Statement (CBRE)
- Employment Land Study (CBRE)
- Parking Provision Details (Motion)
- Planning Statement (CBRE)
- Statement of Community Involvement (The Y-Factory)

The Proposed Development is in conformity with the Development Plan, will deliver important national and local regeneration objectives and will create significant and lasting social, economic and environmental benefits for the area, listed below.

Benefits of the Development

Economic Benefits

The Delivery of the Proposed Development represents a total economic benefit of £539m, including the proposal's build costs, 2 years of construction GVA, plus 30 year of GVA and business rates during the site's operation. These benefits can be further understood:

- **Construction employment:** The cost of development, and the GVA over 2 years of build period would create £30.3m in total constructions benefits. There would be a further £18.8m in construction value and £7.5m in GVA from economic output per year. The development would also support 156 supply chain jobs and 125 direct construction jobs. Construction activities would also provide apprenticeship and other training and skills development opportunities for the local community.
- **Local Authority Revenue:** Eastleigh Borough Council will collect £31m in business rate revenues over the 30 years from completion (based on £1,046,175 per annum).
- **Operational Employment and Expenditure:** The completed development will generate £477.4m in GVA over the 30 years from completion (based on £15.9m per annum), and support 292 direct FTE jobs. A further 228 net additional local jobs will be created. It is anticipated that the majority of these jobs would be taken up by the local community living within the Council's area.
- **Positive Contribution to Future Economic Growth:** The site is located in a highly accessible location and well positioned to cater for commercial demand. This site is deliverable and will be attractive to the market, thereby making a positive contribution to providing choice and resilience in supply, addressing existing quantitative and qualitative supply constraints in the Borough, and helping to drive growth in investment and jobs in line with national and local planning and economic policy.

Social Benefits

- **Provision of new jobs in a sustainable location:** The Site is currently underutilised and in a sustainable location for active travel to work, including from recent nearby residential development. The site can be accessed via public transport, as well as by cycling and walking, reducing reliance on private vehicles.
- **Highly sustainable industrial location:** The site, which is located in the Solent Freeport area, is highly accessible for employment situated on the Windhover Roundabout off junction 8 of the M27 motorway, offering direct and unrivalled accessibility for freight vehicles to major road networks, including the M27 at junction 8 just 500m east. This locational sustainability reduces freight traffic through lower capacity roads in out-of-town locations, to minimise impact of local residents.
- **Meeting local employment needs:** Eastleigh currently has 1,800 unemployed equal to 2.4% of the working population (ONS 2023). The development will contribute to construction, supply chain and operation employment opportunities in Eastleigh.
- **Health and wellbeing:** The Development will deliver approximately 1.14 ha of on-site green infrastructure, landscaping planting and biodiversity net gain (10%). Enhanced tree planting and green space will contribute positively to local health and wellbeing.

Environmental Benefits

- **Effective sustainable use of previously developed land:** A portion of the site is previously developed land and the site as a whole is noted as being Grade 4 (poor quality) agricultural land. The development will bring underutilised land in a highly sustainable location back into productive use, maximising the use of brownfield land in a way which will produce jobs and boost economic output. The Development will minimise the requirement to deliver an equivalent development on purely greenfield land, with the associated loss of biodiversity and amenity value.
- **Built environment renewal:** Improvements to the quality of the built environment within the Site, through the removal of poor-quality vacant buildings to be replaced by highly sustainable and energy efficient buildings of BREEAM 'excellent' standard.
- **Encouragement of sustainable modes of travel:** By locating new development in an area that is highly served by public transport and also walking and cycling routes.
- **Potential for Biodiversity Net Gain:** BNG achieved through the creation of new planting and soft landscaping as part of a comprehensive biodiversity-led approach. It is anticipated that the biodiversity net gain of the Proposed Development will exceed the mandatory 10% increase above current levels of biodiversity at the site via a mix of on-site and off-site provision. Additional planting will also consolidate and reinforce the landscaping between the development to provide a clear separation between the settlements in the locality.

Section 1: Introduction

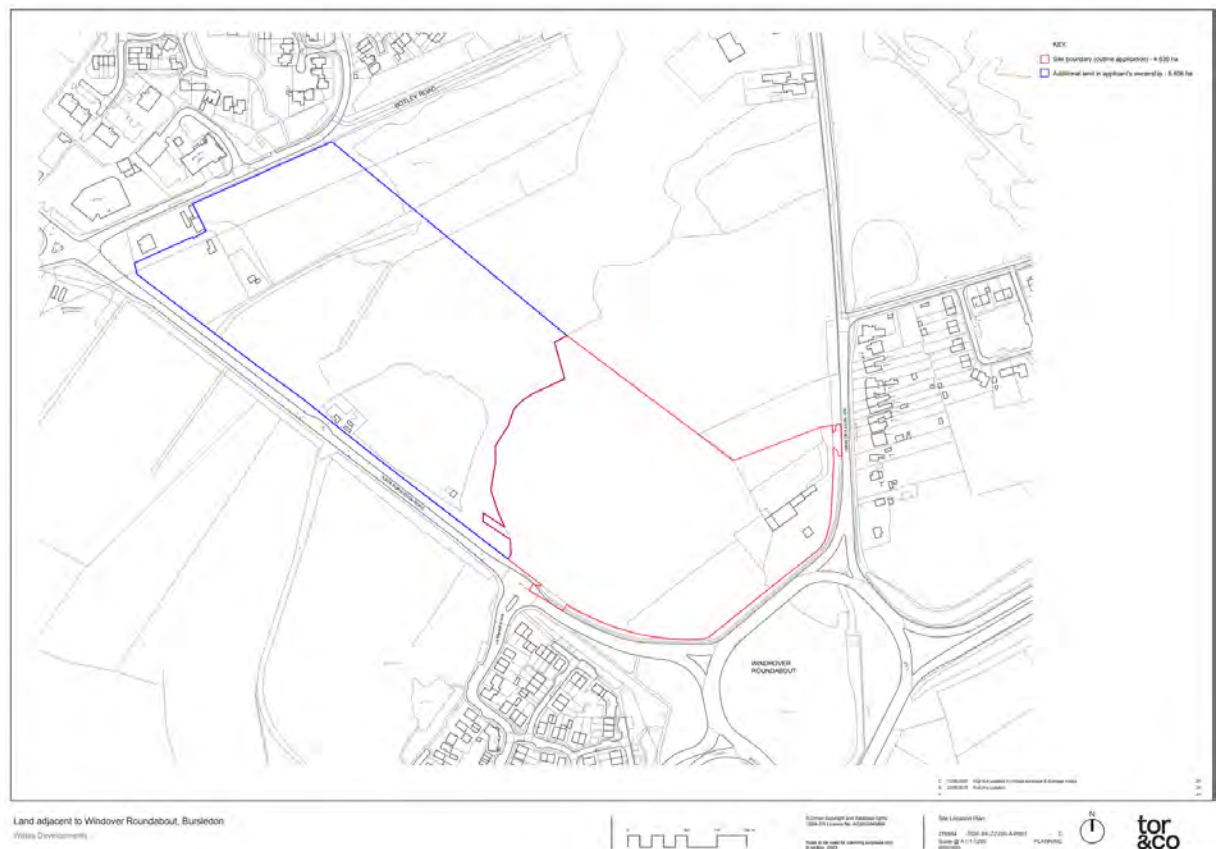
- 1.1 This Supporting Planning Statement has been prepared by CBRE Ltd on behalf of Wates Developments Ltd & Cranbury Estates Limited (hereafter referred to as “the Applicant”).
- 1.2 This Statement accompanies an outline planning application relating to land adjacent to Windover Roundabout, Bursledon, hereafter referred to as “the site”, for:
- “Outline planning application (all matters reserved except for access) for employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(i)) and other ancillary buildings, structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features, following demolition of existing buildings.”***
- 1.3 The remainder of this planning statement is structured as follows:
- Section 2: Site Location and Description;
 - Section 3: Proposed Development;
 - Section 4: Planning Policy Context;
 - Section 5: Key Benefits and Considerations;
 - Section 6: CIL & Provisional Draft Section 106 Heads of Terms; and
 - Section 7: Summary and Conclusions
- 1.4 This Statement is also supported by the following Appendices:
- **Appendix 1:** Site Location Plan.
 - **Appendix 2:** Planning Application Deliverables.

Section 2: Site Location and Description

Site Location

- 2.1 The Site is circa 4.63ha (11.4 acres) and is adjacent to Windhover Roundabout in Bursledon. It is comprised of predominantly undeveloped agricultural pasture land, except for a collection of agricultural-type buildings sited on a small area of hard standing within the south-eastern part of the Site.
- 2.2 The Site is located within the Local Authority of Eastleigh, in the village of Bursledon, approximately 5.5km east of Southampton city centre.
- 2.3 The Site is prominently located at the intersection of two arterial routes into Southampton on the Windhover Roundabout where the A3024 and A27 converge. Some 500m east of the Site is junction 8 of the M27.
- 2.4 The site location is shown below and included at **Appendix 1**.

Figure 2.1 – Site Location Plan



Site Description

- 2.5

The site is extremely well located in relation to existing built form, with the village of Bursledon, including a Tesco Extra store to the south-east and an adjacent new Taylor Wimpey residential development opposite the site on the southwestern side of the A4302 Bursledon Road. The surrounding context is a mixture of agricultural fields, woodland, residential and commercial development. To the north and north-east of the site is a deciduous woodland as well as open grassland. To the east is a row of detached and semi-detached houses interspersed with fields and woodland.
- 2.6

The boundaries of the site are mature trees and hedgerows bounding the A3024 Bursledon Road and A27 West End Road where the site’s primary access is gained.
- 2.7

Topographically the site falls to its south-west towards Bursledon Road and rises north-east towards West End Road.
- 2.8

The site does not form part of any Conservation Area and whilst there are no listed buildings on site, the Grade II* Bursledon Windmill and Grade II Granary are some 400m south-east of the site. Whilst the windmill sits in an elevated position, a considerable number of trees and existing built form (mostly dwellings) screen the site from the heritage asset, minimising views to the site.
- 2.9

The site is within Flood Zone 1, having the lowest risk of flooding and suffers from a minimal level of surface water flooding events (please also see the Flood Risk Assessment and Drainage Strategy for additional details).
- 2.10

The site is understood to be Grade 4 agricultural land, being considered ‘poor’ according to Natural England’s Agricultural Land Classification map for London and the South East.
- 2.11

The site is located within Southampton’s Air Quality Management Area.
- 2.12

In terms of landscape, the site is outside of any national landscape designations but forms part of a locally designated ‘strategic gap’ area between Southampton and Bursledon village, as defined by policy S6 of the Eastleigh Local Plan.
- 2.13

The site is within a Nutrient Neutrality catchment area. A number of Sites of Specific Scientific Interest (SSSI) are located near the site but are unlikely to be impacted by the proposed development. Nearby SSSIs include ‘The Upper Hamble Estuary and Woods’ 1.2km east, ‘Lincegrove and Hackett’s Marshes’ 2.3km south-east and ‘Lee-on-the Solent to Itchen Estuary’ 3.6km south-west. Along the north-east boundary of the site is a small TPO set (ref: 106-E). The same TPO reference (106-E) covers the much larger woodland to the north and north-west, which is also washed over by a Site of Importance for Nature Conservation (SINC) designation, known as “Windhover (Netley Common South)”.
- 2.14

There are no Public Right of Ways (PROWs) through the site.

Planning History

- 2.15

The site has no previous planning applications, but for an advertisement consent. **Table 2.1** below sets out relevant applications on the site.

Table 2.1: Planning History

Reference	Location	Development Description	Status
A/40123/000/00 11/07/2003	Verge N W Of Windover	Display of 1 no. non-illuminated banner sign fronting west end road/Bursledon Road at	Withdrawn (undetermined)

Reference	Location	Development Description	Status
	Roundabout Bursledon Road, Bursledon Hants	Windhover Roundabout (retrospective application).	

- 2.16

The site has been actively promoted as an employment site through the current Eastleigh Borough Local Plan review at the following stages;

 - Call for Sites (Regulation 18) Summer 2023
A commercial vision document was prepared by Tor & Co. outlining the key benefits, constraints and opportunities.
 - Issues and Options (Regulation 18) December 2024 – January 2025
A commercial vision document was prepared by Tor & Co. accompanied by a letter prepared by CBRE in response to relevant consultation questions.
- 2.17

In response to the 2023 Call for Sites consultation, the site has been reviewed in the subsequent Issues and Options (Reg.18) Strategic Land Availability Assessment (SLAA), referenced as BUR002. The assessment makes no conclusions as to the site’s status as an emerging allocation within the EBC Local Plan Review, but does identify the site’s key constraints and opportunities. The adjacent site (ref: BUR001) is also assessed. The site is offered an indicative capacity for 157,000 SqFt of commercial floor space, or 155 dwellings. Its key constraints are considered to be the adjacent SINC, the AQMA, impact on the settlement gap, TPO and countryside. These constraints have been addressed directly within this outline planning application.

