

(ELAC, Eastleigh Local Area Committee, 23rd July 2024)

Application Number: F/24/97188
Case Officer: Rachael Morris
Received Date: 04/04/2023
Site Address: UNIT H, GEORGE CURL WAY, EASTLEIGH, SO18 2RX
Applicant: Hampshire & IOW Air Ambulance
Proposal: Creation of headquarters for Hampshire Isle of Wight Air Ambulance (HIOWAA) and other healthcare services to include offices; the creation of a helipad; change of use and minor alterations to existing building to form a mixed use comprising B2, B8, E(e) and E(g); and other associated works.

Recommendation: PERMIT with the following conditions:

CONDITIONS AND REASONS:

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

1. The development hereby permitted shall be implemented in accordance with the following plans numbered:
RR24-008-00-GA-247-000001, RR24-008-00-GA-247-000002, RR24-008-00-GA-247-000010, RR24-008-00-GA-247-000011, RR24-008-00-SE-247-000001, RR24-008-00-SE-247-000002, RR24-008-00-SE-247-000011, RR24-008-00-SE-247-000012, E-AD-486.01A, E-AD-486.02A, and E-AD-486.03C.
Reason: For the avoidance of doubt and in the interests of proper planning.
2. The development hereby permitted shall start no later than three years from the date of this decision.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
3. No development shall be carried out until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include detail in broad accordance to the submitted Biodiversity Net Gain Metric (V2) and Report (April 2024 V2). This plan shall include details of any habitat to be created/retained on site; details and extent of new planting; details of maintenance regime and management responsibilities; details of proposed species enhancements; and details of treatment of site boundaries. The development shall be carried out in accordance with the approved details. In accord with the provisions in the Environment Act (2021) the habitats must be maintained in the proposed condition for a minimum of 30 years after the completion of development.

Reason: To ensure the protection biodiversity net gain features added to this site, of existing habitat features for wildlife found on the site wider enhancement of the nature conservation value of the site.

4. No development shall start until details for the onsite provision of sheltered and secure cycle parking have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the sheltered and secure cycle parking has been constructed in accordance with the approved details and thereafter retained and kept available.

Reason: To ensure the adequate provision of onsite facilities.

5. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Bird Hazard Management Plan shall comply with advice note 3:

<https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the development's attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

6. No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority in consultation with Southampton Airport. Details must comply with Advice Note 3 – Wildlife Hazards (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>). These details shall include:

- any earthworks
- grassed areas
- the species, number and spacing of trees and shrubs
- details of any water features
- drainage details including SUDS

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority in consultation with Southampton Airport.

Reason: In the interests of aerodrome safeguarding.

7. Before development commences details of the permanent lighting scheme(s) for the development shall be submitted to the planning authority for their written approval in consultation with Southampton Airport. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: In the interests of aerodrome safeguarding where the development is close to the aerodrome and/or aircraft taking off from or landing.

8. No development shall take place until Southampton Airport and the Civil Aviation Authority has approved the development plans and the appropriate stage of the CAP 791 (procedures for changes to aerodrome infrastructure) has been completed to the satisfaction of both the airport and the CAA.
Reason: In the interests of aerodrome safeguarding.
9. Prior to first operation, details of the measures taken to intercept fuel spillage on site shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the proposal would not have potential for significant pollution to land or surface water.
10. Unless otherwise agreed by the Local Planning Authority, the helicopter operating from the site shall be restricted to one Airbus EC135 T3, except when unavailable due maintenance needs or in emergencies. In these circumstances, a Eurocopter EC135 T2+ helicopter or an Airbus H145 D2 helicopter may operate from the site. In any event, only one helicopter shall be operational from the site at any one time.
Reason: To protect the amenities of the neighbouring commercial units and residential dwellings in accordance with policy DM8.
11. No building or structure of the development hereby permitted shall exceed the height of the current 'htec' building and in any event the final height of any structure must be approved by Southampton Airport.
Reason: In the interests of aerodrome safeguarding.
12. No existing individual trees, shrubs or stands of trees and shrubs on the application site and/or no trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted without approval from Southampton Airport.
Reason: In the interests of aerodrome safeguarding.
13. The development hereby approved shall follow the recommendations of the submitted BREEAM Pre-Assessment (dated March 2024), and within 12 months of first use of the development, a BREEAM 'very good' final stage certificate/ a final Non-Domestic Building Energy Performance Certificate shall be submitted to the Local Planning Authority, demonstrating that the completed development has achieved a minimum BREEAM 'very good' / 'B' energy performance rating.
Reason: To ensure the development meets the general principles of the adopted Supplementary Planning Document 'Environmentally Sustainable Development'.
14. The development hereby approved shall be used only for the purposes of general industrial, storage and distribution, provision of medical or health services, offices, research & development, and industrial processes (Classes B2, B8, E(e) and E(g)) of the Schedule to the Town and Country Planning [Use Classes] Order 1987 and The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, [or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting

