

**Land adjacent to Windhover
Roundabout, Bursledon**

Design & Access Statement

Wates Developments

March 2026

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Wates
Commercial &
Logistics



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Introduction

1.1 This Design and Access Statement (DAS) has been prepared on behalf of Wates Developments Ltd. in support of an outline application for the development of around 4.63 hectares of land known as “Land adjacent to Windhover Roundabout”, Bursledon, Hants, SO31 8BN. The site is located to the west of Junction 8 on the M27 motorway.

1.2 The land comprises both agricultural pasture and an area of hardstanding with a collection of agricultural type buildings within its south-eastern part.

1.3 For the purposes of this application, the Description of Development is as follows:

1.4 “Proposed employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(iii)) and other ancillary buildings, structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features, following demolition of existing buildings”.

1.5 The scheme comprises the following proposed development:

- Site preparation works, including demolition of existing buildings and earthworks to create plateaux for development.
- Provision of up to 18,580 sqm / 200,000 sqft of floorspace including up to 17,187 sqm / 185,000 sqft of warehousing space with a maximum ridge height of 15m and circa 1,393 sqm / 15,000 sqft of ancillary office and other space.
- Provision of up to 175 car parking spaces and 28 HGV parking spaces, together with service yards providing loading spaces for up to 24 HGVs.
- Ancillary external structures (such as sprinkler tanks, pump housings, substations & gatehouses).
- Creation of new site accesses from A3024 Bursledon Road and A27 West End Road, together with provision of signals and other works to the existing highway; and
- Provision of hard and soft landscaping to the site, including new planting and provision of sustainable urban drainage such as swales and other features.

1.6 The application is submitted to the local planning authority Eastleigh Borough Council, and is made by Wates Developments Ltd, the developer.

1.7 The application has been informed by the work of a specialist team including:

Architecture & Masterplanning	
Project Management	
Landscape Architects	
Town Planning Consultants	
Arboricultural Consultants	
Archaeology & Built Heritage	
Ecology	
Transport & Highways Engineers	
Civil & Services Engineers	
Air Quality, Lighting, Noise, Energy Statement & Sustainability	

1.8 This document has been prepared in accordance with government guidance contained within the National Planning Policy Framework (NPPF paragraph 131), which confirms that well-designed places can improve the lives of people and communities. It has also been prepared in accordance with CABI’s guidance document, Design and Access Statements: How to write, read and use them (2006), and with reference to the National Model Design Code.

1.9 The planning history and policy context are outlined within the Planning Supporting Statement. Technical and environmental issues are addressed within the accompanying documents.

02

Project Vision

Overview

2.1 This document is intended to:

Provide an overview of surveys that have informed the development of the design proposals

Set a framework for the illustrative layout

Explain how the design captures and responds to the characteristics of the site

Provide a clear set of development constraints

Outline the landscape proposals

Provide an illustrative layout demonstrating how the site could be developed in response to the development constraints

Project Vision and Key Benefits

2.2 The vision for the proposed development and potential key benefits it can deliver include the following:

Location

The site is located near the population centres of Southampton, Bursledon and Hedge End which provide a strong labour pool.

Access to ports at Southampton and Portsmouth means the site is ideally located for industrial and distribution uses.

Sited adjacent to the M27, transport links are excellent with easy reach to London and the Southeast via the M3, as well as the wider motorway network.



Figure 2.1 Key benefits

Economic Benefits

- The site has potential to provide substantial employment area with economic benefits to the local area, including:
- Construction employment: The cost of development, and the GVA over 2 years of build period would create £28.7m in total construction benefits. A further £17.8m in construction value and £7.1m in GVA from economic output per year. The development would also support 148 supply chain jobs and 118 direct construction jobs. Construction activities would also provide apprenticeship and other training and skills development opportunities to the local community.
- Local Authority Revenue: Eastleigh Borough Council will collect £29.7m in business rate revenues over the 30 years from completion (based on £990k per annum).
- Operational Employment and Expenditure: The completed development will generate £451.9m in GVA over the 30 years from completion (based on £15.1m per annum), and support 276 direct FTE jobs. A further 216 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.

Deliverability

- The site is available, suitable and capable of being delivered now.
- Wates Developments have the capacity, capital resources and expertise to secure planning and partner the delivery of the project promptly and efficiently.
- There is an objectively identified need for warehouse space in the region and this project can be delivered in 2 years from detailed planning permission being granted.

Sustainability

- Wates propose to deliver a sustainable, energy efficient development with EPC A and BREEAM Excellent ratings.
- The site is accessible from Southampton and Portsmouth using bus services
- The site is easily accessible by bicycle using existing cycle paths, encouraging sustainable travel by employees.
- Fast charging infrastructure for electric vehicles will be provided.
- Ponds and other sustainable urban drainage solutions will be provided, increasing biodiversity net gain on the site in excess of 10%.
- Landscaping and substantial tree planting is proposed, increasing biodiversity net gain on the site by in excess of 10%.

