



Planning, design and access statement

**Construction of a new vehicular access off
Satchell Lane to serve Esso's existing fuel
compound and ancillary works.**

Prepared by Fisher German LLP on behalf of Esso Petroleum
Company Ltd ("Esso")

Project title:	ESSO WOL 3A Compound FP 105098
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1. Introduction

- 1.1. This planning statement has been prepared by Fisher German on behalf of Esso Petroleum Company Ltd ("Esso") in relation to the proposed construction of a new vehicular access off Satchell Lane to serve Esso's existing fuel compound and ancillary works in Hamble-le-Rice, Hampshire, SO31 4HS. The location of the proposed works will be referred to as "the site".
- 1.2. Esso UK is the British arm of ExxonMobil, a major global energy company. They are known for their fuel stations, offering a wide range of petrol and diesel, and are a major retailer of fuel in the UK. They also operate the UK's largest refinery and have an extensive fuel distribution network.
- 1.3. This application should be read alongside the documents and plans detailed in Figure 1:

Document Reference	Document
22294GA01 Location Plan Rev01	Site Location Plan
22294GA02 Existing Site Layout Rev01	Existing Site Layout
22294GA03 Proposed Site Layout Rev03	Proposed Site Layout
ESSO VALVE 3A Compound Preliminary Ecological Appraisal	Preliminary Ecological Appraisal
J1536 AIA Valve Compound 20240814	Tree Survey and Arboricultural Impact Assessment
J1536 TPP Satchell Lane 20240408-TPP	Tree Protection Plan
P25-040	Eastleigh Access, Hamble-le-Rice, Hampshire – Archaeological and Historical Hedgerow Assessment
Satchell Lane Specification for New and Replacement Hedging	Landscaping Specification
Highways 15 06 2024	Email Summary following meeting with HCC Highways Engineer
TPO Order No. 872	Eastleigh Borough Council TPO Order
V/23/96462	Consultation Responses
HCC Comments	Hampshire County Council Archaeology consultation comments

Figure 1: Planning Application submission documents

- 1.4. This statement sets out the detail of the proposed development, establishes the relevant planning policies against which the application is to be determined and assesses the acceptability of the proposals in the context of that planning framework and other material considerations. Overall, this statement concludes that the proposed development complies with relevant development plan policies and that planning permission should be granted accordingly.

2. Site and Surrounding Area

- 2.1. The site is located immediately to the south of Satchell Lane which is approximately 200m north-west of the Hamble-le-Rice village in Eastleigh, Southampton, Hampshire. The site is located at approximate Grid Reference: SU 48139 07974 (Northing: 448139, Easting: 107974) as shown on Plan Reference: 22294GA01 (Site Location Plan) which has been submitted as part of the application.
- 2.2. The site falls within the jurisdiction of Eastleigh Borough Council and Hampshire County Council.
- 2.3. The site is located within a predominantly rural area, it currently comprises of a boundary bank, ditch, clusters of trees, hedgerow and shrub and a 15mph warning sign as seen in Figure 2 and 3. Esso's compound is located immediately to the south and adjoins Hamble Airfield which is disused. The wider landscape is predominantly amenity fields to the north, east, south and west. Mercury Holiday Park is located approximately 200m east of the site.



Figure 2 – Existing Site and surrounding area (Looking south)



Figure 3 – Northern side of ESSO'S Compound fence and the south of the site



Figure 4 – ESSO Compound (facing north towards Satchell Lane)

- 2.4. The site is located within Flood Zone 1, meaning there is a low risk of flood from rivers. The site experiences a low to high risk of flooding via surface water.
- 2.5. The nearest statutory environmental designation is 'Mercury Marshes' Local Nature Reserve ("LNR") which is approximately 380m south-east of the site. 'Lee-on-The Solent to Itchen Estuary' Site of Special Scientific Interest ("SSSI") is approximately 500m east of the proposed site. This is also designated as a Special Area of Conservation ("SAC") 'Solent Maritime' and Ramsar Site 'Solent and Southampton Water'. The site is within the Impact Risk Zone ("IRZ") for 'Lee-on-The Solent to Itchen Estuary'.
- 2.6. There are no statutory heritage assets within a 500m radius of the proposed site, the nearest being 'Royal Victoria Country Park Registered Park and Garden (Grade II)' which is approximately 1.1km west.
- 2.7. The site is not located within a Conservation Area. The nearest Conservation Area is the 'Old Bursledon' Conservation Area is approximately 315m north of the site. There is a blanket TPO located immediately to the south of the site (Reference: A1 872)– this covers the Hamble Airfield. Fisher German enquired with Eastleigh Borough Council about the extent of the TPO on their GIS interactive mapping. The Council subsequently explained that there is a tolerance with the plotting of their GIS maps and provided a copy digital of the TPO Order. The copy demonstrates that the proposed works would not have an impact on any protected trees – for further details, please see TPO Order No. 872 which has been submitted as part of this application.
- 2.8. There is a Public Right of Way ("PRoW") footpath located approximately 15m east of the proposed site, going from north to south. It is noted that the official route of the PRoW is situated to the west of the site, going from north to south, however, in reality it is located to the east.
- 2.9. The proposed site is located within a Mineral Safeguarding Area for Superficial Sand and Gravel (adjoining Hamble Airfield).
- 2.10. The nearest residential properties are situated along Satchell Lane, approximately 200m south-east of the site.

