

Planning statement in respect of the proposed provision of a vehicular parking area at Broadway Farm, Broad Oak, Botley, SO30 2EU

1. Executive Summary

- 1.1. The following statement seeks to set out the rationale for the provision of a vehicular parking area to the west of the established warehouse facilities at Broadway Farm, Broad Oak, Botley. This seeks to replace an existing parking area currently provided in the eastern portion of the site – which will then be removed and the land restored to open grassland.
- 1.2. Policy advice allows for development in the Settlement Gap on the basis that to do so will not result in harm to the wider area, in terms of visual impact or the coalescence of Botley and Hedge End. It will be argued that there will be no such impact and that the proposals are policy compliant.
- 1.3. The submission is made subsequent to a recent appeal heard in respect of the use of a hardsurfaced area on the eastern portion of the site. The decision letter in respect of this appeal has yet to be received.
- 1.4. The purpose of the application is in order to support the existing business which is an important employer in the local area and as such makes a significant contribution to the local economy.
- 1.5. The business is a family business being built up over the last 30 years. As such, business has focussed on employing local workers some of whom have been employed for most of that time.
- 1.6. The existing business is extremely successful and as such has some 110 workers. This employment level is twice what would normally be expected from a business of this size in this location. The majority of the workers live locally and the annual wage bill is circa £2.5m. Thus, should the business close, for whatever reason, and be replaced by a comparable use it would reasonably be expected that there would be significant harm to the local economy and local employment opportunities.

- 1.7. The provision of a loading/unloading area is crucial to the operation of the site and the business itself. The business cannot survive without a suitable loading / unloading area. Due to the constrained nature of the site there are no other options to provide such an area without expanding into the open fields on-site.
- 1.8. Furthermore, an analysis of the wider region confirms that there are no viable alternative sites that the applicants could relocate to. Thus, failure to approve the current application will simply mean that the business will fail.
- 1.9. The application includes the following documents:
- Location plan
 - Site layout plan
 - Drainage strategy
 - Noise report
 - Landscape Visual Impact Assessment
 - Landscape plan
 - Employment Land and Economic Impact Assessment
 - Biodiversity Net Gain Assessment
 - Ecological assessment
 - Highways assessment

2. Site and surrounding area

- 2.1. The whole site extends to some 3.5 hectares and comprises a storage and distribution operation, and associated land located to the north of Broad Oak, Botley involving the following uses:
- Warehouses at the centre of the site to include circulation space and vehicular parking area
 - Dwelling
 - HGV parking and loading area in the northern portion of the eastern field – this part of the site has been subject to a recent appeal for a lawful development certificate, which was dismissed at appeal. This area is now subject to an enforcement notice requiring its removal.
 - Open fields

2.2. The wider site is as per the following extract:



2.3. The site is located to the north of Broad Oak (the A334) which provides the vehicular access to the site. Broad Oak provides the primary western approach to Botley and comprises the easiest route to the M27. It is therefore an important and busy road.

2.4. The on-site activities are more clearly shown on the following aerial photograph of the site - the existing hardsurfaced area located in the northeastern corner of the site is clearly identified;



- 2.5. The site includes a field in the northwestern corner of the site – which comprises the location of the proposed hardsurfaced area the subject of the present application (the hatched area denotes the extent of the proposed hardsurfacing). The western line of the proposed hardsurfaced area is to be in line with the existing fence defining operational element of the site;



- 2.6. Richmond Garage is located to the south-west of the development site some 130m to the east of the access to Broadway Farm.

- 2.7. The operational element of the site is characterised by the presence of a number of warehouses and circulation space. In addition, there are two areas that are largely hardsurfaced, namely a parking area in the southern portion of the site that is occupied by Richmond Garage (see further below) and a smaller area of land occupied by a pallet manufacturing business.