Section 3: Proposed Development

Background

- 3.1
- Wates Developments are one of the UK’s largest and most established construction and development operations with a track record of delivering countless high quality residential and commercial sites. Wates’ overarching vision is to utilise the part PDL site at Bursledon Road, for a high quality and highly sustainable B2 and B8 employment site on the edge of Bursledon in Eastleigh, as a prime site that is both accessible to employees and for freight to major road networks within the region. This vision also includes sustainable urban drainage and landscaping features that both exceeds the mandatory 10% biodiversity net gain (and the BNG trading rules) and strengthens the settlement gap to Southampton through a substantial planting regime.
- 3.2
- The Outline Planning Application that this statement supports seeks to establish the principle of development on the site and its access points off Bursledon Road and West End Road.

Pre-Application Engagement

- 3.3
- In advance of this Outline Planning Application, a pre-application enquiry was submitted in October 2025 for a B2/B8 employment development (ref: Q/25/100357). A formal written response was received on 2nd February 2026 from Planning Officer David Huckfield of Eastleigh Borough Council. Comments within the written response were also received from EBC’s Environmental Health Officer, Landscape Officer, Conservation Officer, County Archaeologist, Tree Officer, Ecologist, National Highways, Southern Water and LLFA. A formal meeting with the Planning Officer has been paid for and requested, but no meeting had taken place at the point of writing.
- 3.4
- A copy of the formal pre-application feedback received is enclosed in Appendix 3.
- 3.5
- We summarise the Council’s response in Table 3.1 (below) and detail how the proposals submitted within this planning application respond positively.

Table 3.1: Planning Pre-Application Feedback (Q/25/100357) and Application Response

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
Principle of development	Unacceptable Location - The site lies outside the urban edge and within designated countryside and a protected Settlement Gap in the adopted Local Plan. - Large-scale B2/B8 industrial and warehousing development is not permitted in the countryside under Policy S5. - As a result, the proposal is considered unacceptable in principle, with no material	Regarding comments to policy S5 “New Development in the Countryside” these are responded to within the proposed plans. <i>Policy S5 (2a):</i> - The site, while technically greenfield, sits in an urban-edge context rather than a rural one, surrounded by a large Tesco store, major road corridors with associated noise and lighting, and both new and established residential development on Bursledon Road and West End Road. The proposals would strengthen the remaining settlement gap through additional woodland planting to reinforce the existing wooded areas to the north and northwest. The site lies

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
	considerations identified that would justify a departure from the development plan.	outside the setting of any national park or heritage assets, and the scheme does not give rise to adverse biodiversity impacts, achieving more than the mandatory 10% Biodiversity Net Gain in full compliance with the trading rules. <i>Policy S5 (2b):</i> - The proposals deliver substantial landscape enhancements, including extensive perimeter planting and an extension of the existing woodland within the blue-line land to the northwest, which together contribute to achieving well over the mandatory 10% Biodiversity Net Gain in accordance with BNG trading rules. All new planting—both on-site and off-site—will be actively managed for 30 years, meeting the long-term stewardship requirements of the Environment Act 2021. <i>Policy S5 (2c):</i> - The proposals do not sterilise mineral resources. <i>Policy S5 (2d):</i> - The site is not classified as Best and Most Versatile (BMV) land and is rated as Grade 4 agricultural land—considered “poor” quality—according to Natural England’s Agricultural Land Classification for London and the Southeast. <i>Policy S5 (2e):</i> - Soil protection measures can be implemented during construction and secured through an appropriately worded construction management plan.
Settlement Gap	Settlement Gap - The site makes a strong contribution to the openness and separation between Hedge End, Bursledon and Southampton. - The proposed buildings and associated infrastructure would physically and visually erode the Settlement Gap, undermining its purpose and function. - The Council considers this harm to be significant and irreparable, contrary to Policy S6. Urbanising Impact on the Countryside - The introduction of large warehouses (up to 15m high) and	Regarding comments to policy S6 “<i>Protection of Settlement Gaps</i>” these are responded to within the proposed plans. <i>Policy S6 (1a):</i> - The site lies within the settlement gap between Bursledon and Southampton, where the key element maintaining separation is the woodland to the north. The proposals aim to preserve and strengthen this separation by adding substantial tree planting on nearby grazing land and around the site’s perimeter, softening views of the development. Gradient cladding will help the buildings visually blend with the woodland. The Landscape and Townscape Mitigation assessment concludes that the scheme would cause only negligible change to the perceived separation of the two settlements, maintaining and enhancing the vegetated corridor without increasing any sense of coalescence. <i>Policy S6 (1b):</i>

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
	extensive hardstanding onto a greenfield site would have an irreversibly urbanising effect. - The development would be visually prominent from key routes (Bursledon Road and West End Road) and harmful to the rural character of the area.	- The site sits within an urban-edge context, surrounded by a large Tesco, busy transport corridors, and nearby existing and new housing. Given these prevailing uses and the strengthened woodland boundary, the proposals are not considered to have a harmful urbanising effect. As noted previously, the development would also result in only negligible change to the perceived separation between nearby settlements.
Design	Overdevelopment, Scale and Layout Concerns - The indicative masterplan suggests the site is overdeveloped, with buildings set too close to boundaries. - There is insufficient space for effective structural landscaping, particularly along Bursledon Road. - The scale, height and massing of the buildings are considered out of keeping with their surroundings and overly dominant in views.	- The indicative plans, whilst not sought for approval have been amended to seek a more sympathetic scale of development. - Following feedback receive during the pre-application enquiry the design rationale is driven by a comprehensive understanding of the site's strategic location, physical constraints and landscape context, seeking to deliver a flexible and efficient employment scheme that responds sensitively to its edge-of-settlement setting. The layout is structured around strong connectivity to the adjacent strategic road network, with development zones positioned to maximise visibility and accessibility while respecting topography, existing vegetation and neighbouring residential uses. A clear framework of primary movement routes and development plots is complemented by substantial landscape buffers, woodland retention and SuDS features, ensuring that operational requirements are balanced with environmental enhancement, biodiversity gain and visual screening. Overall, the scheme adopts a landscape-led approach that integrates built form within its setting while enabling deliverable, high-quality employment development.
Employment Land Supply	- While job creation and additional employment floorspace are acknowledged, the Council notes: There is a current surplus of B2/B8 floorspace in the Borough. Similar economic benefits could be delivered on more appropriate sites within the urban area or on allocated land. - The site also fails to meet strategic warehousing size requirements identified in the South Hampshire Spatial Position Statement.	- The benefits from local job creation, local authority revenue, operational expenditure and future growth is acknowledged by the officer. - Whilst the pre-app response suggests a "surplus" in employment land, this has not been evidenced. The Employment Land Study submitted within this planning application demonstrates the following; - Availability of just 3.15% floorspace (below the healthy 5-10% range). - Significant latent demand of 529,000 SqFt - Large local employment sites are now fully let at Alpha Park and Power Park. - Up to 40.1ha of employment allocations at risk of non-delivery before 2036. - A total shortfall of 22.46ha across the plan period and will need to be met by alternative sites.

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
		The presence of a shortfall in employment land supply is a significant material consideration when weighing the any harm of the development against its benefits.
Ecological Constraints	– The site lies adjacent to Windhover (Netley Common South) SINC and near other sensitive habitats. – Required buffers, habitat protection measures and biodiversity mitigation would significantly constrain developable area. – The current parameters raise concerns about impacts from lighting, noise, air quality and shading on protected habitats.	– We confirm that the site lies immediately south of Windhover (Netley Common South) SINC. At this point, the designation is degraded with scope for ecological improvement, with evidence of fly tipping, and stands of invasive species including Rhododendron and, further east, Japanese knotweed present. These are contributing to a decline in biodiversity value that can be expected to continue without intervention and management. – Other habitats within the site and in its immediate vicinity are of low ecological value and sensitivity. – New planting can be provided with the development proposals which will be able to provide some buffer against the SINC edge but management within the SINC to control the spread of invasive species would achieve greater benefits for the designation in the long term.
Highways, Access and Parking	– National Highways has raised concerns with the Transport Assessment methodology, including missing forecast year analysis. – Inconsistencies in floorspace figures raise doubts about whether parking provision could meet worst-case B2 requirements. – These uncertainties affect confidence in the site's capacity to accommodate the scale of development proposed.	– The Transport Assessment has been updated to reflect comments raised by National Highways and EBC. For the National Highways comments, this has involved providing greater clarity or information for minor comments alongside including TEMPro traffic growth factors and updated junction modelling to account for the more significant points raised. To account for EBC comments, an indicative parking layout is included to demonstrate the site operating as a B2 type land use.
Air Quality and Noise	– The development would significantly increase vehicle and HGV movements near an Air Quality Management Area. – Potential impacts on residential amenity from noise and air pollution have not yet been adequately demonstrated as acceptable.	– The Outline Application has been submitted with a supporting Air Quality Assessment and Noise Impact Assessment. – The Air Quality Assessment by Ramboll concludes that the development will have no significant air quality impacts, with construction posing only a medium dust risk that can be effectively controlled through standard best-practice measures secured via a Construction Environmental Management Plan (CEMP). Once operational, the scheme's traffic will result in negligible increases in NO₂, PM₁₀ and PM_{2.5} at all receptors, remaining well below national air quality objectives. Mitigation for the operational phase includes a Travel

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry	CBRE commentary on how proposed development addresses 2025 pre-application comments
		Plan, enhanced cycle provision, and electric vehicle charging infrastructure, ensuring any residual effects on local air quality remain minimal. - The Noise Impact Assessment by Ramboll confirms that the development will not give rise to any significant noise or vibration effects during either construction or operation. Construction noise levels remain below the BS 5228 threshold at all nearby receptors, with any short-term effects managed through standard Best Practicable Means, including restricted working hours, use of low-noise plant and site hoarding. Operational noise—from plant, HGV movements and on-site activity—is predicted to fall at or below background levels at all receptors, with only a minor, non-significant night-time effect at one property due to typical local traffic characteristics. As such, no additional mitigation beyond standard good practice and appropriate façade and ventilation design is required, and the scheme is considered acceptable in noise terms
Minerals Safeguarding Constraint	- The site lies within a Minerals Safeguarding Area, with potential viable sand and gravel resources. - A Mineral Resource Assessment is required, adding uncertainty and risk to deliverability.	- The Outline Application is submitted with a Mineral Safeguarding Assessment by ICP. The assessment concludes that although the site lies within a Mineral Safeguarding Area for sand and gravel, the mineral resource beneath the site is not practically workable. British Geological Survey data indicates the presence of sand and gravel, but extensive existing constraints—including surrounding residential areas, woodland with TPO protection, hedgerows, highways, and ecological designations—mean that required stand-off distances (typically 250m for residential properties and additional buffers for vegetation and roads) would sterilise almost the entire site. Because viable prior extraction would cause unacceptable impacts on amenity, safety, and environmental assets, it would conflict with Hampshire Minerals and Waste Plan policies, particularly Policy 15, which permits non-mineral development where extraction would be inappropriate. The report concludes that the proposed development would not lead to the needless sterilisation of a workable mineral resource. Only small-scale incidental recovery during construction (e.g., foundation or SuDS excavation) may be possible, and no further intrusive mineral investigation is required. Overall, the development is fully compliant with national and local mineral safeguarding policy.

3.6 A further pre-application response was submitted from the National Highways Authority. The table below identifies the officer's key concerns.

Table 3.2: Highways Pre-Application Feedback

Planning Consideration	Feedback received in relation to 2025 pre-application enquiry
Policy & Documentation Observations	- TA fails to reference DfT Circular 01/2022 within the national policy section, despite relying on it later in the document. - National Highways request all modelling files for verification.
Trip Generation Concerns	- Missing LGV-specific trip rates in Table 5.1. - Trip rates differ from earlier scoping note (e.g., AM inbound 30% higher). - Query as to whether LGV movements are incorrectly categorised as staff commuting trips. - Vision & Validate modal shift assumptions unclear and inconsistent with the Framework Travel Plan (10% vs 15% reduction in car driver trips). - Some references incorrectly describe reductions as “commuting trips” rather than “car driver commuting trips”.
Assessment Methodology Issues	- Major concern: No opening-year assessment provided—contrary to DfT Circular 01/2022 requirements. - TA does not apply TEMPro growth, despite it being agreed at scoping; this is unacceptable for assessing M27 J8 and Windhover Roundabout. - Misaligned assessment years in tables (e.g., unexplained “2022 AM peak” in Tables 6.4–6.5).
Traffic Impact Findings	- Development produces higher traffic flows at M27 J8 than previously indicated (e.g., 43% higher AM impact than earlier submissions). - Baseline modelling shows degrees of saturation (DoS) exceeding 100% on A3024 Bert Betts Way in the PM peak, indicating existing capacity issues. - Queue statistics in ARCADY tables lack clarity on whether they refer to average or maximum queues.
Mitigation Concerns	- Development produces higher traffic flows at M27 J8 than previously indicated (e.g., 43% higher AM impact than earlier submissions). - Baseline modelling shows degrees of saturation (DoS) exceeding 100% on A3024 Bert Betts Way in the PM peak, indicating existing capacity issues. - Queue statistics in ARCADY tables lack clarity on whether they refer to average or maximum queues.
Framework Travel Plan Observations	- FTP does not reference provision of covered, secure cycle parking, despite TA committing to it; National Highways recommend including this. - Promotion of cycling/scooter use noted, but infrastructure commitments need reinforcing.