Planning History

- 2.11. Fisher German previously contacted Eastleigh Borough Council's Planning Officers to seek advice on any potential future hedgerow removal application via email on 14th November 2023 as seen in Figure 5. This email included a plan and photo of the hedgerow. This email query was inadvertently registered as a formal application (Ref. **V/23/96462**). A number of consultation responses were received as part of this registered application and have been submitted as part of this application (V/23/96462 Consultation Responses and HCC Comments). The application was withdrawn on 19th December 2023.

From: [James Browne](#)
To: [Planning @ Eastleigh Borough Council](#)
Cc: [REDACTED]
Subject: ESSO WOL VAVLE 3A Compound - New Access
Date: 14 November 2023 09:06:14
Attachments: [image247470.jpg](#)
[image685394.png](#)
[ESSO WOL VAVLE 3A HedgePhoto 1.pdf](#)
[ESSO WOL VAVLE 3A Location Map.pdf](#)

Hello,

We are the agents for ESSO fuel pipelines in the UK. We are aiming to create a new maintenance access way into the above facility to make access easier, quicker and safer. As part of this process one of the consents I will need to secure is to remove part of a hedgerow (4-6mts in length). Some local authorities ask you to fill and submit a form, but EBC website directed me to guidance that advised I contact the LPA for advice. I have cc'd the EBC senior ecologist, as with the last application I made with Winchester City Council it was referred to their ecologist and not dealt with by planning at all.

I attach a plan and photo and hope that someone will be able to get back in touch with me to tell me exactly how I apply for Hedgerow consent

Kind Regards
James Browne
Pipeline Agent
 For and on behalf of Fisher German LLP

t: [REDACTED] m: [REDACTED]
 Firn House - 61 Church Street Hungerford RG17 0JH

Figure 5: Email extract (liaison with Eastleigh Borough Council Planning Officer)

- 2.12. The only other planning history is application reference: **HCC/2021/0787** (Hampshire County Council). The proposal description reads: *'Proposed extraction of sand and gravel, with restoration to grazing land and recreation using imported inert restoration materials, the erection of associated plant and infrastructure and the creation of a new footpath and access onto Hamble Lane.'*
- 2.13. This application was submitted 29/12/2021 and was subsequently refused 25/05/2024 on the basis that the application did not provide enough mitigation against environmental impacts and was contrary to policy.

3. The Development Proposal

- 3.1. This application seeks full planning permission for the construction of a new vehicular access off Satchell Lane into Esso's existing fuel compound. The development will comprise the provision of a new track, bellmouth, 2 no. concrete pipes to culvert the ditch, a handrail over the ditch, a box swing barrier, a drainage channel and access gates. A 4m section of hedgerow, 3no. trees and shrub will need to be removed to facilitate the proposed works, and replacement landscaping is proposed as compensation around the perimeter of the existing site compound. In addition, an existing road sign will need to be renewed and lifted to 1.8m above ground level.
- 3.2. Schedule 2, Part 2, Class B of the Town and Country (General Permitted Development) (England) Order 2015 states that *'The formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any Class in this Schedule (other than by Class A of this Part)'* is permitted development. However, even though Satchell Lane is an unclassified road, because the access point is not specifically required in connection with any works that would comprise permitted development on site, the creation of this new access and associated works require planning permission.
- 3.3. The development is required to provide direct permanent access into the compound which is not available. Currently, access is via track which can only be entered via an entrance point 400m north-west of the proposed site. Additionally, 24 hours' notice needs to be given to third party landowners to use the track and to facilitate the removal of anti-intruder earth bunds.

Amount and Scale

- 3.4. The proposed works comprise the installation of 1 no. vehicular access leading from Satchell Lane. The vehicular access will comprise a new track, bellmouth, 2 no. concrete pipes to culvert the ditch, a handrail over the ditch, a box swing barrier, a drainage channel and access gates. A 4m section of hedgerow, 3no. trees and shrub will need to be removed to facilitate the proposed works, and replacement landscaping is proposed as compensation around the perimeter of the existing site compound. In addition, an existing road sign will need to be renewed and lifted to 1.8m above ground level.
- 3.5. The proposed vehicular access track will measure 3.25m in width, with a length of approximately 6.88m from the highway edge to the edge of the Esso compound.
- 3.6. Visibility splays of 43m, when set back 2.4m from the carriageway edge will be provided.
- 3.7. The proposed concrete pipes, to culvert the existing ditch, will measure 225mm in diameter.
- 3.8. The proposed gates will measure 2.4m in height, to match the height of the existing adjacent fencing.
- 3.9. The total area of the redline boundary is 24.33m².