View of site looking north



View of site looking south

2.8. The respective sizes of the existing hardsurfaced area, the southern parking area and the pallet site are as follows:

Site	Area (sq-m)
Existing hardsurfaced area	2,050
Southern parking area	1,760
Pallet site	980

2.9. Richmond Garage use the southern parking area as a holding area for new cars prior to sale/delivery. The site is capable of accommodating the transport vehicles that deliver new cars and their unloading without inconvenience to other road users that could otherwise entail. It is understood that prior to this arrangement 6 car transporters unloaded vehicles on a daily basis which caused a grid lock of vehicles on the A334 in both directions whilst the unloading process took place.

3. Existing use

- 3.1. The existing use is well-established and operates as a warehouse and haulage business.
- 3.2. The operating licence allows for 31 HGVs to be based on-site and the operators have confirmed that they are at capacity. These vehicles will typically be used every day, often more than once a day. There are typically 60-80 HGV movements per day. This includes some movements at night.
- 3.3. Over the operation of the warehouse/haulage business there have been no known complaints regarding noise from the site. The operators work hard to minimise impact on neighbours as evidenced by the location of the majority of HGVs away from residential neighbours.
- 3.4. The operators manage the movement of HGVs so that they do not arrive and/or leave at the same time so as to avoid potential congestion on Broad Oak. In addition, the access is configured to prevent HGVs from entering the site from the east (i.e. Botley) and require HGVs to leave the site by turning right (again avoiding Botley). Drivers are explicitly required to access the site from the west and to drive to the west when leaving the site. Every lorry driver is given written instruction on the route they should take when leaving the site ensuring that they do not drive through Hedge End.
- 3.5. The site is constantly monitored through the use of tracking systems and on-site CCTV so as to ensure that vehicles do not arrive during times of significant congestion not least to ensure that they do not contribute to such congestion. Vehicles therefore enter and leave the site so as to minimise impact on the local traffic network. Furthermore, the applicants listen to the local community and vary routes in the local area so as to minimise nuisance to neighbouring residents.
- 3.6. There are no planning conditions with regard to hours of operation on-site and it can operate 24/7. Similarly, there is no requirement by condition with regard to an HGV management plan.

- 3.7. The applicants currently use a hardsurfaced area in the north-eastern portion of the site. This area is located within the Settlement Gap and does not have the benefit of planning consent and it is currently subject to an enforcement notice appeal.
- 3.8. The purpose of the current application is to provide an alternative location for the HGV loading and unloading area. The site is tightly constrained without the current or proposed replacement parking loading and unloading area and there are no viable alternatives areas within the site.
- 3.9. The application is supported by an Employment Land and Economic Impact Assessment (ELEIA), which seeks to set out an understanding of demand for B8 land in Eastleigh and wider area, the provision of alternative sites and the economic impact of the existing use.
- 3.10. The ELEIA confirms that the existing business employs 110 workers – two times that which would typically be expected from a Use Class B8 business at this site. Many of the workers live locally, typically in Botley and Hedge End. The annual wage bill of the business is in the order of £2.5m, a significant proportion of which will clearly be spent in the local area.
- 3.11. The existing business clearly therefore performs well in excess of what would be expected at this site. The ELEIA identifies several reasons for this including the site location, high demand and increased security.
- 3.12. The ELEIA confirms that the existing business provides substantial economic benefit to the local area and that closure of the business would create significant harm to both the local and regional economy.
- 3.13. The ELEIA has also looked at the availability of alternative sites within the wider area that the business could relocate to. It concludes that there are no alternative sites within the region that meet the specific requirements of the applicant's clients.

4. Planning history

4.1. There have been a number of applications and appeals on site, including the following:

1. Appeal APP/W1715/C/25/3361911 (joined appeal with APP/W1715/C/25/336912) – The alleged unauthorised change of use of land at Broadway Farm, Broad Oak, Botley to parking and storage B8 with associated unauthorised tarmac hardsurfacing, unauthorised drainage and unauthorised lighting.

This appeal is currently awaiting a decision.

2. LDC/23/95111 - *Lawful Development Certificate for an existing use or operation: Building operation by the laying of sub-base hardcore (type one crushed concrete) with concrete based cellular 'grasscrete', together with the parking of motorised vehicles to include heavy vehicles and trailers in accordance with an Operator's Licence.*

This application was refused at appeal by decision dated 7th May 2024.