that Order with or without modification] and for no other purposes unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and local amenity.

15. The development hereby approved shall accord in full to the submitted Noise Impact Assessment (ref C11045/NIA/1.5a), including Section 5 (mitigation).

Reason: To ensure suitable management of the proposed use.

Note to Applicant: For further information on lighting near an aerodrome please refer to Advice Note 2 - Lighting (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>).

Note to Applicant: This planning permission does not convey the right for the development to encroach over, under or on land, which is not within your ownership, without the consent of the landowner.

Note to Applicant: Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 – Cranes (available at <https://www.aoa.org.uk/policycampaigns/operations-safety/>).

Note to Applicant: In accordance with paragraph 38 of the National Planning Policy Framework (Dec 2023), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Environment Act 2021

1. The development shall accord in full to the biodiversity gain plan (ref April 2024 V2) submitted and approved by the Local Planning Authority.

Reason: To accord with the Environment Act 2021, Schedule 14

Report:

1. This application has been referred to this meeting by the Local Area Committee Chair, Cllr Bourne.

Site Characteristics and Character of the Locality

2. The site is an existing industrial/retail estate, located on George Curl Way, accessed from the Southampton Airport roundabout (Wide Lane). The road is a no-through road and as such does not experience high volumes of traffic unless the intent is to visit one of few units on the road.

3. The site is adjacent to the Southampton Airport runway and has clear views through to this site, especially from the existing pay-and-display car park to the east, included in the red line. Moreover, the site is closely located to the M27 at approx. 70m to the closest point.
4. The units within the locality are utilitarian in character, typical for the type of area.

Description of Application

5. The application has been submitted with the following description, 'Creation of headquarters for Hampshire and Isle of Wight Air Ambulance (HIOWAA) and other healthcare services to include offices; the creation of a helipad; change of use and minor alterations to existing building to form a mixed use comprising B2, B8, E(e) and E(g); and other associated works'.
6. The unit is currently used as offices (Class E g). Therefore, the proposed use would continue to incorporate this into the proposed mixed use, adding E(e), B2 and B8.
7. In addition, the proposals include the following physical alterations to the unit:
 - Replacement of two existing loading doors with a large sliding door (approximately 13m by 6m) on the eastern elevation to provide access to the helicopter hangar;
 - Insertion of one/two roller loading doors on southern section of east elevation;
 - Relocation of existing gate to new position to facilitate access to rear unit;
 - Installation of new fencing in eastern section of the site;
 - Removal of line markings, painting of 'H' and provision of lighting to create a helipad;
 - External lighting associated with the helipad.
8. The application is accompanied by the following reports and technical assessments:
 - BNG condition assessment
 - BNG final report
 - BNG Metric
 - Statement of Community Involvement (SCI)
 - Noise Impact Assessment
 - Energy Statement
 - BREEAM Assessment

These can be viewed on the Council's planning portal: [Planning Application: F/24/97188 \(eastleigh.gov.uk\)](https://planning.eastleigh.gov.uk/F/24/97188).

The council undertook an Environmental Impact Assessment (EIA) Screening Assessment as part of the application process. This concluded that although

the application type could fall into Schedule 2 of the EIA Regulations under the construction of an airfield and exceeds the 1-hectare threshold, significant effects on the environment are not considered likely either alone or in combination with other development. Therefore, the proposed development does not constitute EIA development.