Appearance

- 3.10. The proposed bellmouth will be constructed from reinforced concrete and will render a brushed finish and have a sloping gradient down towards Satchell Lane.
- 3.11. The proposed handrail will be constructed from galvanised steel.

- 3.12. The proposed gates will be palisade to match the appearance of the existing fencing.
- 3.13. The existing road sign will be renewed but lifted to 1.8m above ground level to improve vehicular visibility from the new access.

Layout

- 3.14. The position and appearance of the proposed development is illustrated on drawing reference: 22294GA03 (Proposed Site Layout).
- 3.15. The new vehicular access will be constructed on an area currently occupied by a boundary bank, ditch, clusters of trees, hedgerow and shrub and a 15mph warning sign.

Access

- 3.16. There is currently no permanent direct route of access for vehicles to the Esso compound from Satchell Lane, instead, 24 hours' notice to 3rd party landowners needs to be given to use an existing track which can only be accessed via an entrance point located 400m north-west of the proposed site.
- 3.17. The proposed development has been designed in consultation with Hampshire Council Highways to agree a design in principle prior to submission. Fisher German conducted a site visit with Principal Highways Engineer' Mark Keighly in June 2024. The following is a summary of the comments and general guidance:
 - 1. Hampshire County Council highways would not object to the removal of the hazel on the verge and would expect vegetation adjoining the road to be cut back to ensure appropriate visibility.
 - 2. Concrete would be an acceptable material as this would not prevent the granting of a licence to install a vehicle cross over ("VCO").
 - 3. ESSO could construct the width of the crossing to suit their needs and there is no mandatory specification for this in this particular type of setting.
 - 4. It was agreed to incorporate an ACO drain or similar on Esso land to prevent run off from this part of the structure.
 - 5. Any proposed barriers/gates would not adversely impact the highway.
- 3.18. Further details of the site visit can be found within document reference: Highways 15 06 2024 Email Summary following meeting with HCC Highways Engineer.

Landscaping

- 3.19. As a result of the proposed development, there will be a loss of habitat including shrub, 3no. trees and a 4m section of hedgerow. This loss of habitat will be compensated for with formal landscaping within the extent of ESSO's landownership. This will comprise both the planting of gaps in existing hedgerow,

as well as new sections of hedgerow/planting along the eastern and western boundaries of the compound as shown on the Proposed Site Layout. It is intended to plant a mixed native hedgerow, of species reflecting shrubs found in the local area. Further details of the species, maintenance and monitoring can be found within document reference: Satchell Lane Specification for New and Replacement Hedging.

4. Planning Policy

- 4.1. Planning policy relating to the application site is formed through:

Local Planning Policy
National Planning Policy

- 4.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development Plan material to the proposal consists of:

Eastleigh Borough Council Local Plan (Adopted April 2022)

- 4.3. In addition to the Development Plan, applications should also have regard to National Planning Policy, which is a material consideration in any determination.
- 4.4. The Eastleigh Borough Local Plan 2016-2036 was adopted on 25 April 2022. It sets out the policies and plans to guide future development to 2036.

Eastleigh Borough Council Local Plan (2022)

- 4.5. These following policies are considered relevant to this application:

Policy S1 – Delivering Sustainable Development

- 4.6. This policy states that the Council will support take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy S5 – New Development in the Countryside

- 4.7. Policy S5 states that in permitting new development within the countryside, the Borough will seek to:
- avoid adverse impacts on the rural, woodland, riparian or coastal character, the intrinsic character of the landscape including the avoidance of adverse landscape impacts on areas adjoining national parks and their settings, the significance of heritage assets and on the biodiversity of the area;
 - avoid sterilisation of mineral resources;
 - safeguard the best and most versatile agricultural land unless the benefit of the development clearly outweighs the loss;
 - avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan.

Policy S8 – Historic Environment

- 4.8. This policy states that the Council will seek to conserve and/ or enhance the Boroughs heritage assets in a manner which is appropriate to their significance, including, listed buildings, conservation areas, landscapes and archaeology.

Policy S11 – Transport Infrastructure

- 4.9. Eastleigh Borough Council will work with the highway authorities and developers to minimise transport emissions, pollution and congestion by ensuring new developments encourage walking, cycling and

the use of public transport and minimising congestion and supporting safety and on the highway network.

Policy S5 – Strategic Footpath, Cycleway and Bridleway Links

- 4.10. This policy states new development should integrate with existing routes and public rights of way and wherever possible maintain, protect and enhance their function. Development that would sever, obstruct or otherwise have a detrimental impact on the existing or proposed network of green routes as shown on the policies map will not be permitted.

