

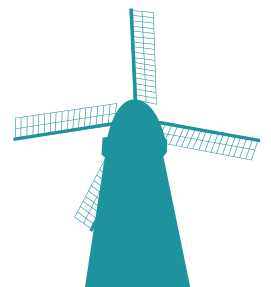
Eastleigh Borough Local Plan 2016-2036



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Employment background paper

June 2018



This background paper supports the Eastleigh Borough Local Plan and provides background information on employment needs and supply of employment floorspace in the borough over the plan period. This document is not on deposit for consultation and is background evidence.

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1. Introduction

- 1.1 This paper explains how Eastleigh Borough Council (EBC) envisages the local plan target for new employment floorspace will be met. It explains:
- how the target itself was derived and
 - how various sources of supply have come together to meet the target. These include;
 - o completed employment floorspace in the period 2011 to 2016
 - o an explanation of gross and net data and the factoring in of losses to the stock of floorspace in the period 2011 to 2016
 - o new floorspace committed by virtue of current planning consents at 1st April 2016 as the plan base date
 - o completed floorspace in the period 2016 to 2017
 - o other sources of future supply in the form of local plan allocations and resolutions to grant permission not counted in the planning consent commitment
 - o expected future losses of floorspace
 - an explanation is also given of how the floorspace of sites has been estimated where this has not been set by virtue of a current planning consent by the application of a standard plot ratio approach.
- 1.2 In terms of land availability the paper concludes that sufficient land is allocated and available in the borough for employment use. Indeed, the local plan will be able to significantly exceed the employment floorspace target. However, this is largely due to the presence of long-standing employment allocations on two sub-regionally significant employment opportunity sites at Eastleigh Riverside / Southampton Airport Gateway. If none of these sites come forward during the plan period, there will be a shortfall against the target.
- 1.3 The paper also shows that there may be a nominal shortfall against the office (B1a) floorspace target though, as above, this will largely depend on the employment mix on the Riverside / Airport sites and whether these sites actually come forward during the plan period.
- 1.4 In terms of employment policy, the paper concludes that the emerging draft policies are both sufficiently robust and sufficiently flexible to be able to respond to changing market demands.

2. Policy Requirements & the Use Classes Order

- 2.1 The National Planning Policy Framework (NPPF) identified three elements to the definition of sustainable development. An economic role, a social role and an environmental role. Under the heading of the economic role, the NPPF (para. 7, 1st bullet) requires the planning system to:
- “...contribute to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation...”

- 2.2 One of the core planning principles listed at the 3rd bullet of para 17 of the NPPF sets out that the planning system should:
“...proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify then meet the housing, business and other development needs of an area, and respond positively for wider opportunities for growth. Plans should take account of market signals such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.”
- 2.3 The NPPF contains a whole section on “building a strong, competitive economy” (paragraphs 18-22). In summary this stresses the need for the planning system to do everything it can to support sustainable economic growth including planning proactively to meet the development needs of business. In terms of land supply local planning authorities are required to set criteria or identify strategic sites for local and inward investment to meet anticipated needs over the plan period.
- 2.4 In terms of planning for employment the Town & Country Planning (Use Classes Order) 1987 (as amended – most recently by the Town & Country Planning Act (Use Classes) (Amendment) (England) Order may 2017) distinguishes between three main different types of employment land uses. Namely, B1 Business, B2 General Industrial and B8 Storage & Distribution.
- 2.5 The B1 use class in turn is broken down into three sub-classes:
- B1a – Offices (other than those that fall within use class A2 Professional & Financial Services (banks, estate agents etc)
 - B1b – Research & Development
 - B1c – Light industry appropriate in a residential area without causing detriment to the amenity of the area
- 2.6 The B2 General Industrial use class includes all general industrial processes other than those falling within use class B1 but excluding incineration purposes, chemical treatment or hazardous waste.
- 2.7 The B8 Storage & Distribution class is as its name suggests.
- 2.8 In the Use Classes Order there are various “permitted development rights” (PDR) which allow the change of use of buildings within and between certain specified use classes without the need for planning permission. On the 6th April 2016 a new permitted development right came in to force which allows the change of use from B1a offices to residential use (use class C3). This followed on from a temporary trial of the B1a to C3 PDR which was made permanent. It is relevant to the consideration of employment land supply as it allows the loss of office floorspace without the need for planning permission.

There is a process of “prior approval” in place whereby potential developers need to seek a view from the local authority on whether there would be any noise, flooding, highway, transport or contamination impacts from the proposed change of use which may indicate a need for mitigation or that the development should not go ahead. But, as will be seen from the land supply figures summarised later in the report, the borough is now starting to see a loss of office floorspace through this PDR process.

3. Definitions & Assumptions

- 3.1 In addition to the use class distinctions between different types of employment site there are a number of other definition / assumption matters built into this assessment which require explanation.
- 3.2 Firstly is the distinction between gross and net floorspace. This is a matter which reflects the difference between the amount of floorspace permitted through a planning permission and the net addition to the stock of floorspace potentially available for occupation. Essentially it concerns the loss of existing floorspace when redevelopment of sites is proposed which can mean an overall net loss to the stock of floorspace available upon the grant of planning permission in many cases. As will be seen later in this report, this has been a particular issue in Eastleigh borough where, despite permission being granted for a significant amount of new floorspace in recent years, there has also been a considerable loss of floorspace the net effect of which is that there is a higher floorspace target to be met at 2016 than there was at 2011.
- 3.3 Secondly is the distinction between the physical size or area of a site (in hectares) and the amount of employment floorspace it might be reasonable to expect to see provided on a site (in square metres (m²)) where there is no planning permission or firm development proposal – usually on an allocated site. This is particularly an issue in respect of land allocated for employment development in local plans where, often, the only information available is the gross site area of the allocation. This gross site area will not equate to the amount of new employment floorspace to be developed on the site. A standard ‘rule of thumb’ is to apply a plot ratio of 0.4 to derive employment floorspace from gross site area. So, a 1ha site (10,000m²) would yield 4,000m² of employment floorspace. Clearly the actual ratio will vary by site and by location and the precise mix of employment uses proposed. However, the yardstick has been used in assessments across the country from studies in Yorkshire to Cambridgeshire and is used by Hampshire County Council (HCC) in its employment land monitoring.
- 3.4 Accordingly, the 0.4 plot ratio / 4,000m² per hectare is used as a yardstick in this case to estimate future employment floorspace on sites where there is no detailed permission or proposals in place.

4. The Economy of South Hampshire

- 4.1 In employment and travel to work area terms Eastleigh borough is not an island. It sits firmly at the heart of the wider South Hampshire or Solent economy in a prime location at a key transport interchange at the junction of two major motorways, close to an international port, containing an international airport and at the junction of two mainline railway routes.
- 4.2 The PUSH Position Statement (see footnote 2, para 5.39) identifies a need to achieve a balance in the growth in new homes and jobs in the sub-region. It identifies that there are a number of key sectors within the sub-region which have the potential to create new high quality jobs, including advanced manufacturing, marine, logistics, construction, transport and communications, tourism and higher value private services including finance, engineering and research & development.
- 4.3 It is estimated that a growth rate of 2.7% per annum will be achieved across the PUSH region in the period to 2030 and that this is estimated to result in an increase in the number of jobs by 97,700 between 2011 and 2030 (see footnote 2, para 5.44). GL Hearn's employment work for PUSH has translated this into a need for approximately 1 million sqm of additional B-class floorspace over the period 2011-2034 (see footnote 2, para 5.44).

5. The Need for Employment Land in Eastleigh Borough

- 5.1 There has been a great deal of work carried out over the years in Eastleigh borough on employment land supply and demand in support of previous versions of the local plan; most recently the unadopted 2011-29 version of the plan. However, the most up to date information on employment need is that set out in the Economic and Employment Land Evidence Base Paper May 2016 prepared for the Partnership for Urban South Hampshire (PUSH) by the consultancy GL Hearn.¹
- 5.2 That was produced to help inform the preparation of the non-statutory PUSH Position Statement 2016 which sets employment land supply targets for the PUSH local authorities for the period covered by the Position Statement (2011-34).² It takes on board published research on the state of the South Hampshire economy published by the Solent Local Enterprise Partnership, Oxford Economics, Lambert Smith Hampton (LSH) and others.
- 5.3 The Council (jointly with Southampton City Council) subsequently commissioned LSH to undertake a more detailed study of existing employment sites within Eastleigh, Southampton, Test Valley and Winchester districts. The LSH study aimed to determine the quality and suitability of existing employment sites in the context of current and future business requirements. While this more detailed study was published in

¹ http://www.push.gov.uk/item_10_annex_3_economic_employment_land_evidence_paper.pdf

² http://www.push.gov.uk/item_12_-_appendix_1_-_position_statement.pdf

June 2016, after the GL Hearn Assessment (May 2016), its key findings, primarily about the current 'tight' supply of suitable office and industrial sites in the borough, were incorporated in the GL Hearn assessment. An addendum / partial update of the LSH study was produced in February 2018 and reinforced these findings about the current shortage of supply and so high demand for new floorspace in the borough and the wider South Hampshire market.

