

KO Plant Groundworks Limited

Land Change of Use to B8 (Storage and Distribution)

**Land to the Rear of
30 The Crescent
Eastleigh
SO50 9BR**

Revision: A

Date: 25 September 2026

PLANNING SUBMISSION

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Figure 1 - Location Plan



Figure 2 - Aerial shot of the former Youngs Scaffolding storage and materials (date not known)

1. Introduction

1.1 The Application

This planning application is to regularise a change of use of a parcel of land adjacent the existing commercial B2/B8 business to the rear of 30 The Crescent.

1.2 The Applicant

The applicant is Kevin Osburn of KO Plant Groundworks with its current location within the site to the Rear of 30 The Crescent. (See Figure 1.) The site is part-owned by Ian Duncan and Mandy Duncan, also of KO Plant Groundworks.

1.3 Background

KO Plant Groundworks was established over 25 years ago and has operated for at least 10 years at the Rear of 30 The Crescent site. There are a few buildings for use as an office, and smaller outbuildings and shipping containers for storage.

Prior to KO Plant Groundworks, the site was used by a scaffolding company (Young's Scaffolding Ltd). The original site is assumed to be in a combined B2/B8 use as it was used for historically for a stone mason and a scaffolding business. (See Figure 2.)

There is limited planning history to the site and below is historic within planning's public access:

- F/08/63563 - Erection of single storey building and removal of two storey containers (Applicant: Youngs Scaffolding), permitted 24 Oct 2008

The parcel of land adjacent the KO Plant Groundworks site has been in use for storage for the business for approximately 4 years.

1.4 Applicant's Agent

This application has been produced by RS Studio on behalf of the applicant.

2. Context

2.1 The Requirement

The proposal intends to regularise the change the use of a parcel of land for ancillary industrial B8 storage and the installation of gravel hardstanding (type 1 limestone). The site will use the existing access from the primary site, so will not require any further accesses than what is currently available. The gravel hardstanding will aid the vehicle movements for storage



Figure 3 – Proposal site (outlined in red, courtesy Google maps)



Figure 4 – Site with retrospective limestone hardstanding in place

(such as diggers, tractors, wagons, etc.) in addition to any materials associated with the business. The proposal will not involve any further alteration to boundary treatments or fences. No additional buildings or structures form part of the proposal as the space is for ancillary storage only.

2.2 Site Location

The application site is located adjacent the existing construction business site currently occupied by KO Plant Groundworks Limited. The site falls within the boundaries of Eastleigh Borough Council. The site postcode is SO50 9BR.

2.3 Site Description

Historically, the land to the rear of the dwellings nos.42-52 The Crescent may have been in use privately for each dwelling outside their residential curtilages, or within other private use given the existence of an access road and pathway to the south of land. Some of the parcels appear to have been purchased separately for residential storage purposes currently with small outbuildings, garages, and vehicles. North of the site is the South Western Railway line that links Eastleigh and Romsey stations (See Figure 3.)

The site area measures approximately 872.5m². The land has been finished with limestone gravel to help with both vehicle movements and natural drainage. (See Figure 4.) The primary business site has protective fencing and a gate installed to secure both the storage and commercial areas.

2.4 Area Character

The site is within the urban edge (Policy S2) and is outside the Eastleigh town centre boundary (Policy E3). The Crescent is an existing residential area with Victorian terraced housing on both sides of the road. A historic map from 1909 notes land beyond the residential curtilage for allotment gardens at that particular time. North of the railway line is an industrial centre. East of the site is the A335 / Twyford Road bridge also dating back to the Victorian age. The site, due to its location behind the residential gardens and along the railway line, is unique but consistent with the open land adjacent to be void of buildings.

2.5 Planning Policy

Key policies/documents that were considered in the preparation of this application are:

Eastleigh Borough Local Plan (April 2022)

S1 - Delivering sustainable development

S2 - Approach to new development

DM1 - General criteria for development

DM8 - Pollution



Figure 5 – Flood Zone 1 demonstrated



Figure 6 – Employee and customer parking will be retained as existing in the primary site.