- 3.7 A detailed Transport Assessment and Travel Plan has been updated following this response which addresses the concerns and observations and is submitted with this Outline Application.

Description of Development

3.8 The proposed development is described as follows:

“Outline planning application (all matters reserved except for access) for employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(i)) and other ancillary buildings, structures, parking, servicing and maneuvering areas, landscaping and sustainable urban drainage features, following demolition of existing buildings.”

3.9 Access to the site is proposed from Bursledon Road and West End Road. Both accesses are deemed achievable and have been tracked for appropriate manoeuvrability by car and articulated lorry.

3.10 For the purposes of assessment, an indicative masterplan (proposed site plan) has been devised which considers the key site constraints and characteristics, and also represents a potentially commercially deliverable form of development. This indicative scheme comprises the demolition of existing buildings and structures at the Site and the provision of the following:

- ***(Unit 1) Warehousing unit totalling 9,586 SqM (103,188 SqFt) comprising Use Class B2/B8 space and ancillary Use Class E office space;***
- ***(Unit 2) Warehousing unit totalling 7,209 SqM (77,599 SqFt) comprising Use Class B2/B8 space and ancillary Use Class E office space;***
- ***Provision of up to circa 175 car parking spaces and up to circa 41 HGV spaces, together with service yards and HGV loading spaces;***
- ***Provision of ancillary external structures such as sprinkler tanks;***
- ***Creation of site access from A3024 Bursledon Road and A27 West End Road, together with works to the existing highway; and***
- ***Provision of site landscaping, including new planting and provision of swales and other sustainable urban drainage features.***

3.11 The following paragraphs provide a more detailed description of the main likely / potential components of the development. Further details are also included in other application documents, including the Design and Access Statement.

Commercial Uses

3.12 The commercial-led proposals for the site includes two single storey B2/B8 (with Class E offices) units on the site where currently low value agricultural fields and a number of ancillary structures stand. It is the intention that the Ridge Height maximum of the units will be 74.15m AOD (equating to a height of 15m above FFL) and the Eaves Height maximum will be 72.85m AOD buildings. The applicant would be willing to accept an appropriate worded planning condition to the effect that the maximum ridge heights of buildings on site will be 74.15m Above Ordnance Datum. The outline proposals have been designed at a scale, layout and massing that makes effective use of the land such that it allows for adequate parking provision for freight and employee car parking and cycle parking, as well as landscaping enhancement and

SUDS. The height of development is considered appropriate for its location, taking account of nearby commercial and residential development and the site topography.

3.13 **Table 3.3** below provides an overview of the proposed commercial mix across the scheme based on the illustrative masterplan.

Table 3.3: Commercial Mix

Unit / Use	SqFt (GIA)	SqM (GIA)	Mix %
Unit 1			
Class B2/B8	98,167	9,120	95.14%
Class E	5,015	466	4.86%
Total	103,182	9,586	100%
Unit 2			
Class B2/B8	72,582	6,743	93.54%
Class E	5,015	466	6.46%
Total	77,597	7,209	100%

Ancillary Provision

Sprinkler

3.14 In accordance with Part B of the UK Building Regulations, the proposals include a sprinkler system for each of the two units, to prevent the spread of fire in an emergency. These are situated to the south of unit 1 and the east of unit 2.

Gatehouse Cabin

3.15 A security gatehouses with barriers to monitor access and egress to and from both units. The cabin will be occupied at all operational hours to enhance site security.

Building Design

- 3.16 The massing, form and appearance of the development is designed to make the most efficient use of the site, whilst ensuring the adequate provision of green infrastructure and landscape enhancements.
- 3.17 Whilst the detailed design does not form part of this outline planning application, the current indicative elevations demonstrate the scope for a high quality of materials, with the chosen materiality seeking to respond to much of the surrounding built environment. This includes the use of a materials pallet for

building facades that uses a gradient of colours that blends the buildings into the surrounding landscape, to ensure both units are reflective of the character of the immediate context and local area.

- 3.18 Further details on the proposed materials are set out in the Design and Access Statement prepared by TOR.

Access and Parking

- 3.19 Two separate accesses are proposed for each of the units, with Unit 1 being accessed from the south-west off Bursledon Road and Unit 2 being accessed off West End Road to the east. Both accesses are deemed achievable and have been tracked for appropriate manoeuvrability by car and articulated lorry. A supporting Transport Assessment and Travel Plan has been produced by Motion, and is submitted with this application.
- 3.20 Local Plan policy DM14, which does not dictate a precise number of spaces, but does require out-of-centre development to be based on the impacts of the development on neighbouring uses. However, unadopted parking standards are set out in the Eastleigh's draft car parking standards SPD (2023) and the illustrative masterplan, which identifies 175 parking spaces, broadly accords the draft standards for warehousing. Established walking and cycle infrastructure promotes active travel to the site, reducing the requirement for excess parking spaces. The supporting Transport Assessment produced by Motion offers technical support for the parking provision.
- 3.21 The proposals provide secure cycle storage facility for each unit. In addition 27 electric vehicle charging point are provided to promote low emission travel. Further, 17 of the parking spaces are accessible for blue badge holders.

Sustainability

- 3.22 Innovative design choices will be used, to culminate in a high sustainability rating for the development. In accordance with policy DM2, the finished units will achieve a BREEAM rating of at least 'excellent', as is demonstrated within the accompanying BREEAM Pre-Assessment provided by Ramboll. Further appreciation has been given to policies DM3 'Adaptation to Climate Change' and DM4 'Zero or Low Carbon Energy'.
- 3.23 Following a design team workshop, a further supporting Sustainability Statement had been produced by Ramboll, detailing agreed sustainability features of the proposals, which will be reflected in future reserved matters proposals (also see Section 5 of the Statement for further details):
- 3.24 The new external amenity areas will be used to achieve significant biodiversity gain by bringing in new trees, flowers and foliage which will in turn help to attract and enhance local wildlife.

Section 4: Planning Policy Context

Introduction

- 4.1
- Section 38(6) of the Planning and Compulsory Purchase Act 2004 [and paragraphs 2 and 47 of the National Planning Policy Framework (“NPPF”)] requires that proposals should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2
- In this case the Development Plan for Eastleigh Borough Council comprises:
 - Eastleigh Borough Local Plan 2016-2036, adopted 25th April 2022.
- 4.3
- The Local Plan replaced the ‘saved’ policies in the Adopted Local Plan 2001-2011 and sets out the relevant policies to guide future development up to 2036.
- 4.4
- In addition to the Local Plan, the Council has produced several Supplementary Planning Documents (‘SPDs’), deemed relevant for determining a proposal for commercial development, discussed later in this section.
- 4.5
- Eastleigh Borough Council agreed to begin a Local Plan Review in Spring 2023 and have progressed through Regulation 18 Call for Sites stage in 2023 and have recently concluded an Issues and Options consultation in January 2025. Relevant policy directions to the outline proposals are discussed later in this section.
- 4.6
- Bursledon and its Parish Council have not adopted a Neighbourhood Development Plan (“NDP”), and currently have no formally published plans to make a NDP.

The Development Plan

Eastleigh Borough Local Plan (2016-2031)

- 4.7
- Table 4.1** below summarises the EBLP policies relevant to the proposed development.

Table 4.1: Summary of Relevant EBLP Policies

Topic / Policy	Summary
Chapter 4: Strategic Policies	
S1 Delivering Sustainable Development	Meeting community needs without compromising the borough or its ability to meet future generations’ needs. There is a shortfall in commercial employment land as of 2019 of 70,289 SqM* (756,584 SqFt) (as is discussed in policy S4 later in this section).

Topic / Policy	Summary
	*our emphasis
S2 Approach to new development	The council should promote the delivery of new development over the plan period up to 2036, for a minimum* of; - 103,500 SqM (net) (1,114,065 SqFt) new employment development, 56,800 SqM (611,390) to be class E.
S4 Employment provision	To contribute towards sustainable economic growth with the addition of floor space for B2, B8 and E(g) use classes. The policy identifies net shortfall as of 2019 of 70,289 SqM* (756,584 SqFt). An Employment Land Study, prepared by CBRE provides an up to date assessment of the shortfall in employment land and is discussed later in this statement.
S5 New Development in the countryside	The policy seeks to prioritise new employment development for agricultural development (DM17), the extension and replacement of existing employment uses (DM18) and the re-use of existing buildings (DM19). Permitting new development in the countryside will seek to; - avoid adverse impacts on rural, woodland, riparian or coastal character, landscape, heritage and ecology, - secure long-term management practices to enhance landscape and biodiversity of the countryside and coast, - avoid sterilisation of mineral resources, - safeguard BMV agricultural land, - protect soils
S6 Protection of Settlement Gaps	Development in settlement gaps to be permitted provided; - it would not undermine physical or visual separation of settlements - it would not have an urbanising effect detrimental to countryside character or separate identity of adjoining settlements The policy identifies the gap between Eastleigh and Southampton as a notable settlement gap.
S8 Historical Environment	Development to conserve and enhance heritage assets.
S9 Green Infrastructure	New development to retain and enhance the provision of green infrastructure, as part of development proposals, including:

Topic / Policy	Summary
S11 Transport Infrastructure	Minimalize transport emissions, pollution and congestion by encouraging walking cycling and use of public transport.
S12 Strategic footpaths , cycleway and bridleway links	In partnership with the highway authority the local plan seeks to create new and improve existing footpaths, cycle and bridleway links throughout the borough.
Chapter 5: Development Management Policies	
DM1 General criteria for new development	New development should not have unacceptable impact on, and where possible enhance residential amenity, the character and appearance of urban areas and the countryside, biodiversity and heritage assets. Development should also make efficient use of the site, increasing density where possible and take account of site's context, including; - character - appearance - land use - adjoining uses - mass, scale, materials, layout, density and siting in relation to the site and adjoining buildings, spaces and views. Development should also; - not to result in loss of trees, woodlands, hedgerows, ponds and habitats. - Include a landscaping scheme for external spaces. - Protect and enhance PROWs and provide connected green infrastructure - Provide management arrangements for green spaces - Provide accessibility arrangement - Design out crime - Make provision for waste management - Make provision for public art where appropriate.
DM2 Environmental Sustainability	The council require all development above 500SqM to achieve BREEAM 'excellent' standard to reduce carbon emission of the borough. For development above 10,000 SqM floorspace, a 'post occupation evaluation' (POE) to be undertaken. Further, external spaces should where practical/viable, incorporate energy -efficient passive principles, utilise natural daylight and ventilation,

Topic / Policy	Summary
	connect to low carbon energy network, use recycled and low carbon construction and flexible building life.
DM3 Adaptation to climate change	All development designed to adapt to climate change impacts within the borough, by reducing flooding, including a cooling strategy and reduce water demand.
DM4 Zero and Low Carbon	The borough endeavours to achieve zero or low carbon energy design and make efficient use of energy sources, whilst limiting impacts on landscape, biodiversity, public open space and BMVL.
DM5 Managing flood risk	Development to be permitted in areas of low flood risk and include measures for appropriate drainage.
DM6 Sustainable surface water management and watercourse management	New development to incorporate Sustainable Drainage Systems (SUDS).
DM8 Pollution	Development not to be permitted that will cause impact to public health, loss of amenity or unacceptable environmental impacts.
DM10 Water and Waste Water	Measures to improve the 'water environment' should be taken where possible.
DM11 Nature Conservation	New development to protect, conserve and enhance conservation designations, local ecology networks, woodlands and priority habitats. New development to seek a biodiversity net gain.
DM12 Heritage Assets	Development within the setting of heritage assets will be permitted provided it does not harm or detract from the significance of the asset.
DM13 General development criteria - transport	New development to be safe and convenient in terms of access to the highway network, to make appropriate off-site contributions where appropriate and be accompanied with a transport assessment.
DM14 Parking	New development to make provision for adequate numbers of parking spaces.
DM16 Workforce training requirements and new jobs	The provision of workforce training will be permitted to contribute positively to improving the skills of the borough. Opportunities for apprenticeship and workplace training should be sought to promote local jobs and skills.
DM38 Funding Infrastructure	Development will be permitted where arrangements for contributions for necessary supporting infrastructure, services, facilities and amenities have been made.

Supplementary Planning Documents (SPDs)

Biodiversity (2009)

- 4.8 The Biodiversity SPD was adopted in December 2009 and is intended to provide additional guidance and a policy basis for the saved nature conservation policies within the previous (2001-2011) Eastleigh local plan review.
- 4.9 Most relevant to the application site is the importance placed on biodiversity, for which recent legislation within the 2021 Environment Act and the mandatory BNG obligation supports. As is required by law, the development proposals seek a biodiversity net gain of at least 10% via a mixture of on-site provision and off-site contributions.
- 4.10 Importance is also placed on Sites of Special Scientific Interest (SSSI), for which there are a number within the Eastleigh and Southampton area, but none likely to be impacted by the proposed development.
- 4.11 Importance is also placed on Sites of Importance for Nature Conservation (SINCs). The proposal site abuts one of 140 SINCs within the borough, located to the north and north-west of the site.

