

Area 4: Southampton Airport



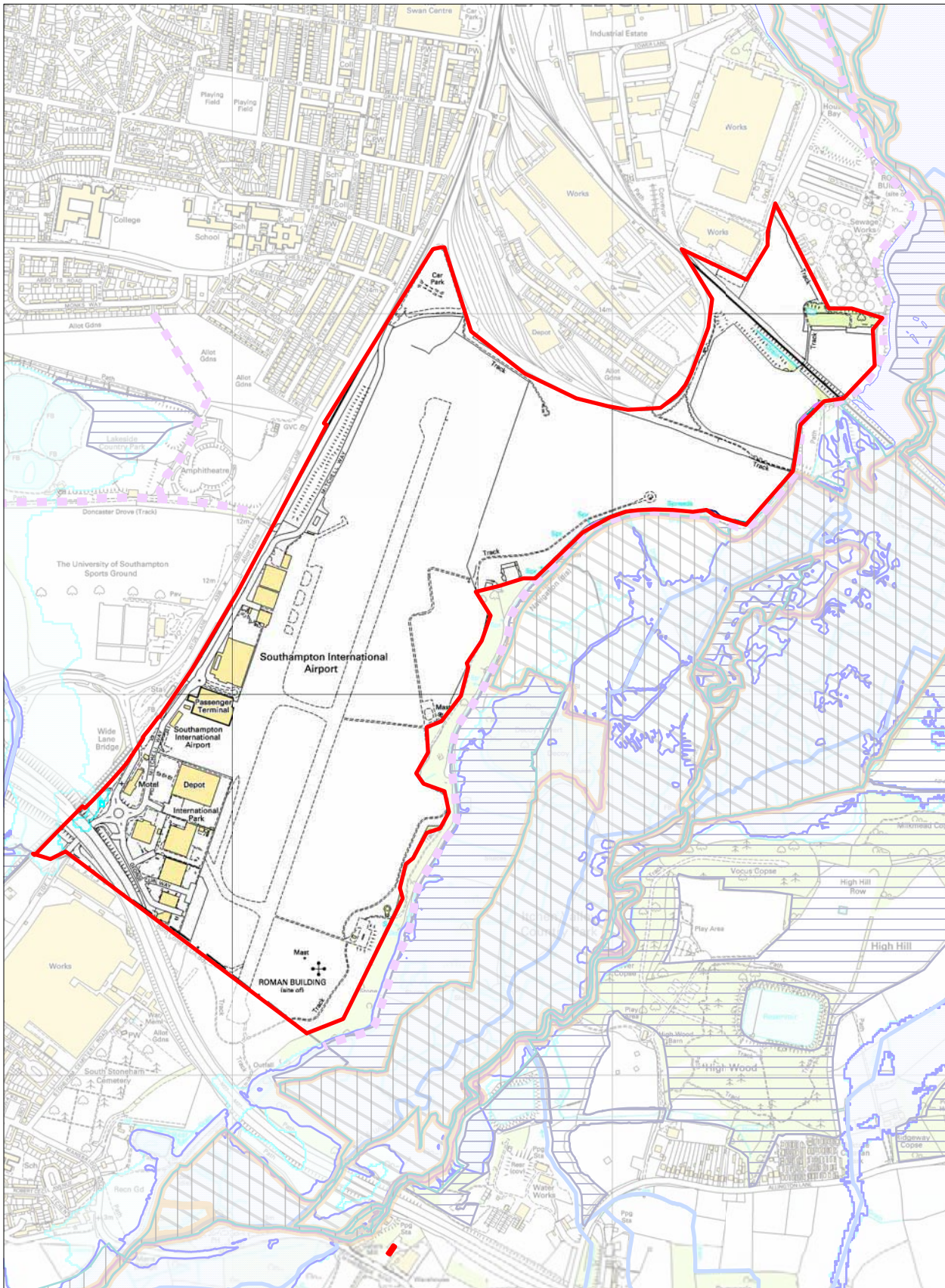
Description

- 4.53 Most of the airport site is runway and grassland. The main airport buildings lie along the A335 frontage accompanied by a mix of other new, large commercial buildings. This forms the western boundary to the landscape character area. Outside of the character area, on the opposite side of Wide Lane, is Lakeside Country Park and the Southampton University playing fields. The northern boundary runs along the edge of the sidings and works associated with the railway. It extends across the railway line to meet the boundary of the sewage treatment works in Chickenhall lane. There is a dense woodland strip forming a buffer to the flood meadow landscape to the east. This acts as the eastern boundary to this landscape character area, until it stops. The boundary then runs along the Navigation. The southern boundary bisects the bottom of the runway incorporating a small section of M27 motorway.
- 4.54 Within the airport there are distant views to the wooded edges of Southampton to the south-east and to High Hill to the east. The main views in are from the A335, the M27 and to travellers using the railway. The elevated section of the M27 to the south west (east bound) offers views right across the airfield to the Itchen valley.

Historic Features

- 4.55 Aviation is an important element of Eastleigh borough's heritage. In 1917 Stoneham Farm was requisitioned by the War Office to build an Aircraft Acceptance Park. The uncompleted base was given to the US Navy to develop an assembly area for future bombing operations in Northern Europe in WWI.
- 4.56 By 1921 shipping companies had moved in and were using facilities; flying was halted until the late 1920's. 1932 saw Southampton Corporation purchase Atlantic Park and the airfield became Southampton Municipal Airport. In March 1936, Captain Joseph Summers took the prototype Spitfire K5054 on its maiden flight. The Spitfire went into production and were designed and built in nearby Woolston and assembled and tested at the airport.
- 4.57 During the war the site became a training area for the Royal Navy and to try and stop aircraft assembly many enemy raids were made. In 1945 the airport began operating again as a municipal airport with a regular service to the Channel Islands. In 1946 the Cierva Autogiro Company, which had been based in Hamble since 1926, opened a factory in Southampton Airport. There they designed and built the W9 helicopter prototype. In 1951 Saunders-Roe brought the majority