Landscape and Ecology

- The site forms a logical northern boundary to Bursledon, forming an edge of settlement between the Windhover Roundabout and existing woodland.
- Proposed site accesses and plot boundaries include substantial tree planting and landscape buffer zones with benefits to biodiversity and occupier wellbeing.
- Existing woodland to the north forms a natural buffer to nearby settlements along the A3024, which provides an established, substantial and long-term defensible boundary for the retention gap between the built-up areas of Bursledon and Southampton.
- An ecological assessment of the land has been undertaken by Aspect Ecology. This confirms that existing habitats at the site are not of elevated conservation interest, that the land is not within any statutory ecological designations, and that development will unlikely negatively impact on any nearby nature conservation sites.
- Biodiversity Net Gain and ecology improvements will be delivered, including through new landscaping and woodland planting able to be provided as part of future development.

Local Plan Promotion

2.3 The Site has been actively promoted by Wates Developments Ltd through the current Eastleigh Borough Local Plan review at the following stages:

Call for Sites: Summer 2023; and

Eastleigh Local Plan Issues and Options Consultation (Regulation 18): January 2025

2.4 In response to the 2023 Call for Sites Consultation, the site was reviewed by the Council in the subsequent Issues and Options (Reg.18) Strategic Land Availability Assessment (SLAA), referenced as BUR002.

2.5 The Council’s assessment makes no conclusions as to the Site’s status as an emerging allocation within the EBC Local Plan Review, but it does identify the Site’s key constraints and opportunities. The adjacent site (ref:BUR001) is also being assessed. The Site is noted as having an indicative capacity for 157,000 sqft of commercial floor space, or 155 dwellings. The council’s assessment concludes that the key constraints are considered to be the adjacent SINC, the AQMA, impact on the settlement gap, TPO and countryside.

Planning Context

2.6 The existing and emerging planning policy context has been given due regard in the appraisal and development proposals put forward. For a detailed discussion of the planning policy context, refer to the accompanying planning Statement.

03

The Site and Context

3.1 The site area is approximately 4.63ha (11.3 acres) and comprises predominantly undeveloped agricultural pasture land (Grade 4 “poor”). The site takes the form of two connected grassland fields with a small collection of agricultural type buildings sited on an area of hard standing within its south eastern part.

3.2 The immediate north of the site is bounded by areas of woodland, which separate the site from the built-up areas of Hightown and Sholing which are eastern suburbs of Southampton. Immediately south-south west of the site lies a recently completed residential development of circa 200 dwellings by Taylor Wimpey. South of the site and the Windhover Roundabout is the residential area of Bursledon, with a large supermarket development located immediately south of the roundabout. To the east is the M27 motorway, accessed from Junction 8 approximately 500m east of the site.

3.3 Connected land to the north-west, comprised chiefly of woodland is under the same ownership, marked blue on the site location plan.