3. F/22/94108 - *Proposed construction of a Warehouse for storage and distribution (Class B8) together with a relocation of existing parking apron for first response vehicles and ancillary works*

Refused 1st February 2024

Concerns raised over the urbanising effect and visual harm of the proposals would have on the settlement gap.

4. F/22/93195 - *Construction of a Warehouse for storage and distribution (Class B8) together with a parking apron for first response vehicles and ancillary works.*

Withdrawn July 2022

5. F/21/91859 - Construction of a warehouse for storage and distribution (Class B8) with ancillary works including parking area, together with retention of tarmac hardstanding for open vehicle storage.

Withdrawn January 2021

6. F/17/81201 - Retention of 2No. product handling/storage buildings and alterations and extensions to existing pallet storage building in association with the continued use of the site for storage and distribution (Use Class B8).

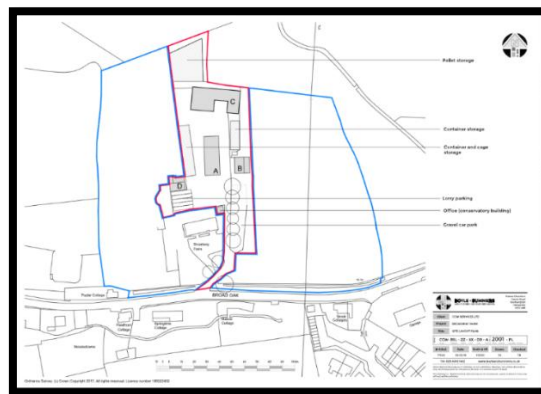
Permitted March 2019

Condition no. 3 referred to car parking provision, as follows:

The area shown on the approved plan for staff parking shall then be permanently retained and reserved for that purpose at all times.

Reason: To make provision for off street parking for the purpose of highway safety.

However, approved plans do not refer to an area that is to be used for staff parking.



7. LDC/17/80680 - Lawful Development Certificate for proposed construction of a new material handling/storage building (Use Class B8).

Certificate Issued February 2018

8. Z/17963/001/00 - Use of rear yard for pallet repair and storage with retention of relocated portable office and shed.

Refused July 1997 – granted temporary approval at appeal September 1998

9. Z/17963/00A/00 - Erection of detached bungalow and integral garage.

Permit March 1978

5. Planning policy

5.1. Section 38(6) of the Planning and Compulsory Purchases Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2. The revised National Planning Policy Framework was published in December 2024. Paragraphs 7 and 8 refer to the principles of sustainable development, as follows:

7. The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs⁴. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a. 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;

b. 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; and

c. 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.

5.3. Paragraph 85 confirms that it is important to support businesses.

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

5.4. Paragraph 86 denotes that policies set out within local plans should;

a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration;

b) set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;

c) pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics;

d) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

e) be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

5.5. Para 89 seeks to support businesses in rural areas;

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

5.6. Chapter 11 seeks to ensure that new development make efficient use of land, as set out in paragraph 124:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

5.7. Paragraph 127 require decisions to reflect changes in demand for land:

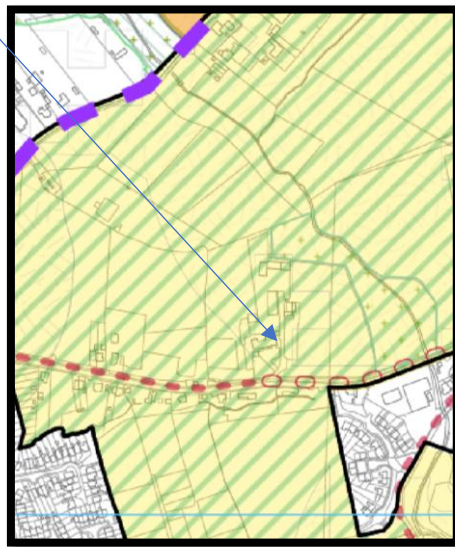
Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan: a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

5.8. Paragraph 128 requires that LPAs take a positive approach to decision making, to support effective use of land where it meets an unmet/demonstrable need:

Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans...