- 5.4 The Council also commissioned the Economic & Business Intelligence Service at Hampshire County Council to produce a socio-economic overview of the local economy of Eastleigh and its sub-areas. The report was published in January 2017.³ It covered economic prosperity, enterprise, the labour market and demographic and housing factors. It reinforces the picture painted by the other studies of Eastleigh as a relatively prosperous, competitive and productive local economy with high rates of employment (in the top 20% of local authorities in the country) and correspondingly low rates of unemployment.
- 5.5 The GL Hearn evidence base paper draws together evidence regarding economic and commercial property market dynamics in South Hampshire (and the Isle of Wight) and establishes a 'policy-off' assessment of employment need. This is then translated into a 'policy-on' employment target which takes into account factors such as committed supply and land availability. It notes, however, that the paper is only a high level assessment of where growth could be accommodated and that further work would be required to determine the actual level and location of growth in employment floorspace through the development of individual local plans by the individual PUSH authorities.
- 5.6 In preparing the emerging draft local plan for Eastleigh borough, the council has considered that this PUSH assessment is a suitable starting point without requiring further detailed work given the large amount of land potentially available for employment in the borough in the form of sub-regionally significant strategic employment land allocations at Eastleigh Riverside / Southampton International Airport.
- 5.7 The policy E1 employment floorspace target for Eastleigh Borough set out in the PUSH Position Statement is 114,000m² for the period 2011-2034 which equates to an annualised figure of 4,957m². Within this target there is a split of 40,000m² for office floorspace (B1a) and 74,000m² for mixed B-class floorspace (B1b, B1c, B2 & B8).
- 5.8 These figures relate to the 23-year period of the PUSH Position Statement (2011-34). The timescale of the emerging draft Eastleigh Borough Local Plan (EBLP) is 2011 – 2036 which is 25 years. In order to cover the final two years the PUSH E1 target for Eastleigh is pro rata'd forward a further two years equating to a local plan target of 123,914m² which is rounded to 124,000m². Applying the same pro rata approach to the office / mixed B-

³ https://www.eastleigh.gov.uk/media/1652/1701-eastleigh-economy-review-ele2016_130117.pdf

class components these equate to office targets of 43,478m² and mixed B-class of 80,435m².

- 5.9 Paragraph 5.54 of the PUSH Position Statement notes that the E1 figures are indicative and reflect the potential net growth in floorspace. It notes that much of the identified need could be met through existing allocations and commitments as, at April 2015 these totalled 1.5 million sqm on the mainland alone against the PUSH-wide target of 971,000m². However, this does not take into account losses which, as noted above, are a significant issue for Eastleigh. However, the key point noted in paragraph 5.54 is that:

“Each council will need to consider its strategy for employment land provision taking account not just of quantitative factors – but also qualitative issues such as the quality and suitability of existing employment sites and their ability to meet modern business needs.”

- 5.10 It should also be noted that the PUSH methodology added in a five-year additional margin of supply to provide a choice of sites and flexibility in supply to deal with drivers which might result in higher future demand for employment floorspace and ‘churn’ within the local market. This five year margin was calculated by district based on past long-term (15 years) take up trends taking the average annual completion rate over that period and multiplying it by five. Given the large amount of floorspace delivery / take up in Eastleigh borough over the preceding 15 year period, Eastleigh’s ‘5-year margin’ was among the highest in the PUSH area at 65,720m² (second only to Winchester at 66,354m²). It might be argued that, adding in such an allowance perpetuates the status quo in that those authorities which delivered high rates in the past had larger margins added to their future targets and vice-versa. Also that adding in such a large degree of flexibility may have been unnecessary in view of the turndown in the market and changing nature of employment likely to be experienced over the plan period.
- 5.11 This should be borne in mind when considering the ‘numbers’ in the sections which follow. While the PUSH targets should be considered a starting point they need to be applied taking into account market and demand factors in individual districts and tested further through the local plan process.
- 5.12 In the light of these caveats, while this paper has been prepared on the basis of the GL Hearn evidence in support of the PUSH Position Statement, the council has commissioned GL Hearn to review their previous 2016 PUSH work in so far as it affects employment land supply targets for the borough. Specifically GL Hearn have been asked to test whether, in the light of the latest economic circumstances, the objectively assessed employment need for the borough is as high as indicated in the 2016 report.
- 5.13 GL Hearn expect to report back to the council by the end of June 2018. This background paper may be reviewed after that date to reflect any relevant findings albeit that the headline target is likely to remain as outlined in this report in order to ensure consistency of approach across the sub-region until

such a time as PUSH commissions a full review of the employment evidence base.

6. Summary of Employment Land provision in Eastleigh Borough 2011-2036

- 6.1 Data on the completion and supply of employment land and floorspace is monitored by Hampshire County Council (HCC) through its Land Availability Monitoring System (LAMS). HCC compile details of planning applications and permissions for employment floorspace from the districts and monitors new allocations in emerging local plans. It also collates data from building control departments on starts and completions and undertakes an annual series of site visits to monitor progress on all sites. The bulk of the information which follows and which is set out in the attached appendices is sourced from HCC's LAMS.
- 6.2 Set against this target of 124,000m² the supply of new floorspace is summarised in Table 1 overleaf. The following sections explain the various different components and sources of supply individually.

Table 1: Summary of Employment Land Supply in Eastleigh Borough 2011 – 2036

	Floorspace m ²	Floorspace m ²	B1a m ²
PUSH Requirement 2011 - 2036		124,000	43,478
Net completions 2011 - 2016	17,326		3,048
Losses to other uses 2011 - 2016	37,382		2,280
Residual Requirement 2016 – 2036			
		144,056	42,710
Supply:			
Net Commitment at 2016 (permitted)	31,442		10,946
New Permissions 2016-2017	4,227		390
Net Completions 2016 – 2017	2,062		764
Other losses 2016 – 2017	-1,748		-458
Local Plan Policy Allocations	81,349		2,949
SGO Policy Allocation	30,000		15,000
Total Supply 2016 – 2036			
		147,332	32,591
Gross Surplus 2016 - 2036			
		+3,276	-10,119
Anticipated future policy losses 2016 – 2036			
	33,357		
Net Shortfall 2016 – 2036			
		-30,081	-13,119

	Floorspace m2	Floorspace m2	B1a m2
Eastleigh Riverside / Southampton Airport (allocated)		131,900	?
Net Surplus 2016 – 2036		+101,819	?

- 6.3 In summary this table shows a modest net completion figure of 17,326m² which can be subtracted from the target. However, this is far more than offset by the larger net loss of employment floorspace to other uses (-37,382m²) which must be added back on to the target making the target at 2016 considerably (144,056m²) higher than the baseline 2011 target (124,000m²).
- 6.4 Looking at supply, there is a stock of committed (permitted) floorspace of 31,442m², a pipeline of allocated sites totalling 81,349m² and a further 30,000m² allocated at the Strategic Growth Option in the emerging local plan. There was 2,062m² of floorspace completed during 2016 – 2017. However, -1,748m² was lost to other uses. New permissions were granted during the year 2016-2017 totalling 4,227m². This gives a total supply at 2017 of 147,332m² which is a surplus of 3,276m² against the 144,056m² target. However, when future anticipated losses of -33,357m² are factored in this leaves a shortfall of -30,081m².
- 6.5 However, as noted in the last line of the table, there is an estimated supply of 131,900m² allocated at four employment sites which comprise the Eastleigh Riverside / Southampton Airport Economic Gateway. These sites alone almost meet the residual floorspace requirement. However they are considered separately from the main sources of supply as there are potential constraints to these sites coming forward in their totality as outlined in section 15 of this report. Despite this, they remain sub-regionally important sites and while they are not relied on with the same degree of certainty as other components of supply, it is expected that they will make a considerable contribution to meeting the shortfall during the plan period if not eliminating it completely. If they come forward in their entirety the plan will show a surplus of 101,819m² against the target. It is for this reason that the ultimate conclusion of this paper is that, despite the nominal shortfall, there is no need for the council to make additional employment allocations in the emerging draft local plan.

7. Employment Land Supply 2011-2016

- 7.1 Given that we are some years into the plan period there have been a number of developments come forward in the borough which have delivered new employment floorspace. These developments are listed by site and the supply of new floorspace listed by year in Appendix 1 to this paper.

- 7.2 Appendix 1 shows a total net gain in employment floorspace of 25,889m². However, on those same sites there was a net loss of -8,563m² of floorspace meaning that the net gain over the period was only 17,326m². As can be seen from the final column of the table at Appendix 1 this included a net gain of 3,048m² of B1a office floorspace.
- 7.3 Subtracting the net completion 17,326m² from the target of 124,000m² leaves a residual requirement at 2016 of 106,674m².