Policy DM1 – General Criteria for New Development

- 4.11. This policy states that all new development (where relevant) should not have an acceptable impact on:
- Residential amenities
 - Biodiversity
 - Heritage assets
 - trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area
 - public rights of way and National Trails

Policy DM5 – Managing Flood Risk

- 4.12. This policy states that development will only be permitted within the areas at risk of flooding, now and in the future, as identified on the Environment Agency most recent flood maps and the Council's Strategic Flood Risk Assessment provided that it meets the sequential and exception test (where required) as outlined in Government guidance. Proposals will also be expected to incorporate new site drainage systems designs taking account of events which exceed the normal design standard.

Policy DM8 – Pollution

- 4.13. This policy states 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
 - Noise or vibration
 - Land contamination
 - Pollution of watercourses and coastal waters

Policy DM11 – Nature Conservation

- 4.14. The Local Plan states that Council will aim to protect all international, national and local nature conservation designations and networks of natural habitats and features, including the Local Ecological Network, Priority Biodiversity Areas and Priority Biodiversity Links, watercourses, wetland complexes, woodland trees, and trees and hedgerows important to biodiversity and local character

Policy HA3 – Hamble Airfield

- 4.15. This policy states if permission is granted for the extraction of sand and gravel at Hamble Airfield and the extraction takes place, the site shall be restored in accordance with the Hampshire Minerals and Waste Plan and it shall be retained as an area of accessible countryside and open space with grazing, public access and outdoor recreation facilities laid out to the satisfaction of the Borough Council.

National Planning Policy Framework (2024)

- 4.16. National policy is set out in the NPPF which was updated in December 2024. This framework seeks to ensure sustainable forms of development and good design, alongside the protection and enhancement of the environment.
- 4.17. National policy is set out in the NPPF which was updated in December 2024. This framework seeks to ensure sustainable forms of development and good design, alongside the protection and enhancement of the environment.
- 4.18. *Paragraph 8* states the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways.
- An Economic Objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A Social Objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;
 - An Environmental Objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 4.19. *Paragraph 11* states there should be a presumption in favour of sustainable development. Local plans should positively seek opportunities to meet the development needs of their area and development proposals which accord with and up-to-date development plan should be approved without delay. Where there are no relevant development plan policies, or the policies are out-of-date, permission should be granted unless policies in the Framework that protect areas or assets of particular importance prove a clear reason for refusing the proposed development, or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 4.20. *Paragraph 20* states strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk, coastal change management and the provision of minerals and energy.
- 4.21. *Paragraph 25* states authorities should collaborate to identify the relevant strategic matters which they need to address in their plans and should engage with infrastructure providers.
- 4.22. *Paragraph 26* states effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary.
- 4.23. *Paragraph 29* outlines non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include the provision of infrastructure.

- 4.24. *Paragraph 85* states planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt.
- 4.25. *Paragraph 87* states planning policies should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.
- 4.26. *Paragraph 116* states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.27. *Paragraph 130* states planning policies and decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement.
- 4.28. *Paragraph 162* confirms plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

The Environment Act 2021 – The Biodiversity Gain Condition

- 4.29. Schedule 7A of the Town and Country Planning Act 1990 (inserted by Schedule 14 of the Environment Act 2021 and amended by the Levelling Up and Regeneration Act 2023) introduces the requirement for Biodiversity Net Gain (“BNG”). Under this statutory framework for BNG, every grant of planning permission in England is deemed to be subject to the biodiversity gain condition, except for exempt developments, exemptions include:
- Retrospective planning permissions made under section 73A; and
 - Section 73 permissions where the original permission which the section 73 relates to was either granted before 12 February 2024 or the application for the original permission was made before 12 February 2024.
 - De-minimus development
 - Development of a biodiversity net gain site
 - Householder applications
 - High Speed Railway development
- 4.30. The objective is for development, unless exempt, to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat

5. Planning Policy Assessment

- 5.1. This application seeks full planning permission for the construction of a new vehicular access off Satchell Lane into Esso's existing fuel compound. The development will comprise the provision of a new track, bellmouth, 2 no. concrete pipes to culvert the ditch, a handrail over the ditch, a box swing barrier, a drainage channel and access gates. A 4m section of hedgerow, 3no. trees and shrub will need to be removed to facilitate the proposed works, and replacement landscaping is proposed as compensation around the perimeter of the existing site compound. In addition, an existing road sign will need to be renewed and lifted to 1.8m above ground level.
- 5.2. The application is supported by a comprehensive set of reports and surveys which have considered the potential impact of the proposed development upon the site and the surrounding area. An assessment of the proposed development has been made against the relevant planning policy framework for the area and other material considerations in accordance with Section 38 (6) of the 2004 Planning and Compulsory Purchase Act.
- 5.3. The assessment considers the following matters:

