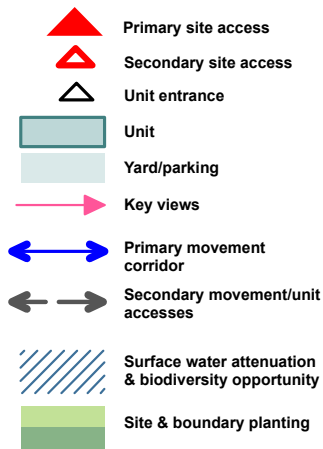


07 Illustrative Proposals

Proposed Concept Layout

Development Zones

- 7.1** This concept layout represents one solution for developing the site within the identified constraints - alternative solutions including different arrangements and numbers of buildings are also possible and should be considered at subsequent design stages.
- 7.2** Under this possible solution the site is laid out in two primary build zones, accessed from the South West (A3024) with a supplementary access from the North East (A27). No through route is proposed.
- 7.3** Zone 1 comprises the larger plot, with a higher level of visibility from the roundabout. The building zone is located some distance from the eastern boundary, to provide a substantial buffer zone to existing dwellings on West End Road. Land to the west of the building, in the centre of the site accommodates HGV yards with boundary screening to the south.
- 7.4** Main arrival and car parking areas for Unit 1 occupiers/visitors will be located in the north east of the site with an access from the A27 (West End Road) serving car traffic. Primary access for large vehicles is via a new junction arm to the A3024.
- 7.5** Zone 2 is accessed from the A3024 and is smaller than zone 1. The building zone is anticipated to sit to the north of the plot, allowing a substantial planted screening zone to the south. This southern area of the site will accommodate parking and arrival areas with HGV yards located further back in the site, between the built forms and adjacent to the Unit 1 yard areas.



Development Plateau

- 7.6** The level of proposed buildings need to be sensitive to the surrounding landscape, including respecting views from the Bursledon Windmill conservation area. The height of buildings and the plateau elevation has been determined in light of the LVIA by SLR to reduce these impacts.
- 7.7** Given the requirement for large single-level plan forms of storage & distribution buildings, the formation of a level plateau for development is critical to the optimization of the site use. As noted previously, the existing site features a 12m change in level from the north eastern corner down to the south western corner of the site adjacent to the proposed access junction. This forms a constraint on development as modifications to site topography need to work to retain existing trees, woodland areas and provide safe gradients along vehicle accesses.
- 7.8** Although some retaining structures will be required, where possible, planted/grassed banked earthworks will be used to achieve changes in level. Cut and fill balance will be maintained as far as practical to minimise the need to transport material to/from site.

Landscape

- 7.9** The indicative landscape scheme for the site has been developed by SLR to provide a landscape setting for the buildings, improve visual screening and offer areas for nature. A key component of the landscape strategy is provision of a tree belt along the southern and eastern boundaries to provide visual screening and biodiversity benefits.
- 7.10** For a more detailed discussion of landscape proposals and visual impacts, refer to the accompanying landscape information and LVIA.



Figure 7.1 Concept Layout

Illustrative Masterplan

7.11 This illustrative scheme demonstrates one way in which the site could be developed in line with the constraints, and does not preclude alternative design solutions being put forward at reserved matters stage.

Quantum

7.12 Two industrial or warehouse B2/B8 development plots are proposed with the construction of a single flexible building volume on each plot; Unit 1 (9,586 sqm GIA) and Unit 2 (7,209sqm GIA).

Arrangement

7.13 Both plots are anticipated to accommodate B8/ B2 uses, serviced by a small amount of flexible first floor office space, accessed from entrance cores at the building entrance points. To accommodate B8/B2 uses, each zone allows for on-plot HGV loading, parking and turning within secure service yards. Both below grade dock gates and level access doors are proposed to preserve flexibility for occupiers. Ancillary buildings required (sprinkler tanks/pumps, refuse stores, access gatehouses and cycle shelters will be located adjacent to the main buildings.

7.14 For the safety of users, car parking for both occupiers and visitors is segregated from heavy goods routes. Pedestrian and cycle access is connected to existing footpath/cycleways running along the southern boundary of the site, which also allows easy access to bus routes in the area. Security gatehouses at HGV access points are indicated and would form part of the site security strategy. While not shown at this indicative stage, buildings and HGV accessible areas would fall within a secure fence line, with the potential to include secured parking and access roads if required.

Parking

7.15 Car parking is segregated from HGV areas and accommodates approximately 10% accessible and 15% EV spaces. Infrastructure to future proof expansion to EV charging could be incorporated at the construction phase. Cycle parking is provided for both long stay (covered shelters) and short stay visitor parking (Sheffield stands) in close proximity to the building entrances. Overall parking numbers reflect the expected demand for these building types, for a more detailed discussion of transport matters refer to the accompanying Transport Assessment

Drainage

7.16 Due to the site topography, surface water will be drained to the south west of the site. A site-wide surface water drainage strategy including SUDs features to include on-ste attenuation will be developed at detailed design stages.

7.17 Foul drainage will be directed to existing sewers to the east of the site via a pumped connection.



Figure 7.2 Illustrative Masterplan

Access Strategy

Vehicle Access & Parking

7.18 The development proposes two vehicular accesses. To the south western side of the site, access will be via an additional arm added to the A3024 Bursledon/Le Marechal Avenue signalised junction. The design prepared by the Highways Engineer indicates that the western and southern arms of the junction will remain unchanged, while a dedicated right turn lane will be provided from the A3024 eastern arm, with two lanes for vehicle movements leaving the site. For detailed site access drawings, refer to highways consultant drawings.