Relevant Planning History

9. Z/07535/012/00 - Outline: Business, Industrial and Warehouse Development (Use Classes B1, B2 And B8), Associated Shops, New Distributor Road, Junctions and Access to Airport and Development Areas – Grant Outline – Dec 1992

Representations Received

10. 371 comments received, of which 4 were objections. The comments mostly comprised of the following:

Support

- Central location is beneficial for the area.
- Efficiency of service for the charity.
- Will help to save lives.
- Reduce response times.
- Reduce fuel costs.
- Noise already exists from the airport.
- HIOWAA provides aftercare which would relieve some pressure on NHS.
- Benefit to the community.
- Close to hospitals.
- Noise will only last a few minutes.

Object

- Noise will be made worse with the existing airport too.
- Risk of accident with aircraft.
- Risk for disturbance is not fully considered.
- Planes do not fly so low and are not as disturbing.
- Business support is not important as they go home to quiet areas.

11. Eastleigh Town Council supports the application and has no objections.
12. The applicant undertook a comprehensive community engagement programme prior to full application submission. A Statement of Community Involvement (SCI) has been submitted which stated that an in-person drop-in event was carried out on 5th March between 4-8pm, a virtual consultation carried out with a dedicated website between 13th Feb-17th Mar 2024, 1,500 postal flyers were distributed across the immediate local area for residential and commercial addresses, and a press release. The ability to provide feedback was available for both forms of consultation where 612 comments were made, and the comments are fully represented in the submitted SCI.

Consultation Responses

13. Environmental Health – No objection.

Clarity and amendments have been given on the Noise Impact Assessment to the satisfaction of the Environmental Health team. This is no objection is on the basis that the application is conditioned with a helicopter restriction and in accordance with the submitted assessment.

14. Ecology – No objection.

I have reviewed the additional information (letter, BNG metric v2 and final BNG report v2). The metric now shows loss of 22 m of the non-native and ornamental hedgerow along the eastern boundary. The planting on the south side of the building has been classified as shrubs and groups of shrubs, which is acceptable, although it was existing habitat, so the new hedgerow to replace it will not be uniquely created habitat. I am satisfied that biodiversity net gain will exceed 10%. Pragmatically, the proximity of the site to the airport and a helipad makes it important to minimise the potential for wildlife hazards to flights. Resources for pollinators should be prioritised over resources for birds in this area. I am satisfied that enhancements to urban tree block 1 can be conditioned in a landscape environmental management plan. This must include the addition of more flowering plants to attract pollinators in the understorey, an educational sign to make it clear that this is an area planted to attract pollinators, a pruning schedule which allows all plants on site to flower and set seed before pruning and raising and delineating the edges of the planting beds to avoid trampling.

15. Planning Policy – No objection.

The BREEAM Pre Assessment which shows that the 'Very Good' level will be achieved is noted to be below the expected requirement of BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification. The planning policy team would normally object to the policy requirement for BREEAM not being achieved. However, it is considered that the applicant has provided sufficient justification in the BREEAM Pre Assessment and Energy Statement supporting documents to demonstrate why this would not be feasible in this instance. This includes the 'light touch' nature of the refurbishment whereby a BREEAM Assessor has concluded that a 'Very Good' proposed rating would be considered as the maximum reasonable rating and the budgetary constraints of the charity. However, the status of HIOWAA as a critical lifesaving charity providing emergency medical care and life saving treatment should be recognised as an overriding material consideration with the lower than required BREEAM scoring in this instance. That said, the planning policy team would like to see the BREEAM score maintained at a very good level with a buffer maintained above the 'Good' level (below 55%) as the scheme is progressed. A drop in the available credits should therefore be avoided if the application is granted approval. The Planning Policy team also supports this change of use proposal provided the restrictive condition relating to the proposed uses is considered. This support is also dependent on feedback including that from Southampton Airport as a neighbouring use, the Environmental Health team on any

potential noise related concerns and the Ecology team on whether a suitable BNG above 10% has been achieved.

16. **Hampshire Highways** - No objection.