Need for Development
Principle of Development

Environmental & Technical Matters:

Design
Heritage
Access
Ecology and Biodiversity Net Gain
Arboriculture
Amenity
Flood Risk and Drainage

Need for Development

- 5.4. The development is required to provide direct permanent access into the compound which is currently not available. Currently, access is via track which can only be entered via an entrance point 400m north-west of the proposed site. In addition, each time access is required, 24 hours' notice needs to be given to third party landowners to use the track and to facilitate the removal of anti-intruder earth bunds which is deemed unsuitable for operational safety reasons and in the instance of an emergency. Therefore, a new direct access into the fuel compound is required to make access easier, quicker and safer.
- 5.5. The compound also adjoins Hamble Airfield which has been allocated as a site for future mineral extraction subject to planning permission being obtained. As highlighted in section 3, planning permission has previously been refused for sand and gravel extraction, any future approved applications may complicate future access potential.

Principle of Development

- 5.6. Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with Development Plan unless material considerations indicate otherwise. For the purposes of this Act, the Development Plan relevant to this proposal comprises the Eastleigh Borough Council Local Plan (Adopted April 2022).

- 5.7. Policy S1 of the Local Plan states that the Council will take a positive approach that reflects the presumption in favour of sustainable development as detailed within national planning policy. Planning applications which demonstrate accordance with the policies detailed in the Core Strategy will be approved unless material considerations indicate otherwise.
- 5.8. Ensuring sustainable development is achieved is at the heart of local and national planning policy and is key to deciding whether the principle of development is acceptable. Paragraph 8 of the NFFP sets out that the planning system has three overarching objectives, which are: economic, social and environmental, and that these are interdependent and need to be pursued in mutually supportive ways. On reflection, it is considered that this development can constitute sustainable development because:
- 5.9. From a social perspective the development provides opportunities for job creation (the construction of the access).
- a) From an economic perspective it will ensure that the required infrastructure is in place to support existing and future development in the catchment.
 - b) From an environmental perspective, the new access would not have an undue impact on the environment.
 - c) Though the site is located outside of the settlement boundary of Hamble-le-Rice and within the countryside, the proposed development has been carefully positioned and designed to minimise impacts on the countryside, landscape, heritage, and amenity as far as practicable, whilst ensuring the required operational needs are met on the site. The development is therefore considered to be compliant with the local and national planning policies set out above and acceptable in principle.
- 5.10. Though the site is located outside of the settlement boundary of Hamble-le-Rice and within the countryside, the proposed development has been carefully positioned and designed to minimise impacts on the countryside, landscape, heritage, and amenity as far as practicable, whilst ensuring the required operational needs are met on the site. The development is therefore considered to be compliant with the local and national planning policies set out above and acceptable in principle.

Environmental & Technical Matters

- 5.11. A number of detailed technical assessments, surveys and reports (as listed in Section 1 of this statement) have been commissioned to inform the siting, design and layout of the proposed development. The outputs of these reports, including any required mitigation measures, are summarised below. For further information on any of these topics, please refer to the full reports directly.

Design

- 5.12. The proposed works have been designed to ensure that the impact on the surrounding area is minimised as far as practicable, this has been achieved through designing the access to an appropriate scale, minimised vegetation removal and providing compensation for the vegetation removal. The access will be constructed from reinforced concrete and will have a width of 3.25m and depth of approximately 6.88m from the highway edge. The scale of the works has been designed to meet the requirements of the operational traffic which will utilise the access point, and with the consideration of the advice received in previous engagement with Hampshire County Council Highways. The proposed

works are considered to be compliance with Policy S1 and S11 of the Eastleigh Borough Council Local Plan (2022).

Heritage

- 5.13. There are no statutory heritage assets located within a 500m radius of the site. The nearest known statutory heritage asset is 'Royal Victoria Country Park' Registered Park and Garden (Grade II) which is approximately 1.1km west of the proposed site. Due to the location of the nearby statutory heritage assets, the distance to the site, the topography of the surrounding land, intervening vegetation and other infrastructure assets, and the relatively small scale of the development, it is not anticipated that the proposed works will give rise to any significant or adverse impacts in relation to any statutory heritage assets.
- 5.14. However, as noted in section 3, the location of the proposed access comprises of the northern extent of the compound, boundary bank, ditch, clusters of trees, hedgerow and shrub and a 15mph warning sign. . Following the submission and subsequent withdrawal of application reference V/23/96462) in 2023, a consultee response received from the Eastleigh Borough Council Senior Archaeological Planning Officer highlighted that there is archaeological potential with the particular section we are proposing to remove, their comments were incorporated and expanded upon by Hampshire County Council Archaeologist David Hopkins:

"Thank you for your consultation. Although the development is of very small scale, I note from the photograph supplied that the hedge is associated with a substantial bank. Having looked at the historic landscape character it is my opinion that this bank is a surviving medieval woodbank that defined a wood which, when looking at the historic maps, it would appear that Satchel lane was required to divert around. I recognise that the development is small scale and only a short section of bank would be lost. Although that would be regrettable, I feel that it can be mitigated by an appropriate level of archaeological recording."