7.19 To the east of the site, a new access is provided onto the A27. This will be in the form of a simple priority junction, with its location set by 120m long visibility splays based on the posted speed limit along the A27. A junction design is provided by the Highways Engineer as part of the proposals.

7.20 These two access points provide flexibility to the zoning of the site, allowing a potential separation of uses and/or occupancy, and allowing for a more refined response to the site topography. Both accesses have been located in order to minimise impacts on existing trees, with existing specimens retained wherever feasible.

7.21 Occupant and visitor parking will be located in surface car parks. Areas for parking will be segregated from HGV movements and allow safe pedestrian access to the buildings. Accessible parking spaces (10% of total) are proposed directly adjacent to building entrances, EV charging spaces (15% total) are proposed, with scope to increase in the future.

Key:

Indicative building footprints

Access road

Shared HGV & Car Route

HGV only route

Car/cycles only route

Pedestrian/cycles route lit to BS 5489-1:2013

Covered Cycle parking

Visitor Cycle Parking

Marked pedestrian crossing points

Pedestrian drop off point

HGV parking/waiting

7.22 Parking areas will include soft landscaping and tree planting, and have the potential for permeable surface treatments (refer to accompanying Landscape, Civils & Drainage information).

Pedestrians

7.23 Safe pedestrian access will be provided to each unit from site boundary to building entrances. Routes will connect to existing pavements and enable convenient access to crossings and public transport stops; a staggered pedestrian crossing will be re-provided at the site access from the A3024 due to the position of the additional junction arm. Pedestrian access to HGV only areas and yards will be controlled as part of the site security/fencing strategy. Pedestrian drop off points are located adjacent to main entrance concourses, in locations that do not carry HGV traffic.

7.24 The primary pedestrian access point to Unit 1 will be from the parking zone to the north east; due to the proposed site levels, access into this building will be via link bridge at first floor level. A secondary pedestrian access will be available at ground level from the secondary parking area. Both entrances will be fully accessible.

Cycles

7.25 Cycle access will be via shared use pedestrian & cycle paths. Cycle parking will be located at building entrances in areas of hardstanding separated from all vehicle traffic and include covered long term and uncovered short term Sheffield stands.

HGVs

7.26 The proposals will require access by HGVs and accesses and internal roads have been designed to accommodate large vehicles. HGV access is via the southern access from the A3024 only. Service yards will be segregated from cars and pedestrian traffic and be deep enough to allow safe manoeuvring and turning of HGVs at loading and parking bays. Loading areas will be served by ramped loading areas to allow use of dock gates. Level access doors are also provided.

