

**EASTLEIGH BOROUGH COUNCIL'S POSITION**  
**ON EMPLOYMENT PROVISION AND THE CHICKENHALL LANE LINK ROAD**  
**October 2020**

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## **PART ONE: INTRODUCTION AND SUMMARY**

### **1. Introduction**

- 1.1 In the post-hearing letter to Eastleigh Borough Council (the Council) of 1<sup>st</sup> April 2020 (ED71), the Inspector addressed employment provision and the Chickenhall Lane Link Road (CLLR) together, viewing them as closely related issues. She identified the CLLR as a “significant constraint” to the delivery of land allocated under Policies E6, E7 & E9 of the Local Plan at the Southampton Airport Economic Gateway (SAEG) / Eastleigh Riverside (paragraph 50 of her letter). At paragraphs 52 & 53 of her letter, the Inspector suggested that there was a “clear evidential gap” in terms of the timing, delivery, funding and phasing of the CLLR.
- 1.2 Accordingly, the Inspector identified two potential ways forward:
- (1) the Council could provide the evidence on timing, phasing, delivery and funding of the CLLR to demonstrate that there is a reasonable prospect of it being delivered within the Plan period (as well as clarifying the reliance or otherwise of the 3 employment sites on the CLLR). This evidence would be tested through the Local Plan examination (paragraph 54); or
  - (2) the CLLR could be deleted from the Local Plan, which would require main modifications to delete the CLLR and, potentially, also to address the delivery (or otherwise) of the employment allocations on which the Local Plan relies. The effect of the deletion on the supply of employment land would need to be unambiguously set out, and the need or otherwise for further employment land explained in a concise paper (paragraph 55).
- 1.3 The Council has now fully considered the issues concerning the CLLR and employment provision, as well as the Inspector’s two potential ways forward. This Note sets out the Council’s position in the light of that consideration.

### **2. Summary**

- 2.1 This response to the points raised by the Inspector is made up of three parts.
- 2.2 Part One comprises this introduction and summary.
- 2.3 Part Two comprises the Council’s response to the Inspector’s proposals regarding the content of the Local Plan and proposes and justifies an alternative way forward, which would retain the safeguarding of the route in the Local Plan and amend the policy criteria in Policies E6, E7 & E9 so that they only seek developer contributions towards the full CLLR once there is a reasonable prospect of a viable and deliverable scheme coming forward. As this Note explains, the Council’s approach is supported by evidence which demonstrates that there is a reasonable prospect of the delivery in the medium term of that part of the CLLR necessary to deliver sufficient employment land to meet the Local Plan employment targets. The Council’s approach has the advantage of providing clarity and support to the CLLR. By contrast, deletion of the CLLR from the Local Plan would undermine the CLLR and the advantages that would come from its delivery.

- 2.4 Part Three comprises a description of the proactive actions taken since the close of the examination hearings in January 2020 by the various landowners and other parties in order to deliver the allocated employment sites and associated infrastructure at the SAEG to meet the Local Plan target both in the short and longer-term.
- 2.5 This Note is supported by a number of Appendices, the first of which is a Memorandum of Understanding (MoU) between the various landowners and developers in respect of the delivery of this employment land and associated infrastructure (with the second Appendix providing the Maps to this MoU).
- 2.6 This Note should be considered alongside the Council's Local Plan evidence base and hearing statements to the examination regarding the CLLR / SAEG, particularly those in response to the Inspector's Matters 6.2 and 6.3.
- 2.7 The Note focuses primarily on the delivery of the road infrastructure related to the development of the employment sites allocated in the Local Plan at Policies E6(iv), E7 and E9. These all lie to the south of the Eastleigh to Fareham railway line and are the elements likely to be developed in the short to medium term. That is not to downplay the importance of delivering improvements to the north of the railway line through the Chickenhall Lane Industrial Estate which remains a key part of delivering the whole CLLR. However, given that the Council is committed to an early Local Plan review, the stretch to the north of the railway line can be addressed in more detail through that review.
- 2.8 The Council expects that other parties may wish to comment on its position and looks forward to working with the Inspector to allow the issues to be explored and resolved. A further update will be provided on outstanding issues, in particular in relation to the planning applications referred to in Part Three of the Note, as appropriate.

## **PART TWO: JUSTIFICATION FOR SAFEGUARDING**

### **3. Employment Land Supply**

- 3.1 As a preface to these comments it is worth referring to paragraph 13.3 of the Council's updated Employment Background Paper (Examination Document ECON008) which notes that, as well as being located adjacent to an international airport and in close proximity to a major port:

*"...the SAEG 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 fast services to London in just over an hour. 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."*

- 3.2 In order to meet the revised Local Plan employment target, the Council does not need all of the potential employment land within the SAEG / Riverside to come forward within the Plan period. It is estimated that there is scope for the creation of over 130,000m<sup>2</sup> of new employment land at the SAEG / Riverside (which includes the existing industrial estates off Chickenhall Lane, undeveloped Network Rail land south of the sewage works, land at the Eastleigh Railway Works and the site known as the 'Northern Business Park' (NBP) within the boundary of Southampton Airport). (See the Council's response to the Inspector's Action 10.6 which sets out the contribution from individual sites and how this relates to the evidence base and potential access arrangements – table attached to this Note as Appendix 4).
- 3.3 The Council has estimated that, based on an update of the employment target using more recent evidence than originally used to formulate the submitted Local Plan target, there is a shortfall of c33,000m<sup>2</sup> which needs to be delivered at the SAEG / Riverside by the end of the Plan period to ensure the target is met. However, as the housing that would have been provided at the SGO is not now being provided in this Local Plan and is being picked up in an early review, it is the Council's view that the same approach should apply to the employment which would have been provided at the SGO. This is on the basis that, as the housing is not being provided under the current Plan, it does not generate the need for the employment. If it did need to be provided, however, this would increase the shortfall to c63,000m<sup>2</sup> (which is over half of the residual employment floorspace target).

### **4. A Third Option**

- 4.1 Given this land supply situation, and the importance which the NPPF 2012 attached to securing sustainable economic growth and prosperity (as does the current NPPF), the Council considers

that a third potential way forward is preferable to the two proposed in the Inspector's letter of 1<sup>st</sup> April 2020 (set out in paragraph above), namely for the Council to:

- (1) provide evidence on the strategic need for the CLLR and the benefits of continued safeguarding;
- (2) provide detailed evidence to demonstrate the deliverability of sufficient employment land to meet the residual target over the Plan period;
- (3) provide broader evidence on the potential long-term deliverability of the CLLR overall (which may be beyond the Plan period); and
- (4) thereby justify an approach whereby the Local Plan safeguards the full route of the CLLR, but does not seek developer contributions towards it until such a time in the future as there is a stronger prospect of / clearer timescale for delivering the road.