- DM11 – Nature conservation
- DM13 – General development criteria – transport
- DM14 – Parking
- DM15 – Safeguarding existing employment sites

Other Relevant Planning Guidance

Parking Standards SPD 2025

National Planning Policy Framework (2026)

3. Survey / Investigation

3.1 Flood Risk

The Environment Agency flood risk maps were reviewed, and it was identified that the site lies within Flood Zone 1 (Figure 5), and therefore no further flood risk assessment work has been undertaken.

3.2 Ecology

The DEFRA and its data have been reviewed, and no further protected species were noted within or immediately surrounding the site. The site is undeveloped and cleared land. Given the lack of recorded findings, and the retrospective use, no further surveys were required.

3.3 Arboriculture

There are no significant trees on or near the proposal site. As such, no further assessment work has been undertaken.

3.4 Transport

The primary site has approximately 6 vehicle parking spaces within the adjacent part of the business use for any delivery, customer or employee parking. (See Figure 6.) The proposal site would be incidental and will be kept free from visitor parking as it is intended for construction vehicles and equipment storage. KO Plant Groundworks has some landscaping sand and aggregate stored in stockpiles in its existing site for its existing use and minor vehicle movements. No new highway access is proposed as the site will use the existing access adjacent 32 The Crescent dwelling. Given the limited width of the access, only lorries up to a 20 tonnes haulage such as a tipper truck or an 8-wheeler heavy goods vehicles are accessing the site as existing.



Figure 7 – Current access to KO Plant Groundworks (office building in background)



Figure 8 – View from Twyford Bridge with storage land behind gate (April 2026)

3.5 Noise Impact

The site is proposed to have some minor construction vehicle movements similar to the adjacent site use for KO Plant Groundworks throughout the daytime hours is evidenced when visiting the site, but not at a consistent or harmful level that has any impacts to the adjacent dwellings along The Crescent. The site has a single-lane access from The Crescent (between no.32 and no.34), so vehicle movements would be limited to up to 20-tonnes haulage vehicles. (See Figure 7.)

Beyond the proposal land north is the South Western line between Eastleigh and Romsey stations. On average, trains run from 05:30-06:00 to 23:00-23:30 approximately every 30 minutes (averaging 40 trains per day). The proposal site is not considered semi-rural (which would imply the area as peaceful and tranquil) but already part of the commercial business adjacent.

As indicated within some of the photos within this document, the site has been in use for construction vehicle and material storage for approximately four years without any known noise or other complaints from neighbouring dwellings. The site will continue to be for B8 storage purposes only and will not involve any breaking or crushing of aggregate or other groundwork materials. Although the existing storage use has been in place associated with the adjacent business use, a noise survey will be undertaken as part of this application.

3.6 Utilities

The primary business site adjacent has ready access to water, drainage and electricity, so no further impact to the existing services are expected. The proposal site will be used for storage only during daytime hours and secured with gates, requiring no additional external security lighting or connections to any other utility.

4. Proposals

4.1 Amount

The change of use includes a site of approximately 872.5m² of the additional parcel of land adjacent the existing business use. For the purpose of the planning application, the location and site plan with its access to The Crescent included equates to 1,085m².

4.2 Layout, Scale and Landscaping

The site will remain undeveloped and used for storage of construction vehicles and materials. The site is already enclosed with fences and a security gate, and no additional buildings will be erected for its storage use. Hardstanding has been laid with gravel (type 1 limestone).



Figure 9 – Existing storage use demonstrated (photo prior to gravel hardstanding)

4.3 Appearance

The site has already been in use for storage of vehicles and some materials. The continued use will not change its appearance from the nearby public areas. There are potential views from the first-floor levels of dwellings along The Crescent, but the site has already been in use for B8 storage for approximately four years (although unauthorised in use). Other than the gravel hardstanding, the views will be similar to its previous appearance (but with some construction vehicles and materials in open storage). (See Figure 8.)