5.9. The adopted local plan is the Eastleigh Borough Local Plan 2016-2036.

5.10. The development site is identified as being located in the countryside and the Settlement Gap;



5.11. Policy S1 looks to deliver sustainable development;

Strategic policy S1, Delivering sustainable development

1. *To be sustainable, new development in the Borough should:*

c. maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks;...

2. *Applicants are encouraged to undertake pre-application consultation with the relevant statutory and non-statutory consultees.*

3. *When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area...*

5.12. Policy S5 refers to new development in the countryside;

Strategic policy S5, New development in the countryside

1. *Planning permission will be granted for new development in the countryside provided it is related to:*

a. the provision of employment through agricultural development (policy DM17), the extension and replacement of existing employment uses (policy DM18) and the re-use of existing buildings (policy DM19);...

2. *In permitting new development in the countryside the Borough Council will seek to:*

a. 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;

b. secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside and coast;

c. avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan;

d. safeguard the best and most versatile agricultural land unless the benefit of the development clearly outweighs the loss; and

e. protect soils during construction wherever possible in line with the 'Defra code of practice for the sustainable use of soils on construction sites'.

5.13. Policy DM1 seeks to set out general criteria for new development;

Policy DM1, General criteria for new development

1. *All new development should (as relevant):*

a. not have an unacceptable impact on, and where possible should enhance:

i. residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;

- ii. biodiversity (avoiding significant adverse impacts); and
 - iii. the significance of heritage assets;
- b. *make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;*
- c. *take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;*
- d. *not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);*
- e. *include a landscape scheme covering the design and layout of external space;...*
- g. *provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;*

5.14. Policy DM6 refers to sustainable water management;

Policy DM6, Sustainable surface water management and watercourse management

1. *New development (excluding extensions to dwellings and changes of use), will only be permitted if it incorporates Sustainable Drainage Systems (SuDS). Wherever feasible, naturalised filtration should be included within the treatment train as follows:*

- a. *On sites of 1 hectare or more, or within 100m of the River Itchen SAC or Solent Maritime SAC, SuDS schemes should include at least three forms of naturalised filtration. On sites within 100m of headwaters and tributaries draining into a SAC, SuDS schemes should include at least three forms of naturalised filtration unless hydrological studies and project-level Habitats Regulations Assessment demonstrate this to be unnecessary to protect the integrity of the SAC and its qualifying features;*

b. On other sites of between 0.5 hectares and 1 hectare, SuDS schemes should include at least two forms of naturalised filtration; and

c. On other sites of less than 0.5 hectares non-naturalised SuDS e.g. permeable paving will be considered where justified.

2. In order to reduce flooding and maintain water quality (in accordance with DM8) SuDS schemes should:

a. be designed and monitored in accordance with the CIRIA C753 SuDs Manual or equivalent national or local guidance, noting that all receiving waters in the Borough should be classified as protected waters;

b. manage surface water runoff as close to its source as possible;

c. ensure that discharge rates are reduced as far as possible and that on greenfield sites these should at least mirror greenfield rates before development;

d. be provided as part of any application for outline or full planning permission;

e. where discharge is to a wetland or wet woodland habitat, flows off site must mirror the natural hydrological pathways;

f. include clear arrangements for their whole life management and maintenance.

5.15. Policy DM8 refers to the impact of pollution in respect of new development:

1. 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:

a. air pollution (including odours or particulate emissions);

b. pollution of surface, underground, coastal waters or other watercourses;

c. noise or vibration;

d. light intrusion, both generally and with respect to the South Downs National Park's status as an International Dark Night Skies reserve; or