Character Area Appraisals (2007)

- 4.12 The site is located outside but in close proximity to the Bursledon Character Area, characterised by its grass verges, deep plot setbacks, boundary planting, transitional spaces and semi-mature/mature broadleaf tree planting. Regard is also given to views east to Providence Hill.
- 4.13 It is not believed that the proposals will negatively impact the Bursledon Character Area.

Environmentally Sustainable Development (2009)

- 4.14 The SPD focuses on making development within the borough environmentally sustainable, by interpreting government policy into practical 'essential requirements'.
- 4.15 The essential requirements from January 2011 apply to non-residential development of at least 500 SqM of gross external floorspace are;
- ESD 1: Minimum Code for Sustainable Homes and BREEAM Requirements
 - ESD 2: Rainwater Harvesting and Greywater Recycling
 - ESD 3: External Water Consumption
 - ESD 4: Reducing Surface Water Runoff
 - ESD 5: Passive Solar Heat Gain
 - ESD 6: Carbon Dioxide Reduction
 - ESD 7: Green Roofs
 - ESD 8: Trees

Planning Obligation and background paper (2008)

- 4.16 This Supplementary Planning Document (SPD) seeks to provide additional guidance on the legal and policy basis for negotiating planning obligations, increase developers' awareness of planning obligations and contributions and provide transparency to the process of negotiations.

4.17 The types of planning obligation which the proposed employment site could be liable for include;

- Sustainable Transport,
- Community Infrastructure,
- Public Art,
- Community Safety,
- Environmental Improvements and landscape,
- Health facilities,
- Employment training and start up units,
- Energy and Climate change,
- Nature Conservation and Biodiversity,
- Air Quality and Noise,
- Local sewage and water supply network, and
- Monitoring and Administration

4.18 Eastleigh Borough Council have chosen not to introduce a CIL charging schedule.

Quality Places (2011)

4.19 The document provides detailed guidance in support of the previous Local Plan Policy 59.BE which relates to the design of development buildings and spaces in Eastleigh Borough. The SPD offers design guidance for key design elements including;

- Site Accessibility
- Site Context
- Layout and Massing
- External Space
- Access, Parking and Services
- Architectural Detail
- Internal Space

Trees and Development (2022)

4.20 The aim of the SPD is to ensure that trees are fully considered as part of the planning process, so that the multiple benefits of trees can be experienced by the Borough of Eastleigh, and by existing and future residents.

4.21 Mature trees are contained within the site and are offered due consideration to protect and enhance them within the design proposals where possible at this outline stage. A TPO abuts the site at the north, north-east and north-west boarder, which are also given due consideration and reviewed in detailed within the accompanying arboriculture impact assessment (AIA) submitted with the application.

Other Planning Guidance Notes

4.22 Other planning guidance notes include;

- [Landscape Checklist \(2006\)](#) - advice on producing landscaping schemes for new development prepared jointly by and for the planning authorities in Hampshire.

Draft Parking Standards SPD (2023)

4.23 As part of the ongoing local plan review, Eastleigh Borough Council have consulted upon a draft Parking Standards SPD (July 2023), and supports the provision of parking for bicycles and cars in new development.

4.24 Non-residential parking standards were previously the responsibility of Hampshire County Council, as detailed in the Hampshire Parking Strategy and Standards (2002); the residential parking standards were withdrawn in 2011 with the non-residential parking standards withdrawn in 2014. Whilst the Council's Parking Standards SPD has provided guidance for residential parking since 2009, there has been no guidance on non-residential parking standards available locally following the withdrawal of HCC's non-residential standards. This SPD will therefore provide detailed guidance for both residential and non-residential parking standards.

4.25 Whilst these parking standards have not yet been formally adopted, they are afforded limited weight on the decision making process. The application is for an outline application for all matters reserved accept access. The non-residential parking standards within the draft SPD are;

Figure 2 - Non-residential parking standards (Source: Draft Parking Standards SPD, Eastleigh BC)

(Figures provided in the table should be viewed as the expected standard, however as noted above each development will be considered on an individual basis taking account of local circumstances.)

Commercial Development					
Type/Use ^a	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Office	1 space per 35m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 300m ²
Class E High-tech/light industry	1 space per 45m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m ²
B2 General industrial	1 space per 45m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m ²
B8 warehouse	1 space per 80m ²	1 space	To be decided on a site-by-site basis	1 space per 10 staff	1 space per 600m ²
B8 Distribution centres	1 space per 100m ²	To be decided on a site-by-site basis	1 space per 500m ²	1 space per 10 staff	1 space per 600m ²
Retail Development					
Type/Use	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Non-food retail and general retail (covered retail areas)	1 space per 20m ² covered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m ²
Class E Non-food retail and general retail (uncovered retail areas)	1 space per 30m ² uncovered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m ²

4.26 The proposed development includes 175 parking spaces, including EV charging spaces and accessible spaces. In addition, adequate provision of cycle storage is included. The site benefits from strong active travel routes from Bursledon and Southampton, including a cycle route and pedestrian path, as well as a bus stop directly adjacent on Bursledon Road. Together these encourage sustainable transport links to and from the site and reduce reliance on private vehicle and the requirement for car parking spaces. This is in accordance with paragraph 6.1.1 of the draft SPD. The application is submitted with a transport assessment justifying the number of car parking spaces.

Partnership for South Hampshire - Spatial Position Statement

- 4.27 It is well established in case law relating to Regulations 5 and 6 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (which applied at all material times in the present case, notwithstanding their recent replacement by the 2026 Regulations for future plan-making purposes) that a Spatial Policy Statement such as the PfSH SPS cannot introduce additional development management criteria against which planning applications must be judged. Such documents do not form part of the statutory development plan and cannot impose obligations or tests beyond those contained within adopted development plan policies and national planning policy. Accordingly, any alleged conflict with the SPS cannot be afforded greater weight than compliance with the development plan and the National Planning Policy Framework.
- 4.28 At its highest, the SPS can properly be treated as a component of the planning evidence base, rather than a policy document with determinative force. In this regard, it is notable that the SPS is now of some age and predates both the 2024 NPPF and the forthcoming 2026 NPPF, further limiting the weight that can reasonably be attributed to it in the context of contemporary decision-making. The SPS therefore serves only as background material to inform the assessment, and not as a rule-setting framework capable of overriding or qualifying the requirements and objectives of up-to-date national policy and the adopted development plan.

National Planning Policy Framework ('NPPF')

- 4.29 The NPPF was last revised on 7th February 2025. It sets out the national planning policies for England and it is a material consideration in planning decisions. The following provides an overview of the main policies of most relevance to the proposed development.

Achieving Sustainable Development (paragraphs 7 – 14)

- 4.30 At the heart of the NPPF is the presumption in favour of sustainable development (paragraph 11). This means that development should be approved where it accords with an up-to-date development plan without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Decision-Making (paragraphs 39 – 60)

- 4.31 Local planning authorities should approach decisions on proposed development in a positive and creative way. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 4.32 Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Building a strong, competitive economy (paragraphs 85 – 89)

- 4.33 Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

- 4.34 Crucially, paragraph 86a sets out a clear vision for economic growth have particular regard for the national industrial strategy; Invest 2035: The UK's Modern Industrial Strategy.

Promoting Healthy and Safe Communities (paragraphs 96 – 108)

- 4.35 Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:
- promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
 - are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and
 - enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Promoting Sustainable Transport (paragraphs 109 – 118)

- 4.36 Planning decisions should ensure that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.37 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.

Making Effective Use of Land (paragraphs 124 – 130)

- 4.38 Planning decisions should, inter alia: encourage multiple benefits from both urban and rural land; give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs; and promote and support the development of under-utilised land and buildings.

Achieving Well-Designed Places (paragraphs 131 - 141)

- 4.39 The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.

4.40 Planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.41 Local planning authorities should ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of development, and are clear about the approved use of materials where appropriate.

Meeting the Challenge of Climate Change, Flooding and Coastal Change (paragraphs 161 – 186)

4.42 When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

4.43 New development should be planned in a way that can help reduce greenhouse gas emissions, such as through its location, orientation and design. In determination planning applications, local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels).

Conserving and Enhancing the Natural Environment (paragraphs 187 – 201)

4.44 Planning policies and decisions should contribute to and enhance the natural and local environment by a range of approaches, including by:

- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Conserving and Enhancing the Historic Environment (paragraphs 202 – 221)

- 4.45 Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 4.46 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 4.47 Where applications directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Draft National Planning Policy Framework (‘NPPF’) (December 2025)

- 4.48 The December 2025 draft National Planning Policy Framework introduces significant structural and policy reforms aimed at creating a clearer, more consistent national planning system. Key changes include a full reorganisation of the NPPF into coded policies, a defined separation between plan-making and national decision-making policies, the embedding of National Decision-Making Policies to standardise approaches across authorities, and a strengthened presumption in favour of sustainable and suitably located development. The draft also sets out a streamlined 30-month local plan timetable and emphasises reducing duplication between local and national policy, marking a substantial shift towards greater clarity, certainty and consistency in planning decisions across England.
- 4.49 For the proposals at Windhover Roundabout, the most pertinent changes to the NPPF are the following;

Topic / Policy	Summary
Presumption in Favour of Development	
Policy S3 – Presumption in Favour of Sustainable Development	The presumption in favour policy refers proposal outside settlements to policy S5.
Policy S5 – Principle of Development Outside Settlements	Policy S5 makes provision for development outside of settlements where an unmet need exists. The draft NPPF is clear at S5(j): Development will be supported where it addresses an evidenced unmet need, and where the development would: be well related to an existing settlement ²⁹ (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or comprise major development for storage and distribution purposes which accords with policy E3.
L2 - Making effective use of land	Policy L2(1b)supports new industrial and logistics development by giving <i>substantial weight</i> to proposals that use under-utilised or previously developed sites, and optimise development footprints,

Topic / Policy	Summary
	bringing forward inefficiently used plots often suited to industrial and logistics operations. Policy L2(3) makes clear that land which is not previously developed should use development footprints which optimise a site’s development potential.
Support for Well-Connected Sites	
Policy TR3 – Locating Development in Sustainable Locations	Development will be supported where it limits trips and promotes public transport and active travel. The site in Bursledon benefits from existing bus, pedestrian and cycle routes for its future employees.
Industrial and Economic Strategy	
Policy E1 – Providing Conditions for Long-Term Economic Growth	Policy E1 supports industrial and logistics (I&L) development at the site by requiring development plans to set a clear, proactive economic strategy that identifies opportunities for growth and allocates land to meet the needs of a modern economy, including storage and distribution operations in suitably accessible locations to enable efficient goods handling, last-mile delivery, transport innovation and decarbonisation; it also focuses on removing barriers such as inadequate infrastructure and ensuring sites are flexible, adaptable and aligned with sector-specific locational requirements, thereby creating the conditions for I&L businesses to expand, modernise and operate efficiently within both urban and rural areas.
E2 – Meeting the Need for Business Land and Premises	Policy E2 supports the development by giving <i>substantial weight</i> to the economic benefits of commercial proposals that enable businesses to invest, expand and adapt—especially where they support freight and logistics improvements or align with wider economic strategies—while also requiring decision-makers to consider evidence of unmet need, including market signals indicating a shortage of suitable land or premises for logistics activity; it further emphasises the importance of meeting specific locational requirements, such as access to adequate grid, water or wastewater infrastructure, and recognises the need for new or upgraded facilities that improve the efficient, reliable and sustainable handling, processing, storage and distribution of goods at local, regional or national scale, thereby creating a strong policy

Topic / Policy	Summary
	basis for delivering modern I&L schemes in appropriate and well-serviced locations.
Policy E3 – Freight and Logistics	Policy E3 support the development by setting clear requirements that directly enable the efficient movement of goods, ensuring that proposals are located with good access to transport networks suited to their operational needs, including opportunities for sustainable freight modes; by encouraging co-location and intensification of logistics facilities and requiring sensitive design and mitigation to manage environmental and residential impacts—particularly where night-time operations are necessary—it creates a supportive framework for modern logistics operations; and by mandating sufficient, secure HGV and vehicle parking, it ensures developments function safely and effectively, thereby facilitating reliable, efficient and sustainable logistics activity.

- 4.50 The December 2025 draft NPPF is still a *consultation draft*, it does not carry the full weight of adopted national policy, but it is a material consideration that decision-makers may give limited weight. The Government’s policy intentions consider the draft as “a material consideration of critical importance” in both plan-making and decision-making, signalling that its influence is expected to increase as consultation progresses to ultimate adoption. Case law principles (such as *St Modwen* and *Hopkins Homes*) reinforce that draft policy can be given weight on a sliding scale, although does not outweigh adopted policy.