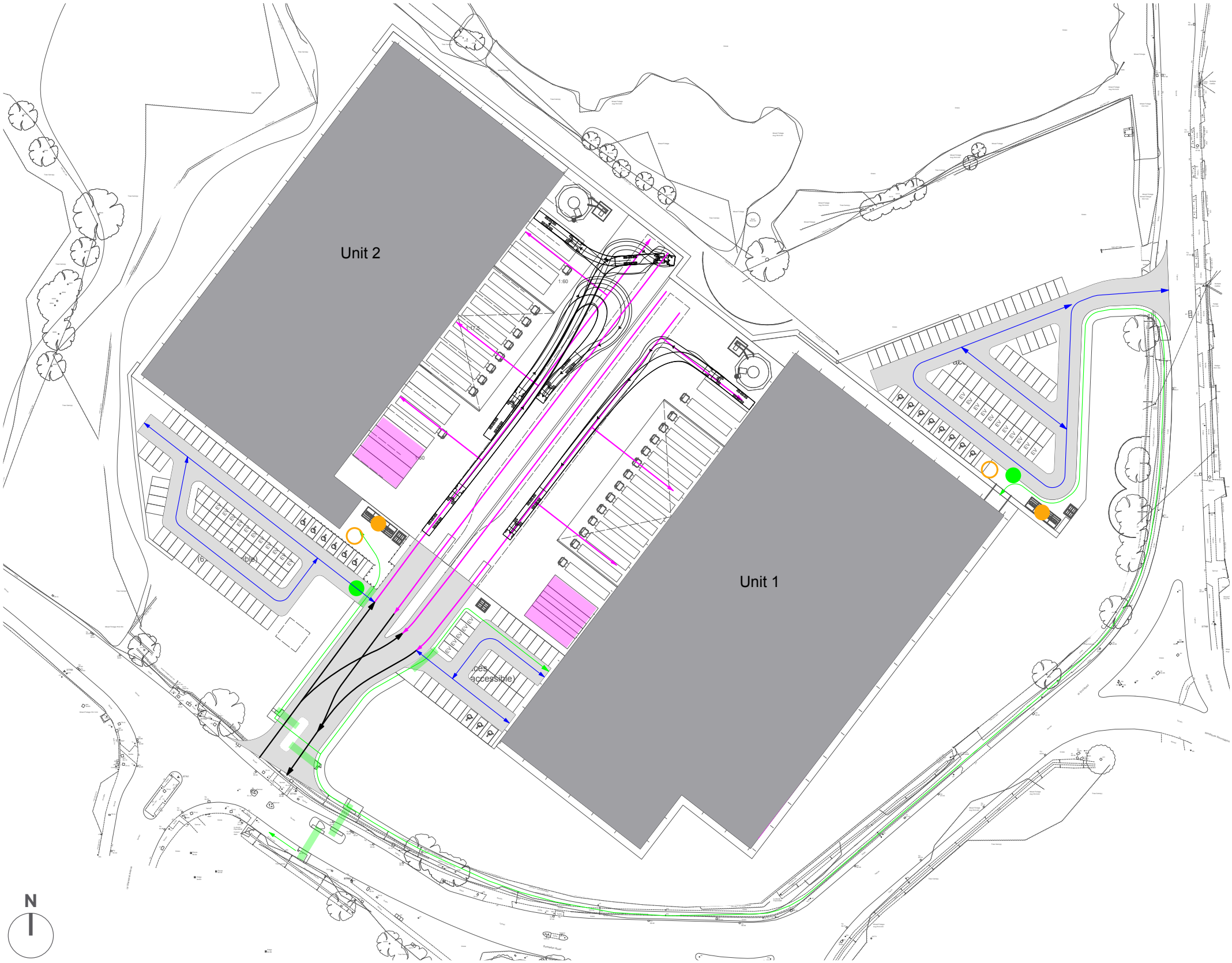


Figure 7.3 Access Strategy

Indicative Site Sections

Scale

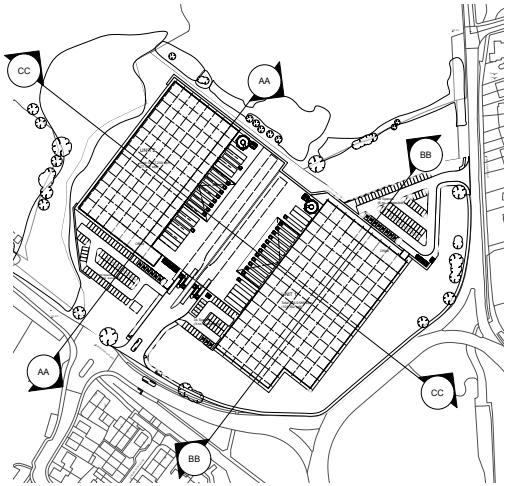
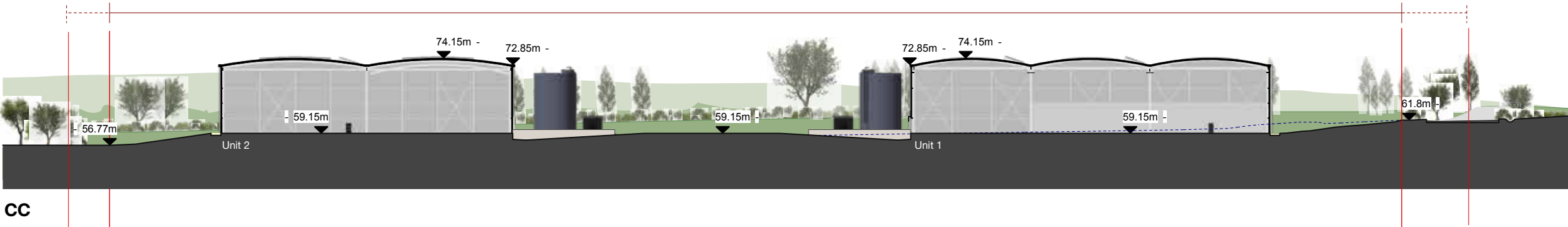
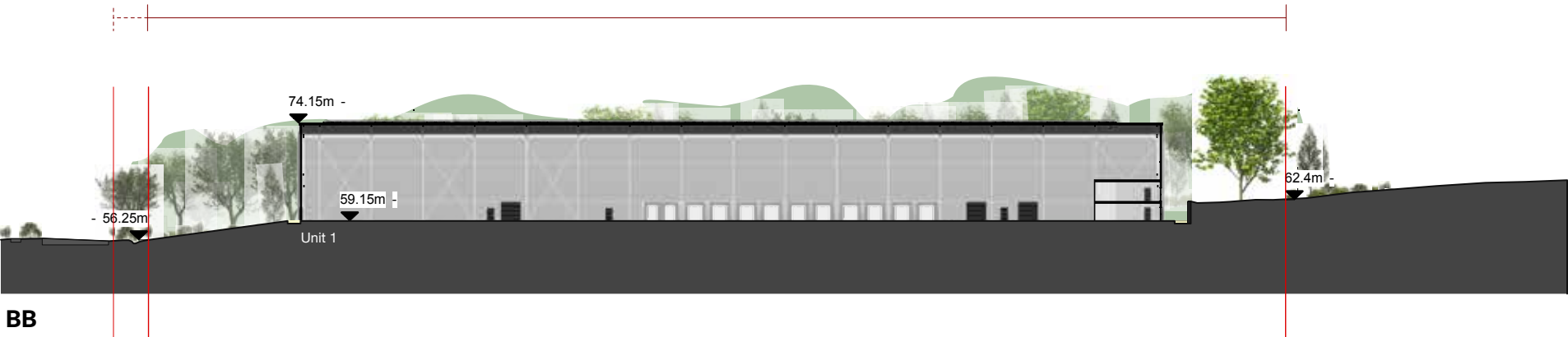
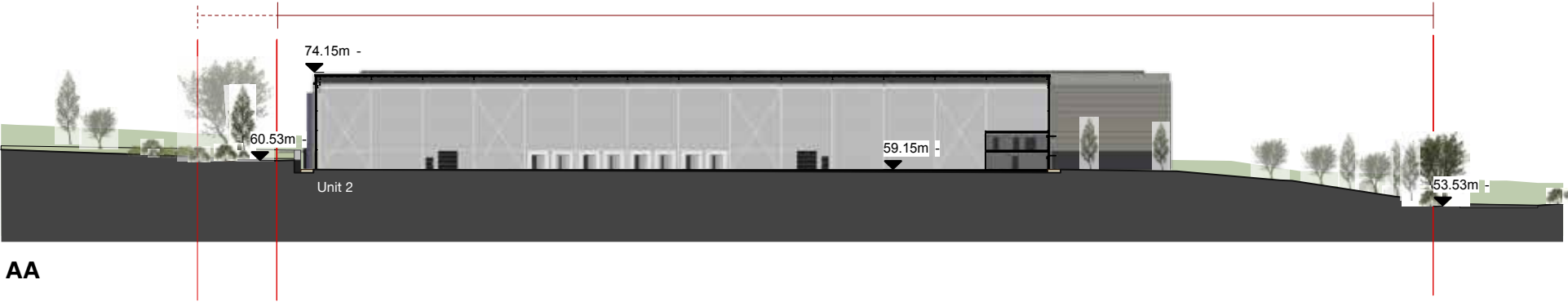
7.27 Buildings will sit on a level plateau; Buildings 1 and 2 will sit at 59.15m AOD (+/- 0.5m). Differences in level will be taken up by planted earthworks where possible with retaining structures used only where necessary, and spoil import/export minimised.