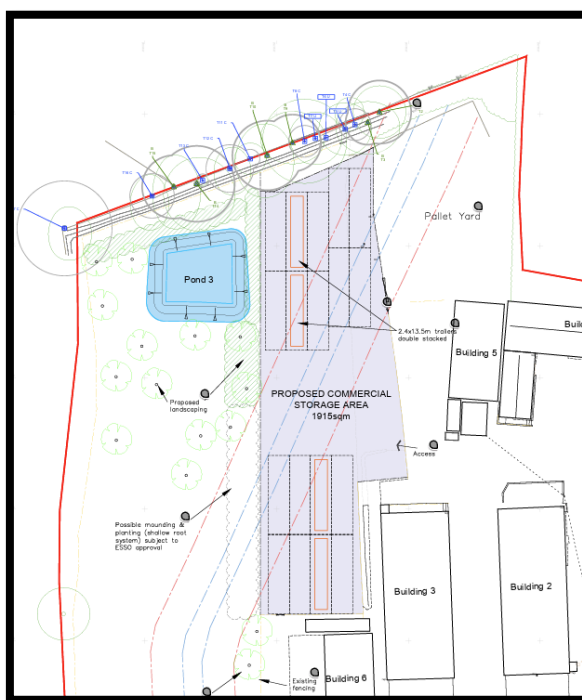
e. or land contamination.

2. *Development susceptible to particular forms of pollution will not be permitted:*
 - a. *where it will be adversely affected by such pollution, unless measures can be taken that adequately mitigate the polluting effects; or*
 - b. *where it would inhibit existing economic or other activities giving rise to acceptable polluting effects*

3. *Where a development site is known or suspected to be contaminated, before the site is developed the Borough Council will require the contamination to be remediated to a standard where as a minimum it cannot be defined as 'contaminated land' under Part IIA of the Environmental Protection Act 1990.*

6. Development Proposals

6.1. The proposals seek – in effect - to relocate an existing parking area from the eastern portion of the site to its west as per the following plan;



6.2. The proposed development would accommodate up to 25 HGVs.

6.3. The location of the proposed area of hardsurfacing is located well within the site and contained within the eastern portion of the field. There is extensive planting on the northern boundary of the site and there is a distance of some 250m from the development site and the public domain (Woodhouse Lane).

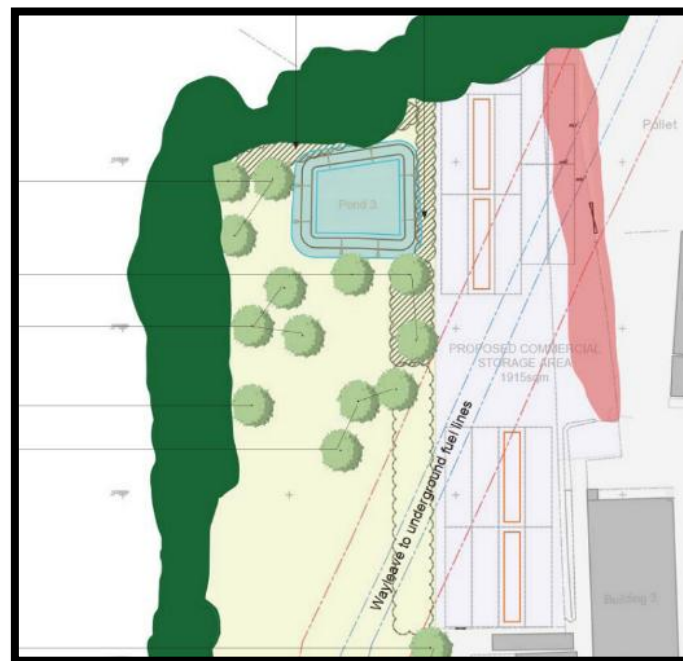
The proposals allow for the provision of additional landscaping to the immediate west of the proposed hardsurfacing.

6.4. Immediately to the south of the proposed hardsurfaced area there is already extensive landscaping and there is no effective view of the site from the public domain.