Local Development Plan Review

Eastleigh Borough Local Plan Review

- 4.51 The Eastleigh Local Plan (adopted 2022) is currently being reviewed and has progressed through a Regulation 18 Call for Sites consultation in Summer 2023 and an Issues and Options consultation in December 2024 – January 2025. Following the Call for Sites representation, the site and its adjacent parcel have both been reviewed within the SLAA.
- 4.52 A representation to the local plan review for the application site has been made at both stages. The Local Development Scheme outlines the relevant stages of the local plan review process, with adoption targeted by Spring 2029:

Figure 3 - Local Development Scheme (LDS) Eastleigh Local Plan Review (Source: EBC)

Milestone Date	Consultation/Engagement
Spring 2023	Cabinet approval for publishing: - Call for Sites (Regulation 18) - Local Development Scheme (LDS) - Draft Statement of Community Involvement (SCI)
Summer 2023	Public consultation on Call for Sites (Regulation 18) and draft Statement of Community Involvement
Autumn 2023	Approval of final Statement of Community Involvement
Produce technical reports for the evidence base – including a baseline assessment of sites and the defining of options	
Autumn 2024	Approval of the Issues and Options (including draft Development Principles) (Regulation 18)
Autumn 2024	Public consultation on the Issues and Options (including draft Development Principles) (Regulation 18)
Produce further technical reports for the evidence base – includes an analysis of the comments made on the 'Issues and Options' and undertake a comparative assessment of site options	
Summer 2026	Approval of preferred option for sites to test in more detail
Test deliverability of preferred sites option	
Autumn 2027	Approval of Pre-Submission Plan for public consultation (Regulation 19)
Autumn 2027	Formal consultation on Pre-Submission Plan (Regulation 19)
Analyse representations following consultation feedback/finalise and refine the evidence base	
Spring 2028	Submission of the Eastleigh Borough Local Plan Review to the Secretary of State for independent examination by the Planning Inspectorate
Spring 2028 – Spring 2029*	Examination of the Eastleigh Borough Local Plan Review
Winter 2028/2029*	Approval of proposed modifications
Winter 2028/2029*	Consultation on proposed modifications
Spring 2029*	Adoption of the Eastleigh Borough Local Plan Review

[Current Stage]

4.53 The Local Plan Review is still at a relatively early stage and has not progressed any draft policies, however the Interim Sustainability Appraisal report (December 2024) considers a number of strategic objectives that indicate the plan's direction of travel. The SA objections consider most important to this outline application are:

- (2) Health and Well-Being
- (3) Economy
- (4) Transport, Accessibility and Connectivity
- (6) Pollution
- (7) Climate Change Adaptation

- (8) Climate Change Mitigation
- (9) Waste Management
- (10) Biodiversity and Geodiversity
- (11) Green Infrastructure, Open Space and Leisure
- (12) Landscape and Townscape
- (13) Heritage and Culture
- (14) Delivery

4.54 Considering its relatively early stage, the Eastleigh Local Plan Review is considered to attract limited weight within the decision making process.

Other Material Considerations

Written Ministerial Statement: The UK's Modern Industrial Strategy (October 2024)

4.55 In a statement by the Secretary of State for Business and Trade (Jonathan Reynolds) on 14th October 2024, a Green Paper setting out the government's plans to deliver "*Invest 2035: The UK's Modern Industrial Strategy*". The number one agenda within the statement was to deliver growth over the next 10 years through certainty and stability, create jobs and ensure tangible impact in communities.

The UK's Modern Industrial Strategy – (23rd June 2025)

- 4.56 The UK Government's Modern Industrial Strategy, published on 23 June 2025, sets out a 10-year plan to boost business investment, accelerate economic growth and support high-potential sectors including Advanced Manufacturing, Professional and Business Services, Clean Energy, Creative Industries, Digital & Technology, Financial Services, Life Sciences and Defence. Building on the 2024 "Invest 2035" Green Paper and extensive engagement with stakeholders, the Strategy aims to remove barriers to growth and position the UK as the best place to start and scale a business, accompanied by new sector plans released for the priority industries.
- 4.57 The benefits of these proposals are predominately economic, and are detailed in section 5 of this planning statement. Research within CBRE's Economic Benefits report demonstrates the critical job creation and investment the proposals will generate for the local community, through the delivery of new employment space. Further research within CBRE's Employment Land Study (submitted with the application) demonstrates the current shortfall in employment land against the LPA's own objectively assessed need. These outline proposals will make a meaningful contribution to addressing this shortfall and delivering jobs and growth in line with the Written Ministerial Statement, The UK's Modern Industrial Strategy and the NPPF (para. 86a), all of which carry material weight and prioritise growth.

5. Key Benefits and Planning Balance

- 5.1 This section reiterates the key benefits of the scheme and discusses the planning balance, considering relevant plan policies and material considerations. Separate technical reports have been submitted which provides the full technical assessment, and where relevant are referenced in this section.

Economic Benefits

The Delivery of the Proposed Development represents a total economic benefit of £539m, including the proposal's build costs, 2 years of construction GVA, plus 30 year of GVA and business rates during the site's operation. These benefits can be further understood:

- **Construction employment:** The cost of development, and the GVA over 2 years of build period would create £30.3m in total constructions benefits. There would be a further £18.8m in construction value and £7.5m in GVA from economic output per year. The development would also support 156 supply chain jobs and 125 direct construction jobs. Construction activities would also provide apprenticeship and other training and skills development opportunities for the local community.
- **Local Authority Revenue:** Eastleigh Borough Council will collect £31m in business rate revenues over the 30 years from completion (based on £1,046,175 per annum).
- **Operational Employment and Expenditure:** The completed development will generate £477.4m in GVA over the 30 years from completion (based on £15.9m per annum), and support 292 direct FTE jobs. A further 228 net additional local jobs will be created. It is anticipated that the majority of these jobs would be taken up by the local community living within the Council's area.
- **Positive Contribution to Future Economic Growth:** The site is located in a highly accessible location and well positioned to cater for commercial demand. This site is deliverable and will be attractive to the market, thereby making a positive contribution to providing choice and resilience in supply, addressing existing quantitative and qualitative supply constraints in the Borough, and helping to drive growth in investment and jobs in line with national and local planning and economic policy.

Social Benefits

- **Provision of new jobs in a sustainable location:** The Site is currently underutilised and in a sustainable location for active travel to work from recent nearby residential development. The site can be accessed via public transport, as well as by cycling and walking, reducing reliance on private vehicles.
- **Highly sustainable industrial location:** The site, which is located in the Solent Freeport area, is highly accessible for employment situated on the Windhover Roundabout off junction 8 of the M27 motorway, offering direct and unrivalled accessibility for freight vehicles to major road networks, including the M27 at junction 8 just 500m east. This locational sustainability reduces freight traffic through lower capacity roads in out-of-town locations, to minimise impact of local residents.
- **Meeting local employment needs:** Eastleigh currently has 1,800 unemployed equal to 2.4% of the working population (ONS 2023). The development will contribute to construction, supply chain and operation employment in Eastleigh.

- **Health and wellbeing:** The Development will deliver approximately 1.14 ha of on-site green infrastructure, landscaping planting and biodiversity net gain (10%). Enhanced tree planting and green space will contribute positively to local health and wellbeing.

Environmental Benefits

- **Effective sustainable use of previously developed land:** A portion of the site is previously developed land. The development will bring underutilised land in a highly sustainable location back into productive use, maximising the use of brownfield land in a way which will produce jobs and boost economic output. The Development will minimise the requirement to deliver an equivalent development on purely greenfield land, with the associated loss of biodiversity and amenity value.
- **Built environment renewal:** Improvements to the quality of the built environment within the Site, through the removal of poor quality vacant buildings to be replaced by highly sustainable and energy efficient buildings of BREEAM ‘excellent’ standard.
- **Encouragement of sustainable modes of travel:** By locating new development in an area that is highly served by public transport, and also walking and cycling routes.
- **Potential for Biodiversity Net Gain:** BNG achieved through the creation of new planting and soft landscaping as part of a comprehensive biodiversity-led approach. It is anticipated that the biodiversity net gain of the Proposed Development will exceed the mandatory 10% increase above current levels of biodiversity at the site via a mix of on-site and off-site provision. Additional planting will also consolidate and reinforce the landscaping between the development to provide a clear separation between the settlements in the locality.

Community Engagement

- 5.2
- A consultation has been launched by The Y-Factory Ltd on behalf of the applicant, in the form of an online information and response page. The dedicated website outlines the proposal, including illustrative plans and CGIs, as well as its key benefits from an economic, locational, deliverability and sustainability. The webpage also provides the opportunity for local people to give their views on the proposals, as well as a unique email address and telephone number.
- 5.3
- The consultation website can be found here: <https://www.watesbursledon.co.uk/your-views/>
- 5.4
- The consultation ran until Wednesday 9th July 2025. Its findings have been reviewed and considered by the applicant and compiled into a Statement of Community Involvement, submitted with this application.

Local Plan Policy Alignment

- 5.5
- The proposals are aligned with the relevant local plan policies, as detailed in the table below.

Table 5.1 – Local Plan Alignment

Topic / Policy	Summary
Chapter 4; Strategic Policies	
S1 Delivering Sustainable Development	There is a shortfall in commercial employment land as of 2019 of 70,289 SqM* (756,584 SqFt) (as is discussed in policy S4 later in this section). <u>Application to proposals:</u> The proposals contribute to meeting the borough's current and future need for employment land by delivering 200,000 SqFt of commercial floorspace. Further details of the wide ranging and significant economic, social and environmental benefits of the development are summarised at the start of Section 5 of this Statement, demonstrating that the proposals respond comprehensively to the various aspects of Policy S1. *our emphasis
S2 Approach to new development	<u>Application to proposals:</u> The proposals will deliver 200,000 SqFt of new employment space, positively contributing to the Council's identified 1,114,065 SqFt net requirement for the new employment development and the 756,584 SqFt shortfall.
S4 Employment provision	<u>Application to proposals:</u> The proposals for 200,000 SqFt positively contribute to addressing the significant shortfall in employment land. The small-medium quantum of development ensures timely delivery to address the shortfall, without requiring significant supporting infrastructure to facilitate the development.
S5 New Development in the countryside	<u>Application to proposals:</u> The site will utilise a part PDL site, whilst the greenfield element of the site is grade 4 'poor' agricultural land; mitigating the use of BMVL elsewhere in the borough. The proposals also seek to exceed the minimum 10% biodiversity net gain and avoids adverse impact on landscape, heritage and ecology.
S6 Protection of Settlement Gaps	<u>Application to proposals:</u> The site is contained within the settlement gap between Eastleigh and Southampton (to the north-west). The application is supported by a detailed Landscape and Visual Assessment (LVA) which is discussed elsewhere in this statement. Overall, the proposal does not impact the woodland between Southampton and Bursledon, as the most significant form of separation. Further, the proposals make provision for

Topic / Policy	Summary
	enhanced buffer planting to better define the settlement gap between Bursledon and Southampton. Detailed landscaping plans are also submitted with this application. As concluded in the LVA, with regards to the Settlement Gap, the proposed development will result in negligible change in the perceived separation of the adjacent settlements and the proposals would not enhance any perception of coalescence between them. It would maintain and enhance the vegetated corridor, which would continue to provide a clear sense of separation between the settlements.
S8 Historical Environment	<u>Application to proposals:</u> The site is outside any conservation area and well-screened from nearby heritage assets. A detailed heritage statement and archaeological assessment is submitted with the application.
S9 Green Infrastructure	<u>Application to proposals:</u> The proposals will include significant levels of additional on-site and off-site soft landscaping and planting to improve biodiversity and soften landscape impacts of the development.
S11 Transport Infrastructure	<u>Application to proposals:</u> The proposals are situated in the Solent Freeport area. The site is sustainably located within walking distance of existing residential development and other facilities, as well as being connected to surrounding settlement via cycle routes. It is also excellently located for public transport. A bus stop is located on the site's south-western boundary on A3024, with local bus services X4 & X5 providing direct connections to both Southampton and Portsmouth. The application is submitted with a detailed transport statement.
S12 Strategic footpaths , cycleway and bridleway links	<u>Application to proposals:</u> Utilises existing pedestrian walkways along A3024 which also includes a cycleway connecting Bursledon and Southampton, promoting sustainable transport options to employment sites. The site is not impacted by PROWs. The application is submitted with a detailed transport statement.
Chapter 5: Development Management Policies	
DM1 General criteria for new development	<u>Application to proposals:</u> Whilst matters of scale, landscaping, layout and appearance are reserved for future consideration, with only access submitted for detailed approval as part of the current outline application, the information submitted with the application shows how the proposals will be designed to meet the general criteria for new development with respect to the items listed in the policy.