7.28 Each building will be 15m (+/- 0.5m) in height from FFL to ridge (13.7m from FFL to eaves), this represents an industry standard scale for buildings of this nature, and will ensure they are flexible and adaptable for a range of users and future occupiers. A barrel vaulted roof form is proposed to both buildings in order to reduce the required height and visual impact.

7.29 To accommodate topography, the main parking zone area serving Unit 1 will sit at a higher level, graded to tie in as far as possible with existing levels at site boundaries – this will have the effect of significantly reducing the scale of the building when viewed from the existing dwellings along West End Road.

Boundaries

7.30 The buildings will be visible from outside the site. In order to accommodate the site topography, the plateau for Building 1 will be above the level of the Windhover Roundabout and this building is consequently most visible from the immediate context and site access points. In order to mitigate this visual impact, the proposals include a dense tree planting zone along the southern and eastern boundary to offer screening to neighbouring residential areas and from the wider context. This tree planting will be no less than 5m and typically at least 15m in width. In addition to screening, this will bring biodiversity value, exceeding a 10% biodiversity net gain across the site.



Key Plan

Figure 7.4 Indicative Site Sections

Indicative Floor Plans - Unit 1

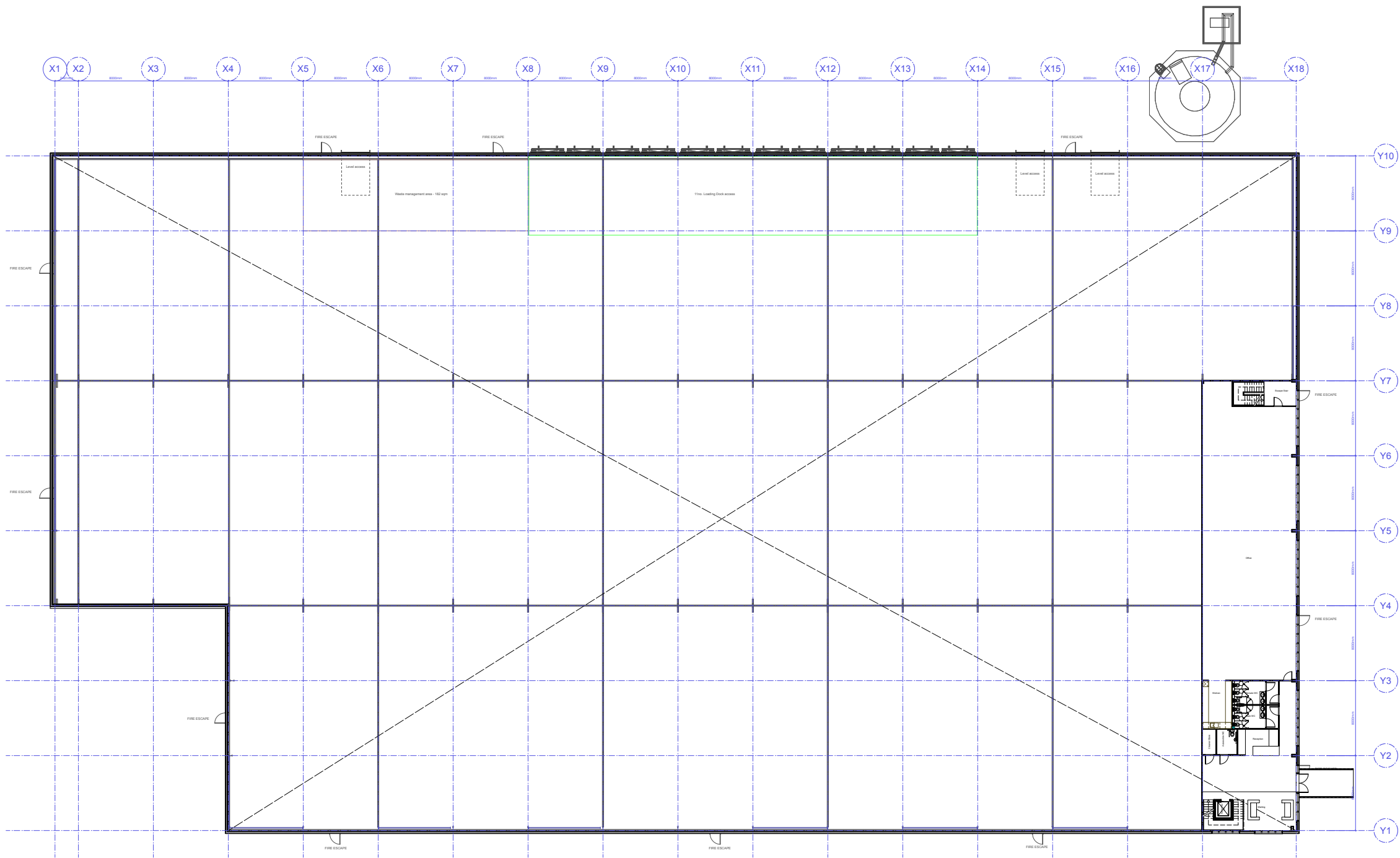