"I recommend that a condition on is attached to any planning permission issued to ensure that the bank and any associated ditch is recorded as an earthwork in its present form, that a section of the bank is archaeological recorded, and that the cutting of the access is under sufficient archaeological supervision that a date for the bank's use and or construction [c]an be recorded if dateable materials are present."

- 5.15. Therefore, with consideration for previous consultee comments, Headland Archaeology have completed the following report that will be submitted as part of the planning application:
- Eastleigh Access, Hamble-le-Rice, Hampshire – Archaeological and Historical Hedgerow Assessment (March 2025).
- 5.16. This report describes and assesses the significance of known heritage assets and potential archaeological remains within the proposed development area.

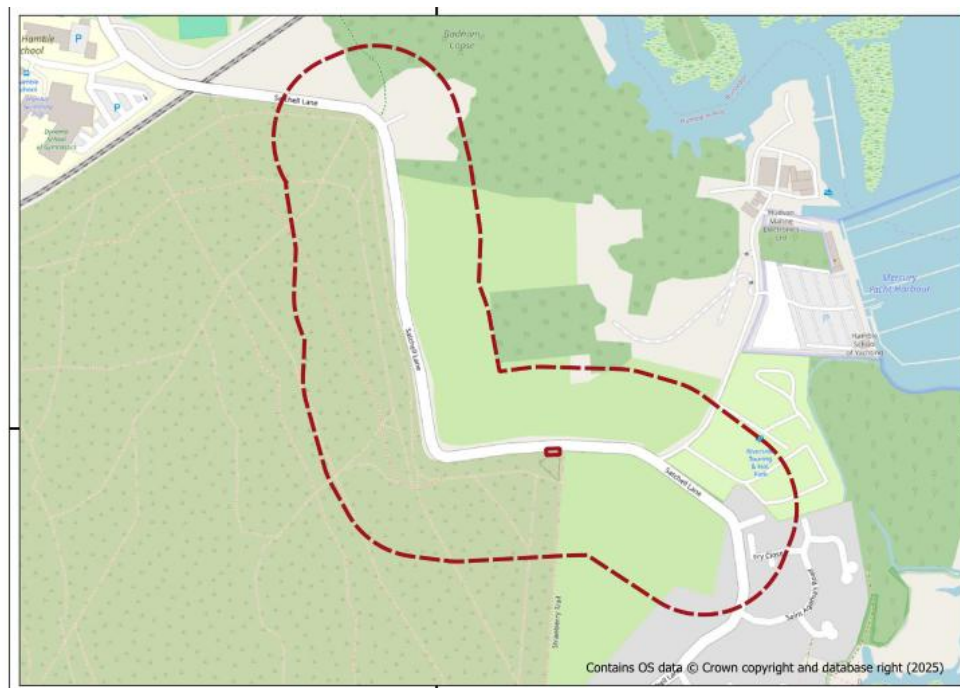


Figure: 6 Proposed Development Area and Study Area

- 5.17. It provides an assessment of the likely impact of the proposed development on the significance of heritage assets, in order to identify potential historic environment planning constraints. The study area includes 100m either side of 'the site' as seen in Figure 6.
- 5.18. The Hedgerow Regulations 1997 sets out specific criteria for assessing whether a hedgerow can be deemed 'important'. The criteria relates to the value of the hedgerows from an archaeological, historical, landscape or wildlife perspective. Hedgerows less than 30 years old are excluded, but if a hedgerow is at least 30 years old and qualifies under any one of the criteria it is deemed to be important.
- 5.19. With regard for the Hedgerow Regulations 1997, additional advice was sought from our Ecological and Arboricultural consultants (The Lineside Conservation Unit and Sapling Arboriculture Ltd) to ascertain the age of the hedgerow. They have advised that the hedge is made up of up of a single-age single species (hawthorn), indicating that this section is a result of planting to 'repair' a recent gap and that it is likely to be approximately 30 years in age, which is less likely to meet the tests of an 'important' hedgerow.
- 5.20. To assess the hedgerow, a site visit was conducted by Headland Archaeology in March 2025. The hedgerow was assessed against 5 sets of archaeological and historical criterion detailed within The Hedgerow Regulations 1997 Schedule 1, Part 2, the results revealed the following:
 - **Criterion 1** – The hedgerow does not form part of a pre-1850 parish boundary.
 - **Criterion 2** – The hedgerow is not associated with a significant designated scheduled monument.
 - **Criterion 3** – Some parts of the hedgerow is associated with known non-designated heritage assets, as peer the Hampshire Historic Environment Record.