4.2 This Note provides the evidence to justify this approach. The Council considers it to be strongly preferable to deletion of the CLLR from the Plan and is concerned that, as expressed at the examination hearing and as supported by other representors at that session, if the safeguarding of the full CLLR was removed from the Local Plan, that would fundamentally undermine the deliverability of the scheme. Having a 'hook' in the Local Plan is considered an important pre-requisite for helping build a Strategic Business Case for funding bids for major infrastructure projects such as the CLLR. While there is no explicit legal requirement for projects to be identified in Local Plans in order to be considered suitable for funding, having policies in Local Plans helps make the case for the project: see, for example, section 1 of the [DCLG Appraisal Guide](#)<sup>1</sup>, the process for establishing an economic narrative to demonstrate the wider social and economic impacts of road infrastructure projects under [Webtag guidance](#)<sup>2</sup> or the 'five case' model set out in the Treasury's [Green Book](#)<sup>3</sup>. Moreover, the guidance document supporting the Government's [HIF Marginal Viability Fund](#)<sup>4</sup> explicitly makes the link between eligibility for funding and either having an adopted Local Plan in place or the bidding authority being able to demonstrate that the funding sought will "unlock the release of otherwise undeliverable land which will speed up getting the plan in place" (section 4, page 8).

4.3 The Council considers that, in the current financial, social, economic and political climate, particularly in so far as it affects the operation of Southampton Airport, it would not be achievable, in the timescale available, to produce a robust evidence base agreed amongst the key

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<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/576427/161129\\_Appraisal\\_Guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/576427/161129_Appraisal_Guidance.pdf)

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/804797/tag-unit-a2-1-wider-impacts-overview-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/804797/tag-unit-a2-1-wider-impacts-overview-document.pdf)

<sup>3</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/685903/The\\_Green\\_Book.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/685903/The_Green_Book.pdf)

<sup>4</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/625520/HIF\\_Marginal\\_Viability\\_supporting\\_document\\_accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/625520/HIF_Marginal_Viability_supporting_document_accessible.pdf)

partners to justify the delivery of the full CLLR along the lines suggested by the Inspector's first possible way forward. However, as set out in this Note and in the MoU at Appendix 1, the Council can demonstrate a reasonable prospect of opening up sufficient employment land to meet the identified shortfall. It will also be possible to undertake a more detailed assessment of the CLLR as part of an early review of the Local Plan, which could look in more detail at longer-term employment supply as it will do in respect of housing supply in the latter years of the Plan period.

- 4.4 There are a number of options for meeting the employment shortfall, the first of which is the site allocated at Policy E7 of the Local Plan (the so-called Network Rail land). The estimated capacity of this site is 34,000m<sup>2</sup> so it is, nominally, sufficient to meet the identified shortfall of 33,000m<sup>2</sup>. While the site is effectively land-locked, as noted in Appendix 4, there are options to access this site from the north, west and south.
- 4.5 Secondly, there is the land at the existing railway works (part of the Policy E6 allocation), which is currently undergoing redevelopment, though that might only yield c20,000m<sup>2</sup> of net new floorspace. Moreover, there are access constraints to the ability to deliver the full capacity, although resolutions to these are currently being explored.
- 4.6 Thirdly, although not currently counted in the land supply, there is a further site identified under Policy E6 (see the line under E6iii in Appendix 4 to this Note) which potentially has a capacity of 30,000m<sup>2</sup> on 7.5ha. The Council has, to date, not counted the contribution from this site for two reasons: firstly, because of the site's location directly next to a waste water treatment works; and secondly, due to the fact that there was also an unimplemented consent granted by Hampshire County Council (as Minerals & Waste Planning Authority) for an Energy Recovery Centre and Solar Farm, which affected most of the site (7.22ha). However, the Council has now granted planning permission for a plant hire / builders yard to meet the needs of a local firm to expand from its existing site in Eastleigh (see paragraphs 13.8 to 13.10 of ECON008). This permission (which has been implemented) covers the eastern 3.17ha of the site, leaving 4.33ha of the 7.5ha site as potentially available for future employment use as there is no evidence that the Energy consent will be implemented.
- 4.7 Finally, is the land allocated under Policy E9 of the Local Plan (the 'Northern Business Park'), which has an estimated capacity of 78,000m<sup>2</sup>. This is something which is identified in the 2018 consultation draft Airport Masterplan (see Council's hearing statement on Matter 6.2 – NB since the examination hearings the draft Masterplan has now been finalised as '[Southampton Airport A Vision For Sustainable Growth](https://www.southamptonairport.com/media/fwnh31wg/sou-a-vision-for-sustainable-growth.pdf)'<sup>5</sup>) (see also section 12 below).
- 4.8 In spite of the COVID-19 situation, the effects of Brexit, and the collapse of Flybe (which previously comprised over 90% of scheduled flights at Southampton Airport), a planning application has been submitted by the airport operators for an extension to the runway (and other operational changes) to allow the airport to accommodate a wider range of carriers, using a wider range of aeroplanes (see section 11 below). The application is currently under consideration by the Council and the airport operators have continued in recent weeks and

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<sup>5</sup><https://www.southamptonairport.com/media/fwnh31wg/sou-a-vision-for-sustainable-growth.pdf>

months to publicly state the importance of achieving the runway extension if a commercial airport operation is to remain at Southampton. The application does not make direct provision for a new access road within the airport site to open up the NBP, but neither does it prevent it (see Part Three of this note below). Furthermore, it does safeguard the CLLR route and this safeguarding will be incorporated in the s106 agreement which will accompany the planning application which is currently in preparation.

4.9 One issue in trying to assess options for funding and delivery of any access to the NBP is the type of employment use which might be accommodated on the site. As it stands in the submitted version of the Plan, the wording of Policy E9 does not allow B1a office use at the site. A proposed modification was discussed at the examination hearings which might allow B1a use at the NBP (provided there was no alternative site available and no adverse impact on town centre office uses or office supply generally). The most likely use at the NBP is a mixed use employment development likely to include a mix of warehouse, industrial, office and R&D uses.

4.10 That mix is likely to include the potential for part of the site to be used for operational airport purposes in accordance with the aspirations of the recently finalised Airport Masterplan, which identifies the potential for part of the NBP to be used for operational airport-related uses in the long-term.

4.11 At the examination hearings the Council did request that it be allowed to further modify Policy E9 of the plan to specifically allow Class B1a use at the NBP. The Inspector is currently giving this matter further consideration.

4.12 However, since then and on 1<sup>st</sup> September, the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into operation, which raises a further issue. The new Use Classes Order would place all of the former B1 Use Classes in a new Class E, alongside the former A-class retail uses and a number of other uses. The Inspector wrote to the Council on 5<sup>th</sup> August seeking its view on the implication of these changes on the potential soundness of the Local Plan (ED76).