In terms of access to and from the site from the highway, this is to remain unchanged by the proposals and this is acceptable with suitable access for all modes already in place. It is noted that staff numbers are anticipated to go down from 90 to 80, and this may well result in a reduction in trip rates albeit on a minor scale, and whilst on-site parking is also to be reduced from 151 to 111 vehicle spaces, it would be anticipated that the levels would be sufficient for requirements. Onwards, it is noted that the site is located in an area where parking restrictions exist (double yellow lines) and as such it would not be anticipated that off-site obstructive parking would likely result. It would however be suggested that the Case Officer requests a provision of sheltered and secure cycle parking to aid the promotion of sustainable travel to and from the site.

17. **Southampton Airport & Civil Aviation Authority** – The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed in our response.

18. **Southern Water** – No objection.

Southern Water requires a formal application for any new connection to the public foul sewer to be made by the applicant or developer.

19. **Southern Gas Network** – No comment.

20. **Hampshire Police** – No comment.

21. **Hampshire Fire & Rescue Service** – No objection.

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations. Access to the proposed site should be in accordance with Hampshire Act 1983 Sect. 12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations.

22. **Southern Central Ambulance** – No comment.

23. **Southampton City Council** – Objection.

The Omnia Noise Assessment (Ref Omnia ref: C11045/NIA/1.2) supporting the planning application, only assesses the impacts on properties within Eastleigh Borough considering residential receptors in Allington Lane and Campell Road. Unfortunately, the Noise Impact Assessment does not consider any residential areas within the Southampton City Council area, although the nearest residential properties are located in Southampton City Council's area (Wide Lane/ Walnut Avenue) i.e. significantly closer than the nearest homes assessed in Eastleigh BC's area. The report concludes that

the residents within Eastleigh will have No Observed Adverse Effect Level, but does state that 'as no flight path has been specified we would also recommend that in order to minimise any potential impact there where possible the flight path will avoid residential areas. In addition, we would recommend that a complaints procedure is put in place for the closest residential area, so that in the event of complaints future flight will be directed to avoid the complainant's property if this is a viable option'.

It is recognised by Southampton City Council that due to the location of the proposed helicopter take-off and landing area being between the M27 and Southampton Airport there is already a large noise climate in this area and the flight paths do not appear to take off specifically in the direction of Southampton but as the helicopter may need to go in any direction after take-off there is a large likelihood that the helicopters will fly over SCC residents at times.

We request that, should the above be addressed, a planning condition is applied to make the planning permission personal to Hampshire and Isle of Wight Air Ambulance to avoid the permission being used by a commercial helicopter operator using the site.

Policy Context and Designations Applicable to Site

- Within Built-up Area Boundary
- Existing employment sites
- Adjacent to Southampton Airport

Development Plan

Eastleigh Borough Local Plan 2016-2036

24. The Eastleigh Borough Local Plan 2016-2036 has full weight. The most relevant policies are:

Strategic policies:

- S1 (Delivering sustainable development)
- S2 (Approach to new development)
- S4 (Employment provision)

Development Management policies:

- DM1 (General criteria for new development)
- DM2 (Environmentally sustainable development)
- DM3 (Adaptation to climate change)
- DM6 (Sustainable surface water management and watercourse management)
- DM8 (Pollution)
- DM11 (Nature conservation)
- DM13 (General development criteria - transport)
- DM14 (Parking)
- DM15 (Safeguarding existing employment sites)

National Planning Policy Framework

25. At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development unless material considerations indicate otherwise.
26. Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development responds to the different opportunities for achieving sustainable development in different areas.
27. Paragraph 191 states "Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation."

National Planning Practice Guidance

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

Assessment of Proposal: Development Plan and / or Legislative Background

29. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Saved Policies of the Eastleigh Borough Local Plan Review 2001-2011 and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

Principle:

30. It is noted that the proposal retains an employment use on the site which is supported by policy DM15 in the 2016-2036 Eastleigh Local Plan.
31. Policy DM15 stipulates that the major existing employment sites shall be retained predominantly in employment use classes B2, B8 and E(g). Within these sites the Borough Council will permit the redevelopment and intensification of use of sites for Use Class B2, B8 and E(g)(ii)/(iii) employment uses; and changes of use between use classes B2, B8 and E(g)(ii)/(iii). Notably, the policy also states that employment uses other than those in use classes B2, B8 or E(g)(ii)/(iii) (but not E(a)/ (b)/(c) uses or pubs, drinking establishments or hot food takeaways) may be permitted on these sites provided that they would not have a significant impact on the continued primary use of the site; and the existing site is causing, or could cause, significant harm to highway safety or to the amenities of the area or to local residents.
32. The proposal includes the addition of uses Class B2, B8 and E(e) to the existing Class E(g) use and the uses proposed are broadly supported within policy DM15.