8. Losses of Employment Floorspace to other Non-Employment Uses 2011-2016

- 8.1 In addition to losses of employment floorspace on current employment sites being redeveloped for future employment use, there have been further losses to the stock of employment floorspace as sites fall out of employment use and are redeveloped for housing or other non-employment uses. These are listed in Appendix 2 to this paper. Eastleigh town in particular has seen a number of large former employment sites redeveloped for housing over the past few years including the former Pirelli / Prysmian Cables site on Leigh Road, the Travis Perkins site off Twyford Road and the former Mr Kipling / Premier Foods bakery site off Toynbee Road.
- 8.2 Taken together, the sites listed in Appendix 2 total - 37,382m² of former employment floorspace which have been lost to non-employment use during the period 2011-2016 meaning that this floorspace needs to be added back on to the floorspace target. This results in a residual target at 2016 of 44,056m² (106,674 + 37,382) additional floorspace to be delivered between 2016 and 2036.

9. Committed floorspace at 1st April 2016

- 9.1 There are a number of different components of future supply of employment floorspace. These comprise sites which benefit from a current planning permission for new employment use and those which are allocated or otherwise identified for future employment use in local plans or elsewhere. The first component of supply is sites which are committed for employment development by virtue of a current and valid planning application for employment development. These sites are listed in Appendix 3 to this paper.
- 9.2 Appendix 3 shows that there is a total commitment of 219,442m² of floorspace at 1st April 2016. However, losses of -56,100m² result in a net figure of 163,342m².
- 9.3 However, not all of this floorspace currently has planning permission. Only 31,442m² of this floorspace actually has planning permission. The vast majority of this floorspace (131,900m²) does not actually benefit from planning permission and so technically, should not count as part of the

employment “commitment”. However, it is counted in LAMS as part of the “commitment” because it comprises the Eastleigh Riverside / Southampton Airport Economic Gateway employment opportunity area which has long been identified by PUSH and the south Hampshire local authorities as an important element of the sub-regional economy. This remains the case in the employment and economic strategies put forward by the Solent Local Enterprise Partnership (LEP). See, for example, policy E2 of the PUSH Position Statement 2016 which identifies the Southampton Airport Economic Gateway as one of 15 strategic employment locations of sub-regional importance (see footnote 2).

- 9.4 Four individual sites make up the Eastleigh Riverside / Southampton International Airport employment opportunity area. They include former operational rail works land, vacant employment expansion land and land long identified for a new business park in the north-eastern corner of Southampton International Airport. Together these sites are capable of providing approximately 188,000m² of floorspace though, taking into account a loss of 56,100m² existing floorspace at the railway works results in a net figure of 131,900m². These estimates are calculated using the 0.4 plot ratio described above. These sites are addressed in more detail in section 15 of this paper.
- 9.5 Office supply under this “commitment” heading totalled 10,946m² as can be seen from the final column of Appendix 3.

10. New Permissions 1st April 2016 to 31st March 2017

- 10.1 Appendix 3a shows that a number of additional sites were granted planning permission for new employment floorspace during 2016-17. These added a net total of 4,227m² to the supply figure of which 390m² was B1a offices

11. Completions and other losses 1st April 2016 to 31st March 2017

- 11.1 During 2016-2017 there was 2,556m² of floorspace completed. However, the year also saw a small loss of 494m² giving a net completion total for 2016-2017 of 2,062m² (see Appendix 1).
- 11.2 There was also -1,748m² of floorspace lost to non-employment use during the year which also needs to be added back into the target (see Appendix 2)

12. Allocated supply at 1st April 2016

- 12.1 In addition to the ‘committed’ employment sites summarised above are a number of other sites which have been identified for employment development in either the Revised Pre-Submission draft Eastleigh Borough Local Plan 2011-2029 or the emerging draft Eastleigh Borough Local Plan 2011-2036 (EBLP). These sites do not have the benefit of a planning

permission hence they are categorised separately. These sites are listed in Appendix 4 and are additional to components of supply described above.

- 12.2 In total these sites have an estimated floorspace capacity of 111,349m² based on the application of a 0.4 plot ratio. The largest individual sites are estimates of floorspace provision anticipated to be delivered alongside housing development on a number of strategic housing sites. 6.0ha of land is allocated at the Chalcroft Farm development under Policy WE1 of the 2011-29 plan alongside 950 dwellings and other facilities. This allocation has been extended to include a further 450 dwellings on an adjacent unallocated site at Fir Tree Farm. Both the WE1 allocation and the planning application at Fir Tree Farm secured Council resolutions to grant planning permission in June 2015 and March 2017 respectively (application references O/14/75735 and O/16/79354 respectively).
- 12.3 The other significant allocation is that of 30,000m² of floorspace allocated as part of the emerging draft EBLP under Policy S5 which allocates land for a new community on an area of land to the north of Bishopstoke and north & east of Fair Oak. This new community is expected to deliver in the region of 5,200 dwellings with a new link road, new schools, retail centre and other supporting infrastructure.

13. Anticipated Future Losses

- 13.1 The final category of development concerns a number of sites which it is known will be lost to employment use at some point during the plan period. There are five sites which either have a planning permission for residential permission or are currently in employment use but are allocated for a non-employment use in the 2011-2029 or emerging 2011-2036 local plans (see Appendix 5). Since the housing trajectory which supports the emerging draft EBLP takes into account the housing which will be delivered on these sites it would be inconsistent not to count the loss of employment floorspace in the employment trajectory. Based on the application of the 0.4 plot ratio it is estimated that redevelopment of these four sites would result in a loss of approximately -33,357m² of employment floorspace which would need to be deducted from the total available supply.

14. Overall net position

- 14.1 Taking all of the above into account, the summary position is that the local plan is able to demonstrate a total net supply of floorspace of 147,332m². When set against a target of supply of 144,056m² this results in a net surplus of floorspace provision of 3,276m². However, when the anticipated future losses are included (-33,357m²) it results in a total net shortfall of -30,081m². However, as noted above, there is potentially 131,900m² of floorspace available at the Eastleigh Riverside / Southampton Airport Economic Gateway which, if added in to the supply would result in an overall surplus of 101,819m². Even if only one-quarter of this floorspace came forward during the plan period the plan target would be exceeded.

15. Eastleigh Riverside / Southampton Airport Economic Gateway

- 15.1 As noted above the four strategic sites which make up the Eastleigh Riverside / Southampton Airport Economic Gateway are sub-regionally important employment sites which have been allocated for development for a number of years in previous regional, county and sub-regional planning strategies and remain allocated in the emerging EBLP. They form part of a wider existing employment area comprising the numerous existing industrial estates off Chickenhall Lane. They include land which was previously in intensive employment use associated with the railway which has declined in recent years and vacant and under-used plots within the estates alongside the four key sites. While there will be opportunity for further redevelopment within this wider area the new floorspace is only counted in this trajectory in respect of the four currently undeveloped or largely vacant sites.
- 15.2 While the sites provide a huge opportunity for further employment growth they are not without their constraints. Development of the area as a whole is constrained by:
- the proximity of the airport and the potential restrictions that imposes on new development on parts of the site in the form of a Public Safety Zone;
 - limited vehicular access;
 - extensive rail infrastructure;
 - the presence of a waste water treatment works;
 - a street of residential properties; and
 - the sensitivity of the internationally protected River Itchen SPA to the east.
- 15.3 On the other hand, however, whilst recognising these constraints, the fact remains that the site is probably the most significant prime, large-scale, greenfield employment opportunity currently available in southern Hampshire. It is extremely well located at junction 5 of the M27, a junction which has recently undergone significant improvement. It lies adjacent to the main railway line to London with a parkway station offering services in just over an hour to the capital on its border. It is also adjacent to the east-west Eastleigh to Portsmouth line with a station at Eastleigh in easy reach. There is also the unrivalled potential to create a large, high quality campus development in an attractive rural setting overlooking the Itchen Valley. It is because of these unparalleled advantages that it is important that these constraints are overcome and the site developed.
- 15.4 Taking the sites in turn, the former Rail works site lies to the south of the Eastleigh to Portsmouth railway line and to the north of residential properties of Campbell Road. Until January 2018 this land had been owned for around 15 years by St Modwen and hence was known locally as the St Modwen site. However, it was announced on the 10th January 2018 that St Modwen had sold the site to the Corporate Pension Fund, clients of Savills Investment Management LLP. It comprises a large area of rail maintenance sidings, the buildings of the former railway works including large areas of

hard-standing and vacant land and a sand and gravel railhead which is protected under Policy 16 of the Hampshire Minerals & Waste Local Plan. This is identified as site 117 in Appendix 3 and totals 19ha of land with an estimated employment floorspace capacity of 76,000m². With the loss of the existing 56,100m² of employment floorspace from the existing rail works the estimated net capacity of this site is 19,900m². There is a sub-standard, narrow and convoluted vehicular access to the site via Campbell Road. Campbell Road itself comprises approximately 100 residential properties which were former rail workers houses. This site sits within a rail 'loop' which provides an essential turning facility for trains. Finally, it lies under the flightpath approach for Southampton International Airport.