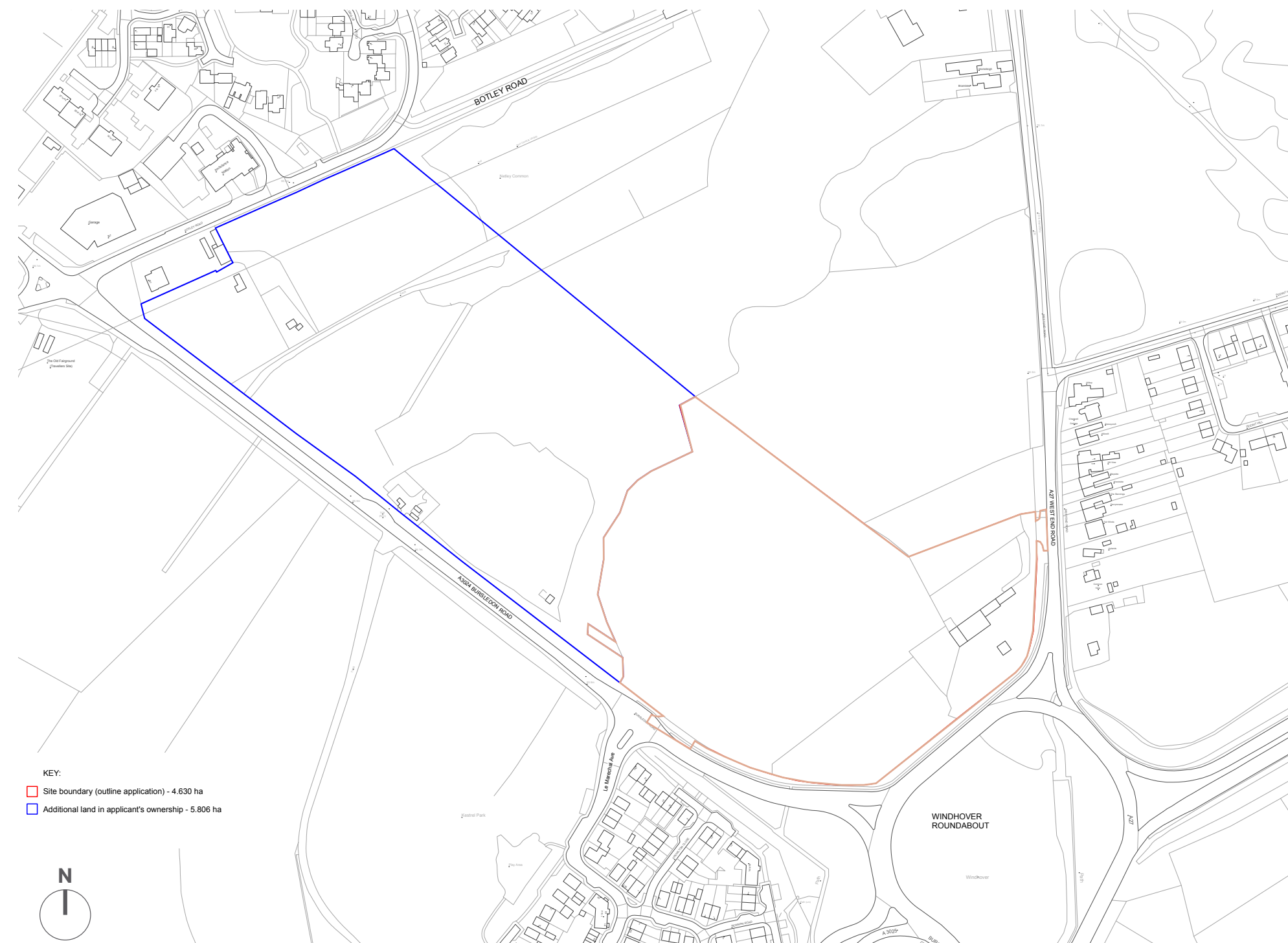


Figure 3.1 Site Location Plan

Wider Location

3.4 The site sits to the north of the Windhover Roundabout, which forms the junction of the A27, A3024 and A3025 leading to Junction 8 on the M27 motorway. The M27 provides wider connectivity along the South Coast, and intersects with the M3, leading towards London.

3.5 The site lies between the main centres of Southampton and Portsmouth, with the Port of Southampton 7 miles west of the site, and Portsmouth International Port located 12 miles southeast of the site.