4.13 The Council's response (currently unpublished) is to recommend addressing this through a review of the Local Plan due to a number of uncertainties and complexities which currently remain unresolved. As an interim measure, however, the Council proposes to remove all references to specific Use Classes from the Local Plan policies and allocations, meaning that the site, as proposed to be further modified by the Council, would be simply allocated for 78,000m<sup>2</sup> of *"airport-related activities and/or employment uses, subject to..."*.

## **5. A Potential Fourth Option?**

5.1 As an alternative to the continued safeguarding of the full CLLR, the Council has considered altering the wording of the policy to delete references to 'safeguarding' and replace these with text which states that the Council 'supports' the delivery of the CLLR. However, the Council considers that this would be a significant downgrading of the status and importance of the CLLR and would not provide the necessary degree of protection to ensure the route could be delivered



in the long term. A statement of support has little, if any, policy weight or value and does not set out any clear or specific land use implications. In the Council's view a statement of support would not meet the requirements on clarity in Local Plans set out at paragraph 154 of the NPPF.

## **6. The Need for the CLLR**

- 6.1 The Council set out in its hearing statement on Matter 6.2 (which referred back to paragraphs 13.14-13.16 of ECON008, paragraphs 6.12-6.14 of DEL002 and to paragraphs 6.4.38, 6.4.39 and Policy E6c of SUB001) why it considers there is a need to deliver the CLLR, at least in the long-term, and why the Local Plan should seek to protect and safeguard the route for its provision. In particular, it is needed not just to facilitate the delivery of sufficient employment land to meet the Local Plan employment target to 2036 but also to achieve a wide range of transport, economic, environmental and air quality benefits. While some of these benefits are fairly localised (e.g. seeking to improve air quality in the Eastleigh Town AQMA), they are nonetheless important. Other objectives are of sub-regional importance. Accordingly, delivery of the CLLR is not just an aspiration of the Council and relevant landowners but also of the County Council, neighbouring authorities (in the form of the Partnership for South Hampshire) and the Solent Local Enterprise Partnership.
- 6.2 As explained in Part Three of this Note, the Council, working with landowners, developers and other stakeholders, is nearer than it has ever been in terms of facilitating the delivery of, if not the whole CLLR, certainly key first stages.

## **7. Benefits of Continued Safeguarding**

- 7.1 The key benefit of safeguarding the full route of the CLLR in policy, and identifying it on the Local Plan policies map, is that it provides clarity and certainty to decision-makers, landowners and developers, so enabling them to make effective investment decisions. Identifying the route on the policies map, with a clear policy statement that the route is safeguarded, would be a strategic policy of the Local Plan, clear in its purpose, and would form a key plank of the overall strategy for the scale and pattern for development in the District. These are all matters identified in the NPPF (2012) (paragraphs 154, 156 and 157) as key roles for Local Plans, and in particular their strategic policies; as are the requirements that Plans be aspirational but realistic, and look ahead for a minimum of 15 years so that they are able to respond to long-term requirements and opportunities such as those arising from major improvements in infrastructure.
- 7.2 Including a safeguarding policy in the Local Plan would not cause blight or uncertainty in respect of other sites. It does not impact on sites which are not either already developed or in use for employment / airport related purposes or allocated for such uses. It does not create uncertainty for those making investment decisions in the wider area. Indeed, the Council considers that removing the safeguarding would create such uncertainty.
- 7.3 Accordingly, the Council considers that a safeguarding commitment in the Plan is preferable to simply an expression of support for the delivery of the CLLR, particularly as it is a policy approach that has been used, and continues to be used, successfully elsewhere.

## 8. Examples of Safeguarding

- 8.1 The issue of safeguarding key pieces of infrastructure in Local Plans has various precedents in Local Plans in Hampshire and, indeed, in Eastleigh itself. Another longstanding road project in Eastleigh Borough is the Botley Bypass which is, itself, 'safeguarded' under Policy BO5 of the Local Plan. This proposal has been in the planning pipeline for at least 20 years and has been safeguarded in successive Local Plans. It is only now coming to fruition; something made possible, in part at least, by that long-term safeguarding.
- 8.2 Along with the CLLR, the Botley Bypass was first safeguarded in Policy 91.T of the adopted Eastleigh Local Plan (ELP001). The route of the Botley Bypass runs beyond the Borough boundary into that part of Botley village which falls under the jurisdiction of Winchester City Council. Policy SHUA5 of the adopted Winchester District Local Plan Part 2 (adopted in April 2017), safeguards land for the construction of that part of the Botley Bypass within Winchester District. The scheme is a long-term aspiration of the County, Borough and City Councils, and its route was safeguarded for this reason despite the facts (as acknowledged in the supporting text to the policy and at that time) that a fully funded programme of delivery had yet to be established, and it did not appear in any programme for delivery. The full text of Policy SHUA5 and its supporting text are attached at Appendix 3 to this Note.
- 8.3 The Inspector supported the inclusion of the policy in the Winchester Part 2 Plan in spite of the above, commenting at paragraph 169 of his Report that it remains "reasonable and realistic" that the safeguarding be included in the Plan. The relevant text of the Inspector's Report (dated 21<sup>st</sup> January 2017 – pages 34/35) is also included in Appendix 3.
- 8.4 Planning permission was granted for the Botley Bypass in November 2017 and the c£20m scheme is now fully funded. No substantial progress was made pending decisions on the County Council's planning applications in respect of land at Woodhouse Lane (allocated in the Eastleigh Borough Local Plan under Policy HE1) and Uplands Farm (BO2). Now that HE1 has been granted outline planning permission and BO2 is in receipt of a resolution to permit, preparatory works are currently underway (September to November 2020). It is the County Council's expectation that the main highway works will commence in 2021.
- 8.5 Similarly, the Fareham Local Plan Part 2 contains Policy DSP49 which safeguards land for a number of highway schemes including, at criterion b, the B3334 Gosport Road – B3334 Titchfield Road (Stubbington Bypass). Paragraphs 6.18 and 6.19 of the Plan note that:

*"6.18 Stubbington Bypass has been a longer term aspiration of Hampshire County Council for many years, the scheme is now being afforded an immediate priority in order to help deliver the Solent Local Enterprise Partnership objectives in relation to local economic growth and the need to help facilitate new investment and development in Gosport and Fareham Boroughs.*

*6.19 The bypass is a major transport scheme, which will be very challenging to implement. After assessment of a series of potential route options a preferred route has been identified which connects the B3334 Gosport Road, south of Stubbington to the B334 Titchfield Road north of Stubbington. Following consultation in summer 2014, the County Council has identified an indicative corridor for the bypass, which is 100m wide to allow design adjustments as work progresses. The actual corridor width will be approximately 20-25m.”*

- 8.6 The Fareham Local Plan examination Inspector accepted the Council’s justification for the safeguarding in spite of the acknowledged difficulties (paragraph 61 of his report). This £34.5m scheme is also fully funded and is currently under construction.
- 8.7 The Council considers that the same approach that the Inspectors applied in respect of safeguarding in the Winchester and Fareham Local Plans described above is apt for the situation facing the Eastleigh Borough Local Plan in respect of the CLLR; and that a long-term safeguarding approach for the full route is both necessary and appropriate.