- 15.5 The site was assessed as part of the Eastleigh Strategic Land Availability Assessment (SLAA) (Site 6-34) where it was noted that parts of the site (the rail works themselves) are being actively marketed for employment use. The assessment considered that this site might be suitable for development in its own right separate from any wider development / redevelopment of the whole Eastleigh Riverside. However, road improvements would be required to Campbell Road in order to facilitate this. The SLAA expresses the employment potential of this site in a range depending on the precise nature of employment use which might be developed. It suggests a business park type development would yield 41,100m² of floorspace, general industrial use 54,800m² and warehousing 68,500m².
- 15.6 To the east of the rail works site and south of the Eastleigh to Portsmouth railway line is a vacant area of undeveloped land owned by Network Rail. This site is identified as site 0058AA in Appendix 3 and totals 8.5ha with an estimated floorspace capacity of 34,000m². The site is surrounded by trees and is currently inaccessible via the public highway. It is currently in agricultural use for grazing. The nearest road to the site (Chickenhall lane to the north of the railway line) ends some 100m from the site and there is only an unmade track from Chickenhall Lane which gains access to the site via a narrow tunnel through the railway embankment. The River Itchen SPA lies to the east of the site and the Chickenhall Lane sewage treatment works is adjacent to the north / east.
- 15.7 This site was assessed as part of the SLAA (Site 6-11) which highlighted the access constraint as a major constraint to the future development of the site. It could only be served by a new road; either an extension of Chickenhall Lane from the north or the airport road from the south or potentially both (to form a through route) which would only be likely as part of a comprehensive redevelopment of at least three of the sites if not a wider redevelopment masterplan for the whole of Eastleigh Riverside. As above the SLAA expresses the employment floorspace potential as a range from 20,280m² for a business park type development, 27,000m² for general industry and 33,800m² for warehousing.
- 15.8 To the north of site 0058AA and north of the railway line is site 021H which comprises 7.5ha. Applying the 0.4 plot ratio to this site area would result in an estimated future floorspace potential of 30,000m². However, no

allowance is included for this site (though it currently remains allocated) for the reason given below. The land is in agricultural use and is bounded by the railway line to the south, the sewage works to the north /north-east, existing employment uses to the west and the River Itchen SPA to the east. This site could be accessed from the existing Chickenhall Lane. The site is safeguarded for liquid waste treatment and sand and gravel extraction in the adopted Hampshire Minerals & Waste Local Plan (HMWP).

- 15.9 The site was assessed in the SLAA (Site 6-10). It notes that the site has been actively marketed for employment use but also notes that proximity to the sewage works reduces the attractiveness of the location. For this reason no employment floorspace yield is attributed to the site in the SLAA and it is assumed the site would be used as per the HMWP safeguarding. Furthermore, it has become apparent that Hampshire County Council, as Minerals & Waste Planning Authority consulted the borough council on a planning application for the construction of an Energy Recovery Centre and Solar Farm on this site (S/13/73507). The borough council objected to the application (largely on the grounds of insufficient information being supplied to address noise, vibration and odour impacts and potential impacts on the integrity of the River Itchen SAC). Despite this HCC granted permission. The borough council is currently being consulted on the Construction Management Plan for the proposed development (CS/17/81541) which suggests it is likely that this energy-related development will be implemented and the site will not be available for employment development. The site remains in the HCC employment land commitment. But, once the energy-related development is built, it will be deleted.
- 15.10 The council has also received a planning application (F/17/81397) for the eastern one-third of this site proposing open storage use with ancillary offices, storage buildings and a vehicle wash facility on the site. It comprises 1,736m² of employment floorspace (783m² B1c and 953m² B2). This application would not affect the energy-related proposals on the remaining two-thirds of the site. The application was recommended for approval to the Eastleigh local area committee meeting on 30th January 2018 but was deferred. A resolution to grant permission was subsequently made at the local area committee meeting on 20th February 2018.
- 15.11 The final site of the four is the Northern Business Park site within the boundary and ownership of Southampton International Airport. It lies immediately to the south of site 0058AA, to the east of the northern tip of the airport runway and to the west of the River Itchen SPA and Itchen Valley Country Park. It is identified as site 0058A in Appendix 3 and comprises 19.5ha with a floorspace estimate of 78,000m². It is undeveloped land and not in any apparent use as it lies within the airport boundary. There is no current vehicular access though a track runs from the long term airport car park to the north-west corner of the site.
- 15.12 The site was assessed as part of the SLAA (Site 6-12) which noted, in particular, the access constraints. However, it gave the site a potential employment floorspace yield of 67,500m² for a business park use,

90,000m² for general industry and 112,500m² for warehousing. The site has long been identified for potential employment use. 26ha was allocated in the adopted [Eastleigh Borough Local Plan 2001-2011](#)⁴ for development to include 4ha for airport related use leaving the other 22ha for general employment use (Policy 114.E). It was envisaged (para 7.27) that up to 50% of the site could be developed for office development.

- 15.13 Section 6.11 of the 2006 [Southampton Airport Master Plan](#)⁵ identified the “North East Zone” as having the potential for business development albeit that airport operators envisaged they may require more than 4ha for airport related use. One of the future scenarios identified in that document proposed to relocate the airport terminal building to the North East Zone. It is understood that the Airport Operators are shortly to publish a new masterplan.
- 15.14 Whilst there are a number of potential constraints which may affect the precise scale and form of what is proposed on these sites the fundamental constraint is securing access. Whilst Chickenhall Lane could be improved to secure access from the north and the internal airport road extended to secure access from the south it has long been the council’s aspiration to secure a new through route which joins the two and forms the Chickenhall Lane Link Road (CLLR). The CLLR would provide a partial bypass for Eastleigh town centre and so help reduce congestion and improve air quality. The main north-south and east-west roads in the town centre have been declared an Air Quality Management Area. The CLLR would provide an alternative route from j5 of the M27 via a new access from Wide Lane, across the Weymouth to London railway line, through the airport along the western then northern perimeters, cross the Eastleigh to Portsmouth railway line and then join Chickenhall Lane running to its junction with Bishopstoke Road to the east of the town centre.
- 15.15 There are a number of obvious challenges to securing either the northern and southern road extensions or the full CLLR not least of which is the cost. For the full CLLR, there is a need to create new accesses onto existing main roads, bridge two railway lines and the need to avoid or mitigate any adverse impacts on the internationally protected River Itchen SPA. Initial estimates prepared a number of years ago put the total cost of developing the CLLR at approximately £120m. So, while the full CLLR may not be implemented in the short to medium term it remains a long term aspiration of the council.
- 15.16 As is recognised in the supporting text to policies E6 and E7 of the emerging draft local plan, the absence of the full CLLR may not prevent the development of individual sites within the wider Eastleigh Riverside / Southampton Airport Economic Gateway during the plan period. There may be potential to access individual sites from either the north or south without the full link road. Southampton International Airport Ltd is understood to be about to publish a masterplan for the airport which may propose opening up

⁴ <https://www.eastleigh.gov.uk/media/28230/ppdModsChapter705.pdf>

⁵ https://www.southamptonairport.com/media/1051/southampton_masterplan_final.pdf

the Northern Business Park area by the extension of the internal airport service road beyond the long term car park. Given this potential, and the fact that the development of these sites remain an important part of the sub-regional economic strategy for south Hampshire, the council considers it reasonable to place at least some reliance on them to make up the identified floorspace shortfall albeit that the floorspace estimates must be treated with some caution.

16. The Office v Industrial Split

- 16.1 The above analysis considers the employment land supply situation against the total PUSH floorspace target of 124,000m². However, the PUSH target is actually split 43,478m² for B1a uses and 80,522m² for mixed B-class floorspace (i.e. B1b&c, B2 and B8 uses). The appendices separate out the B1a floorspace in a separate column and the summary table in section 6 above highlights a shortfall of -13,119m² of B1a floorspace against the 42,710m² target which equates to a shortfall of approximately 30% (30.7%).
- 16.2 Given the large amount of floorspace committed at Eastleigh Riverside it is considered highly likely that some of that floorspace would be B1a floorspace even if it was only ancillary to primary B2 / B8 uses. As noted above, this is specifically allowed for in policy 114.E of the adopted local plan in respect of the Northern Business Park.
- 16.3 The council's policy priority is to focus new office provision in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh Riverside and in the district and local centres. Policy E4 of the emerging draft EBLP encourages the provision of mixed use residential, office and community development within the urban renaissance quarter which includes the main approaches to the town centre along Leigh Road, Romsey Road and Twyford Road. In particular criterion iii of Policy E4 identifies the Romsey Road frontage as an area suitable for changes of use to include offices, housing or hotel uses. The council considers, therefore, that the existing and emerging policy provisions are adequate to ensure that any shortfall in office floorspace provision will be made good without the need for any additional specific sites or areas to be allocated for office use.