- **Criterion 4** – The Hampshire archive Office in Winchester holds no relevant pre-1600 or 1700 map evidence for the study area and there is no evidence in historic landscape data provided by the Historic Environment Record pre-1600 estates
- **Criterion 5** – The hedgerow is depicted on Tithe mapping for the parish of Hound dating 1838 and is therefore likely to have formed an important part of a field system pre-dating the Inclosure Acts. The report identifies that it must be assumed that the field boundaries depicted on the maps prior to 1845 that are today are identified as hedgerows are likely to have formed part of an earlier landscape organisation and therefore meet the criteria of an ‘important hedgerow’.

- 5.21. As result of the proposed development, the majority of the important hedgerow will be retained and will continue to contribute to the landscape character of Satchell Lane. The assessment provided by The Lineside Conservation Unit has indicated that the section of hedgerow which requires removal appears to be a more recent planting and may have been removed in the past, perhaps during the original construction of the ESSO compound. Historic satellite images show the compound to have been constructed between 1999 and 2005, which would fit well with their interpretation. Therefore, it is likely that the ground in the area of the proposed development has been previously disturbed and the archaeological potential reduced. The level of harm anticipated to arise from the scheme is therefore likely to be reduced.
- 5.22. In accordance with the mitigation measures proposed by the Hampshire County Archaeological Officer in their initial consultee response and echoed within the report will be followed. This comprises a program of archaeological work to ensure the development avoids any impact to any potential remains identified on historical aerial photographs adjoining the proposed access. In summary, there is sufficient evidence within the report and from the abovementioned advice received, to suggest that the section of hedgerow we are affecting is a newly planted section of hedgerow and therefore does not meet criteria for being deemed ‘important’. The proposed development does not represent a conflict with legislation, national or local policy relating to the historic environment and therefore the proposed development is considered to be in compliance with Policy S8 of the Eastleigh Borough Council Local Plan (2022).

Access

- 5.23. To facilitate future maintenance works at ESSO’s existing fuel compound, the proposed new access point is required to provide timely, safe and easier access.
- 5.24. The construction phase of the proposed development may result in a temporary increase in vehicular movement to and from the site. However, the existing road network is considered suitable to accommodate such vehicles for the construction period. The applicant will follow their usual standards when carrying out any construction works to avoid any adverse impacts on the safety of the local highway network and amenity of the local area. Once completed, it is not anticipated that the proposed works will result in an increase in number of trips to and from the site from what existing operational visits. Therefore, it is considered that the development is compliant with Policy S11 of the Eastleigh Borough Council Local Plan (2022).

Ecology and Biodiversity Net Gain

- 5.25. The Lineside Conservation Unit have prepared the following ecological reports which have been submitted as part of this application:

- ESSO VALVE 3A Compound Preliminary Ecological Appraisal (June 2024)
- Satchell Lane Specification for New and Replacement Hedging (January 2025)

- 5.26. The Preliminary Ecological Appraisal ("PEA") examines the context of the site, the habitats and species which are, or could be, present and the potential effects of the work on them during the construction of the new fence. They include suggestions for appropriate mitigation measures and recommendations to ensure the proposed development does not adversely impact local ecology and note for opportunities for biodiversity enhancement.
- 5.27. The site is not located within any designated ecological sites. The nearest statutory environmental designation is 'Mercury Marshes' Local Nature Reserve ("LNR") which is approximately 380m south-east of the site. 'Lee-on-The Solent to Itchen Estuary' Site of Special Scientific Interest ("SSSI") is approximately 500m east of the proposed site. This is also designated as a Special Area of Conservation ("SAC") 'Solent Maritime' and Ramsar Site 'Solent and Southampton Water'. The site is within the Impact Risk Zone ("IRZ") for 'Lee-on-The Solent to Itchen Estuary'.
- 5.28. The habitat is of a mainly Hawthorn hedge, where the proposal is located, the wider extent of the hedgerow is dominated Pedunculate Oak, English Elm with an understorey of Field Maple and Hazel. Climbers include honeysuckle and Black Bryony. No protected species records relating to the site and search area were obtained during a site visit conducted in April 2024. Schedule 1 birds that were recorded during the visit include fieldfare, no badger activity was identified and no setts located within a 20m either side of the site, not even a smaller transient summer sett. No evidence of hedgehog activity was identified. The hedgerow is considered suitable habitat for dormouse, however, no records of dormouse or any European protected species were identified within 2km of the site. No invasive species were recorded.
- 5.29. The PEA notes that an ash tree on the roadside suffering from stage 1 ash dieback (Chalara) and a hazel stool will require removal to create the Visibility Splay required – in total 3 trees will require removal to facilitate the proposed development. The PEA concludes that no further survey work is required to determine whether bats are using the site. Further mitigation measures have been outlined within the report to ensure that protected species are not impacted by the development. It is anticipated the recommended mitigation methods set out within the report will be followed and implemented as appropriate to ensure the proposed works do not result in adverse impacts on local ecology or species.
- 5.30. It is expected that the recommendations set out within the PEA and Landscaping Specification will be followed as appropriate. It is therefore considered that the proposed development accords with Policy DM1 and DM11 of the Eastleigh Borough Council Local Plan (2022).
- 5.31. As per the deemed Biodiversity Net Gain condition introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by Schedule 14 of the Environment Act 2021 and amended by the Levelling Up and Regeneration Act 2023) the objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. However, as the development impacts less than 25m² of on-site habitat and impacts less than 5m of on-site linear hedgerow the development is considered exempt in the context of BNG from the need to provide 10% BNG through the planning process.
- 5.32. Notwithstanding this, it is proposed to provide replacement planting within the extent of ESSO's landownership, due to the loss of habitat. It is proposed to plant a mixed native hedgerow and gapping up of existing hedgerow which will include species reflecting shrub found in the local area. The planting design will increase the biodiversity of this site attracting associated insects, small mammals and birds, further details regarding protection and maintenance are detailed within the Landscaping Specification report which has been submitted in support of this application.