## **9. Seeking Developer Contributions**

- 9.1 Another point raised by the Inspector in paragraph 53 of the letter of 1<sup>st</sup> April 2020 relates to the requiring of financial contributions towards the funding of the CLLR. As presently worded, the three relevant policies of the Local Plan (E6, E7 & E9) each contain a criterion that financial contributions will be required for the delivery of the CLLR where this is viable. Similar to the safeguarding issue, the Inspector does not consider that there is sufficient evidence to justify this.
- 9.2 Whilst the NPPF is clear that the planning system should not impose undue financial or policy burdens on those investing in local business (paragraph 21), it is already clear that the provision of the CLLR is likely to be an expensive undertaking which will not happen without substantial financial support. This creates something of a ‘Catch-22’ situation for the Council in that it clearly wants to support business and facilitate the delivery of employment land at the SAEG, but achieving this is associated with the delivery of a major infrastructure project, only part of which is necessary to deliver that employment land, the cost of which that development alone is unlikely to be able to meet. It is also Hampshire County Council’s experience that any bids to Government for road funding are strengthened where Highway Authorities are able to demonstrate that there is a substantial local contribution (possibly in the region of 20-30%) likely to be forthcoming.
- 9.3 Given the long-term aspirations of many stakeholders for the CLLR to happen, it is the Council’s firm view that the Local Plan should keep open the prospect of securing that investment funding and delivering the full CLLR; and that it would be preferable to signal in this Local Plan that developer contributions will be sought once a reasonable prospect of viability and deliverability is established, rather than leave it to the Local Plan review and/or when that reasonable prospect has already been established. The Council therefore proposes to modify the policy criteria in Policies E6, E7 & E9 so that they:
- (i) make provision for construction of parts of the CLLR as part of the new site access arrangements; and

- (ii) seek contributions towards the full CLLR, but only once there is a reasonable prospect of a viable and deliverable scheme (all subject to satisfying the tests of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

9.4 It is proposed, therefore, that the three policies be further modified as set out below:

**E6 3 c:** *“A route shall be reserved clear of development to enable the provision of a new link road (the Chickenhall Lane link road) in the longer term between Bishopstoke Road and Wide Lane, broadly as indicated on the policies map although the precise route will need to be determined as the site is developed. Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposal and of any contributions / funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements. In the meantime....”*

**E7 1 c:** *“Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full road link proportionate to the traffic impact of that proposal and of any contributions / funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements.”*

**E9 2 b:** *“Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full road link proportionate to the traffic impact of that proposal and of any contributions / funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements.”*

9.5 It is also proposed to add the following to the end of paragraph 6.4.38 of the Local Plan:

*“The full link road is likely to be funded by a mixture of developer contributions and other sources (e.g. Government funding). An underlying principle is that each applicant should fund their share of the overall developer contributions proportionate to the transport effects of their development. A number of sites currently have no road access. Therefore in some cases an applicant may have already constructed a significant proportion of the link road to access that site. If at a later date they propose further development on a remaining phase of their site, the contribution they have already made to the construction of the link road will be taken into account to ensure this underlying principle is met.”*

9.6 Such a phased approach would be consistent with the approaches adopted in Fareham & Winchester and meet the provisions of the NPPF. Furthermore, it will be possible, through ongoing work with the County Council and others, to establish the cost of implementing and delivering a scheme and establishing a phased approach. At its simplest a phased approach could comprise two phases: that part of the CLLR required to access the E6 / E7 / E9 employment land as Phase 1; and the remainder of the CLLR as Phase 2. In reality a more sophisticated approach may be necessary. Either way, the phased approach will help identify when there is a reasonable

prospect of a viable and deliverable scheme which would trigger the policy requirement for contributions to be sought in order to help deliver it.

- 9.7 In order to reflect this phased approach, although at this stage it is not known what the precise phasing arrangements will be, for the purpose of this note, as described above, a two-phase approach is suggested. It is proposed to add a sentence of text to paragraph 6.4.38 of the Local Plan to address this as follows (in bold):

*“6.4.38.....Detailed assessment has suggested that it may not be economically viable to construct the full road in the short term. However the full regeneration potential of Eastleigh River Side will not be realised without the provision of such a link, and its provision can be realised in stages with different phases of development. The Council therefore remains committed to working with partners to deliver the Chickenhall Lane Link Road **in phases with the first phase being those parts of the CLLR necessary to deliver the employment allocations.**”*

- 9.8 It has always been acknowledged that the delivery of the full CLLR is a long-term aspiration of all parties; and it is a very longstanding proposal. However, it also remains a relevant and current proposal, one which will meet a range of important planning objectives beyond simply securing access to employment land. There is no technical, engineering, legal or physical barrier to the implementation of the CLLR. The issue to resolve is purely financial, the resolution of which will depend on future Government investment decisions.
- 9.9 The Council’s proposed modifications recognise this current financial uncertainty, but provide a policy hook to help deliver funding once that uncertainty is addressed. In the Council’s view, such an approach is preferable to removing the policy hook at this stage, which would leave a policy vacuum on the issue pending the Local Plan review.

## **10. Part Two - Conclusion**

- 10.1 Part Three of this Note provides further evidence in support of proposals in the Local Plan to provide access to sufficient employment land at the SAEG to meet the Local Plan employment target. This provides further justification in support of the long-term implementation of the full CLLR. It will not be possible in the time parameters of the current Local Plan examination, and given the current Covid-19 situation, to produce a detailed design and schedule of the timing, delivery, funding and phasing of the CLLR and/or secure agreement of all the key partners to the same. This will only be possible in the longer-term through an early review of the Local Plan. However, in view of the above, the Council’s proposed course of action provides sufficient justification to retain the long-term safeguarding of the CLLR in the Local Plan (with some further modifications to the relevant CLLR policies in the Plan).

## **PART THREE: ACTIVITY AND PROGRESS ON THE DELIVERY OF THE SAEG DURING 2020**

### **11. Southampton Airport Runway Extension Planning Application**

11.1 The Council noted in its evidence to the Local Plan examination hearings, and subsequently in response to questions from the Inspector, that a planning application (F/19/86707) had been submitted by the operators of Southampton Airport in October 2019 proposing the construction of a 164 metre runway extension at the northern end of the existing runway, associated blast screen to the north of the proposed runway extension, removal of existing bund, and the reconfiguration and extension of existing long stay car parking to the east and west of Mitchell Way to provide additional long stay spaces.