4.6 Access and Inclusion

No changes to the existing access to the business is proposed. Most of the visitors to the site are in the construction industry with limited public drop-ins, so impact to its existing access is not expected.

4.7 Sustainability

The site is less than a 10-minute walk from Eastleigh train station or to bus stops along Romsey Road and Station Hill/A335. The site is sustainable and in proximity (and walkable) to supermarkets, restaurants and other services within Eastleigh town centre.

4.8 Foul and Surface Water Drainage

No additional foul connections are required. Surface water will not be impacted given the existing undeveloped land and installation of gravel for hardstanding to encourage natural drainage within its hardstanding. The site is within Flood Zone 1 and only minimal surface water impacts when accounting for climate change (2061-2125) to a level of just over 15cm to a small portion of the site. The use will not increase any further impacts to foul or surface water drainage with a continued B8 storage use. A drainage technical note has been provided within this application's details.

4.9 Contaminated Land

The proposal site was previously undeveloped. The change of use of the land would not involve any commercial operations such as incineration, chemical treatment, landfill or hazardous waste disposal that would need further planning consideration. The use will be strictly for B8 commercial storage purposes for the construction industry of its vehicles and materials only.

4.10 Logistics / Hours of Operations

The hours of use of the site will align with the existing business use, 7:00-17:00, Monday-Sunday. The use of the proposal site will remain associated with the construction storage business for B8 use for open storage of equipment and vehicles.



Figure 10 - South Western Railway line adjacent (north) of the site

Currently there are 3 full-time employees with a team of 10 part-time employees. There are vehicle movements for the business (not customers) periodically throughout the day for the primary part of the business. The use of the adjacent parcel of land for formal B8 storage will not increase any level of current delivery activity.

5. Planning Statement

5.1 National Planning Policy Framework and Local Economic Impacts

The National Planning Policy Framework (NPPF 2026) Policy E2 advises that substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt. While the proposal is to regularise the B8 storage use adjacent an existing commercial business, the result is considered as an expansion of the current business use without having further impacts upon the character of the area, neighbouring amenities or highway safety. The site's location is just outside the city centre within an unused parcel of land between the rear gardens of dwellings and a railway line, where other development options would be limited. Regularising the continued use for B8 storage is considered suitable in this location with its connections to the existing groundworks construction business.

5.2 Eastleigh Borough Local Plan (2016-2036)

Policy S1 - Delivering sustainable development

This policy's sub-category 1(c) is most applicable to this application.

The proposal seeks to regularise the use of land adjacent an existing business for B8 storage without impacting the local area residential or business use.

Policy S2 - Approach to new development

This policy provides areas where there is a presumption in favour of new development.

This site is within the urban edge and within the built-up area. The proposal complies with this policy.

Policy DM1 - General criteria for development

The criteria for development aims to protect neighbouring amenities, character of the area, makes efficient use of the site, does not involve a loss of trees or significant biodiversity, protects rights of way, provides development for inclusion and accessibility, inhibits criminal behaviour, incorporates waste management, and incorporates public art within large scale development.