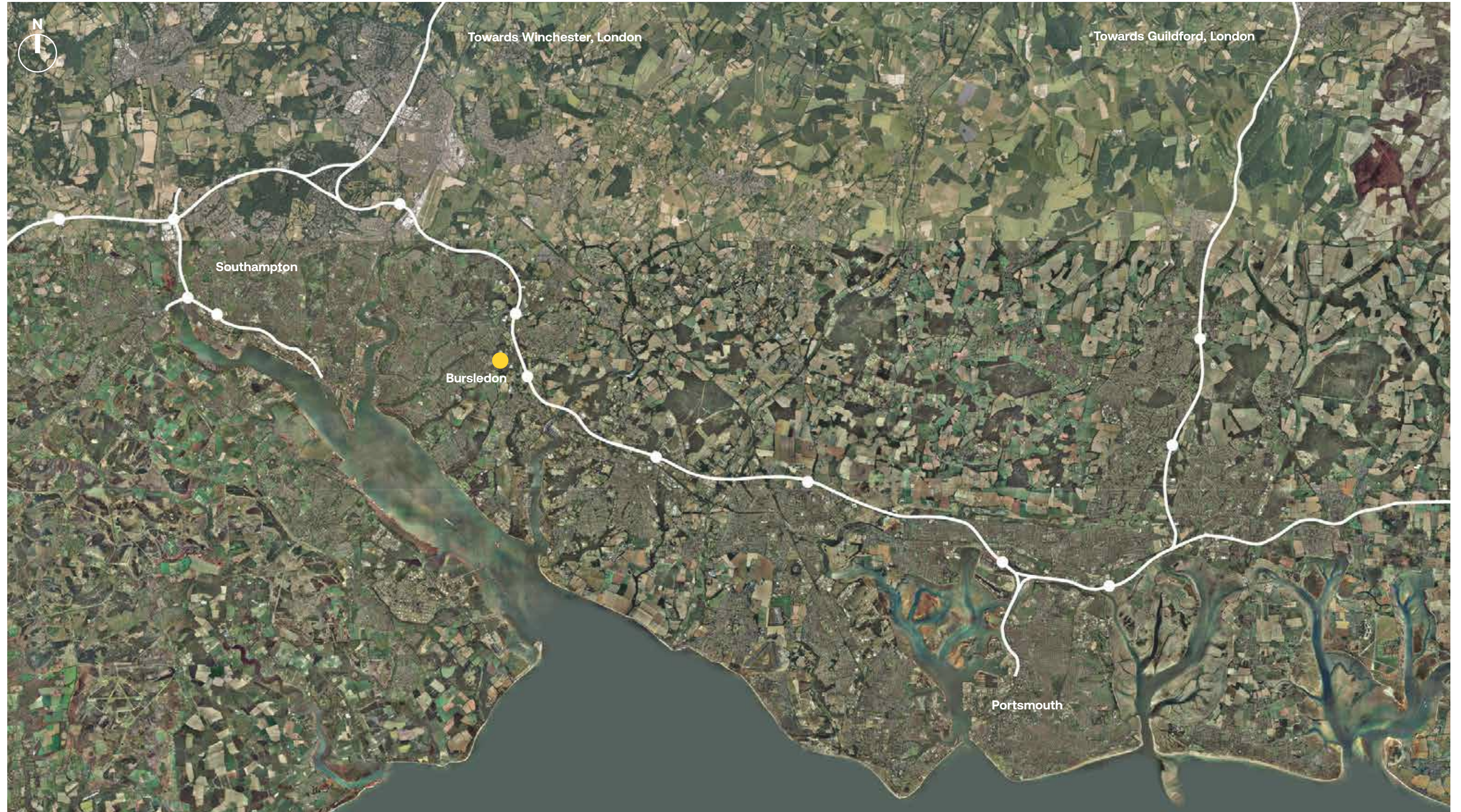


Figure 3.2 Wider Location Plan
(image base © Getmapping Ltd)

Aerial View

3.6 While the site consists of predominantly agricultural pasture, the main site vegetation in terms of trees and hedgerows is located around the perimeters of the land. This can be largely retained and woodland planting enhanced as part of future development and any associated landscaping scheme.

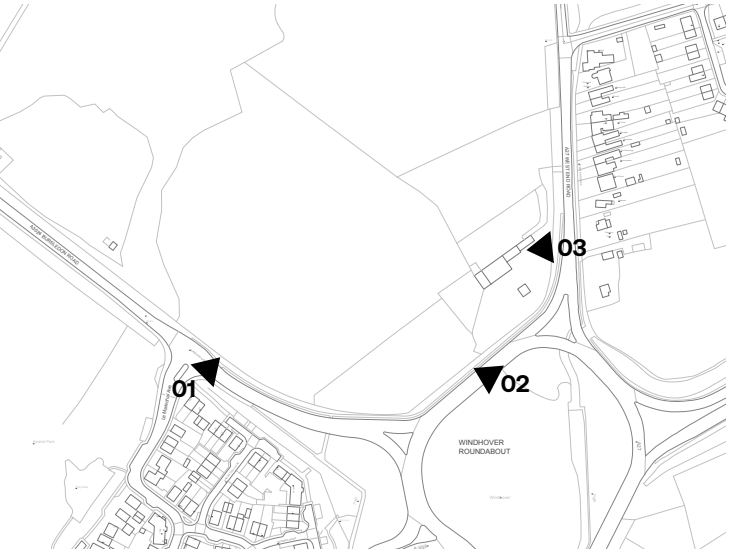
3.7 Land to the north and north-east of the Site consists of areas of deciduous woodland and other open land. This area of woodland forms part of the Windhover (Netley Common South) Site of Importance for Nature Conservation ("SINC"), which is adjacent to the Netley Common Local Nature Reserve. ("LNR") approximately 200m north of the Site at its closest point.

3.8 While the site is relatively open to views from the directly adjacent road network, long distance views are limited due to screening from existing buildings, trees and topography. For further analysis and detail on the wider landscape setting refer to the accompanying information and LVIA by SLR.