Topic / Policy	Summary
DM2 Environmental Sustainability	<u>Application to proposals:</u> The proposals are designed to BREEAM ‘excellent’ standards. Support information as to the proposals energy usage and overall sustainability are included within the accompanying Energy Statement and Sustainability Statement. Further specifications can be secured at reserved matters stage.
DM3 Adaptation to climate change	<u>Application to proposals:</u> The site is in Flood Zone 1 and experiences minimal surface water flooding. The application is submitted with a detailed flood risk and drainage strategy, detailing the SUDS to be included within the finished development.
DM4 Zero and Low Carbon	<u>Application to proposals:</u> The accompanying Sustainability Statement and Energy Statement demonstrates the proposal’s ability to achieve low carbon development. The site is not on public recreational use, and is not BMVL.
DM5 Managing flood risk	<u>Application to proposals:</u> The development site is in Flood Zone 1 and has a very low risk of surface water flooding. A detailed flood risk and drainage strategy is submitted with the proposals.
DM6 Sustainable surface water management and watercourse management	<u>Application to proposals:</u> The site is a ‘very low’ risk of surface water flooding according to the Environmental Agency. A detailed flood risk and drainage strategy are submitted with the proposals.
DM8 Pollution	<u>Application to proposals:</u> The proposals are unlikely to cause harm to public health and will not result in the loss of amenity. An Air Quality Assessment and Noise assessment are submitted with the proposals.
DM10 Water and Waste Water	<u>Application to proposals:</u> Appropriate supporting infrastructure with regards to water are provided for within the proposal, which are submitted within the accompanying Flood Risk and Drainage Strategy.
DM11 Nature Conservation	<u>Application to proposals:</u> The site is not located within an area of ecological sensitivity, although is situated adjacent to a SINC. Measures to mitigate impact on the neighbouring SINC have been included within the proposal’s landscaping scheme, to enhance boundary planting. A Biodiversity Net Gain in excess of 10% is achieved via a mix of on-site

Topic / Policy	Summary
	habitat creation and planting on land adjacent to the application site within the control of the applicant. The proposals have sought to minimise impacts on biodiversity and subject to the implementation of appropriate avoidance, mitigation and compensation measures, the proposals would not result in significant harm to biodiversity.
DM12 Heritage Assets	<u>Application to proposals:</u> The application site is not directly within the setting of any listed assets and is well-screened from those nearest, to the point where it would not surmount a significant impact. The application is submitted with an accompanying Heritage Statement and Archaeological Desk Based Assessment.
DM13 General development criteria - transport	<u>Application to proposals:</u> The site is located close to the M27 junction and also located within the Solent Freeport. It has excellent public transport connections and is well connected to the existing road network, with appropriate vehicular access to serve the proposed development access provided from A3024 Bursledon Road and A27 West End Road. Works to the existing adjacent highway are also proposed to ensure that the proposed development is acceptable in highways terms.
DM14 Parking	<u>Application to proposals:</u> The proposals can accommodate appropriate levels of parking, including with reference the draft Eastleigh Parking Standards SPD.
DM16 Workforce training requirements and new jobs	<u>Application to proposals:</u> Workplace training will take place on the proposed development site, to ensure adequate skills are provided and to promote local jobs.
DM38 Funding Infrastructure	<u>Application to proposals:</u> A section 106 agreement between the applicant and the relevant authorities can secure any necessary contributions, provided they meet the relevant tests as set out in paragraph 58 of the NPPF.

Planning Balance

Principle of Development - B2 & B8 Use

- 5.6 The proposals seek outline permission for up to 18,580 SqM (200,000 SqFt) of new employment floor space. The proposals will make a valuable contribution to meeting the identified need for employment space within policy S2 of the Eastleigh Local Plan, which highlights the need for 103,500 SqM (1,114,065 SqFt) of employment floorspace across the plan period up to 2036.
- 5.7 At the start of the plan period an identified shortfall of 70,289 SqM (756,584 SqFt) was identified. To account for this shortfall and prepare for anticipated growth, the plan provided for 103,500 SqM (1,114,065 SqFt) minimum delivery up to 2036. Following an employment needs assessment by GL Hearn the target was revised up to 111,389 SqM (1,198,981 SqFt). This still remains the delivery target used by the Council.

Figure 5.1 - Eastleigh Borough Council AMR 2020-21

Table 4.7: Delivery of employment floorspace completions

Parish	Net B Class Floorspace Completions (sq.m.) 2011/12-2019/20	Net B Class Floorspace Completions (sq.m.) 2020/21
Chandler's Ford	2,657	0
Eastleigh	2,540	1,134
Fair Oak & Horton Heath	1,713	0
Hamble	4,511	0
Botley	350	0
Hedge End	6,729	0
West End	1,905	2,064
All parishes	20,405	3,198

Source: Hampshire County Council land monitoring

- 5.8 As can be derived from Figure 5.1, the average annual completion rate between 2011/12 and 2020/21 has been 2,360sq.m. In order to meet the calculated residual requirement of 111,389sq.m. of employment floorspace, an average completion rate of 7,426sq.m. is required per annum between the 2021/22 and 2035/36 monitoring periods, which equates to a circa 315% increase in annual delivery compared to the annual average achieved over the 10 year period 2011/12 and 2020/21. As explained further below, this lower than required level of delivery of new employment floorspace has been impacted upon by constraints in the current portfolio of employment land within the Borough.
- 5.9 CBRE produced an Employment Land Study for the Borough in May 2026, using a model based upon 2023 forecasts from Oxford Economics reflecting current projections of the performance of the economy as well as actual development activity over the past 10 years.
- 5.10 The CBRE Employment Land Study concludes that much of the existing supply is constrained and identified as being at risk of not being delivered within the Local Plan period. We estimate that circa less than 10ha of existing employment allocations are likely to be deliverable within the plan period. Our demand model shows a total demand for employment land of 46.16 ha up to 2044, resulting in a significant

shortfall of circa 22.46 ha in the new plan period that will need to be met by new sites. Even if some of the land we have identified as unlikely to be delivered does come forward, there will still be a large shortage in supply without additional employment allocations.

5.11 The authority's monitoring reports have not been updated since 2021. To address the gap in the data, CBRE's Employment Need Study (dated June 2025) explores in detail the need for employment floorspace within Eastleigh and its conclusions as of June 2025 are summarised below:

- Eastleigh has a growing working population, outperforming Country, Regional and National comparators.
- Less than 3.15% of the 8,600,000 SqFt of the current employment floorspace in Eastleigh is available. The accepted level of vacancy required to ensure a healthy market is 5-10% to allow for market churn and choice.
- The Eastleigh market is challenged by a lack of fit for purpose new employment land which has led, in part, to a net decline of floorspace as older stock has been lost to competing uses and newer stock hasn't been forthcoming at an appropriate level. This is evidenced by the 2024 take up data with only 126,740 sqft of space let in the year. This shows a marked decline from over 376,000 in 2023 and the 6 year (2018-2023) average of over 424,000 sqft.
- Latent market demand for mid-box scale B2/B8 floorspace currently exists, totalling 481,000 sft over the last 12 months for non-strategic scale industrial floorspace in the area, but without supply of new stock to meet latent demand, Eastleigh will see significant loss of inward investment as occupiers consider other locations.
- Newest development at Alpha Park and Power Park are now fully occupied.
- There is evidence that a significant amount of land (59.6 ha) that has been identified for industrial and distribution uses in Eastleigh will not come forward during the plan period showing a clear quantitative deficiency in the local supply of land and premises to meet such demand and need. This will exacerbate existing shortages evidenced by the very low levels of vacant stock and the evidence from the market of significant real demand for floorspace which cannot be met. This clearly indicates a shortfall in deliverable employment land over the plan period in Eastleigh that will need to be met.
- The Employment Land Study has RAG (Red, Amber Green) rated all allocated sites and their deliverability over the plan period. If we assume that only the 'green' sites in Eastleigh come forward in the plan there would this equate to 23.7 ha. Our demand model showed a total demand of 46.16 ha resulting in a significant shortfall of 22.46 ha in the plan period that will need to be met by new sites like the subject site.

5.12 On the basis of the above, there is a clear unmet need for employment development and the site will make a significant contribution to meeting future employment needs by providing a commercially attractive and deliverable employment site.

5.13 In addition to the constraints in supply, it is also important to note that the Council's existing employment evidence base is out of date. The GL Hearn Employment Needs Assessment Update was produced in 2018, and it does not appear that this assessment has been updated to inform the Issues and Options Local Plan consultation document. This study was undertaken during 2017-2018, with economic forecasting produced using 2017 data. It therefore predates the impact of the COVID-19 pandemic on the national and local economy, and it was also produced prior to confirmation of the UK's exit arrangements from the EU through the UK-EU Withdrawal Agreement in January 2020. It should therefore be viewed out of date from an economic perspective.

- 5.14 It is considered that this evidence base underestimates the current need for industrial and distribution floorspace, with more recent studies and CBRE's own analysis pointing to a significantly higher level of commercial market demand for industrial and distribution space than has been planned for.

Ecology, Biodiversity, Trees and Landscaping

- 5.15 A Preliminary Ecological Appraisal (PEA) for the Site was undertaken by Aspect Ecology Consultants. The PEA is submitted with this outline planning application and concluded the following:
- **Ecological Designations.** The site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory designation is Netley Common Local Nature Reserve located immediately adjacent to the sites wider survey area boundary, north/northeast of the site. The nearest non-statutory designation is Peewit Hill SINC, which is located immediately east of the site. The SINC is designated on the basis of being a priority heath habitat, larger than 0.25ha and with more than 25% of the site dominated by ericaceous shrubs and gorse. The remaining ecological designations in the surrounding area are physically well separated from the site and are unlikely to be adversely affected by the proposals.
 - **Habitats.** The site is dominated by other modified grassland and hard standing, neither forming an important ecological feature. Features of ecological importance include native hedgerows and associated trees, and offsite woodland. Aside from short lengths of hedgerow to be potentially removed for access, these important features are fully retained under the proposals and will be protected during construction. Hedgerow losses will be compensated for by new hedgerow planting.
 - **Protected Species.** Habitats within the site are suitable to support protected and notable fauna including bats, reptiles, Hedgehog, Brown Hare and birds. Appropriate mitigation measures are proposed to safeguard such species during construction and maintain the suitability of habitats in the long-term.
 - **Enhancements.** Ecological enhancements proposed to secure a biodiversity net gain will be set out further in the BNG strategy as a separate submission. Faunal enhancements are also proposed, to be detailed as part of a faunal enhancement plan which can be secured via a suitably-worded planning condition.
- 5.16 Overall, the PEA concludes that the proposals have sought to minimise impacts on biodiversity and subject to the implementation of appropriate avoidance, mitigation and compensation measures, the proposals would not result in significant harm to biodiversity.
- 5.17 Additionally, Aspect Ecology Consultants have completed a Biodiversity Net Gain Appraisal, dated March 2026. Based on a preliminary BNG assessment of the post-development value of the proposals, this concludes that the proposed development will result in a net gain in habitat units amounting to 4.94 units (57.90%), exceeding the required 10% gain and satisfying the trading rules.
- 5.18 A Tree Survey and Arboricultural Impact Assessment (AIA) has been carried out by SJA, which provides an assessment of the existing and proposed tree context. This identified that there are 48 individual trees, and eight groups of trees, and two areas of woodland growing within or immediately adjacent to the Site. Trees have been categorized as either category B or C, with no category A trees or tree groups recorded.
- 5.19 To accommodate the proposed development, as shown on the illustrative masterplan, five individual trees (nos. 18, 19, 41 – 42 & 43) and one group (G6) are to be fully removed, with an additional group (G8) having a small partial removal. These are all recorded as being category C. Thus, no category 'A' or 'B' trees, and no trees of high landscape or biodiversity value are to be removed and none of the main arboricultural features of the site are to be removed. The proposed removals will represent no alteration to the main

arboricultural features of the site, only a very minor alteration to the overall arboricultural character of the site and will not have an adverse impact on the arboricultural character and appearance of the local landscape.

- 5.20 A comprehensive landscaping strategy has been devised as part of the proposed development, which is illustrated on the SLR Landscape Strategy Plan (Drawing No. 416.066094.008 and reproduced at Figure 5.2 overleaf.

Figure 5.2 – Landscape Strategy Plan – SLR

5.21 The landscape design principles illustrated on the Landscape Strategy Plan include:

1. Minimum 10m wide tree planting width, wrapping the southern site and eastern site boundary. Proposed native tree planting supplemented by understorey scrub planting to create a continuous dense vegetated corridor along Bursledon Road A3024;
2. Existing vegetation/tree retained and protected, during construction phase. Refer to separate Tree Survey for details;
3. 'No Development' buffer along existing woodland along the western edge of the site, maintained. Area to be planted with species rich meadow and wildflower grass mix, and native tree/understorey planting;
4. Peripheral native tree and understorey and scrub planting to wrap around development and create vegetated interface with roundabout infrastructure;
5. Wildflower grass areas margins along access roads and parking areas to create visual interest and biodiversity benefit;
6. Native trees planted within native hedge to create vegetated edge condition and provide visual screening; and
7. Off-site supplementary woodland and scrub planting for visual screening and biodiversity enhancement.

- 5.22 Proposed new planting will result in a significant increase in tree (and other) planting within and adjacent to the Site. This would also enhance general habitats and connectivity and would represent a positive impact at site level meeting the requirements of local plan policy DM11 Nature Conservation and the Trees and Development SPD (2022). The AIA concludes that there is adequate space for new tree planting to reach maturity and such planting would enhance the landscape setting, ensuring the long-term amenity benefits of the site as proposed trees replace the current maturing tree population.
- 5.23 Additionally, in order to ensure that any impacts are minimised during the construction phase of the project, A Construction Environmental Management Plan (“CEMP”) will be prepared, and its contents adhered to during construction. The applicant would be willing to accept an appropriately worded condition requiring the submission of a CEMP and approval by the LPA prior to the commencement of the development.