Design and Appearance:

33. Policy DM1 is the general criteria for new development however, the physical alterations proposed are minor in nature. As stated above, the physical alterations includes the replacement of two existing loading doors with a large sliding door (approximately 13m by 6m) on the eastern elevation to provide access to the helicopter hangar; insertion of one/two roller loading doors on southern section of east elevation; relocation of existing gate to new position to facilitate access to rear unit; installation of new fencing in eastern section of the site; removal of line markings, painting of 'H' and provision of lighting to create a helipad; external lighting associated with the helipad.
34. The physical changes to the building are modest and do not represent a character uncommon within an industrial/retail setting.
35. The proposed removal of airport fencing is suitable from a planning perspective but is subject to Southampton Airport's consent. A note to applicant will remind the applicant that the planning permission does not convey the right for works to be done on land not within their ownership.
36. The changes to the physical building are appropriate and meet Policy DM1 criteria.

Noise and Air Quality:

37. Policy DM8 stipulates that development will not be permitted if it is likely to cause loss of amenity or impact on public health or other unacceptable

environmental impacts through air pollution (including odours or particulate emissions); pollution of surface, underground, coastal waters or other watercourses; noise or vibration; light intrusion, both generally and with respect to the South Downs National Park's status as an International Dark Night Skies reserve; or land contamination.

38. HIOWAA fly a helicopter model called Airbus EC135 T3. The agent states that this is a popular aircraft among air ambulance charities due to its reliability and efficiency. Moreover, this model benefits urban areas due to its low downwash, compact body and shrouded tail rotor which allows the aircraft to land almost anywhere. Importantly, the agent states that the helicopter has a low acoustic footprint, making it one of the quietest aircraft of its type. HIOWAA state that they have no intention of changing its aircraft soon. The helicopter model will be conditioned; requiring written consent in the event this helicopter type is changed.
39. Back-up helicopters are sometimes required when the primary aircraft is in for repairs. This includes the EC135 T2+ and H145 D2 models and the submitted figures demonstrates that they have similar noise outputs.
40. The helicopter will inevitably fly over residential properties on their various routes at different times throughout the day and night as there are no defined flight paths due to the emergency nature of the activity. It is considered that this could have a disturbing affect with a predicted sound pressure level of 63.5dB(A) for a cruising helicopter at 450m but would only last for seconds and so would not cause significant detriment to residents. During airport operating hours this would be lower than that experienced by aeroplanes (ranging from LAeq 65dB to 82dB and the Lmax range from 75dB to 88dB). While it is expected the frequency of these overflights would increase from existing, it is also noted that any emergency helicopter could fly over residential dwellings currently when needed.
41. As stated, there is no defined flight path due to the nature of the helicopter flights, however flights will fly out to the east towards the airport. As such, the closest noise-sensitive residential receptors to the helipad are located on Allington Lane to the east, Campbell Road the north and Walnut Avenue to the south. The Noise Impact Assessment concludes that the helicopter movements at the helipad changes the ambient noise level to +2.9dB and so there is no requirement to consider noise mitigation measures. The predicted level of noise is sufficiently low enough at the closest residential dwellings to accord with the 'No Observed Adverse Effect Level' as detailed in the Planning practice guidance (PPG) and The Air Navigation Guidance 2017.
42. The NPPF paragraph 193 states "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on

new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed".

