



BROADWAY FARM, BROAD OAK, BOTLEY

HIGHWAYS APPEAL STATEMENT

March 2025

CCW Services Ltd

BROADWAY FARM,
BROAD OAK, BOTLEY

HIGHWAYS APPEAL STATEMENT

CONTROLLED DOCUMENT

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CCW Services
Broadway Farm
Broad Oak
Botley
SO30 2EU

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO15 8UT

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Contents

1. QUALIFICATIONS AND EXPERIENCE..... 2

2. INTRODUCTION 3

3. HIGHWAYS EVIDENCE..... 5



1. QUALIFICATIONS AND EXPERIENCE

- 1.1 I, Mark Smith, am the Director of Transport Planning at Paul Basham Associated Ltd and member of the Chartered Institution of Highways and Transportation (CIHT) with over 18 years' experience in highway and transport planning. Within my role I have personally managed an extensive range of projects from land promotion to pre-application, to full planning permissions.
- 1.2 I have worked on a range of development proposals for both private and public sector clients, including large mixed-use schemes, residential, employment, care, leisure and retail uses.
- 1.3 I have undertaken works including but not limited to the preparation of Transport Assessments/Statements, Travel Plans, Environmental Impact Assessments, Section 278 Agreement support, S106 transport negotiations and Travel Plan Coordination implementation. I have also completed a significant number of public consultations (attended in person) and member briefings for applications of various sizes and various land uses including those similar to that which is subject to this appeal.
- 1.4 Through my 18 years of experience, I have also acted as Expert Witness for numerous planning appeals, including Written Representations, Hearings and Public Inquiry, and therefore have a sound understanding of the process and requirements as well as demonstrating my proficiency in this field.
- 1.5 The evidence which I have prepared and provided for this appeal are my true and professional opinions.

2. INTRODUCTION

- 2.1 I have prepared this Highways Appeal Statement (HAS) on behalf of CCW Services to support the planning appeal in relation to an enforcement notice served by Eastleigh Borough Council (EBC) dated 5th February 2025 in relation to the alleged “*unauthorised change of use of land to parking and storage (B8)*”.
- 2.2 The appeal is lodged specifically in relation to ground (a) that, ‘*in respect to any breach of planning control which may be constituted by matters stated in the notice, that planning permission ought to be granted*’.
- 2.3 Within the EBC letter dated 5th February 2025, EBC identify the reasons for serving enforcement notice on the appellant. These include:
- The parking and storage B8 with associated hardstanding, drainage and lighting has occurred within the last 10 years and does not have the benefit of planning permission (referencing an unsuccessful lawful development certificate and appeal).
 - That the use and development at the site is considered contrary to the saved policies S5, S6, DM1 and DM11 of the adopted Eastleigh Borough Local Plan 2016-2036 and the National Planning Policy Framework.
- 2.4 Specifically, EBC state the following areas where the change of use of the land is in their professional opinion contrary to the identified policies:

”4.1 The tarmac hardstanding, by virtue of its siting, massing, design and layout, results in an unduly prominent and visually intrusive built form, which is detrimental to and out of keeping with the character of the surrounding area, designated countryside and strategic gap, and therefore considered to be contrary to Policies DM1, S5 and S6 of the adopted Eastleigh Borough Local Plan 2016-2036, and the Council’s Supplementary Planning Document ‘Quality Places’.

4.2 The tarmac hardstanding is adjacent to a Site of Importance for Nature Conservation and there is no agreed drainage strategy to protect the woodland from run off and contamination from the site, nor is there an agreed lighting strategy to ensure compliance with conservation and planning legislation which is therefore contrary to policy DM11 of the Eastleigh Borough Local Plan 2016-2036, and the Council’s Supplementary Planning Document ‘Biodiversity’.

- 4.3 *The use of the land for parking and storage has mostly consisted of the storage of a variety of vehicles including trucks, trailers and ambulances as well as pallets and other items associated with the business operating from Broadway Farm. This is out of keeping with the character of the surrounding woodland, designated countryside and strategic gap and considered to be contrary to Policies DM1, S5 and S6 of the adopted Eastleigh Borough Local Plan 2016-2036, and the Council's Supplementary Planning Document 'Quality Places'. "*
- 2.5 There is no highway safety concern raised.
- 2.6 The purpose of this HAS is therefore to highlight the benefit of the proposals from an operational perspective in relation to highways matters, allowing for the safe and convenient parking of HGV vehicles which are subject to approved operator licences at the site. This HAS will also in turn highlight the highways consequences of enacting the enforcement notice.

3. HIGHWAYS EVIDENCE

- 3.1 The evidence presented in relation to the convenience store parking requirements can be dissected into two key items, as follows:
- The operational benefits of the HGV parking area for the Appeal Site
 - Consequences of enacting the Enforcement Notice
- 3.2 The area of hardstanding relating to the enforcement notice had been used for a significant period of time to facilitate the parking of HGVs to meet the operational needs of CCW Services Ltd. CCW Services Ltd have the necessary operator licences for 31 HGVs at this site, which are required to meet their operational need as an important transportation and logistics operator within the area.
- 3.3 The provision of an HGV parking area is necessary to ensure that the vehicles that currently and lawfully access the Broadway Farm site can continue to turn within the site and access the various buildings on site without blocking of the access road or in a worst-case scenario necessitate reversing onto Broad Oak (A334).
- 3.4 The area of hardstanding subject to the Enforcement Appeal does not result in any additional traffic movements to or from the site, and there are no legal restrictions or 'trip caps' on the Broadway Farm site, with all the operational buildings having the necessary planning consents.
- 3.5 The site typically operates through HGVs loading up at the warehouses (where these can be accommodated) or the current parking area for HGVs via forklift (where required) within the site before leaving during the day and returning later in the evening with timings varying with each journey (i.e. vehicles are gone for the day rather than repeat arrivals/departures through the day). **Photographs 1 and 2** demonstrate the parking of HGV trailers adjacent to the warehousing and within the area subject to Enforcement Action.



Photograph 1: Trailers adjacent to Warehousing



Photograph 2: Trailers on Enforcement Action Area

- 3.6 As **Photograph 1** highlights, there is sufficient space for an HGV to pass another waiting HGV within the road aisles separating the warehousing. However, there would not be space to accommodate all 31 HGV vehicles within these areas without obstructing the turning movements / swept paths of HGVs through the Broadway Farm site.
- 3.7 It should be noted that the site includes a guard house, and a barrier is present at the site for security purposes (see **Photograph 3**). All vehicle movements are therefore controlled by the site security, restricting use of the Enforcement Action site by unauthorised vehicles.



Photograph 3: Security Features at Entrance to Broadway Farm

- 3.8 By providing such a facility on site, CCW Services Ltd avoid the need for any off-site HGV parking (which is understood not to be readily available within the locale), and results in a reduced number of HGV trips on the local road network that would otherwise require early morning arrival trips to the site (for loading) and later in the day departure trips (having unloaded any goods at Broadway Farm and leaving the site to seek alternative overnight parking).
- 3.9 The overnight storage of the HGVs within the area subject to Enforcement Action results in improved operational safety within the wider Broadway Farm.
- 3.10 Should the Enforcement Appeal be unsuccessful, the consequences of removing the HGV parking area without reprovision at Broadway Farm could result in:
- Reduced circulation space for HGVs on site, resulting in greater highway safety risk or risk of damage to buildings and vehicles associated with extended reversing and tight manoeuvring of HGVs

- Increased HGV movements on the local road network (due to having to park some of these HGVs off-site overnight)

3.11 It is on that basis that my professional opinion is that there is material benefit in the provision of the parking area from a highways perspective.