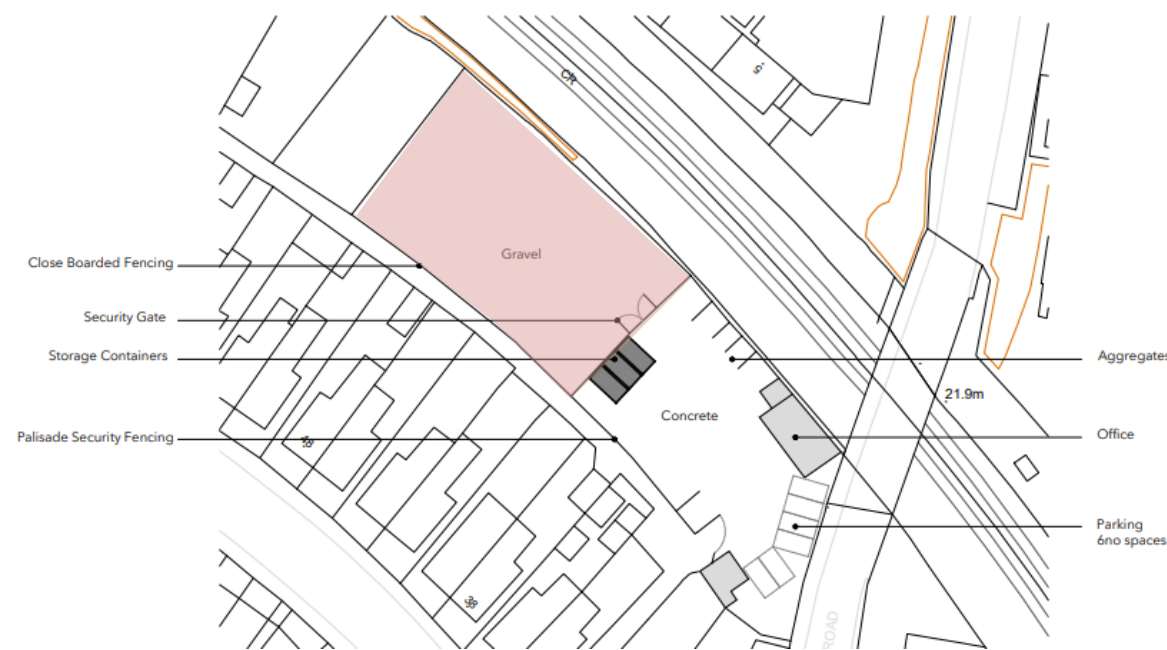


Figure 11 - Retrospective Site Plan with parking and existing storage and office units

The proposal is to regularise the use of the land without the need for further construction of additional buildings. The site is already fenced and secure. Although some low-level shrubs and planting will be replaced with gravel, no significant trees are present within the site that will be impacted. This proposal complies with this policy.

Policy DM8 - Pollution

This policy covers the all types of pollution (air, surface and water, noise/vibration, land contamination).

The land is to regularise its use for B8 storage of equipment and vehicles of KO Plant Groundworks. Although some vehicle movements are expected to increase within the site, the continued use of the land for B8 storage is not expected to create any further dust, vibration or noise that may impact the rear gardens of the dwellings toward the south of the site. The noise survey submitted as part of this proposal supports this conclusion. No further impacts are expected to the railway line given the existing buffer and embankment. The proposal complies with this policy.

Policy DM11 - Nature conservation

The policy aims to protect, conserve and enhance all local and national nature conservation designations.

The proposal will not impact any priority habitats with the change of use. Biodiversity enhancement to the site would not be feasible given the vehicle activity in and around the site for B8 storage and the pending installation of gravel, in addition to the frequency of the railway activity. The proposal is in compliance with this policy.

Policy DM13 - General development criteria - transport

Policy DM14 - Parking

Parking Standards SPD

Policy DM13 aims to protect safe and convenient access to highways and to consider transport by other means than a private car (bus, train, cycle and pedestrian access). Policy DM14 aims to consider the adequacy of both residential and commercial parking with consideration to any impacts to the area. (New car parks subcategory does not apply.) The Parking SPD provides standards of parking both vehicles and cars, residential and commercial.

This proposed change of use to the land adjacent KO Plant Groundworks is not expected to increase the demand for parking for customer/employee vehicles near its office. The site would be incidental use of the current business for construction vehicle parking and material storage only. The size of construction vehicles would be limited (not exceed 20-tonnes haulage) given the access between no.32 and no.34 The Crescent is single lane.



Figure 12 – View from proposal site's security gate toward primary business land



Figure 13 – Existing alleyway access behind dwellings, adjacent proposal site

Roadside parking for the local residents will remain as existing and will not be impacted. Road markings near the access have been in place for some time to allow the larger vehicle deliveries. The proposal is in compliance with these policies and Parking SPD. (See Figure 11.)