17. Implications for local plan policy

- 17.1 Employment policy in the emerging draft EBLP is largely carried forward from that contained in the Revised Pre-Submission Draft 2011-2029 version of the local plan. The strategic context is set in Policy S2 which identifies the floorspace target of 144,050sqm for the period 2016 – 2036. As noted in section 5 above, GL Hearn have been commissioned to further test this target in the light of current economic and market considerations and projections. The findings of this work will be captured in future reviews of this background paper as necessary.

17.2 More detail is then provided in Policy S4 which is reproduced in full below:

Strategic policy S4, Employment provision

To contribute towards sustainable economic growth, provision will be made for additional floorspace for uses in the B Use Classes (B1, B2 and B816) and other employment-generating uses through:

- i. mixed-use regeneration and greenfield development at Eastleigh River Side (see E6, Chapter 6, section 6.4);*
- ii. further employment development adjoining Chalcroft Business Park, subject to the provision of a new road link between the distribution park and Bubb Lane (see policies WE1 and WE2, Chapter 6, section 6.5);*
- iii. small-scale employment allocations at Botley, Bursledon, Chandler's Ford, Eastleigh, Fair Oak (Horton Heath), Hedge End and West End (see Chapter 6);*
- iv. new employment development within the urban edge and by the re-use and/or redevelopment of buildings in the countryside (policies DM18 and DM19, Chapter 5);*
- v. retaining existing employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM15, Chapter 5);*
- vi. regeneration of Eastleigh town centre in accordance with the Council's 'Eastleigh Town Centre Vision' (see policies E3 and E4, Chapter 6, section 6.4) and of district and local centres, to include retail, office, leisure, cultural and residential development (policy DM21). This will include the restriction of out-of-centre retail and office development.*

Apart from a small-scale allocation at Hedge End, office development will be focused firstly in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, and in district and local centres. Employment land in the SGO could include office provision in accordance with policy S5. Retail development will be focused firstly in Eastleigh town centre, and in district, local and neighbourhood centres according to the role of each centre within the local retail hierarchy. Out of centre office and retail development must be in accordance with national policy.

In implementing this policy the Council will have regard to the PUSH South Hampshire Spatial Position Statement vision that south Hampshire will become a major centre in creativity, innovation and technology, and will encourage:

- a. a greater presence of high-value growth industries, building on the Borough's existing economic strengths in the marine, aviation, rail, creative industries, financial and business sectors, whilst also being open to support new growth industries including low carbon and high technology businesses, and businesses that support the development of a low carbon economy; 17
- b. the creation of jobs in forms of employment other than industry and commerce, for example in retail, leisure and cultural activities, education and health services, provided they do not compromise the contribution that existing businesses and sites make to the economy;
- c. the provision of starter and 'move-on' units for small firms;
- d. the provision of facilities for skills training that support the local economy, and secure training opportunities and new jobs in conjunction with new development (see policy DM16, Chapter 5); and
- e. the provision of high-speed telecommunication facilities to serve Eastleigh and the rest of the Borough's settlements (see policy DM9, Chapter 5).

17 High technology businesses could be defined as those that apply or develop modern technologies in order to remain competitive. They are often associated with sectors such as advanced engineering and manufacturing. Companies that develop IT software would also count as high technology.

- 17.3 The emerging draft EBLP also seeks to protect existing employment sites and ensure they are retained in continued employment use. This is in order to retain a diverse choice of employment opportunity in the borough, to enable established industries to grow and expand to minimise the need to allocate further greenfield sites for employment use. Policy DM15 of the plan is set out in full below:

Policy DM15, Existing employment sites

The major existing employment sites as identified on the policies map shall be retained predominantly in employment use classes B1, B2 and B8. Within these sites the Borough Council will permit:

- i. the redevelopment and intensification of use of sites for Use Class B1(b), B1(c), B2 or B8 employment uses;
- ii. changes of use between use classes B1(b), B1(c), B2 and; and
- iii. workforce training opportunities as defined in policy DM15 below;

subject to the general development criteria and transport policies of this Local Plan including the impact on residential areas.

Exceptionally, employment uses other than those in use classes B1(b), B1(c), B2 or B8 may be permitted on these sites provided that:

a. they would not have a significant impact on the continued primary use of the site

b. the existing site is causing, or could cause, significantly harm to highway safety or to the amenities of the area or to local residents

This may include sui generis() uses but not town centre uses (e.g. uses in use classes A1 – A5).*

The redevelopment or change of use of other existing employment sites currently in class B1(b), B1(c), B2 or B8 uses to non-employment uses, where this is not permitted development, will be permitted provided that it can be demonstrated that the site is no longer in demand for employment use and that criteria a. and b. above are satisfied.

() 'Sui generis' uses are uses on their own that are unrelated to other uses. They do not fall into any particular use class as defined by the General Development (Use Classes) Order 1987 (as amended).*

- 17.4 The Council considers that this combination of new and carried forward site allocations, a flexible approach to new employment land supply and seeking to retain key existing employment sites for further employment use (where a loss would not be permitted development) provides a sensible, flexible and robust approach to ensuring an adequate supply of employment land is available throughout the plan period. There is uncertainty regarding a number of large, key sites at Eastleigh Riverside. However, the plan period runs to 2036 during which time a great deal can happen. Local evidence of large and difficult sites being brought to the market exists in the form of the demolition and redevelopment of the Ford transit factory on a site adjoining the borough boundary with Southampton City in Swaythling.
- 17.5 Looking back at the consultation on the Local Plan Issues & Options Paper in December 2015, whilst there was comment made that the local plan should allocate more employment floorspace than required by the PUSH target, the majority of comments raised issues related to changing work practices and the changing nature of business. They included ensuring that the plan was sufficiently flexible to respond to changing working practices, that the council should be more proactive in seeking to facilitate the take up and delivery of land that was already allocated and that targets should be treated as a minimum in order to ensure choice and flexibility in the market place. Comments were made that the plan should seek to provide a range of different type and size of employment spaces available for different sized employers and in some of the smaller towns and villages, possibly through farm diversification, and that it should not just focus on sites with easy access to the motorways. Conversely, a key point raised was the poor road infrastructure to support additional employment development in much of the borough and the need for infrastructure improvements to open up sites; something which is reflected throughout this paper.

- 17.6 There was considerable support for the redevelopment of Eastleigh Riverside for further employment use as it was felt to be well located in relation to the town centre and road network, it maximises the use of brownfield land and will help bring forward infrastructure improvements (the CLLR) which will alleviate congestion and reduce air pollution in the town centre. However, there was also opposition due to concerns about potential impacts on the River Itchen SPA and fears about the loss of existing uses in the vicinity or impacts on their operation (i.e. railway aggregates terminal and distribution centre and the sewage works). There was also concern that the development would happen but would not deliver the CLLR due to the prohibitive costs.
- 17.7 There was widespread support for the retention of existing employment sites and concerns about the loss of employment sites to non-employment uses through Government changes in permitted development rights. There was also a call to recognise the importance of non-B class uses to the economy and the fact that they can be complementary to B class uses on some sites.
- 17.8 To broadly summarise these comments, while there is a degree of concern about the quantum of floorspace (which should not be down-played) and evidence of pent-up demand, the vast majority of the comments were about qualitative rather than quantitative factors. Businesses seem to be seeking a flexible policy approach to respond to a dynamic market, the changing nature of work and the changing needs of businesses at different stages in their evolution rather than raising concern about the quantum of land allocated for development in itself.
- 17.9 These ‘qualitative’ comments reflect those made by local businesses at a series of engagement events held by the borough council with representatives of local firms as part of the wider “Shaping Your Community” engagement initiative during late October and early November 2017. As well as holding a number of briefings businesses were invited to complete an online questionnaire which sought to ascertain their business priorities from a range of issues relating to the availability of:
- Appropriate land / premises
 - Parking
 - Superfast Broadband
 - Skilled staff
 - Semi-skilled staff
 - Manual staff
 - Local customers
 - Local suppliers
- 17.10 Therefore, in terms of land supply, it seems firms were much more concerned about the type, size and flexibility of tenure of premises that were available to enable firms to grow and expand at minimal risk than they were about the sheer quantum of space available.