11.2 The application has been subject to a number of rounds of public consultation during the year as additional evidence has been submitted by the applicant in support of the application. A decision is anticipated to be made by the Council at its Eastleigh Local Area Committee in December 2020. The application is significant in respect of safeguarding land for the delivery of the CLLR as the runway extension would cross the route which would likely need to be taken by the CLLR. One of the documents submitted in support of the planning application is a Tunnel Safeguarding Feasibility Report, produced by Mott Macdonald on behalf of the applicant, which identifies a possible means by which the CLLR could be delivered should the runway extension be permitted. The Report assesses the feasibility of a 'jacked tunnel' beneath the runway extension which would allow the runway extension to proceed independently and the CLLR underpass to be constructed separately in the future.

11.3 The Report notes in section 5 that:

*“Tunnel jacking is a technique for installing a grade-separated structure of either circular or rectangular shape with relatively shallow overburden depths compared to an equivalent cross-sectional area bored tunnel. It is a technique that is typically employed where an equivalent cut-and-cover construction would have unacceptable impacts on a surface asset. Jacked underpass structures have been successfully installed beneath road, rail and airport runway / taxiway assets worldwide.”*

11.4 The Report concludes (Section 8):

*“This pre-feasibility report discusses the potential tunnel-jacking methodology reviewed against specific ground conditions and soil properties obtained from an interpretation of localised on-site ground investigation.*

*The pre-feasibility assessment is also made with the benefit of previous experience of similar size, or larger, jacked-tunnel structures that have been installed in similar, or worse, ground conditions beneath key transportation assets, including; railways, motorway carriageways and airport runways and taxiways.*

*The site investigation has confirmed generally competent ground conditions, compatible with established tunnel-jacking techniques and would pose no significant issues for a competent specialist tunnel-jacking contractor to successfully install.”*

11.5 The tunnel-jacking feasibility study has been commissioned to demonstrate that there is a technically feasible solution which would allow the runway to be extended whilst also allowing for the future construction of a road beneath it. Other alternative solutions may be possible and the final preferred solution will not be known until detailed designs for the runway extension are finalised in due course.

11.6 In its initial comments on the planning application, submitted on 20<sup>th</sup> December 2019, Hampshire County Council, in its capacity as Highway Authority, was unable to make a recommendation due to the inadequate information submitted in support of the application regarding how the proposal would impact on the local highway network. However, in a more recent consultation response, dated 14<sup>th</sup> August 2020, the Highway Authority does not raise an objection to the application subject to appropriate planning conditions and a Section 106 planning agreement addressing the following matters:

- Revisions to the Airport Surface Access Strategy (ASAS), including costed measures (with supporting bond/cash deposit) proposals for monitoring and associated fees;
- Terms of a vehicle cap, to be linked to the review of the ASAS and the requirement for additional measures to achieve sustainable development targets;
- Safeguarding of land in connection with access to the airport development zone and Chickenhall Lane Link Road; and
- Production of a Construction Traffic Management Plan.

## **12. Southampton Airport Masterplan**

12.1 A further positive step since the matter was considered at the Local Plan examination hearings is that Southampton Airport has finalised its masterplan, [Southampton Airport: A vision for Sustainable Growth](#)<sup>6</sup>, which was reported to be at draft stage in the Council’s statement on Matter 6 (Matter 6.2 – paragraphs 2-7). Despite being published pre-Flybe’s demise and CV19, the airport operators remain committed to the delivery of the masterplan, which sets out ambitions to develop and grow the airport in the period to 2037. Phase 1 is the proposed extension of the runway described above.

12.2 The final masterplan document explicitly references the Eastleigh Local Plan and the Northern Business Park / SAEG in sections 4.7 (page 22) and 6.2.8 (page 36), where it is described at the ‘North East Zone’. The document notes:

*“The land owned by Southampton Airport accounts for 22 hectares. Of this, four hectares would be protected for airport operational development allowing the remaining area to be developed for non-airport related mixed use. Historically, proposals to bring forward this land*

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<sup>6</sup><https://www.southamptonairport.com/media/fwnh31wg/sou-a-vision-for-sustainable-growth.pdf>

*for development have relied heavily on the delivery of access proposals such as the Chickenhall Lane Link Road, with associated costs of up to £120 million. The NE Zone is recognised as having fewer access constraints and has the potential to act as catalyst for the development of the SAEG.*

*It is clear that transport interventions are needed to open up the sites around the airport to achieve their development potential. Options for transport interventions will be considered focusing on road access, on lower cost and deliverable schemes and on making better use of existing infrastructure (e.g. Wide Lane). A deliverable access solution could be identified for the Northern Business Park in the very short term to support incremental delivery of the site. It is also important to consider the potential longer-term access plan for the wider area, so that interventions developed in the short-term do not preclude or obstruct potential longer-term solutions.”*

### **13. Planning Applications at Eastleigh Railway Works**

13.1 In addition to the airport application, there has been a considerable amount of development activity at the Eastleigh Railway works (part of the area allocated under Policy E6 of the Local Plan) over the past 12 months, following the purchase of the site by the Diageo Pension Trust Ltd for a reported £20m in January 2018. Through the submission of a number of planning applications, Diageo have set about formalising existing uses in preparation for a programme of investment which has involved opening up discussions with Network Rail and the Airport operators regarding the future of the Network Rail land (allocated under Policy E7 of the Local Plan) and the airport business park site (allocated under Policy E9). A brief summary of the recent planning application history at the railway works is appended to this note (see Appendix 5).

13.2 The key application currently under consideration is F/20/87841, which seeks full planning permission for the demolition of existing buildings and erection of up to 2,444 sq. m of floorspace (GIA) for use within Class B1(c); Class B2 and / or Class B8; provision for 'open storage' (Class B8) from up to circa 2.5 hectares (part permanent and part temporary); and associated infrastructure and groundworks. This application was recommended for approval, subject to the receipt of further information from the applicant and the completion of an HRA by the Council, at the Eastleigh Local Area Committee on 13<sup>th</sup> October 2020 and was approved on that basis.

13.3 Key to note is that Diageo see these applications as the beginning of a long-term development programme for the three Local Plan sites (E6, E7 and E9). As well as formulating proposals to bring about redevelopment of parts of the railway works site, Diageo are in discussions with Network Rail to purchase the E7 site and hope to have arranged the land transfer by around March 2021.

13.4 Diageo have also initiated discussions with the airport operators regarding a potential Joint Venture on facilitating road access to each others sites, so that the totality of the employment land allocated at the SAEG can be brought forward in a coordinated fashion. Ridge LLP have been commissioned to draw up a highways proposal which will secure access to the NBP site from Mitchell Way (the airport access road running into the airport from the 'Spitfire roundabout').



13.5 Costed and worked up designs have been drawn up, therefore, to access both the E7 and E9 sites; and they have been, and continue to be, discussed informally with the Highway Authority (Hampshire County Council).

13.6 Appendix 1 of this Note comprises a Memorandum of Understanding between Southampton International Airport Limited and Diageo Pension Trust Ltd, which acknowledges that they remain committed to the development of the sites and the provision of the infrastructure necessary to serve them and are working constructively together to bring this about. Discussions are still underway with Network Rail but it is anticipated that a tripartite Memorandum of Understanding will be secured, including Network Rail, in the coming weeks.