Arboriculture

- 5.33. Sapling Arboriculture Ltd have prepared the following tree survey for the site that has been submitted as part of the planning application:
- BS5837 Tree Survey and Arboricultural Impact Assessment (June 2024)
 - Tree Protection Plan – J1536 TPP Satchell Lane 20240408-TPP
- 5.34. To facilitate the proposed development the proposal requires the removal of a 4m section of hedge, 1 hazel tree, 1 ash tree and 1 oak tree (part of GB1, T2C T3U, and T4C).
- 5.35. It is proposed for three protective barriers to be erected prior to any tree works, these will be upheld using scaffold poles including bracing. A construction exclusion zone sign will be displayed on the protective fencing every 10m. A pre-commencement meeting prior to the start of the works, between the appointed Arboricultural Consultant and Site Manager, will be undertaken to clarify any additional protection measures required. Following completion of the construction and hard landscaping work another meeting will be conducted to assess whether the protective barriers and ground protection can be removed to allow soft landscaping works.
- 5.36. The recommendations within the reports will be adhered to and therefore the development is compliant with Policy DM11 of the Eastleigh Borough Council Local Plan (2022).

Amenity

- 5.37. The wider landscape is comprised of predominantly amenity fields to the north, east, south and west. Although within the countryside, the development is considered relatively minor in scale. The site adjoins Hamble Airfield which has been allocated as a site for future mineral extraction subject to planning permission being obtained. However, given the nature and scale of the proposal, it is considered that works do not affect the ability for the adjoining Hamble Airfield site to be worked in the future. The site is not located close to residential properties and has no immediate neighbours, nor are there any PRowS which will be directly affected by the development. Whilst there won't be any direct impact on the PRow in terms preventing users from using the route, there is the potential for visual and noise impacts during the construction of the access, however, this will be temporary in nature. The proposed access is not considered likely to result in any adverse impacts on the amenity of relevant receptors and is therefore considered that the development accords with Policy DM1 and DM8 of the Eastleigh Borough Council Local Plan (2022).

Flood Risk and Drainage

- 5.38. The application site is located within Flood Zone 1, meaning there is a low probability of flooding via rivers and is within land which experiences a low risk of flooding via surface water. Due to the small-scale nature of this development and limited increase in impermeable areas, it is proposed to culvert the ditch with two concrete pipes and for the surface water to run-off into an ACO drain which will be installed in the crossover on ESSO land, any additional runoff will be directed into the ditch, which is open ended, but runs positively into the gully grating located to the east of the works.
- 5.39. It is therefore not considered that the proposed development will result in a heightened risk of flooding elsewhere. For the reasons stated, the drainage strategy proposed is considered suitable for

managing surface water. The proposed development is therefore in compliance with Policy DM5 of the Eastleigh Borough Council Local Plan (2022).

6. Conclusion

- 6.1. This application seeks full planning permission for the construction of a new vehicular access off Satchell Lane into Esso's existing fuel compound. The development will comprise the provision of a new track, bellmouth, 2 no. concrete pipes to culvert the ditch, a handrail over the ditch, a box swing barrier, a drainage channel and access gates. A 4m section of hedgerow, 3no. trees and shrub will need to be removed to facilitate the proposed works, and replacement landscaping is proposed as compensation around the perimeter of the existing site compound. In addition, an existing road sign will need to be renewed and lifted to 1.8m above ground level.
- 6.2. The development has been designed to be the minimum scale necessary whilst still fulfilling operational requirements. It is not considered that the proposed development will result in any significant adverse impacts on local ecology, heritage assets, highways, drainage or local amenity.
- 6.3. The proposal has been demonstrated to accord with the aims and objectives of both local and national planning policy, and it is therefore respectfully requested that planning permission be approved.