43. No evidence has been raised from neighbouring businesses through the consultation process that would raise concern that these businesses would be detrimentally impacted through this proposed change of use. In fact, some neighbouring businesses have given their support for the application. It is also worth noting, there are existing location factors that would affect the existing ambient noise environment of these businesses throughout the day such as the neighbouring motorway (M27) and Southampton International Airport. Moreover, at sensitive hours throughout the night, it is likely these businesses will not be operational.
44. An updated Noise Impact Assessment elaborated on the potential impact to neighbouring commercial units. The findings show that internal noise level at the closest office space can be achieved based on the criteria presented in BS8233. It is also worth noting that the contours from SOU Annual Noise Report 2023 range between 57dB – 60dB LAeq16hr, which are significantly higher than the proposed 16-hour noise level from the operations at the proposed helipad.
45. Concerns were raised by the environmental health team regarding the maintenance of the helicopter. The submitted Noise Impact Assessment states that maintenance noise is not to the same level as take-off volumes. The 15min engine wash and system check ground run every day and is normally done at the start of the shift between 0700hrs and 0800hrs. This would result in most maintenance being conducted outside of nearby operational hours. In addition, the agent advises that any significant engineering work required on the aircraft takes place at Babcock's maintenance facilities in Staverton, Gloucestershire.
46. To conclude on noise, the overall principle of the proposal accords with policy DM8, and it is anticipated the noise will not be significantly detrimental to nearby receptors.

Access, Parking and Transport Matters:

47. Access to and from the site from the highway is proposed as unchanged with suitable access already in place on-site. Moreover, the site is well located near to the M27 and wider road network and is one of the key reasons the HIOWAA have chosen this site.
48. Although on-site parking is also to be reduced from 151 to 111 vehicle spaces, it would be anticipated that the levels would be sufficient for requirements as overall staffing is expected to reduce from the existing levels.
49. Hampshire Highways have suggested that the provision of sheltered and secure cycle parking to aid the promotion of sustainable travel to and from the site which will be conditioned.

50. The access and parking on site are appropriate, in accordance with policy DM13 and DM14.

Ecology:

51. New legislation requires major sites to provide at least 10% Biodiversity Net Gain (BNG) under statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). In addition, the Eastleigh Local Plan (2016-2036) requires a biodiversity net gain under policy DM11.
52. The application has been supported by a BNG metric and report which details that the proposal would provide an increase of habitat units by 13.97% and hedgerow units 122.8%. There are no watercourses on site and so no biodiversity improvements are required for this element.
53. Overall, the site as existing is urban in nature and does not have large areas of vegetation. Nonetheless, it is noted there is a proposed loss of a non-native hedgerow to the east, due to the cleared to allow access to the helipad. This hedgerow removal would result in a loss of habitat and break in connectivity. However, the new hedgerow to the south mitigates the habitat loss by creating additional habitat and creating additional wildlife corridors.
54. A Landscape Ecology Management Plan (LEMP), to include BNG management, will be conditioned to ensure enhancements are suitably provided and maintained.
55. Overall, the application will have improved ecological and biodiversity status of the site and as such is in accordance with policy DM11 and wider national legislation.

BREEAM:

56. Policy DM2, requires all other development that is above 500 sq.m of floor space measured externally (including extensions and conversions to existing buildings) to achieve BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification including a 15% improvement in predicted carbon emissions, compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council.
57. The applicant has submitted a BREEAM Pre-Assessment which shows that a 'Very Good' rating of 60.40% can be achieved which therefore fails to accord with the required 'Excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' target in Policy DM2.
58. Nonetheless, the planning policy team have concluded that although this is not policy compliant, they would support the application and that the applicant

has provided suitable justification for not reaching the target. The 'Very Good' BREEAM ambition will be conditioned.

Other Matters:

59. The use of restrictive conditions can help to minimise potential impacts from a development in light of the changes to the Use Class Order and the creation of Class E.
60. In order to manage any future potential changes to the unit and to minimise future potential impacts upon factors such as upon highway safety and local amenity, a condition which would restrict any future changes of the unit to those use classes proposed with this application will be applied.

Sustainability Measures and Climate Change:

61. In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.
62. The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

Other Material Considerations

Equalities Implications:

63. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-
A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

64. When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Conclusion

65. Overall, the scheme provides a life-saving service to the Borough and beyond in a far superior location than its existing HQ north of the County. This is a great planning benefit that weighs heavily in favour of permission.

66. The proposal accords with local plan policy and provides a suitable use for an existing employment site in terms of its character, ecological matters, noise, and access.

67. There are multiple conditions recommended in order to ensure further necessary information is supplied at the appropriate time and that the operation can be carried out in a considerate manner.

68. Therefore, the proposal is recommended for permission, subject to conditions.

F/24/97188



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Date: 21/05/2024

Scale: 1:1250