- 17.11 All of this suggests that, while there are actions the council might be able to take beyond its local planning authority responsibility to help local businesses, in terms of land availability, and while there is evidence of demand in the market for additional sites, the real challenges lay in preventing the continued loss of office floorspace to non-employment use through Government's recent changes to permitted development rights and in facilitating the delivery to the market of sites that are already identified. Particularly the sites at the Airport Economic Gateway. There may be a need for more office floorspace to be provided, principally in and around Eastleigh town centre. That may be countered by the 'churn' margin added in to the office figures addressed at paragraph 5.8 of this report.
- 17.12 Even if there was suitable alternative land which could be allocated for employment uses (which it is not clear that there is), there is a real risk that allocating additional sites elsewhere in the borough would seriously jeopardise the economic case for delivering the Airport sites. This is not a scenario the council considers to be sensible, reasonable or necessary in the light of the sub-regional economic importance of the site, the long-term nature of the local plan and the changing and uncertain economic climate.
- 17.13 Referring back to the policy context set by the NPPF and the derivation of the employment targets based on the work by PUSH set out at the beginning of this paper, it is the council's view articulated in this paper that the approach to employment land supply proposed to be taken in the emerging draft Local Plan accords with the requirements of Government policy and is sufficiently robust, yet flexible, to respond to the changing needs of business and the wider south Hampshire economy.

APPENDICES

Appendix 1 – HCC data on employment land completions and losses 1st April 2011 to 31st March 2017

APPENDIX 1 - HCC Data on employment land completions & losses 1st April 2011 to 31st March 2017 (m2)																															
REF	ADDRESS	ADDRESS1	TOWN	PROPOSAL	COMP	LOSS	NET	COMP	LOSS	NET	COMP	LOSS	NET	COMP	LOSS	NET	COMP	LOSS	NET	COMP	LOSS	NET	B1a Net	COMP	LOSS	NET	B1a Net				
					2011-12	2011-12	2011-12	2012-13	2012-13	2012-13	2013-14	2013-14	2013-14	2014-15	2014-15	2014-15	2015-16	2015-16	2015-16	2015-16	2015-16	2015-16	2011-2016	2011-2016	2011-2016	2011-2016	2011-16	2016-17	2016-17	2016-17	2016-17
160	EAST OF	KNOWLE LANE	FAIR OAK	ERECTOR OF TWO INDUSTRIAL BUILDINGS	-	-	-	-	-	-	-	-	-	-	-	-	178	178	-	-	-	-	178	-	178	-	-	-	-	-	
173	UNIT 27 SOLENT IND LANE SOUTH	SHAMBLEHURST HEDGE	END	INSTALLATION OF A MEZZANINE FLOOR FOR INDUSTRIAL USE	-	-	-	-	-	-	-	-	-	211	-	211	-	-	-	-	-	-	211	-	211	-	-	-	-	-	
181	UNIT B	SCHODOL LANE	CHANDLERS FORD	CHANGE OF USE FROM CAR WIRE TO B8 PLUMBERS MERCHANTS	-	-	-	-	-	-	-	-	-	-	-	-	255	-	255	-	-	-	255	-	255	-	-	-	-	-	
167	EASTLEIGH / WESEX HOUSE	UPPER MARKET STREET	EASTLEIGH	EXTENSIONS TO EXISTING OFFICES	-	-	-	-	-	-	282	-	282	-	-	-	-	-	-	-	-	-	282	-	282	-	282	-	-	-	
184	108	PARK ROAD	CHANDLERS FORD	HOUSE WITH RETAIL TO B1A OFFICE WITH FLAT OVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300	-	300	300	
186	HILLSIDE, 140	WINCHESTER STREET	BOTLEY	CHANGE USE OF DOMESTIC WORKSHOP TO B1 INDUSTRIAL USE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	350	-	350	-	
164	UNIT 2A DEER PARK FARM IND EST	KNOWLE LANE	FAIR OAK	ERECTOR REPLACEMENT INDUSTRIAL BUILDING	-	-	-	-	-	-	-	-	-	-	-	-	380	380	-	-	-	-	380	-	380	-	-	-	-	-	
178	PRYSMIAN CABLES LIMITED	CHICKENHALL LANE	EASTLEIGH	ERECTOR OF AN ANCILLARY STORAGE BUILDING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	450	-	450	-	
179	SOUTHAMPTON MAIL CENTRE	MITCHELL WAY	EASTLEIGH	ERECTOR OF AN INFILL EXTENSION TO SORTING OFFICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	450	-	450	-	
159	UNIT 4 SOUTH POINT	ENSIGN WAY	HAMBLE-LE-RICE	3-STORY EXTENSION TO INDUSTRIAL BUILDING	460	-	460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	460	-	460	-	-	-	-	-	
188	GATEWAY HOUSE	TOLLGATE	CHANDLERS FORD	EXTENSION TO EXISTING OFFICE BUILDING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	464	-	464	464	
177	VICARAGE FARM BUSINESS PARK	WINCHESTER ROAD	FAIR OAK	ERECTOR OF A B1A OFFICE BUILDING	-	-	-	-	-	-	-	-	-	-	-	-	463	206	257	-	-	-	463	206	257	257	-	-	-	-	
182	PRYSMIAN CABLES LIMITED	CHICKENHALL LANE	EASTLEIGH	EXTENSION TO HIGH VOLTAGE TEST LABORATORY	-	-	-	-	-	-	-	-	-	-	-	-	706	-	706	-	-	-	706	-	706	-	-	-	-	-	
170	PORTSWOOD HOUSE	TEMPLEWAY	CHANDLERS FORD	1ST FLOOR EXTN TO PROVIDE ADDITIONAL FLOORSPACE	-	-	-	-	-	-	-	-	-	715	-	715	-	-	-	-	-	-	715	-	715	715	-	-	-	-	
162	UNIT 4 LAKE FARM HOUSE	ALLINGTON LANE	FAIR OAK	RETROSPECTIVE CHANGE OF USE TO WAREHOUSE	780	-	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	780	-	780	-	-	-	-	-	
185	ELLIOTT BUILDERS MERCHANTS	BOURNEMOUTH ROAD	CHANDLERS FORD	ERECTOR OF A REPLACEMENT WAREHOUSE BUILDING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	494	48	-	
148	SIMMONS ENGINEERING	& RYVAN SITE	BOTLEY ROAD	REDEVELOPMENT TO PROVIDE B1/B2/B8	-	-	-	1,128	-	1,128	-	-	-	-	-	-	-	-	-	-	-	-	1,128	-	1,128	-	-	-	-	-	
166	OASIS HOUSE	KNOWLE LANE	FAIR OAK	ERECTOR OF A REPLACEMENT BUILDING FOR B2 AND B8 USE	-	-	-	754	633	121	-	-	-	-	-	-	-	-	-	-	-	-	754	633	121	-	-	-	-	-	
175	LAMBERT BROTHERS HAULLAGE LIMITED	WOODSIDE AVENUE	EASTLEIGH	EXTENSION TO UNIT G	-	-	-	-	-	-	-	-	-	840	570	270	-	-	-	-	-	-	840	570	270	-	-	-	-	-	
168	SEDDUL BAHR	ALLINGTON LANE	WEST END	INDUSTRIAL/STORAGE UNITS	-	-	-	-	-	-	867	-	867	-	-	-	911	-	911	-	-	-	1,778	-	1,778	-	-	-	-	-	
163	UNIT 2 STRATEGIC PARK	COMINES WAY	HEDGE END	EXTENSION TO R&D / IND FACILITY	-	-	-	2,009	-	2,009	-	-	-	-	-	-	-	-	-	-	-	-	2,009	-	2,009	-	-	-	-	-	
157	SEDDUL BAHR	ALLINGTON LANE	WEST END	REDEVELOP/CONTINUED USE OF EXISTING INDUSTRIAL UNITS	872	745	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	872	745	127	-	-	-	-	-	
108	HAMILTON BUSINESS PARK	BOTLEY ROAD	HEDGE END	REDEVELOPMENT, B1/B2/B8 UNITS AND TELECOMM. SWITCH CENTRE	-	-	-	3,330	-	3,330	-	-	-	-	-	-	-	-	-	-	-	-	3,330	-	3,330	-	-	-	-	-	
169	BRITISH AEROSPACE LIMITED	KINGS AVENUE	HAMBLE-LE-RICE	REPLACEMENT OF GENERAL INDUSTRIAL UNITS 17-21	-	-	-	-	-	-	-	-	-	5,851	5,851	9,512	-	-	-	-	-	-	9,512	5,851	3,661	-	-	-	-	-	
140	B & Q	CHESTNUT AVENUE	CHANDLERS FORD	REDEVELOPMENT TO FORM HQ OFFICE/RESEARCH	1,794	-	1,794	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,794	-	1,794	1,794	-	-	-	-	
TOTAL					3,906	745	3,161	7,221	633	6,588	1,149	-	1,149	1,766	6,421	4,655	11,847	764	11,083	25,889	8,563	17,326	3,048	-	-	-	2,556	494	2,062	764	

Appendix 2 – Net losses to non-employment use (m2)