Landscape and Visual Impact

- 5.24 A Landscape and Visual Assessment has been undertaken by SLR, considering the impacts of the proposed development on landscape and landscape character, visual receptors, and on the function of the local Strategic Gap designation.
- 5.25 In terms of landscape, the Site does not lie within any national landscape / townscape designations but is located on land locally designated as Open Countryside and Strategic Gap. The LVA concludes that negative landscape impacts would arise but that such impacts would be highly localised as the application site is enclosed by woodland and mature vegetation on the west and north-west and development on the north, east and south, with the existing mature vegetation within Windhover roundabout to the east also providing an effective screen.
- 5.26 In terms of visual impacts, as with landscape impacts, the LVA identifies that visual effects of the proposed development would be highly localised, with negative effects limited to vehicle users, cyclists and pedestrians, and (one residential property) along a small section of Bursledon Road to the south of the site, and a small number of residents, pedestrians, cyclists along A27 West End Road, to the north of the site. would also experience negative effects, as the proposed development would form a considerable element within the view seen beyond the A27, and would limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view. As planting matures, certain negative effects would reduce for some of these receptors.
- 5.27 Regarding the impact of the proposed development on the Strategic Gap, it is noted that the proposed development would introduce development in an open field within the gap. However, with the proposed landscape mitigation proposals, and the levels, massing and layout of the units, as outlined in the DAS (produced by Tor&Co), there would be a resultant negligible change in the perceived separation of the adjacent settlements and the proposals would not enhance any perception of coalescence between them. The proposed landscape mitigation proposals will help to minimise any reduction in the perceived travelling and straight-line distance. It would maintain and enhance the vegetated corridor, which would continue to provide a clear sense of separation between the settlements.
- 5.28 In summary, the fabric of the landscape between settlements within the both the gaps – Southampton – Bursledon, and Bursledon – Hedge End, is peri-urban with a juxtaposition of urban development and busy transport corridors and highway infrastructure that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation blocks/corridors. These combined provide a sense of separation between the settlement edges. The introduction of the proposed development would not change the character of these gaps, as these elements would still continue to provide/maintain a sense of separation between the settlements.

5.29 On the basis of the above assessments and justification, Table 5.2 explains how the proposals respond to each criterion of Local Plan Policies S5 (New Development in the Countryside) and S6 (Protection of Settlement Gap):

Table 5.2 – Most important Local Plan Policies Alignment

Eastleigh Local Plan Policy	Criterion	Justification
S5 – New Development in the Countryside		
	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 area;	Whilst the proposals are located on predominantly greenfield land on the edge of the settlement, the prevailing character of the area cannot be described as rural. Surrounding development includes a large Tesco store 120m south, busy transport corridors with associated noise, lighting etc, new build residential development adjacent on Bursledon Road and existing housing adjacent on West End Road. The character of the surrounding area is therefore urban-edge. That said, the development will provide for additional woodland planting in the area to reinforce the existing woodland area extent and retained settlement gap to the north and north west of the site. The site is not within the setting of a national park or any heritage assets. The proposals do not adversely impact biodiversity, exceed the mandatory 10% biodiversity net gain and adhere to the BNG trading rules.
	2) b. secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside and coast;	The proposals include significant landscaping around the perimeter of the site, as well as an extension to the woodland on blueline area to the north-west of the site. These measures constitute landscape enhancements and also contribute to a biodiversity net gain exceeding the mandatory 10% biodiversity net gain and adhering to

Eastleigh Local Plan Policy	Criterion	Justification
		the BNG trading rules. The on-site and off-site landscape planting will be managed for a 30 year period, in line with the requirements of the Environment Act 2021.
	2) c. avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan;	The proposals do not sterilise mineral resources.
	2) d. safeguard the best and most versatile agricultural land unless the benefit of the development clearly outweighs the loss; and	The site is not BMV and is Grade 4 agricultural land, described as ‘poor’ by Natural England’s Agricultural Land Classification map for London and the South East.
	2) e. protect soils during construction wherever possible in line with the ‘Defra code of practice for the sustainable use of soils on construction sites’.	Provision can be made for the protection of soils during construction and can be secured within an appropriately worded construction management plan.
S6 – Protection of Settlement Gaps		
	1) a. Development within a Settlement Gap as set out in the policies map will be permitted provided that: it would not undermine the physical extent and/or visual separation of settlements.	The site is located within the settlement gap between Bursledon and Southampton. The defining feature of the settlement gap is the woodland to the north of the site, which forms the main visual separation between the two settlements. The proposals seek to not only minimise impact to physical separation, but enhance it by introducing significant tree planting on the pocket of grazing land to the north-west on Bursledon Road. Impact to visual separation will be further minimised by planting around the perimeter of the site, softening views into the development. Gradient cladding on the units will visually blend the development into the surrounding woodland, further minimising landscape and visual impact.

Eastleigh Local Plan Policy	Criterion	Justification
		As concluded in the LVA, with regards to the Settlement Gap, the proposed development will result in negligible change in the perceived separation of the adjacent settlements and the proposals would not enhance any perception of coalescence between them. It would maintain and enhance the vegetated corridor, which would continue to provide a clear sense of separation between the settlements.
	1) b. It would not have an urbanising effect detrimental to: i. The character of the countryside; or ii. The separate identity of the adjoining settlements.	The site's surroundings include a large Tesco store 120m south, busy transport corridors with associated noise, lighting etc, new build residential development adjacent on Bursledon Road and existing housing adjacent on West End Road. The character of the surrounding area is urban-edge. It is not considered that the proposals have an urbanising effect detrimental to the identity of the area, given the prevailing uses that surround the site. Also see comments above regarding how the proposed development will result in negligible change in the perceived separation of the adjacent settlements.

- 5.30 Additionally, we have also considered an allowed appeal decision concerning Land off Botley Road, West End, Southampton (ref: APP/W1715/W/15/3139371). There are similarities between the application and this appeal case, particularly in terms of impact on settlement gap.
- 5.31 In the case of the appeal (Gladman Developments against Eastleigh Borough Council), the inspector paid particular regard to the policy for the Strategic Gap (then Policy 2.CO) for which has remained materially the same as the current Policy S6. It was found that that the development would not alter separate identities of the neighbouring settlements (West End and Hedge End) and that firm features physically prevent the coalescence of settlements, separated by woodland and a main road totalling. Additionally, due to development on the opposite site of the road, the experience of entering the settlement would not be altered and overall, the Inspector concluded that development would have little practical harm on the strategic gap (or countryside more generally).

- 5.32 A very similar context and set of circumstances to those summarised above and highlighted by the Inspector at this Appeal exist in the case of the current application.

Access and Parking

- 5.33 Pre-application submissions to Hampshire County Highways and National Highways were made in advance of submitting this planning application. Feedback to this inquiry is contained within the accompanying Transport Assessment and Travel Plan, prepared by Motion.
- 5.34 Vehicular and cycle access to the site is currently obtained from West End Road to the east of the site. Access and egress to the proposed development will be achieved off both West End Road (accessing unit 1) and Bursledon Road (accessing unit 2). Both accesses will be for cars and freight vehicles achieving appropriate access and egress manoeuvrability, as well as appropriate visibility splays, as is demonstrated within the Access Plan and Transport Assessment prepared by Motion.
- 5.35 Pedestrian access for staff walking to the site will also be accessible via both West End Road (to unit 1) and Bursledon Road (to unit 2).
- 5.36 The proposed (indicative) development makes provision for 175 no. car parking spaces, including 27 EV charging spaces and 17 accessible space.
- 5.37 The Transport Assessment concludes that the level of parking proposed would be similar to the numbers required for a B8 scheme based on the amounts required by Table 4 of Eastleigh's draft car parking standards SPD (2023), which is not an adopted document. Should the scheme be B2 use, the draft parking standard requires a greater amount of car parking and 175 spaces would be lower than required based purely on Table 4 of the draft car parking standards SPD. However, should this type of use come forward, it is likely that the number of loading bays for each unit would be reduced which would allow for these areas to be converted to additional car parking to bring the development in line with the parking standard for a B2 use.
- 5.38 Additionally, in accordance with paragraph 6.1.1 of the draft SPD, if required appropriate justification for a lower level of car parking provision can be provided, having regard to local characteristics and site-specific circumstances.
- 5.39 The site benefits from strong active travel networks, with pedestrian and cycle routes accessing the site from West End Road and Bursledon Road, as well as a bus stop adjacent to the access off Bursledon Road, reducing reliance on cars and the need for parking spaces.
- 5.40 Each unit also includes a large cycle storage shelter, to further promote active travel to work.
- 5.41 Parking bays for up to 41 HGV vehicles are included on the indicative layout, being considered appropriate provision by the applicant's intended operations and justified within the submitted Transport Assessment.
- 5.42 The provision outlined above and that contained within the accompanying Transport Assessment and Travel Plan, produced by Motion, accords with local plan policy DM14 Parking and the draft Parking Standards SPD (2023).
- 5.43 The Transport Assessment also provides a detailed assessment of the baseline operation of the highway network and the impact of the proposed development traffic on the network. This concludes that the proposed traffic generated by the development can be accommodated on the network with suitable mitigation measures put forward, including implementation of a Travel Plan and certain localised off-site highways works in the vicinity of the site. Subject to the provision of these mitigation measures, there are not considered to be any highway capacity issues raised by the proposed development on the local highway network.

Flood Risk and Drainage

- 5.44 A Flood Risk Assessment and Drainage Strategy has been prepared by Jubb Consulting Engineers. This concludes that:
- The site is within Flood Zone 1, being the lowest risk of flood, and with no significant risk of flooding to the site from surface water or overland flows, sewers, groundwater or artificial water bodies.
 - Surface water flows will be discharged via a sustainable drainage solution, with the preferred method being to discharge flows via an attenuation option discharging to the existing local watercourse. Foul flows will be discharged to the Southern Water foul sewer network to the east of the site; and
 - Due to the underlying ground conditions, it is anticipated that discharging flows via infiltration will not be a viable option and it is therefore proposed to discharge flows via an attenuation option to the existing watercourse located to the south-west of the site, together with the use of attenuation tanks, with further SuDS drainage features considered across the site as a means to provide further pollutant removal and flow restriction.
- 5.45 Overall, the Flood Risk Assessment and Drainage Strategy concludes that there are no grounds for objecting to the proposed development in terms of drainage and flood risk.
- 5.46 The FRA therefore ensures that the requirement of local plan policies DM3 Adaptation to climate change, DM5 Managing flood risk, DM6 Sustainable Surface Water Management and DM10 Water and Waste Water watercourse management have been met by providing a detailed assessment of the existing and future flood risk scenarios and incorporation of SuDS within the development.

Air Quality

- 5.47 An Air Quality Assessment has been prepared by Ramboll Consultants and is submitted with this planning application. This identifies that:
- Available baseline data indicates that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to meet the long- and short-term NAQOs at the Site and in the surrounding study area.
 - The dust risk assessment has identified that construction activities pose a medium risk, however with the implementation of appropriate mitigation measures, construction activities are not expected to result in significant effects on local sensitive receptors.
 - Atmospheric dispersion modelling was undertaken to determine the impacts of the traffic generated when the Proposed Development is operational. Analysis of modelling results show that the Proposed Development is expected to have a negligible impact on air quality at human health receptors and that NO₂, PM₁₀ and PM_{2.5} concentrations are expected to meet long- and short-term NAQOs in 2030 at the assessed existing sensitive receptors.
 - Measures proposed to improve air quality during the completed development stage include a Travel Plan to promote active travel and public transport use and electric vehicle charging.
- 5.48 Overall, it is concluded that the Proposed Development would not have a significant effect on air quality and there are no air quality constraints to the Proposed Development
- 5.49 Thus, in terms of air quality, the proposed development is consistent with paragraphs 198 and 199 of the NPPF, as well as Eastleigh Local Plan policy DM4 Zero and Low Carbon and DM8 Pollution. It will not have a detrimental effect on air quality and is therefore appropriate for its location.

Noise

- 5.50 A Noise Impact Assessment has been undertaken by Ramboll Consultants to assess the expected noise levels for surrounding residential properties and identify necessary mitigation.
- 5.51 This concludes that the noise climate on site is typically dominated by road traffic noise. Commercial vehicles and HGVs using the local road network are considered typical and form part of the context of the wider site. The minimum façade, glazing and ventilation requirements to meet BS 8233:2014 internal ambient noise level requirements have been determined. In practice thermal, health and safety and security requirements will mean that the acoustic performance will not be a significant consideration in the design of the façade. No significant noise and vibration effects are predicted as part of the construction and operational phases of the Proposed Development. As such, additional mitigation is not proposed.
- 5.52 In terms noise, the proposed development is consistent with paragraph 198 of the NPPF, as well as Eastleigh Local Plan policy DM8 Pollution. The development will not have an unacceptable effect on noise and is therefore appropriate for its location.