Policy DM15 – Safeguarding existing employment sites

Policy DM15 indicates within policy maps areas that are to be retained for employment for Use Class B2, B8 and E(g)(ii)/(iii), but also provides guidance where other uses may be permitted if no significant impact to neighbours or highways. Sites not identified in the maps but in use for employment may also be redeveloped for other uses if no significant impacts are identified.

KO Plant Groundworks and the site adjacent are outside any designated employment site for retention. The site adjacent the groundworks business has been in use for the business, but without planning consent. The application would retain the site for continued business use and would not result in a loss of a B2/B8/E(g)(ii)/(iii) use. The proposal is therefore in compliance with this policy.

5.3 Planning Rationale

Transport and Highways

The site is adjacent an existing business with limited customer activity on site. There is currently parking for up to 6 vehicles and currently has 3 full-time employees and a team of 10 part-time employees as needed. The site has room for tandem parking for shorter courier deliveries as an option if/when needed.

The land adjacent the primary site is to be used to store construction vehicles such as diggers, bulldozers, wheel loaders, graders, etc and materials. The expected daily movement of vehicles within or around the site are 5 times/day on average, 07:00am-17:00, Monday-Sunday. Given this land use is associated with the existing vehicle activity to the business adjacent, the change of use to the site is not expected to create any further impacts upon traffic or highway safety to the area.

The proposal will not impact the existing parking for the residents along The Crescent as road markings have been in place for some time to allow the larger vehicle deliveries ('Keep Clear' shown in Google maps since 2009). The site is sustainable given its walkable location to the town centre and to public transportation, including Eastleigh station. With its sustainable location, and retention of its existing customer and employee parking, the proposal is not expected to have further harmful impacts to the access or the highway network. Therefore, the proposal is in compliance with Policies DM13, DM14 and the Parking SPD.



Figure 14 - Views from the proposal site looking south toward dwellings (photo prior to gravel hardstanding)

Character and Environmental Assessment

No external alterations or construction of new buildings are proposed that would impact the existing character of the area. The use of the site will maintain its current gap between the rear boundaries of the residential gardens (approximately 2-2.25m), so any views toward vehicle or material storage within the parcel of land from the public realm is limited given the 2m high closed board fence. The example of construction vehicles to be stored is expected to be diggers, haulers and trailers given the limited access width to the site, meaning no equipment would be over 3.5-4m overall height to create any overbearing or overshadowing issues to the adjacent pathway or the residents along The Crescent. Although views from the upper floors of the dwellings may be possible, the continued use of the land for vehicle storage (along a railway line and adjacent a large industrial building north) is not expected to be harmful compared to the existing outlook.

As stated in Section 4.9, the use of the site will not include industrial or commercial processes that would fall into a sui generis category, such as hazardous waste disposal or other works involving harmful chemicals. The proposal will be a secured site for material storage or parking of construction vehicles safely away from any public access, and adjacent to the current business that is monitored by CCTV. The proposal therefore complies with Policies DM1 and DM8.

Biodiversity Net Gain

The proposal site is less than 0.2 hectares. The site has had biodiversity database checks (DEFRA), and no further priority habitats or species have been found within the site. The change of use does not involve any disturbance or impact to priority habitats. Most of the land that used to be planted with both small shrubs and grass had already been impacted by the vehicle activity. The site has been infilled with limestone gravel to ease vehicle movements. Given the site's limited scale of less than 0.2 hectares, the change of use is considered subject to the de minimis exemption that would have required a full ecological survey or to demonstrate a 10% Biodiversity Net Gain (BNG) requirement. The proposal is considered in compliance with Policy DM11 as no further harmful impacts to any protected or non-protected species are expected with the continued B8 storage use.

6. Conclusion

The proposed change-of-use will regularise the use of a parcel of land adjacent an existing B2/B8 business. All relevant planning policies have been considered, and no further harmful impacts are expected with regularising a current use as it will not alter the current vehicle movements or operations to the site other than extending a storage area for the business to continue to thrive. With compliance to policy, the proposal should therefore be supported. If, however, further details are required for the decision-making process, we are happy to provide additional information, if requested.