Figure 3.3 Aerial View - Looking North

Site Photographs 1



Key Plan

01 Site panorama from the South

02 Site panorama from the South east

03 Site panorama from the East

01



02

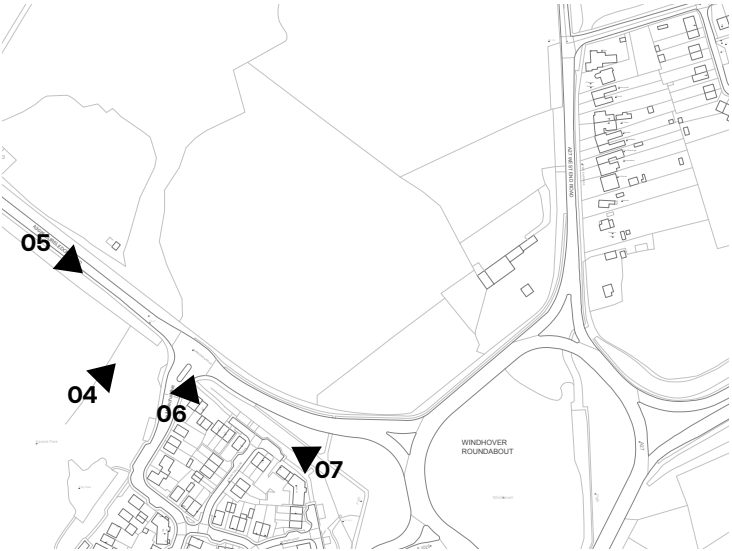


03



Figure 3.4 Site photographs 1

Site Photographs 2



Key Plan



04

04 View of the site and nearby housing from Kestrel Park



05

05 View towards Windhover Roundabout along A3024



06

06 View of junction with A3024 and Le Marechal Ave.

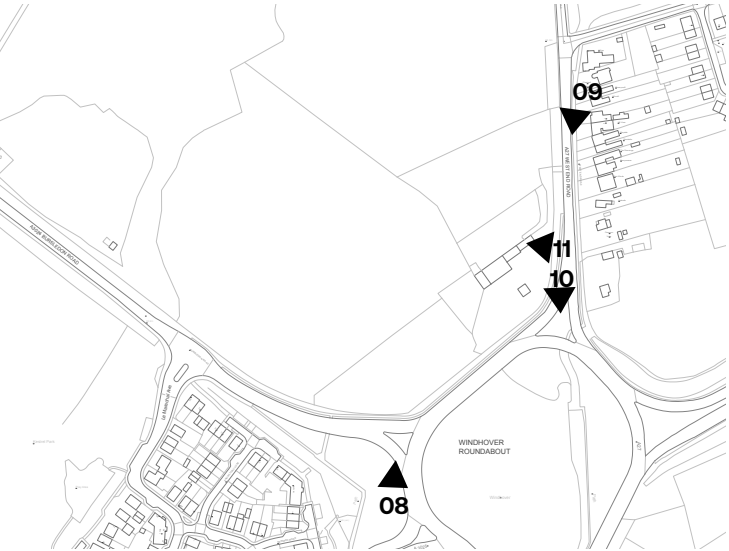


07

07 View along edge of residential development with tree belt along A3024

Figure 3.5 Site photographs 2

Site Photographs 3



Key Plan



08

08 View of A3024/Windhover Roundabout, site in background



09

09 View south along A27 with existing housing fronting the road.



10

10 View south towards the A27/Windhover Roundabout



11

11 View of existing agricultural structures on site

Figure 3.6 Site photographs 3

04 Site Analysis

Site Analysis - Land Use

- 4.1** The site is currently used as agricultural pasture with associated buildings.
- 4.2** Surrounding land uses include residential (to the south/southwest and east), and pasture and open green space (to the north). Immediately south of the Windhover Roundabout is a large supermarket, petrol station and associated parking area. Some distance to the north lie the suburban areas of Sholing and Hightown, beyond a substantial area of dense woodland.
- 4.3** Southwest of the site, across the A3024 a recently-constructed residential development is sited on land directly opposite - this development was consented in August 2020 and includes a park and play area.
- 4.4** Nearby edge-of-settlement commercial/employment premises include a caravan dealership (north, Viscount Leisure, Eastleigh Borough Council Settlement Gap Area B) car dealership (north east, Peugeot) and storage/parking sites (north east, The Old Fairground, Anchor Parking, Settlement Gap Area A).