Figure 7.6 Unit 1 - Indicative First Floor Plan

Indicative Floor Plans - Unit 2

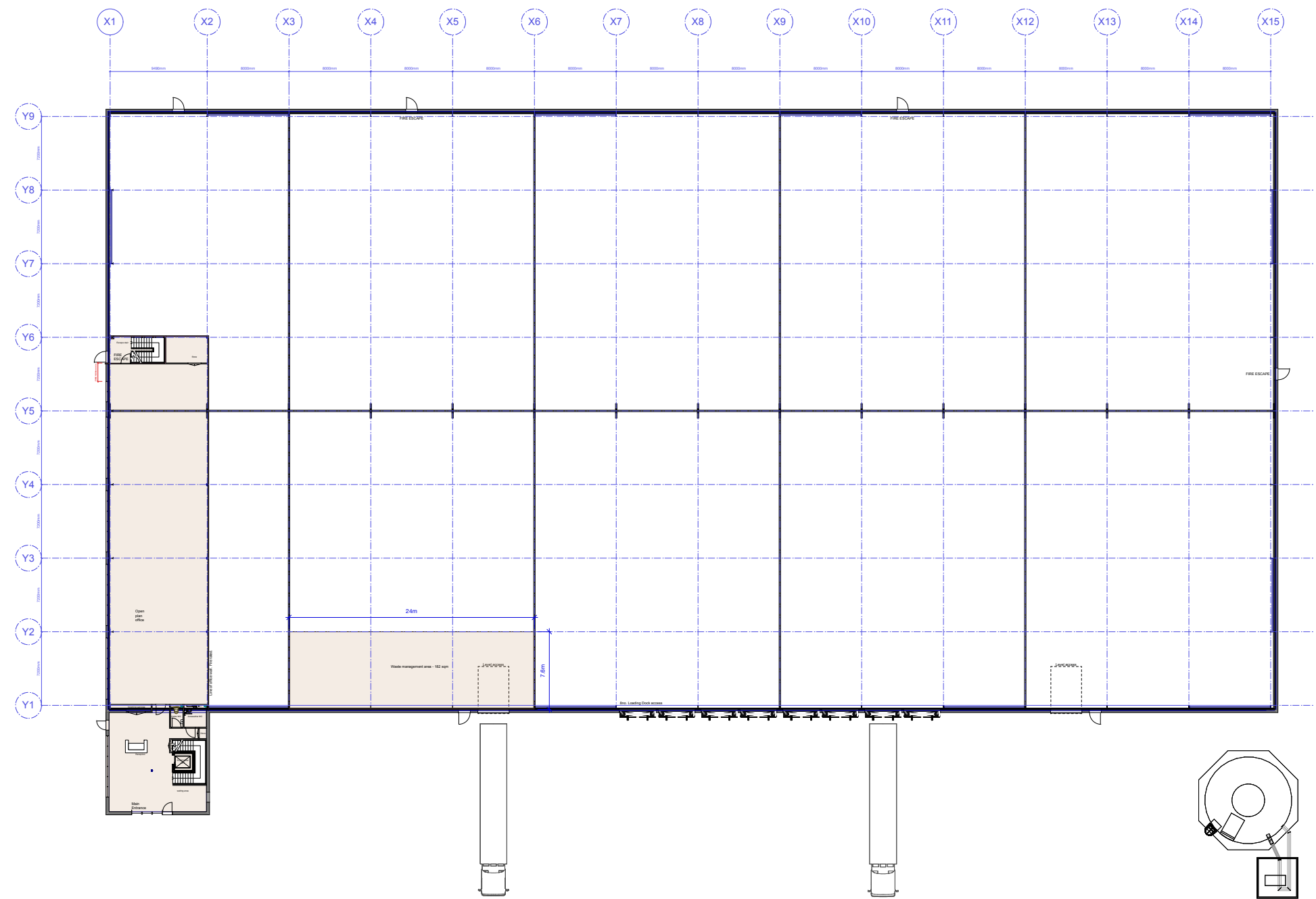


Figure 7.7 Unit 2 - Indicative Ground Floor Plans

Indicative Floor Plans - Unit 2

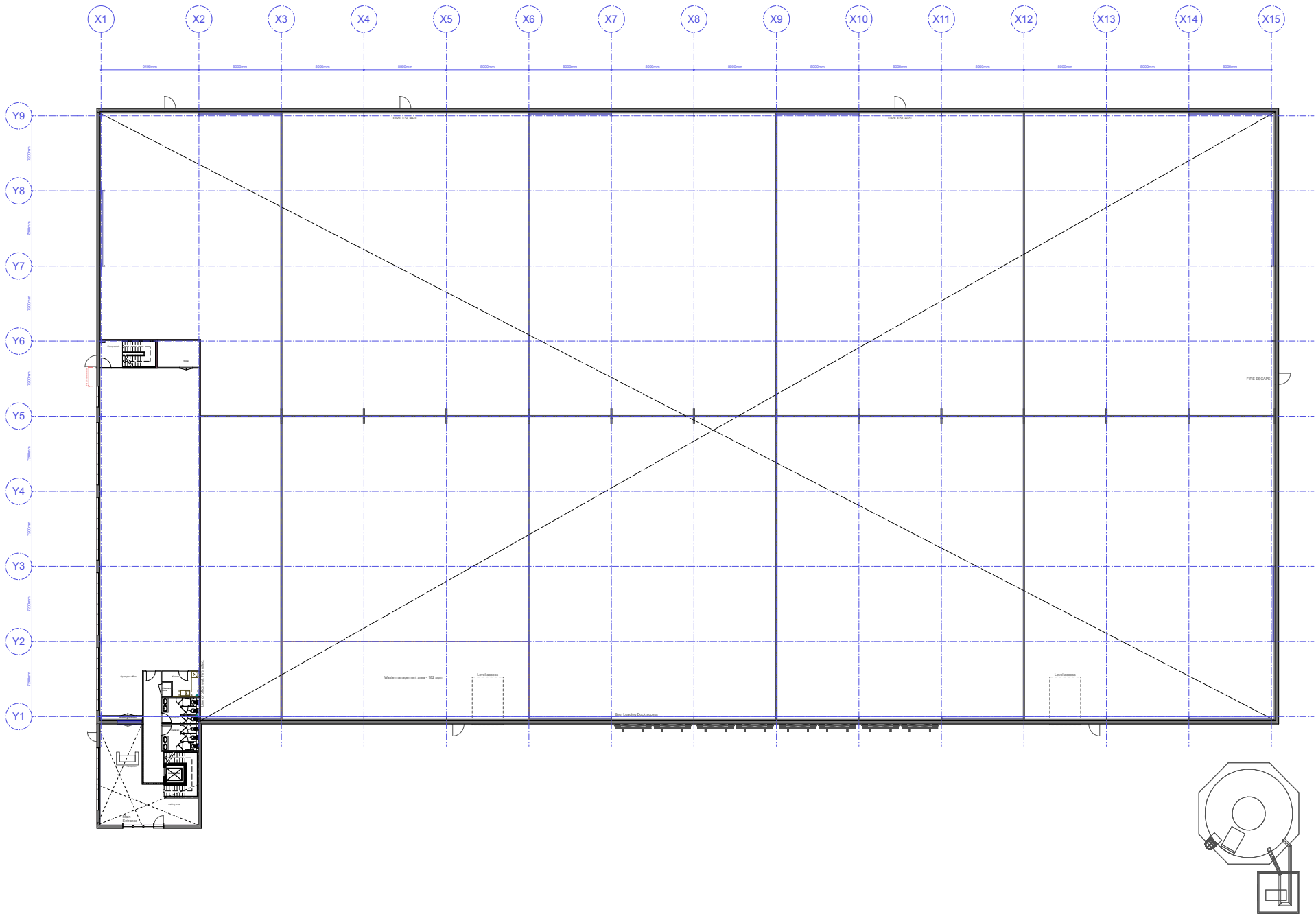


Figure 7.8 Unit 2 - Indicative Ground Floor Plans

Indicative Elevations - Unit 1

Appearance

7.38 The building elevations reflect the rational nature of the construction. A repeating insulated cladding panel is proposed to maximise envelope efficiency, reduce construction waste and allow easy modification of the envelope if required. In order the reduce visual impact of the buildings in their context, a graduation of colour is proposed from base (dark grey/green) through lighter greens to light grey at high/roof level. This will help the buildings blend into the site and woodland/tree belt backgrounds at lower levels, and also when viewed against the sky.

7.39 Curved roof profiles have been selected to reduce the ultimate height of the structure, an offer a softer profile in silhouette/long distance views. Roof mounted PV panels are proposed to provide on site renewable energy generation and reduce operational carbon emissions.

7.40 A prominent projecting bay marks the entrance of Unit 2, while a repeated glazing module serves the office accommodation. Doors, frames and brise soleil are specified PPC anthracite grey to give a coherent feel to the buildings. Rainwater goods specified light grey to maintain a softer appearance when viewed against the roof and sky.