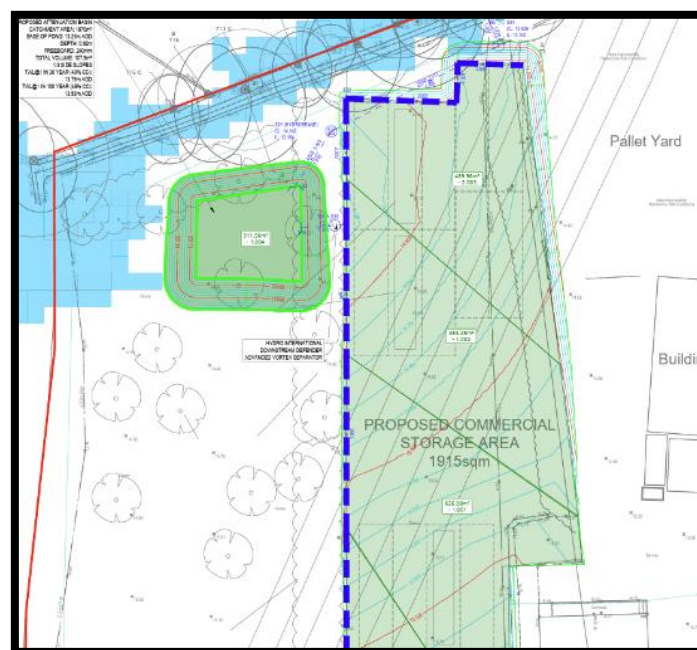
6.5. **Landscape Visual Impact** – a Landscape Visual Impact Assessment is attached to the application, which confirms the following:

- Potential impact on the character and appearance would be localised.
- No notable landscape features will be removed as a result of the proposed development. The design of proposed parking area is in keeping with the character of the area.
- The development would be highly screened so that the residual visual effects would be no more than negligible.
- Harm to local visual amenities would be acceptable and there would be no loss of public views.

6.6. **Landscaping** - the application is supported by a landscaping scheme that proposes additional planting on land to the immediate west of the proposed development as per the following extract:

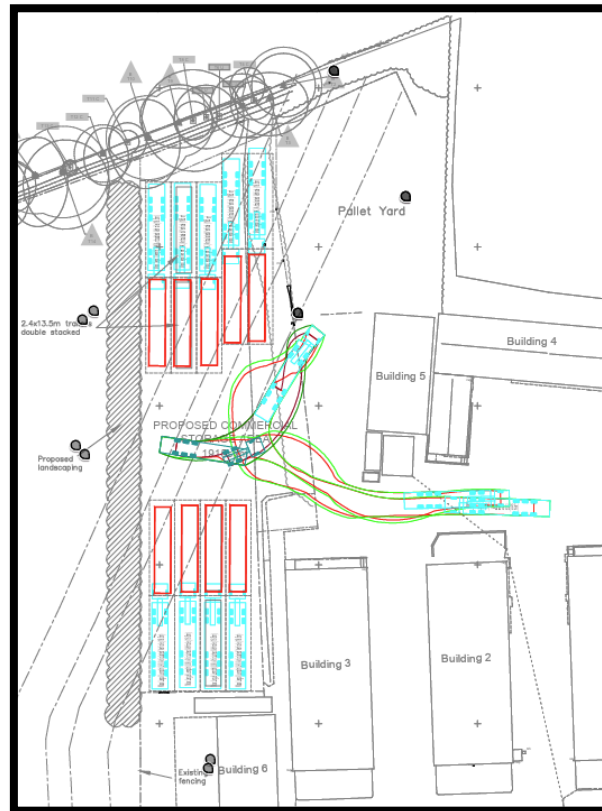


- 6.7. **Lighting** – the application is accompanied by a lighting strategy that sets out how the site requirements can be addressed on-site without compromising the landscape character of the area or local residential amenities.
- 6.8. **Ecology** – the application is supported by an ecology report and bio-diversity net gain assessment. The report confirms that the site is of moderate value to foraging or commuting bats and the grassland is of low distinctiveness.
- 6.9. **Drainage** – the application is supported by a drainage strategy, comprising a private gravity drainage network designed to collect runoff from the proposed hardsurfaced area. It will include a 600mm wide filter drain with a 300mm perforated pipe which will direct runoff into a 920mm deep attenuation basin before discharging into an existing ditch at a restricted rate of 2 l/s.
- 6.10. The proposed drainage strategy is consistent with policy DM6 of the Local Plan and seeks to set out how surface water associated with the hardsurfaced area can be attenuated, as per the following:



6.11. **Highways** - the submission is supported by a highway note, which identifies the following points:

- The site has an operators licence for 31 HGVs
- The site entrance is laid out to allow for HGVs to pass each other at the access
- Swept path analysis has been provided for the proposed development showing that HGVs can manoeuvre around the site and use the HGV parking area, as per the following extract;



6.12. The proposals will also include a programme for the removal of the existing hardsurfaced area in the eastern portion of the site. This will comprise a restoration project that will set out timescales for its removal and a landscaping and biodiversity scheme. This can be secured by relevant condition.