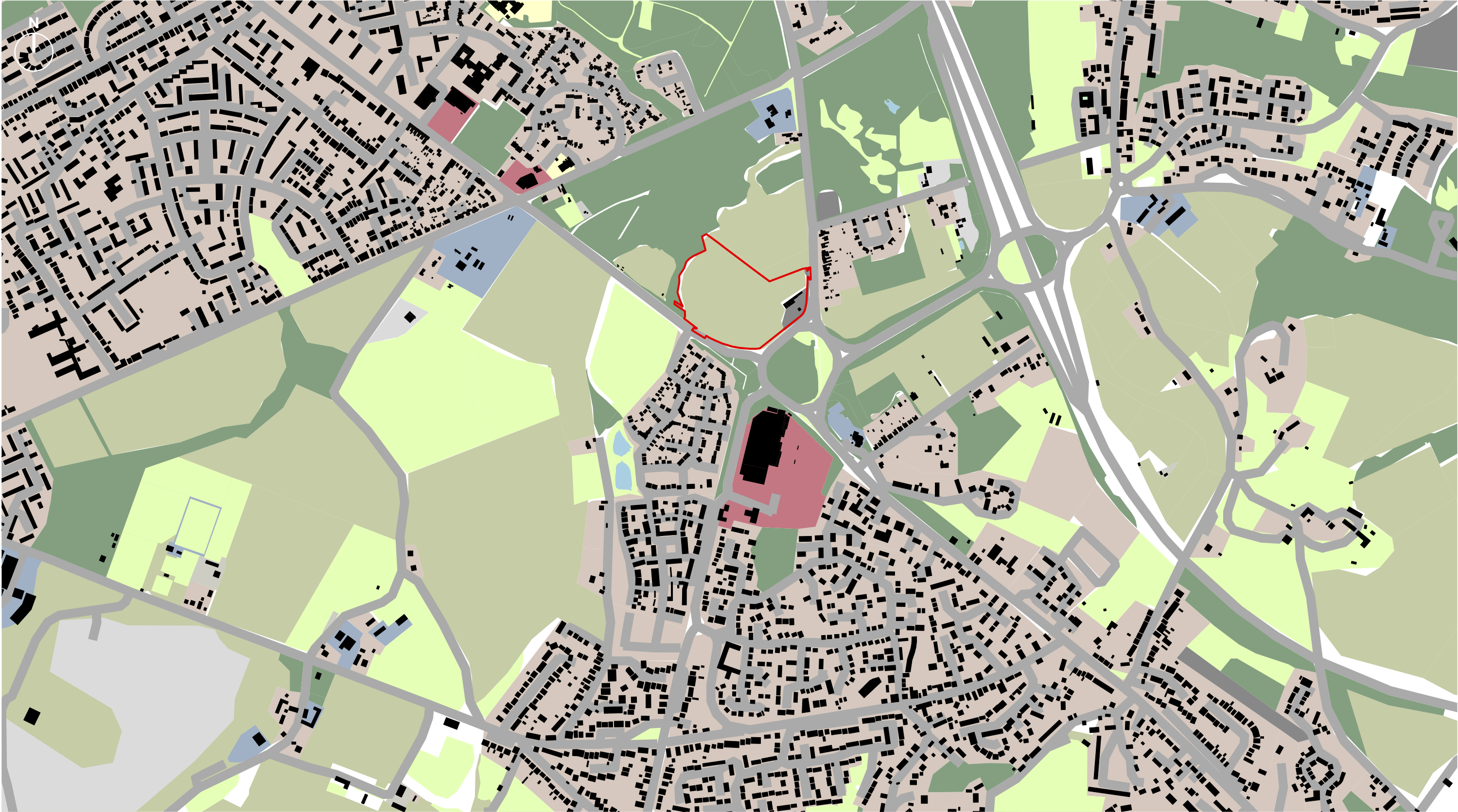
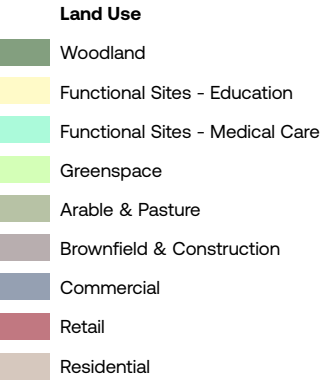


Figure 4.1 Land Use Map

Site Analysis - Designations

4.5 The site sits within the designated Countryside and Settlement gap as defined in the Eastleigh Borough Local Plan.

4.6 There is no designated ancient woodland on the site, or in close proximity, and no Tree Preservation Orders on the site. The land to the north west of the site is designated as Priority Habitat (Deciduous Woodland)

4.7 The site is close to several Sites of Importance for Nature Conservation (SINC) with one such area directly bordering the site's eastern and northern boundary. Netley Common, a local nature reserve is approximately 200m from the northern site boundary. A second nature reserve and areas of Ancient Semi-natural woodland are more distant, east of the M27 motorway. For analysis of existing ecology on and around the site, refer to accompanying information by Aspect Ecology.

4.8 While the site is not within a conservation area or in proximity to designated / non-designated heritage assets, south of the site is Bursledon Windmill conservation area, which includes the Grade II* Bursledon Windmill and adjacent Grade II Granary. Given the distance between these heritage assets and the land, and the intervening features including buildings, the Windhover roundabout, and existing tree and vegetation planting, development of the land is unlikely to impact on the significance of these heritage assets.