## **14. Finance**

14.1 Section 4 of the Local Plan Infrastructure Delivery Plan Update (October 2018 – DEL002) addressed the issue of infrastructure prioritisation, funding and delivery. Paragraphs 4.9 to 4.39 on pages 10-15 identify a number of potential sources of funding to help deliver infrastructure projects. These include:

- Direct customer funding / payment;
- Developer funding through CIL/s106;
- Government grants and funding;
- Third party funding;
- Prudential borrowing; and
- Other local funding

14.2 Examples are given of instances where the Council has been successful in bidding for tens of £m of Government funding towards infrastructure projects in the Borough including towards the delivery of the Botley Bypass and new road infrastructure associated with the West of Horton Heath development.

## **15. Part Three - Conclusion**

15.1 Bringing the various initiatives described in Part Three together, it is clear that, after many years of little practical progress having been made in seeking to deliver the CLLR, the past 12 to 18 months have seen significant strides forward on a number of fronts, not least of which is the purchase of the Railway works by Diageo and the steps Diageo and the airport are taking in co-ordinating activity to realise the potential of the SAEG.

15.2 Whilst undoubted challenges remain in terms of the future of Southampton airport with the challenges of Brexit, the collapse of Flybe and CV19, we are on the cusp of having a clear way forward mapped out. It will be known in a matter of weeks what decision the Council takes on the airport runway extension and Railway Works planning applications.

15.3 It is acknowledged that there are also wider highways issues including, for example, the means of connecting the site to Junction 5 of the M27 via a new Wide Lane rail bridge. Work undertaken by Hampshire County Council in 2016 put the cost of the Wide Lane railway bridge works at £48m. A scheme was designed by HCC as Highway Authority to address this and it will need to be revisited as work on the planning applications progress and new applications are submitted for the SAEG sites.

15.4 In the meantime, the parties are committed to continue to work together to realise the unique and unrivalled development opportunity of the SAEG, as the MoU at Appendix 1 to this Note indicates. This MoU between the two landowners of the E6(iv) and E9 Local Plan employment allocations should be considered alongside the Statement of Common Ground with Hampshire County Council in its capacity as Highway Authority contained in the Council's Local Plan examination hearing statement on Matter 6.3. It is anticipated that a tripartite version of the MoU including Network Rail, the owners of the E7 allocation, can be secured in due course.

## **APPENDIX 1 – MEMORANDUM OF UNDERSTANDING**

### **Memorandum of Understanding**

**between**

**(1) Southampton International Airport Limited**

**and**

**(2) Diageo Pension Trust Ltd**

1. This Memorandum of Understanding sets out the agreement between Southampton International Airport Limited (1) and Diageo Pension Trust Ltd (2) (the "**Parties**") in relation to the proposed development of land at Southampton Airport, Eastleigh Works and Eastleigh Riverside (the "**Land**").
2. The Land is covered by allocations in emerging Policies E6 and E9 of the Eastleigh Borough Council Draft Local Plan (the "**Emerging Policies**"), and is shown on plan reference 20-119 M-01 ("**Plan 1**").
3. The Parties have been exploring options and opportunities to facilitate the delivery on the Land of the new employment floorspace proposed in the Emerging Policies in the absence of the Chickenhall Lane Link Road. The Parties have a common interest in the delivery of a comprehensive design for employment use of the Land and an access solution based on an alternative route to that shown in the Local Plan for the first phases of the CLLR.
4. The Parties have completed some initial feasibility work and are confident that they can deliver an access solution for the three allocations (i.e. the Land).
5. The indicative route of an alternative access road crossing the land owned by Southampton International Airport Limited and Network Rail is shown on plan reference 20-119 M-02 ("**Plan 2**"). Plan 2 shows the new road extending from Mitchell Way and going to the north of the proposed runway extension, across the northern boundary of the airport land and then over to the Network Rail Land.
6. The Parties are currently negotiating the heads of terms for a development agreement which will formalise the parties' existing commitment to collaborate on the delivery of a suitable access road, and relevant planning application[s] to bring forward the redevelopment of the Land as employment land as allocated in Emerging Policies E6 and E9. A draft masterplan for the Land has already been developed and is shown on plan 18-082 SK76.
7. There are live planning applications currently being considered by Eastleigh Borough Council in its role as planning authority in relation to development at Southampton Airport (reference F/19/86707) and at Eastleigh Works (reference F/20/87841 – approved by the Eastleigh Local Area Committee on 13<sup>th</sup> October 2020). These applications and the relevant development projects are an essential precursor to the parties bringing forward applications for the Land. It is anticipated that the pending planning application at the Airport will be determined in 2020. More detailed design work on the access road and planning applications for the Land is continuing.

8. The Parties are confident, having co-operated over the feasibility work and masterplan design work to date, that both commercial heads of terms and the determination of the pending planning applications can be completed, and an access road delivered within the Plan period. An indicative timetable is set out below:

<b>Activity</b>	<b>Timescale</b>
Negotiate heads of terms for development agreement	December 2020
Planning application to be presented to Committee for Eastleigh Works	Estimated October 2020
Planning application to be presented to Committee for Southampton Airport	Estimated December 2020
Design development for access road and employment land	January 2021 – September 2021
Submission of planning application for access road (detailed) and outline planning application for employment land	January 2022
Submission of reserved matters for employment land	June 2022
Construction of access road	January 2023
Construction of employment land	June 2023

Signed:

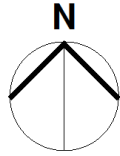
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**Southampton International Airport Limited**

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**Diageo Pension Trust Ltd**