APPENDIX 2 - Net Losses to non-employment use (m2)																				
CATEGORY	SITE	APPREF	STARTDATE	LOCATION	PROPOSAL	LANDUSE	LOSS	LOSS	LOSS	LOSS	LOSS	TOTAL	B1a	LOSS	B1a Loss					
							2011-12	2012-13	2013-14	2014-15	2015-16	2011-17	2016-17	2016-17						
LOSS TO RESIDENTIAL	64138	15/75866 J	01-Jan-16	MARINERS HOUSE HIGH STREET HAMBLE-LE-RICE	PRIOR NOTIFICATION - CONVERT B1A OFFICES INTO 2 FLATS AND 1 HOUSE	B1(a)					200	200	200							
LOSS TO RESIDENTIAL	64140	15/76765 F	01-Jan-17	14 HOBBS LANE HEDGE END	DEMOLISH EXISTING B2 BUILDINGS AND ERECT 9 DWELLINGS	B1(a)						-		200						
LOSS TO OTHER USE	60264	13/72104 F	01-Jan-15	UNIT 4 BROOKWOOD INDUSTRIAL ESTATE BROOKWOOD AVENUE EASTLEIGH	C/USE FROM B1C TO INTERNET CAR SALES	B1(c)				230		230								
LOSS TO OTHER USE	57026	11/68510 F	01-Jan-12	40 CHAMBERLAYNE ROAD EASTLEIGH	C/USE FROM B1A OFFICES TO D1 DENTAL CLINIC	B1(a)	263					263	263							
LOSS TO RESIDENTIAL	61907	14/75734 F	01-Jan-16	NORTH BLOCK THE MALL, 120 WINCHESTER ROAD CHANDLERS FORD	CONVERT NIGHTCLUB AND OFFICES INTO 9 FLATS	B1(a)				300		300								
LOSS TO RESIDENTIAL	64140	15/76765 F	01-Jan-17	14 HOBBS LANE HEDGE END	DEMOLISH EXISTING BUILDINGS AND ERECT 9 DWELLINGS	B1(b)						-		300						
LOSS TO RESIDENTIAL	61907	13/73734 J	01-Jan-15	THE MALL, 120 WINCHESTER ROAD CHANDLERS FORD	PRIOR NOTIFICATION - CONVERT B1A OFFICES INTO 5 FLATS	B1(a)				317		317	317							
LOSS TO OTHER USE	57371	10/67233 F	01-Jan-12	STATION GARAGE, 14 HURSLEY ROAD CHANDLERS FORD	C/USE FROM CAR SALES TO RETAIL	B2	334					334								
LOSS TO OTHER USE	60751	13/72643 F	01-Jan-15	UNIT 1 DUTTON LANE EASTLEIGH	C/USE FROM B2 INDUSTRIAL USE TO CAR VALETING	B2				370		370								
LOSS TO RESIDENTIAL	60878	13/72821 F	26-Jun-14	RUSSELL HOUSE, 26-28 ROMSEY ROAD EASTLEIGH	DEMO EXISTING BUILDING AND ERECT 31 SHELTERED APARTMENTS	B1(a)				447		447	447							
LOSS TO OTHER USE	57408	10/67902 F	22-Jul-11	SARACEN HOUSE 6 FREEGROUNDS AVENUE HEDGE END	C/USE FROM B1 OFFICES TO D1 DENTAL SURGERY	B1(a)	453					453	453							
LOSS TO RESIDENTIAL	65456	15/77087 J	01-Jan-17	38-40 LEIGH ROAD EASTLEIGH	PRIOR NOTIFICATION - CONVERT B1A OFFICES INTO 8 FLATS	B1(a)						-		458	458					
LOSS TO RESIDENTIAL	60871	13/73022 J	18-Oct-13	GRAYTON HOUSE 26A HIGH STREET EASTLEIGH	PRIOR NOTIFICATION - CONVERT B1 OFFICES INTO 8 FLATS	B1(a)			600			600	600							
LOSS TO OTHER USE	61163	13/73005 F	01-Jan-14	UNIT 38 CHICKENHALL LANE EASTLEIGH	C/USE FROM B2 INDUSTRIAL USE TO A D2 GYMNASIUM	B2			660			660								
LOSS TO RESIDENTIAL	63531	14/75370 F	01-Jan-17	FAIR VIEW PYLANDS LANE BURSLEDON	DEMOLISH EXISTING B2 BUILDINGS AND ERECT 3 DWELLINGS	MIXED INDUSTRY						-		790						
LOSS TO RESIDENTIAL	59078	13/72552 R	18-Nov-13	THE FORMER BUILD CENTRE KNOWLE HILL EASTLEIGH	DETAILS - ERECTION OF 12 DWELLINGS	MIXED INDUSTRY			875			875								
LOSS TO OTHER USE	62358	13/73710 F	01-Jan-15	UNIT 3 ROYAL LONDON PARK FLANDERS ROAD HEDGE END	C/USE FROM B8 STORAGE AND DISTRIBUTION TO CAR DEALERSHIP	B8				2,333		2,333								
LOSS TO RESIDENTIAL	55501	11/70108 F	10-Feb-15	TRAVIS PERKINS TRADING CO LIMITED MILL STREET EASTLEIGH	ERECTION OF 113 DWELLINGS	MIXED INDUSTRY					5,300	5,300								
LOSS TO RESIDENTIAL	63059	14/74873 F	03-Jun-15	FORMER PREMIER FOODS BAKERY SITE TOYNBEE ROAD EASTLEIGH	REDEVELOP SITE WITH 120 DWELLINGS	B2				9,000		9,000								
LOSS TO RESIDENTIAL	58610	11/70044 F	03-Jul-12	(FORMER PIRELLI FACTORY SITE) PRYSMIAN CABLES (SIROCCO PARK) LEIGH ROAD EASTLEIGH	ERECTION OF 312 DWELLINGS AND COMMUNITY BUILDING	B2		15,700				15,700								
TOTAL								1,050	15,700	1,260	4,572	14,800	37,382	2,280	1,748	458				