Energy and Sustainability

- 5.53 A Sustainability Statement has been prepared by Ramboll to assess the sustainability credentials and performance of the proposed development with reference to the following topics.
- Energy
 - Water
 - Waste
 - Materials
 - Pollution
 - Health and Wellbeing
 - Land Use and Ecology
 - Transport
 - Climate Change Adaptation
- 5.54 A review of the Proposed Development's sustainability targets against the planning objectives and best practice identifies the opportunities and constraints of the Site and sets the targets for the development. The sustainability statement demonstrates that the Proposed Development would meet the key policy objectives by incorporating relevant measures for each of the thematic areas considered. By undertaking a robust sustainability appraisal at such an early stage of the project, the potential impact of the sustainable development has been maximised.
- 5.55 An Energy Statement has also been completed by Ramboll in support of the application following design team workshops and full review of the outline development proposals. The proposals, including at reserved matters stage, will seek a high level of energy performance and incorporate range of measures to achieve this:
- Sustainable technologies, such as Air Source Heat Pumps (ASHP), PV panels, and EV charging points that will be sensitively integrated into the design;
 - Avoid overheating through appropriate design and passive measures;

- Maximise the opportunity for building efficiency and the reduction of carbon emissions embodied within the construction process;
 - Consider circular principles in order to maximise material efficiency and minimise waste associated with the Proposed Development;
 - Provide an effective and deliverable Travel Plan which will include measures to promote and encouraging active and sustainable travel behaviour, whilst reducing single occupancy journeys;
 - Incorporate sustainable Urban Drainage solutions, with the potential to add further biodiversity value;
 - Utilise water efficiency measures to reduce the need for mains water use through the installation of low-consumption fittings;
 - Deliver a 57.90% for habitat and 425.21% for hedgerow units increase in Biodiversity Net Gain; and,
 - Be designed to achieve a BREEAM 'Excellent' rating under the BREEAM UK New Construction V6 methodology.
- 5.56 A BREEAM Pre-Assessment of the proposed development has also been completed by Ramboll. This concludes that the development is predicted to achieve a target score exceeding the 70% required for an BREEAM 'excellent' standard, as is required under policy DM2.. The BREEAM Pre-Assessment also sets out various other 'potential' credits that could be explored as detailed designs progress with the aim of boosting the target score further.
- 5.57 These sustainability measures and initiatives will specially address Eastliegh Local Plan policies DNM2 – DM12.

Archeology and Built Heritage

- 5.58 An Archaeological Desk Based Assessment has been produced by RPS. The report concludes there are no designated archaeological assets such as World Heritage sites, Scheduled Monuments, Historic Wrecks or Historic Battlefields. The site holds a 'low to moderate' potential for evidence of Bronze Age remains and a 'low' potential for all other periods. The site is located c300m south-east of Netley Common where limited evidence identifies several burial mounds of a possible Bronze Age date, and is possible some activity may extend towards the vicinity of the site.
- 5.59 Given the site's overall low archaeological potential, and the likely low to moderate significance of any surviving remains. Any further investigations could be secured via planning condition.
- 5.60 The Built Heritage Statement has been produced by RPS. The report is produced in accordance with paragraph 207 of the NPPF.
- 5.61 This concludes that as a result of intervening distance, modern development and intervening strong buffer planting, notably around the Bursledon Windmill Conservation Area, beside the A27 and A3024 and within and around the Windhover Roundabout, the Site has been assessed as making no contribution to the setting or significance of any nearby built heritage assets.
- 5.62 The proposed development will not alter or diminish any existing opportunity to appreciate or understand the significance of any relevant built heritage asset. No change will occur to the character or significance of the Bursledon Windmill Conservation Area, nor any of the assets that it contains, including the Grade II* Bursledon Windmill. The Site's relationship with all relevant built heritage assets will be unchanged by the proposed development.

- 5.63 In overall conclusion, the proposed development has been assessed as having no impact (causing no harm) to the significance of any relevant built heritage asset.

6. CIL & Provisional Draft Section 106 Heads of Terms

Community Infrastructure Levy

- 6.1 Eastleigh Borough Council consulted on a draft Community Infrastructure Levy (“CIL”) charging schedule in 2013-14 but was not progressed. Eastleigh do not have an adopted CL and will progress any planning obligations via Section 106 and Section 278 agreements.

Provisional Draft S106 Heads of Terms

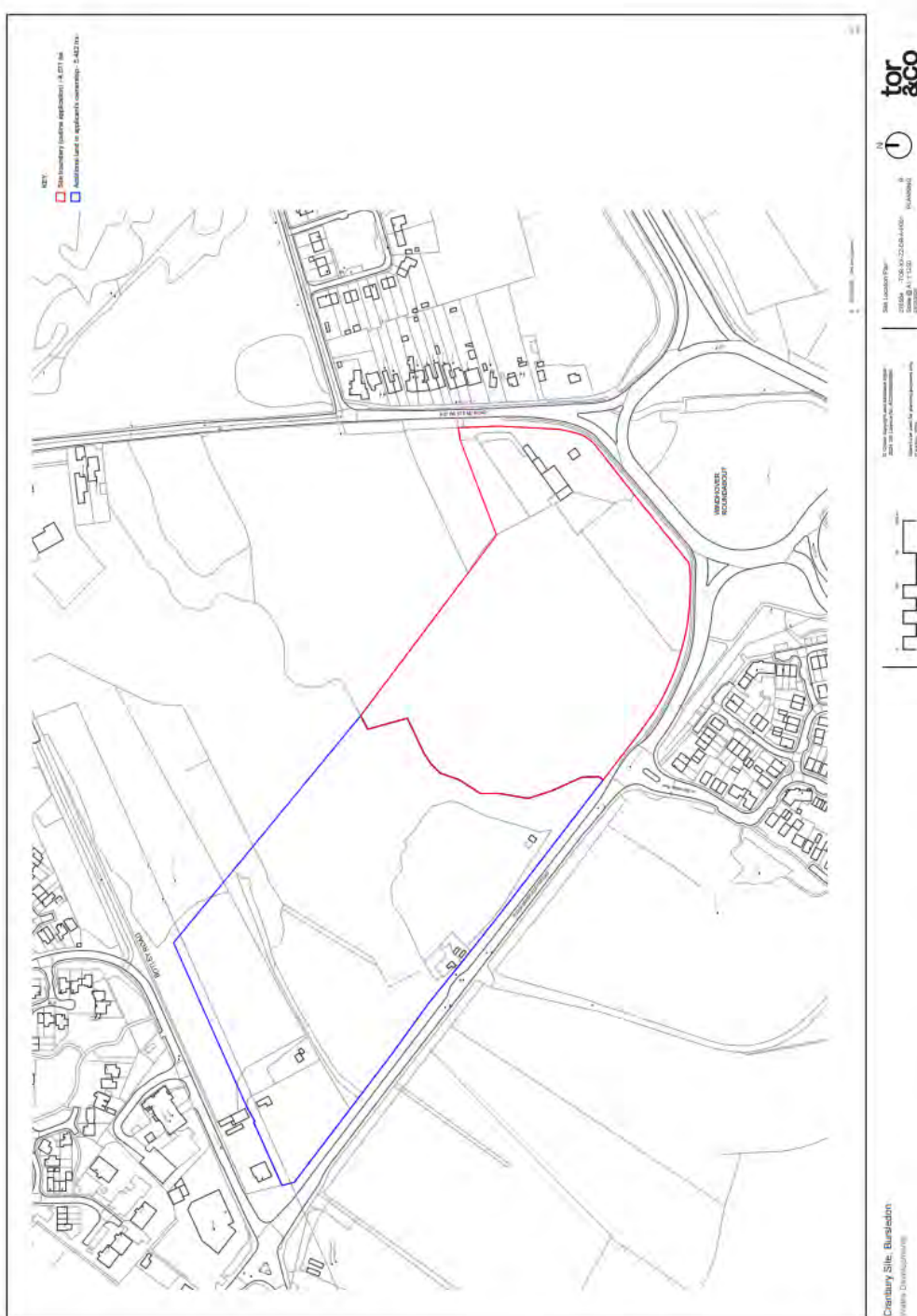
- 6.2 We would propose to discuss and agree any Section 106 Heads of Terms having regard to the tests set out at paragraph 58 of the NPPF, policies contained within the existing and emerging local Development Plan, relevant SPDs and evidence base documents. At this stage, given the nature of the use and based on the assessments carried out to inform and support this application, it is considered, without prejudice, that obligations would most likely relate to highways and transport-related matters.

7. Summary and Conclusions

- 7.1 This Planning Statement has been prepared on behalf of Wates Developments & Cranbury Estates Limited, for;
- “Outline planning application (all matters reserved except for access) for employment development (Use Class B2 / B8), of up to 18,580 sqm together with ancillary offices (Use Class E(g)(i)) and other ancillary building and structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features.”***
- at land adjacent to Windover Roundabout, Bursledon.
- 7.2 The Development proposals have been made pursuant to two rounds of representations to the emerging Eastleigh Local Plan Review, at both Call for Sites and Issues and Options (Reg18) consultation stages. In addition, pre-application inquiries were made to the LPA and to Hampshire County Highways and National Highways, in respect of the proposed access and its ability to accord appropriately with the prevailing highway network.
- 7.3 A public consultation exercise has been carried out by The Y-Factory to share the proposals with the public and local stakeholders, and to seek their views on the scheme. The responses received have been reviewed and considered by the applicant in shaping the proposals and compiled into a Statement of Community Involvement submitted to the local authority.
- 7.4 The application is supported by technical studies and assessments from a comprehensive team of suitably qualified consultants, the scope of which has been discussed with the Council and others to appropriately assess and inform the development proposals. In overall conclusion, these assessments demonstrate that the Development is a highly sustainable proposition and deliverable, subject to Reserved Matters approval.
- 7.5 Where environmental impacts are identified, these have been sought to be addressed through the design process. The balance of any remaining environmental effects, which are limited in scope, must be weighed against the significant economic benefits the scheme will deliver to the area, as identified within the accompanying Economic Benefits Assessment. The balance weighs strongly in favour of the Development and the substantive economic and other benefits that it will deliver, which includes contributing towards addressing the current quantitative and qualitative shortcomings in current employment land supply.
- 7.6 The impacts of the development on the settlement gap between Bursledon and Southampton, have been properly considered and mitigated as required within these proposals. Particular regard is given to policies S5 New Development in the countryside and S6 Protection of Settlement Gaps, and proposed measures to mitigate visual impacts include substantial landscape planting around the perimeter of the site, new woodland planting on blueline land and gradient cladding. The proposals are supported by a detailed Landscape and Visual Assessment, which concludes that the development will not cause adverse impacts to rural or woodland character (S5) and that the physical and visual separation of settlements is maintained (S6).
- 7.7 This Planning Statement explains how the development addresses local and national planning policies, in addition to providing the justification for the proposed employment use. The development is appropriate in its scale, design and use in its context and would contribute significantly to creating jobs, investment and economic growth, which is the number one priority for the government. The application accords overall with the Development Plan and therefore should be approved without delay.

Appendices

Appendix 1 - Site Location Plan



Appendix 2 - Application Deliverables

Forms & Certificates

Document	Lead	Status
Application Form	CBRE	For Information.
Ownership Certificates and Notices	CBRE	For Information.
Planning Application Fee	Wates Developments & Cranbury Estates Limited	For Information.

Plans & Drawings

Document	Lead	Status
Topography (Site Survey) Plan	CD Surveys Ltd	For information.
Location Plan	TOR	For approval.
Illustrative Masterplan	TOR	For approval.
Existing site plan, floor plans and elevations	TOR	For approval.
Proposed Floor Plan	TOR	For information
Proposed Roof Plan	TOR	For information
Proposed Elevation Plan	TOR	For information

Document	Lead	Status
Proposed Sections	TOR	For information
Proposed Highways Access Plans	Motion	For approval.
Indicative Landscape Scheme and Management Plan	SLR	For information.
3D Visuals / photomontages	TOR	For information.

Supporting Planning Documents, Assessments & Report

Document	Lead	Status
Air Quality Assessment	Ramboll	For approval.
Archaeological Assessment	RPS	For approval.
Built Heritage Assessment	RPS	For approval.
Biodiversity - Preliminary Ecological Appraisal	Aspect	For information.
Biodiversity – Species Surveys	Aspect	For information.
Biodiversity Net Gain Strategy	Aspect	For approval.
Design and Access Statement	TOR	For information.
Economic Benefits Statement	CBRE	For information.
Employment Land Study	CBRE	For information.
Energy Statement	Ramboll	For approval.

Document	Lead	Status
Flood Risk Assessment and Drainage Strategy	Jubb	For approval.
Foul Sewerage	Jubb	For information.
Land Contamination Assessment	GESL	For approval.
Landscape and Visual Impact Assessment (LVIA)	SLR	For information.
Lighting Assessment	Ramboll	For approval.
Noise impact assessment	Ramboll	For approval.
Planning Statement	CBRE	For information.
Statement of Community Involvement	The Y-Factory	For information.
Sustainability Statement	Ramboll	For information.
Transport Assessment	Motion	For approval.
Travel Plan	Motion	For approval.
Tree Survey and Arboricultural Impact Assessment	SJA	For approval.

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