- Conservation Area
- Conservation Area
- CRoW Act 2000 Access Layer
- Local Nature Reserves England
- Sites of Special Scientific Interest
- Special Areas of Conservation
- Ancient Woodland
- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland
- Strategic Gap
- Sites of Importance for Nature Conservation

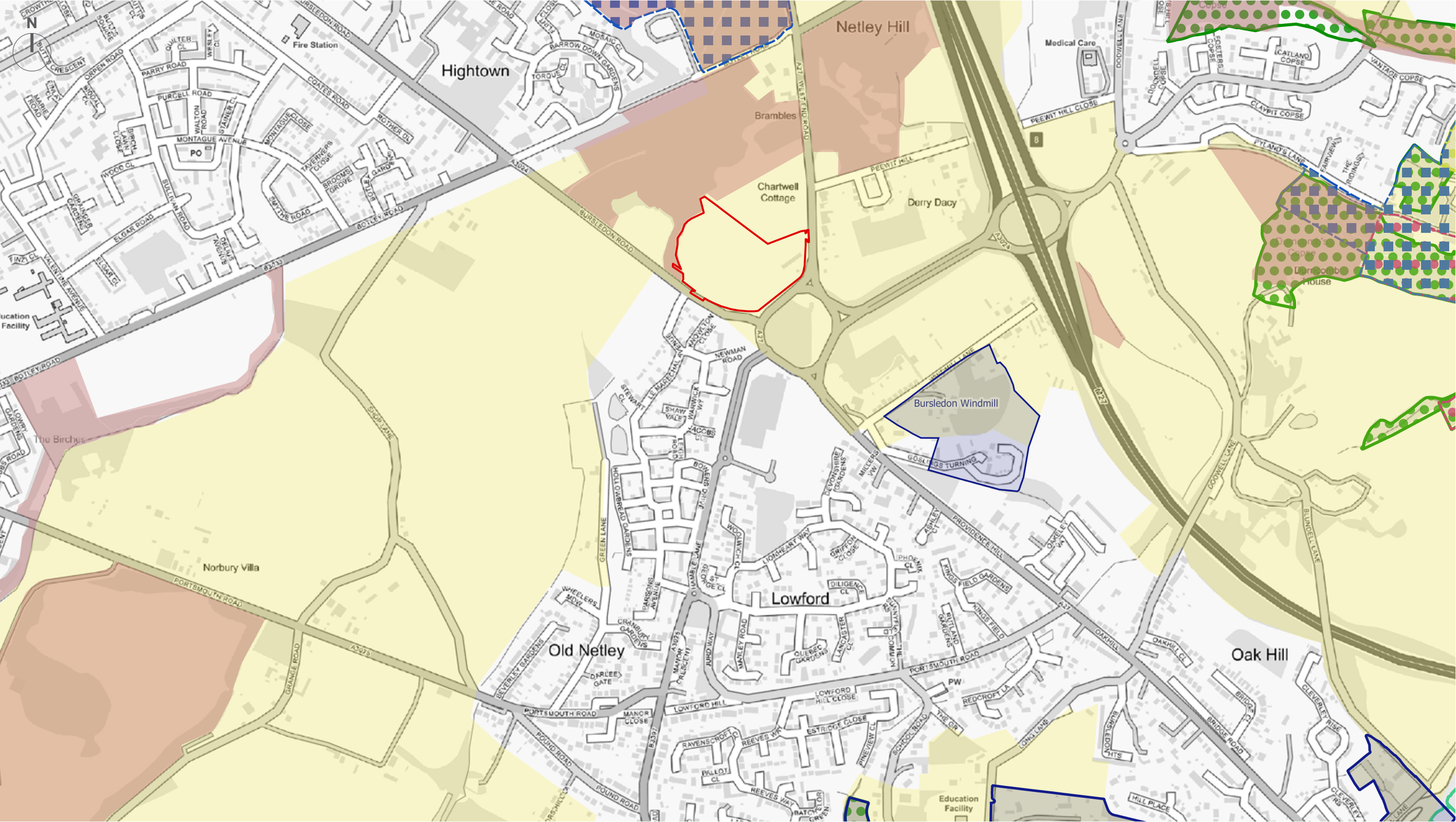


Figure 4.2 Designations Map

Site Analysis - Access, Movement & Local Facilities

Vehicle Access

4.9 Site access is excellent with access points on the south and east boundaries. The site is within 500m of junction 8 of the M27.

4.10 Potential for new vehicle access exists along the south western boundary which may allow circulation into and across the site. The adjacent roads handle a large volume of traffic with noise and pollution impacts typical of large road infrastructure.

Sustainable Travel

4.11 A pedestrian/cycle route exists outside the southern boundary along the road edge. Within the Eastleigh Local Plan the Windhover Roundabout is indicated for proposed junction improvements, with the road to the south of the site indicated as strategic cycle network.

4.12 Bus stops are located on Jurd Way, 840-920 metres walk away. These serve routes X4 and X5 which provide direct connections to both Portsmouth and Southampton. Local services are available within a 420m walk, at Tesco Extra.