Appendix 3 – Employment Land Supply in Eastleigh Borough 1st April 2016

APPENDIX 3 - Employment Land Supply in Eastleigh Borough 1st April 2016																		
REF	ADDRESS	ADDRESS1	TOWN	PROPOSAL	STATUS	DEVELOPER	STATUS	USE	FLOOR SPACE (m2)	AREA (Ha)	OUTSTANDING LOSSES (m2)	NET GAIN (m2)	Excluding Airport / Riverside	B1a				
0021H	LAND NORTH OF RAILWAY LINE, SOUTH OF SEWAGE WORKS	CHICKENHALL LANE	EASTLEIGH	VACANT EXPANSION LAND	NOT STARTED		ALLOCATION	B1-8	-	7.50	-	-						
0058A	NORTHERN BUSINESS PARK	SOUTHAMPTON AIRPORT	EASTLEIGH	BUSINESS PARK.	NOT STARTED	BRITISH AIRPORTS AUTHORITY	ALLOCATION	B1	78,000	19.50	-	78,000						
0058A A	RAILTRACK LAND, NORTH OF 0058A, SOUTH OF RAILWAY LINE	SOUTHAMPTON AIRPORT	EASTLEIGH	BUSINESS PARK	NOT STARTED	RAILTRACK / EASTLEIGH AIRPORT DEVS. LTD	ALLOCATION	B1	34,000	8.50	-	34,000						
117	FORMER ALSTOM RAILWAY LAND	NORTH OF CAMPBELL ROAD, SOUTH OF RAILWAY LINE	EASTLEIGH	LOCAL PLAN ALLOCATION FOR B2 OR B8 USES	NOT STARTED	ST. MODWEN PROPERTIES	ALLOCATION	B1-8	76,000	19.00	56,100	19,900	131,900					
121	LAND AT	WIDE LANE / MITCHELL WAY	EASTLEIGH	EMPLOYMENT ALLOCATION FOR B2 USE	NOT STARTED		ALLOCATION	B2	-	0.24	-	-						
140	B & Q	CHESTNUT AVENUE	CHANDLER S FORD	REDEVELOPMENT TO FORM HEADQUARTERS OFFICE/RESEARCH	PHASE 1 AND 2A COMPLETE, PHASE 2 NOT STARTED	B&Q PROPERTIES LTD	PERMISSION	B1	3,591	0.35	-	3,591		3,591				
160	EAST OF	KNOWLE LANE	FAIR OAK	ERECTION OF TWO INDUSTRIAL BUILDINGS	NOT STARTED		PERMISSION	B1-8	1,857	1.53	-	1,857						
164	UNIT 2A DEER PARK FARM INDUSTRIAL ESTATE	KNOWLE LANE	FAIR OAK	ERECT A REPLACEMENT INDUSTRIAL BUILDING	NOT STARTED		PERMISSION	B1-8	600	0.17	-	600						
171	SOUTH POINT 3	ENSIGN WAY	HAMBLE-LE-RICE	2 STOREY EXTENSION	NOT STARTED		PERMISSION	B1C	1,010	0.07	-	1,010						
172	NORTH AND EAST OF BOORLEY GREEN	WINCHESTER ROAD	BOTLEY	COMMERCIAL DEVELOPMENT UP TO 4,355M2	NOT STARTED		PERMISSION	B1-8	4,355	10.44	-	4,355		4,355				
176	MAYFLOWER PARK, 28	BOTLEY ROAD	HEDGE END	ERECTION OF 2 B1/B2/B8 INDUSTRIAL UNITS	NOT STARTED		PERMISSION	B1-8	269	0.27	-	269						
178	PRYSMIAN CABLES	CHICKENHALL LANE	EASTLEIGH	ERECTION OF ANCILLARY STORAGE BUILDING	NOT STARTED		PERMISSION	B2	450	0.09	-	450						
179	SOUTHAMPTON MAIL CENTRE	MITCHELL WAY	EASTLEIGH	EXTENSION TO SORTING OFFICE	NOT STARTED		PERMISSION	B8	450	0.14	-	450						
180	STEWART SIGNS	TRAFALGAR CLOSE	CHANDLER S FORD	ERECTION OF AN EXTENSION TO INDUSTRIAL UNIT	NOT STARTED		PERMISSION	B2	331	0.26	-	331						
183	ALPHA PARK	ELECTRON WAY	CHANDLER S FORD	REDEVELOP SITE WITH 3 INDUSTRIAL UNITS	UNDER CONSTRUCTION		PERMISSION	B1-8	14,637	3.41	-	14,637						
184	108 PARK ROAD		CHANDLER S FORD	CONVERT TO B1A OFFICE WITH FLAT OVER	UNDER CONSTRUCTION		PERMISSION	B1A	300	0.04	-	300		300				
185	ELLIOTT'S BUILDERS MERCHANTS	BOURNEMOUTH ROAD	CHANDLER S FORD	NEW WAREHOUSE BUILDING	NOT STARTED		PERMISSION	B8	542	0.74	-	542						
186	HILLSIDE	140 WINCHESTER STREET	BOTLEY	COU DOMESTIC WORKSHOP TO B1 INDUSTRIAL USE	NOT STARTED		PERMISSION	B1C	350	0.09	-	350						
187	NORTH STONEHAM PARK	CHESTNUT AVENUE/STONE HAM LANE	EASTLEIGH	MAJOR DEVELOPMENT TO INCLUDE 2700SQM OF B1 FLOORSPACE	NOT STARTED	HIGHWOOD LAND LLP	PERMISSION	B1	2,700	0.67	-	2,700		2,700				
							TOTAL		219,442	73.01	56,100	163,342	31,442	10,946				

APPENDIX 3a - New Permissions granted 1st April 2016 to 31st March 2017

189	SITE D2 HAMILTON BUSINESS PARK	HAMILTON WAY	HEDGE END	ERECT AN INDUSTRIAL UNIT FOR B1/B2/B8 USE	NOT STARTED		PERMISSION	B1-8	2,672	0.68	-	2,672		
190	HAMBLE POINT MARINA	SCHOOL LANE	HAMBLE-LE-RICE	ERECTION OF 8 UNITS FOR B1A USE	NOT STARTED		PERMISSION	B1-8	590	0.31	200	390		390
191	PORT HAMBLE MARINA	SATCHELL LANE	HAMBLE-LE-RICE	ERECTION OF A REPLACEMENT INDUSTRIAL BUILDING	NOT STARTED		PERMISSION	B1-8	940	3.02	253	687		
192	UNIT 5 BROOKWOOD AVENUE	BROOKWOOD AVENUE	EASTLEIGH	EXTENSION TO EXISTING LIGHT INDUSTRIAL UNIT	NOT STARTED		PERMISSION	B1-8	300	0.06	-	300		
193	HOME FARM	ST. JOHNS ROAD	HEDGE END	MIXED USE DEVELOPMENT INCLUDING B1(C) LIGHT INDUSTRIAL	NOT STARTED		PERMISSION	B1C	265	1.03	-	265		
194	CLEANSING SERVICES GROUP	GRANGE ROAD	HEDGE END	REDEVELOPMENT FOR B2 USE	NOT STARTED	CSG LTD	PERMISSION	B2	690	1.03	777	-	87	
							TOTAL		5,457	6.13	1,230	4,227	-	390

Appendix 4 – EBC Local Plan Employment Allocations not included in the HCC Commitment

APPENDIX 4 - EBC Local Plan Employment Allocations not included in the HCC Commitment											
POLICY REF	ADDRESS	ADDRESS1	TOWN	PARISH	PROPOSAL	STATUS	FLOOR SPACE (m2)	AREA (Ha)	NET GAIN (m2)	B1a Net	Comment
2011-36											
FO6	Hammerley Farm	Anson Road	Horton Heath	FO&HH	B1b, B1c & B2	Allocation		1.1	4,400		
CF2	Steele Close		Chandlers Ford	Chandlers For	B1b, B1c, B2, B8 or SG	Allocation		1.3	5,200		
CF3	Land south of supermarket & east of Bournemouth Road		Chandlers Ford	Chandlers For	B1b, B1c, B2, B8 or SG	Allocation		1.9	7,600		
E1	Former Civic Offices & Magistrates Court	Leigh Road	Eastleigh	Eastleigh	B1a	Allocation		1.9	-4,251	-4,251	3,000m2 net gain in application but loss of 7,251m2 existing EBC offices
E6i	Barton Park / Deacons	Eastleigh Riversid	Eastleigh	Eastleigh	B1, B2, B8	Allocation					Loss of existing so impossible to determine any net gain
E6ii	Tower Lane	Eastleigh Riversid	Eastleigh	Eastleigh	B1b, B1c, B2, B8 or SG	Allocation					Loss of existing so impossible to determine any net gain
E6iii	Site 0021H in HCC schedule			Eastleigh		Allocation					
E6iv	Site 117 in HCC schedule ?			Eastleigh		Allocation					
E7	Site 0058AA in HCC schedule			Eastleigh		Allocation					
E9	Site 0058A in HCC schedule			Eastleigh		Allocation					
HE3	Land off Peewitt Hill Close & Dodwell Lane	Hedge End	Hedge End	Hedge End	B1b, B1c, B8	Allocation		3.6	14,400		
HE4	Land at Netley Firs	Kanes Hill	Hedge End	Hedge End	B1b, B1c, B2, B8 or SG	Allocation		1.8	7,200		
	Adj. Botleigh Grange Office Park	Woodhouse Lane	Hedge End	Hedge End	B1a, b or c	Allocation		1.8	7,200	7,200	Residue of 2011-29 HE5 Plan Allocation of 2.6ha. Care home permitted on part
WE2	Chalcroft Business Park	Burnetts Lane	West End	West End	B1b, B1c, B8	Allocation		1.6	6,400		
WE3	Berrywood Farm	Tollbar Way	Hedge End	West End	B1b, B1c, B2, B8 or SG	Allocation		0.8	3,200		
BO2	Uplands Farm	Botley	Botley	Botley	B1b, B1c, B2, B8 or SG	Allocation	6,000		6,000		
WE1	Chalcroft Farm, West of Horton Heath		Horton Heath	West End	950 dwellings + 6ha employment land for B1b, B1c, B2, B8	Resolution		6.0	24,000		
								SUB-TOTAL	81,349		
SS	Strategic Growth Option		Bishopstoke / Fair C	FO&HH	B1, B2, B8	Allocation	30,000		30,000	15,000	Assume 50% B1a
								TOTAL	111,349	17,949	

All floorspace figures estimated on the basis of site area x 4,000m2 apart the SGO which has a floorspace rather than site area quoted in policy

Appendix 5 – Anticipated Future Local Plan Losses to other uses

APPENDIX 5 - Anticipated Future Local Plan Losses to other uses							
Policy						Site	Floorspace
Ref	Address 1	Address 2	Parish	Allocation	Area	Lost	
FO4	East of Knowle Lane		FO&HH	30 dwellings. This is site 160 in HCC Commitment Schedule - Appendix 3. This employment permission would not be built	1.53	1,857	
DM23(34)	Abbey Fruit Farm		Hound	Redevelopment for 93 dwellings	2.88	1,900	
DM24(d)	Common Road Industrial Estate		Chandlers Ford	30 dwellings	0.8	3,200	
DM24€	Draper Tools	Hursley Road	Chandlers Ford	130 dwellings & care home	4.7	18,800	
DM24(f)	Jeswons etc	Toynbee Road	Eastleigh	63 dwellings	1.9	7,600	
					Total	11.8	33,357
Rows 7, 8 & 9 = site area x 4,000m2							

www.eastleigh.gov.uk/localplan2016-2036