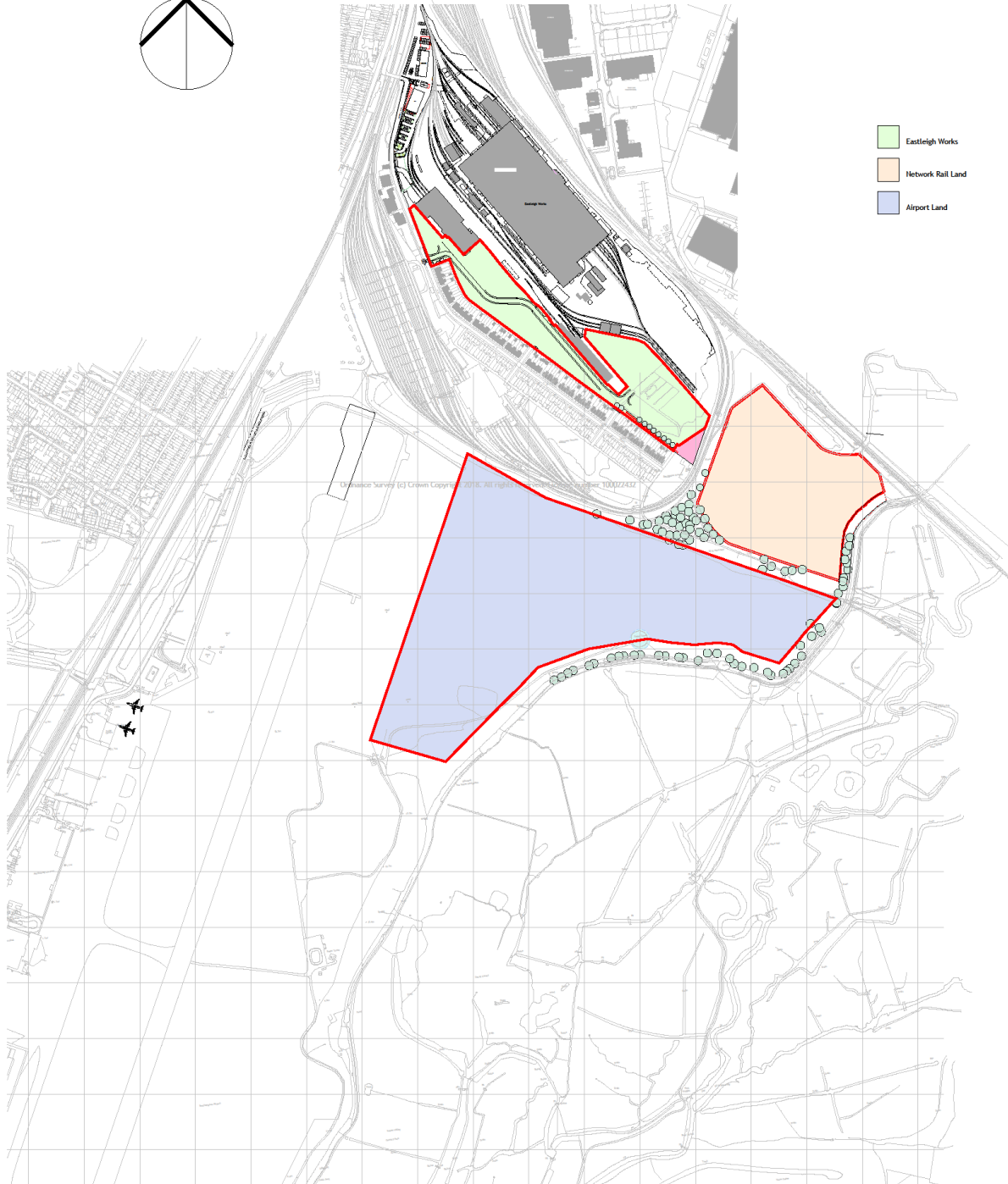
# APPENDIX 2 – MOU MAPS



- Notes
1. This drawing is the copyright of MH Architects Ltd
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  3. All dimensions must be checked on site by the contractor prior to commencement of the works.



Rev.	Revision	By	Date	Check	Date



- Eastleigh Works
- Network Rail Land
- Airport Land

**Diageo Pension Trust Ltd**  
Eastleigh Works & Southampton Airport

Eastleigh

Project & Drawing title		Eastleigh Works		Network Rail Land		Eastleigh Airport Land	
Drawn	Date	Checked	Date	Scale	at A3		
HG	21.09.20	N/A	00/00/00	HTS			
Job N°	20-119	Drawing N°	M-01	Rev.			
Status	Memorandum of Understanding						

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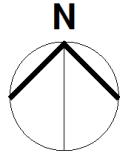


Notes

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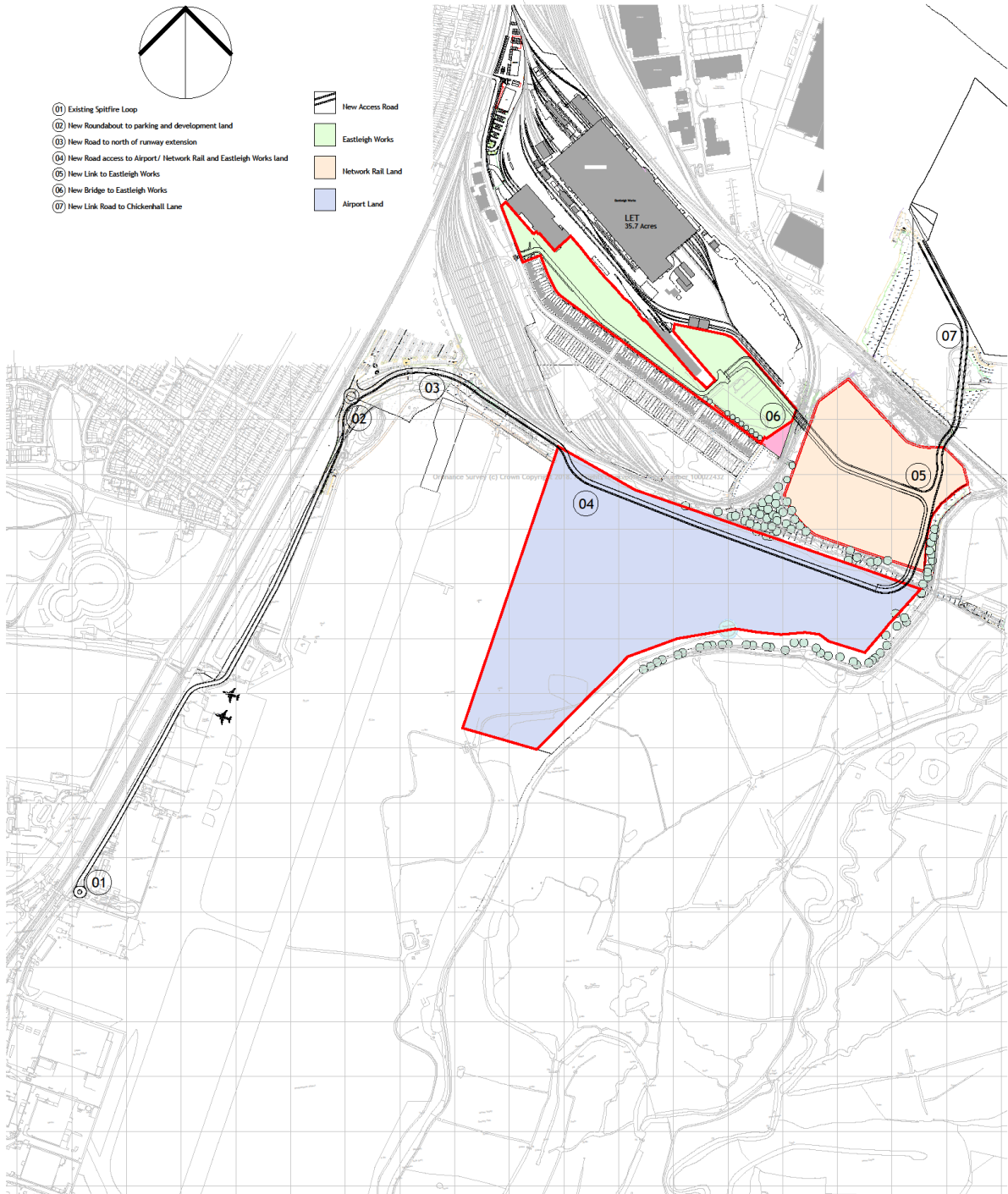