4.13 Bursledon Railway Station (on the Southampton – Portsmouth rail line) is 1.5 miles southeast of the site.

4.14 For a detailed analysis of transport & highways matters, refer to accompanying information by Motion.

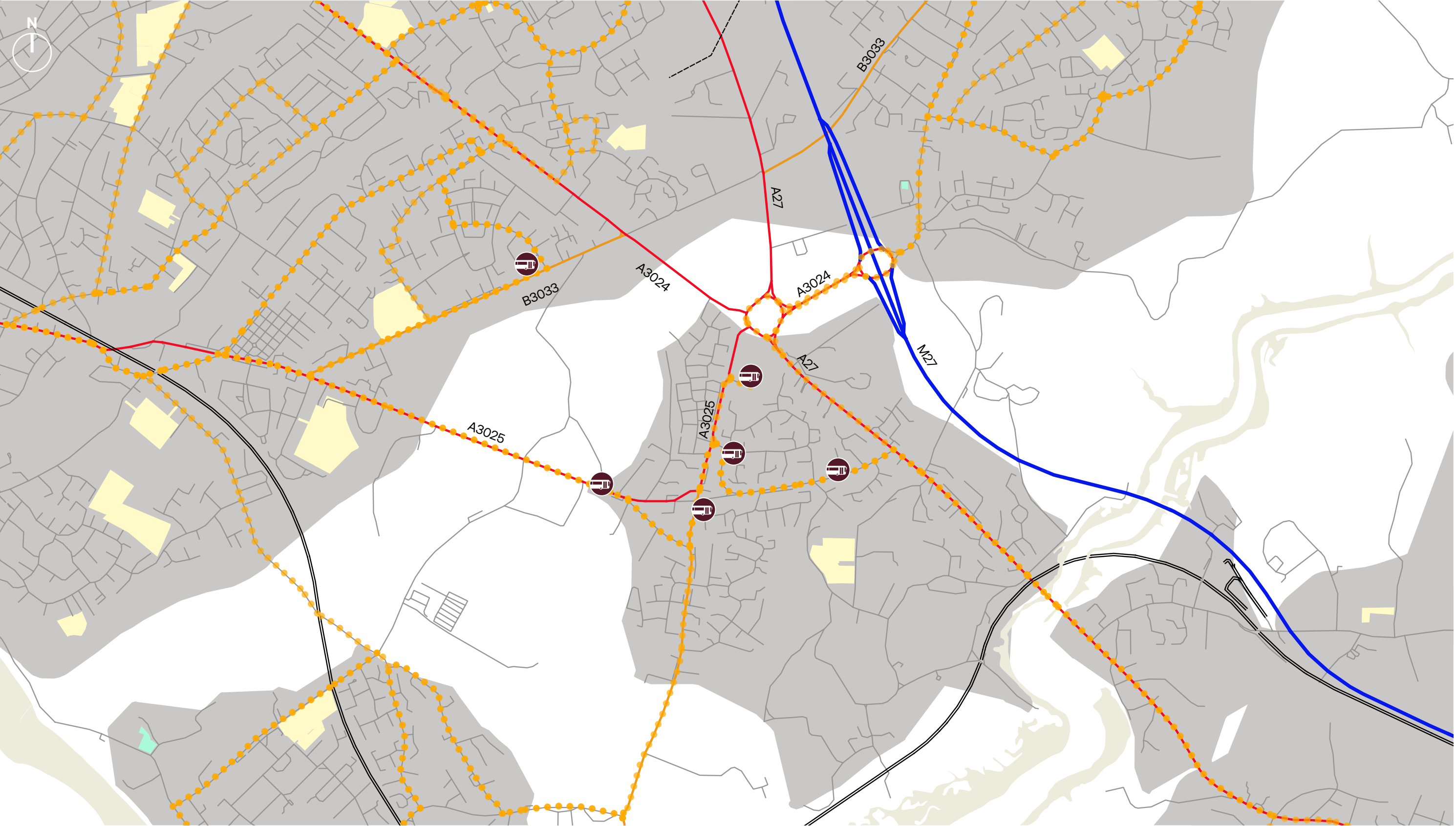


Figure 4.3 Transport Links

Existing Site Constraints and Opportunities

Opportunities

High transport connectivity/infrastructure

Open site

Constraints

Existing road network - visibility & access

Site topography

Existing trees

Local habitats & ecology

Landscape visual impact & residential views



Figure 4.4 Existing site plan with opportunities & constraints

Arboricultural & Topographical Constraints

Trees

4.15 Though there are no trees in the body of the site, the site is bounded by woodland to the west. Trees are present in boundary conditions to the remaining site boundaries. In order to prevent impacts to existing trees root protection zones have been established that will constrain development in some locations.

Topography

4.16 The site slopes by approximately 12m from north east to south west. This will affect the location of viable access points, development plateau and the site drainage strategy.



Existing Oak



Existing Oak. Lime & Pine behind



Figure 4.5 Arboricultural & Topographical Constraints