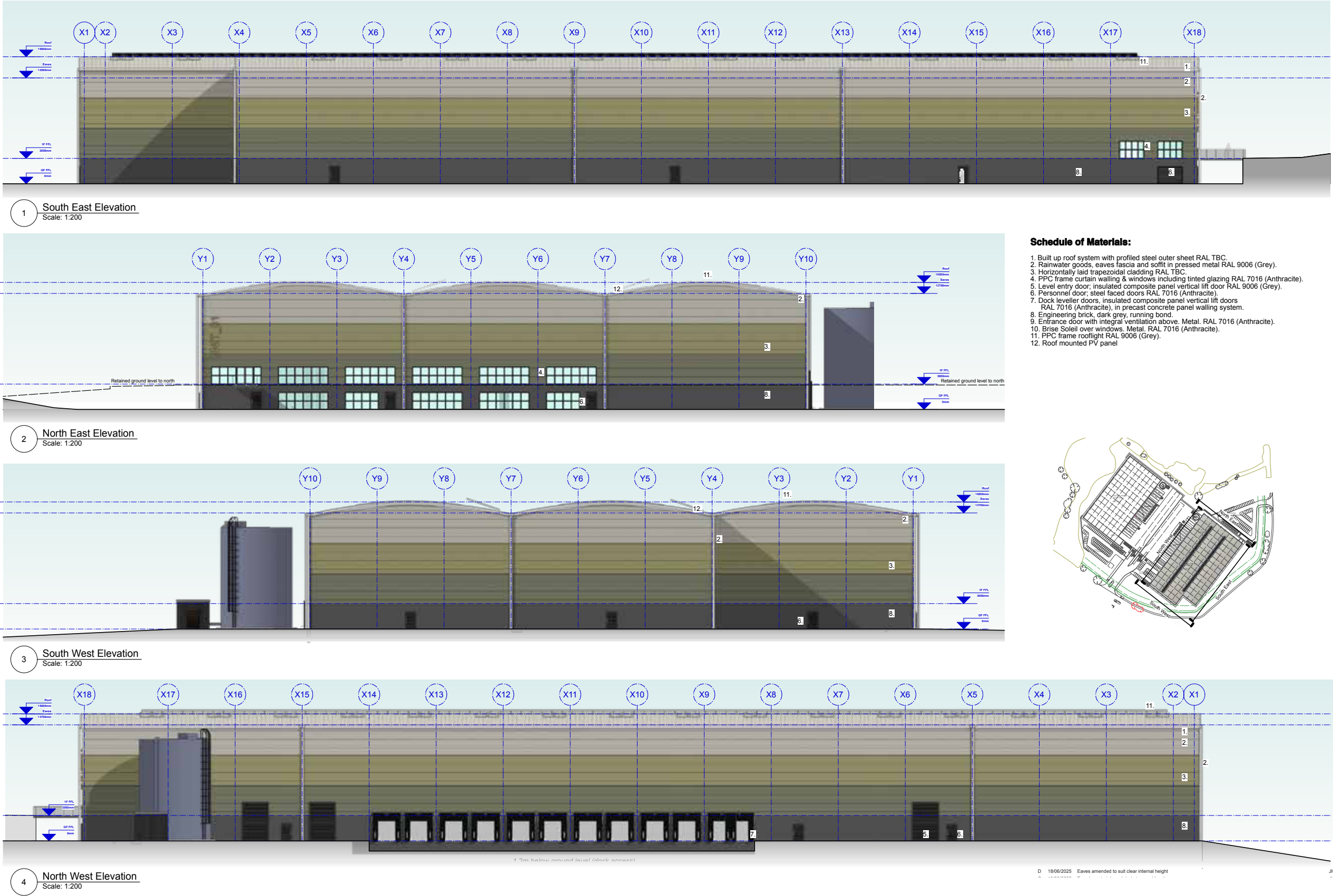


Figure 7.9 Unit 1 Indicative Elevations

Indicative Elevations - Unit 2

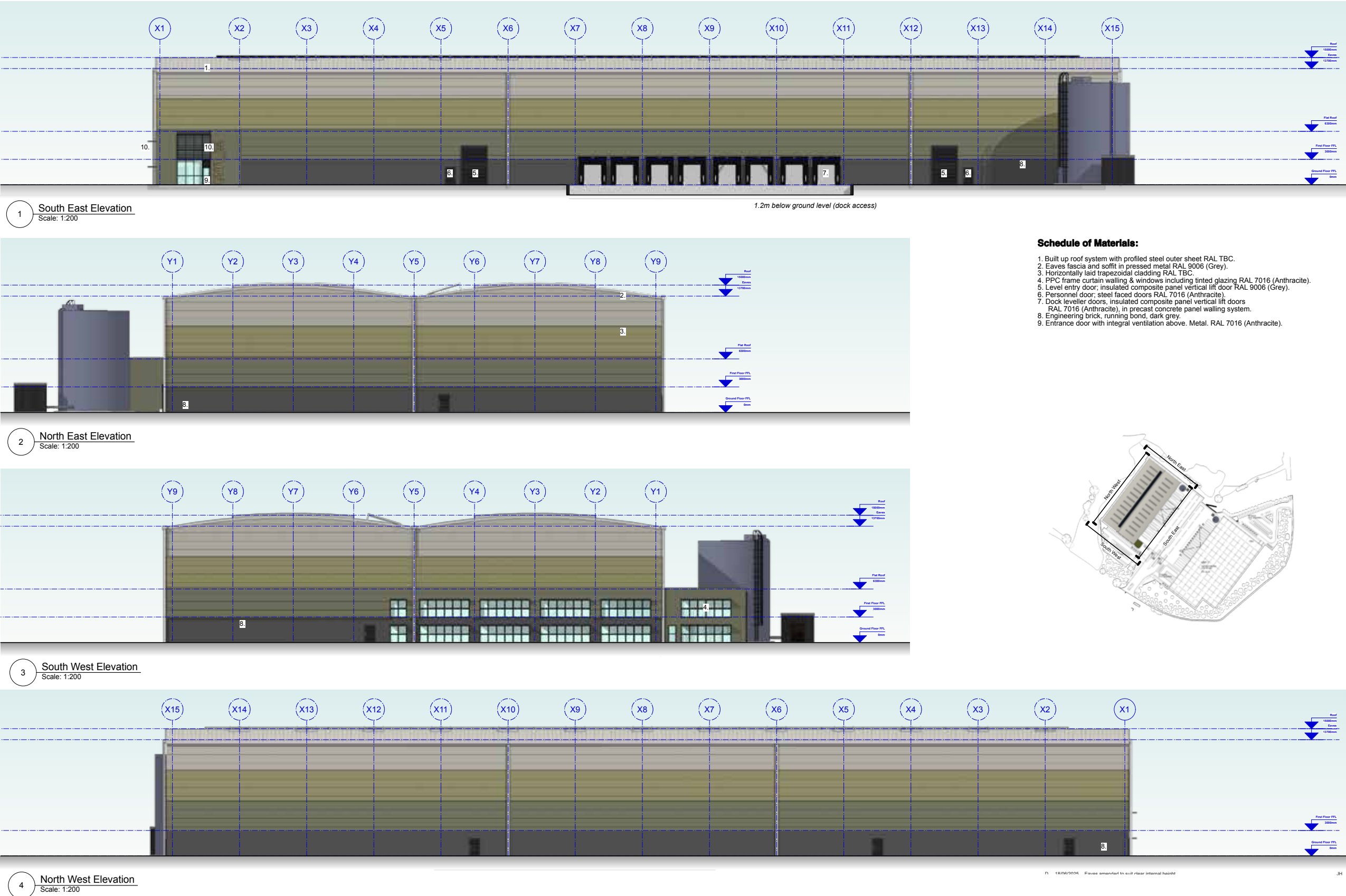


Figure 7.10 Unit 2 Indicative Elevations

Landscape Strategy

Hard Landscape

7.41 Hard landscape is necessarily robust to serve the uses on site. Access roads, yards and parking will be specified to be robust and resistant to effects of climate change. Hard surfaces generally will contribute to SUDs strategies through permeable paving where appropriate. Bollards will serve to protect pedestrian routes and buildings as well as providing lighting where appropriate for safety and wayfinding. Specific materials and products will be specified at detailed design stage.

Soft Landscape

7.42 Soft landscape within the site will include planted areas and trees in both parking zones and around building entrances. Site planting will include wildflower/ meadow areas featuring appropriate native species that will benefit wildlife.

7.43 The site will be served by a robust tree and planting perimeter buffer to both offer screening and provide biodiversity benefits. An area of off-site tree & scrub planting is proposed as part of the biodiversity strategy. See additional information by Aspect Ecology and SLR.

LVIA

7.44 An LVIA has been completed, with this used to refine and reduce impacts from the wider area, particularly with regard to views from the Bursledon Windmill conservation area. See accompanying information by the Landscape consultants.

Tree Protection

7.45 The site is open with no on-site trees, other than those present in boundary conditions. Immediately to the west of the site is a large area of woodland which also bounds the site. The development plateau, levels and earthworks design, accesses and service routes have been designed to reduce tree loss to an absolute minimum and allow the planting of new trees on site. Root protection zones and canopy spreads have been evaluated to ensure trees are not harmed by the proposals. SJA's initial tree protection plan will be updated and developed as part of the detailed design and construction phases.



Figure 7.11 Extract of Landscape Strategy Plan by SLR



Figure 7.12 Retained English Oak tree by A3024 access

Waste

Waste Strategy

7.46 Levels of waste generation will vary depending on the end user, however a preliminary waste strategy has been considered as part of the indicative scheme. Refuse collection points are located on site access roads, near to building entrances for pickup by local authority or commercial operators. Should larger volumes of waste generation be likely, storage and waste streaming could be carried out within the buildings, or alternatively in segregated areas within the secure yards.



Figure 7.13 Typical commercial bin store enclosure



Figure 7.14 Waste Strategy

Sustainability

BREEAM

7.47 The scheme is targeting BREEAM Excellent. A BREEAM AP has been appointed and involved in the design process from an early stage.

Building Envelope