6.13. **Noise** – a noise impact assessment is included as part of the application. This confirms that, with regard to the potential impact of the proposed use, during the more sensitive night time periods, will be low.

7. Planning balance

- 7.1. It is clear that the application proposals are compliant with policies S5 and S6 of the Local Plan. As such, the proposals fully comply with the provisions of S38(6) of the of the Planning and Compulsory Purchases Act 2004 and section 70(2) of the Town and Country Planning Act 1990 which requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.2. Policy S5 allows the extension of existing employment uses in the countryside subject to factors such as impact on the landscape character of the area and protection of woodland.
- 7.3. The proposals will support the existing business and so is compliant, in principle, with Policy S5.
- 7.4. Policy S6 confirms that development in the Settlement Gap is acceptable where it would not undermine the physical extent and/or visual separation of settlements does not have an urbanising effect that would harm the character of the countryside or, in this case the separate identity of Botley and Hedge End.
- 7.5. The application plans and documents clearly demonstrate that the impact of the proposed development on the wider area is minimal. This is particularly relevant with regard to the submitted LVIA, which points to the fact that there is no harm to the visual or landscape character of the wider area. Furthermore, a clear benefit of the scheme is that additional planting will be provided on-site.
- 7.6. In addition, the application is supported by a lighting and drainage strategies that demonstrate that any impact relating to proposed development will be mitigated.

- 7.7. It is clear that there will be no demonstrable harm as a result of the proposed development.
- 7.8. In significant favour of the scheme is the ongoing economic benefit that the existing operation provides. The ELEIA makes two clear points, firstly that the existing use has a disproportionally positive impact on the local economy (one that cannot readily be replaced by another operation) and secondly that there are no alternative sites for the operator to relocate to.
- 7.9. There is insufficient space to accommodate the required HGV loading and unloading area on-site without encroaching on either the open fields to the east or west of the operational heart of the site.
- 7.10. There are two hardsurfaced areas within the operational part of the site, namely the southern parking area and the pallet site. However, there are serious reservations with regard to whether either site can be utilised for the loading and unloading of HGV's. The southern site is currently used by Richmonds.
- 7.11. The southern parking area is located very close to the site access and close to neighbouring dwellings. Whilst the site of this hardsurfaced area is of sufficient size the essential need to operate 24 hours a day has led to inevitable concerns with regard to complaints with regard to noise. Overnight activity may well lead to complaints with regard to noise, which in turn could lead to a noise abatement notice being served on the operators.
- 7.12. The pallet site is too small to support the site. At 980sq-m the site is some 47% of the size of the existing hardsurfaced area. In addition, site D has National Infrastructure pipelines running through it that, due to their shallow nature preclude the parking of larger vehicles.
- 7.13. The proposed development will not allow for the business to expand, but rather to rationalise the existing development. It will therefore allow the operation to continue in its current scale and maintain current levels of employment.
- 7.14. To support the scheme would therefore be entirely consistent with para 8 (achieving sustainable development) of the NPPF, namely the proposals will meet the economic and environmental objectives of sustainability by helping

to build a strong, responsive and competitive economy and by making effective use of land. It also meets the requirements of para 85 (building a strong and competitive economy) by creating the conditions in which businesses can invest, expand and adapt.

7.15. In addition, the proposals will provide ecological and landscape improvements to the wider site.

7.16. As such, it is of clear benefit to support the current proposals in order to meet the needs of the current business activities on-site and support the local economy whilst improving the visual impact of the on-site activities whilst minimising impact in immediate neighbours.