stakeholding in Cierva Autogiro. They expanded the factory and built a rotor testing building on the eastern side of the airport. A number of helicopter prototypes were developed here. In 1960 the Saunders-Roe Helicopter division factory was run down while design and production transferred to Hayes, Middlesex. Little remains of the historic features, however the Rotor House, which may be the last of its kind in this country, is still on the airport site.

Designations and Constraints

















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Scale
0 125 250 375 500 625 m



Key for Designation & Constraints:

	Character Area Boundary		Main River
	Area designated Ramsar, SPA* & SSSI Area		Floodzone 2
	SAC - Special Area of Conservation		Floodzone 3
	SSSI - Site of Special Scientific Interest		Right of Way
	SINC - Site of Important Nature Conservation		
	LNR - Local Nature Reserve		
	Historic Parks and Gardens		
	Conservation Area		
	Scheduled Ancient Monument		
	Listed Building		

*SPA - Special Protection Area



Figure 8. View from Mitchell way north east across airfield



Figure 9. View across airport field panorama

HCC Historic Landscape Types:

4.58 Historic landscapes types in this area are:

- 1.10 Medium regular fields with straight boundaries (parliamentary type enclosure)
- 13.3 Airfield

Ecological Features

4.59 None known

Key Characteristics

4.60 The key characteristics for this area are:

- Dominance of airport buildings
- Flat expanse of runways and grassland
- Views out to wooded horizons
- Views from the M27 across open airfield toward Itchen Valley
- Limited access
- Importance of eastern tree belt

Landscape Type

4.61 Landscape types as set out in the Hampshire County Council Integrated Character



Figure 9. View across airport field panorama

Assessment 2011 for this area are:

- Settlement
- River Valley Floor

Landscape Character Sensitivity

4.62 This area is occupied with the functions of a commercial airport which dominate its character.

Visual Sensitivity

4.63 The land bordering surrounding the airfield to the south and east looks down into this open and flat character area. From the urban conurbations to the north and west, direct views into the airport are not available.

Key Issues

4.64 The key issues for this area are:

- Potential conflict between operation of the airport, wildlife conservation aims and recreational use on neighbouring sites
- North east corner of the site forms an area designated for business park development (as part of the Eastleigh River Side regeneration area)