7.48 Under the indicative scheme, the buildings have been designed to offer a complete thermal envelope, to include the main volume. By allowing for an insulated and heated space, the buildings can accommodate a broader range of occupants and uses. This does not preclude a heating and cooling strategy which in-use, only thermally treats the smaller office areas only, if this is deemed an appropriate and sustainable solution for the building use/occupier needs.

Energy Strategy

7.49 The buildings are proposed as all electric, with an element of roof mounted photovoltaic energy generation (extents tbc at detailed design stage). There is sufficient room on site that air source heat pumps could be installed as part of the heating and cooling strategy if required.

7.50 The buildings will be specified to include energy efficient lighting systems. As is typical with large buildings of this type, the main volume of the space will benefit from high levels of natural lighting via rooflights.

Ecology & BNG

7.51 The masterplan will provide new high quality on-site habitats and provide off-site habitats that reinforce and add to existing biodiversity, and will achieve a significant biodiversity net gain, exceeding the 10% threshold.

7.52 As part of the biodiversity strategy, a large area of land to the west of the site, just beyond the site boundary is proposed for scrubland/woodland planting. This would include planting of native scrub and tree species and will benefit biodiversity in the immediate context and support existing woodland ecosystems.

7.53 By providing habitats identified as Biodiversity Priorities the development contributes positively to the Draft Hampshire Local Nature Recovery Strategy.

7.54 For more details of the ecology and biodiversity strategy, details of gains and assessment metrics, refer to the accompanying Ecological Appraisal and Biodiversity Net Gain Assessment by Aspect Ecology.



08 Conclusion

Conclusion

- 8.1** The Development proposals have been prepared 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.
- 8.2** The proposal 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.
- 8.3** Where environmental impacts are identified, these have been sought to be addressed through the design process.
- 8.4** The impacts of the development on the settlement gap between Bursledon and Southampton, have been properly mitigated within these proposals through thoughtful design choices such as gradient cladding, building orientation and substantial woodland planting on adjacent land.
- 8.5** The site is an appropriate location for employment development in a highly accessible location. The site can be developed for industrial use, within the constraints on site, and would provide employment benefits to the local and wider community. The proposals would be brought forward in a sustainable way, with a target of BREEAM Excellent.



Figure 8.1 Artist's impression

London
Bournemouth
Birmingham
Bristol

0203 664 6755
enquiries@torandco.com
torandco.com

All rights reserved.

No part of this document may be reproduced
in any form or stored in a retrieval system
without the prior written consent of the
copyright holder.

©tor&co 2026

All figures (unless otherwise stated) tor&co.

©Crown Copyright and database rights 2024
OS Licence no. AC0000849896
Contains OS data © Crown copyright and
database right 2024. Licensed under the
Open Government Licence v3.0.



tor&co is a SBTi validated net zero company