Rev.	Revision	By	Date	Check	Date



- 01 Existing Spitfire Loop
- 02 New Roundabout to parking and development land
- 03 New Road to north of runway extension
- 04 New Road access to Airport/ Network Rail and Eastleigh Works land
- 05 New Link to Eastleigh Works
- 06 New Bridge to Eastleigh Works
- 07 New Link Road to Chickerhall Lane

- New Access Road
- Eastleigh Works
- Network Rail Land
- Airport Land



# Diageo Pension Trust Ltd

Eastleigh Works & Southampton Airport

Eastleigh

Project & Drawing title

Eastleigh Works  
Network Rail Land  
Eastleigh Airport Land

Drawn	Date	Checked	Date	Scale at A3	HTS
HG	02.10.20	N/A	00/00/00		
Job N°	20-119	Drawing N°	M-02	Rev.	A
Status	Memorandum of Understanding				

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## **APPENDIX 3 – EXTRACTS FROM THE WINCHESTER LOCAL PLAN AND LOCAL PLAN INSPECTOR’S REPORT ON INFRASTRUCTURE SAFEGUARDING**

### **WINCHESTER LOCAL PLAN PART 2 INSPECTOR’S REPORT – COMMENTS ON BOTLEY BYPASS SAFEGUARDING - Nigel Payne 31<sup>st</sup> January 2017 pages 34/35**

<https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2011-2036-adopted/local-plan-part-2-development-management-allocations/lpp2-2017-inspector-39-s-report>

“169.Concerning the proposed Botley by-pass, amended wording that more accurately reflects the present position has been agreed between the Council, and HCC as the local highway authority (SCG 02). Given that neither the funding nor the delivery of the scheme is as yet fully resolved, despite a willingness from all main parties to proceed, it remains reasonable and realistic that policy SHUA 5 of this Plan continues to safeguard the land likely to be needed.

170.It is equally appropriate that it should require funding to be in place for the full length of the new road before construction starts, to avoid piecemeal development and possible harmful, if unintended, consequences in respect of traffic movements locally. Accordingly, the agreed revised wording needs to be included to provide greater clarity and certainty for all involved and to assist delivery of the full scheme (MM 27).

171.Relating to the Botley by-pass scheme, proposals have been put forward by representors for additional employment on adjacent land at Sherecroft Farm, where part of the site has been previously allocated, to help bring it forward. However, there is no shortage of employment land available in the locality at present, as partly evidenced by policies SHUA 2 and SHUA 3, nor is there any firm commitment as yet to the delivery of the by-pass. It remains possible that the present indicative alignment may change, for whatever reason, including potential design/construction constraints. As a result, it is not yet clear what land alongside the new road would remain available for development once it is built.

172.In such circumstances and in the absence of any clear evidence as to how new employment on adjacent land could help bring forward delivery of the road in viability terms, there is no justification for an additional allocation to be made in this Plan. Nevertheless, the position is capable of review once a detailed road design has been completed and a firm commitment on the start of construction exists.”

### **WINCHESTER LOCAL PLAN PART 2 – April 2017**

<https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2011-2036-adopted/local-plan-part-2-development-management-allocations/lpp2-adoption>

#### **“Botley Bypass**

5.21 The Council has been advised by the Highway Authority that, in order to meet the planned level of housing growth in the Eastleigh Borough, in and around the Botley area, strategic transport infrastructure improvements will be necessary to help mitigate the impact of traffic, including the

provision of the Botley Bypass. Whilst a fully funded programme of delivery has yet to be established, the Highway Authority is seeking funding for the road. The Council will therefore continue to safeguard the section of the potential route for the Botley Bypass within the Winchester District and will work positively with stakeholders to investigate and identify appropriate means of delivering the future construction of the Bypass, although at the present time it is not in any programme for delivery.

5.22 The construction of the Bypass is a long-term aspiration of both Hampshire County Council and Eastleigh Borough Council, and the City Council will work closely with both parties to assist the delivery of this road, either within or beyond the Local Plan Period. As well as safeguarding the route of the road, Policy SHUA5 also seeks to ensure that the road can be delivered in its entirety to ensure that the section of the Bypass in Winchester District connects to the remainder of the Bypass. This is necessary to avoid an intrusive road being built in the countryside which does not connect to the complete Bypass, and to ensure that any harmful impacts on the adjoining environmentally sensitive areas are effectively mitigated or avoided. Due to its proximity to the internationally protected Special Protection Area along the Solent, which includes the Upper Hamble, an assessment will be required under the Habitats Regulations, and an Appropriate Assessment, before consent for the Bypass can be granted.

#### **Policy SHUA5 – Botley Bypass Safeguarding**

**Land is safeguarded, as shown on the Policies Map, for the construction of the part of Botley Bypass within Winchester District, between the District boundary at the river Hamble and the junction of the A334/A3051. The Bypass within the Winchester District will be permitted, provided that:**

- i. measures are included to protect the environmental sensitivity of the river Hamble, and adjoining area;**
- ii. a structural landscaping scheme is prepared and implemented, which effectively mitigates any adverse visual impacts on the surrounding area.**

**Before the construction of the Bypass in the Winchester District commences funding commitments should be in place to ensure that the road is delivered in its entirety.”**



## **APPENDIX 4 - Inspector's Action 10.6 – SAEG Employment Sites**

This is the table previously produced for and submitted to the Inspector in advance of the Employment Sites hearing session. The sites are also mapped on a PDF produced by HG.

<b>Local Plan Policy Ref</b>	<b>ECON008 Appendix 3 Ref</b>	<b>ECON008 Main Report Text</b>	<b>Site name / description</b>	<b>Floorspace (m2)</b>	<b>Site Area (ha)</b>	<b>SLAA Site Ref</b>	<b>Current Access</b>	<b>Possible Access</b>	<b>Future Site</b>	<b>Comment</b>
<b>E6(i)</b>			Barton Park / Deacons Industrial Estates		20.5		Chickenhall Lane	Chickenhall Lane		<i>Added Inspector's Action 13.24</i>
<b>E6(ii)</b>			Tower Lane / Tower Industrial Estate		31.5	6-33	Chickenhall Lane	Chickenhall Lane		
<b>E6(iii)</b>	021h	13.8-13.10	North of railway line & south of sewage works	30,000	7.5	6-10	Chickenhall Lane	Chickenhall Lane		Not counted in supply due to constraints
<b>E6(iv)</b>	117	13.4-13.5	Former Alston Railway Land / St Modwen / Railway works	19,900	19.0	6-34	Campbell Road	Campbell Road / CLLR		NB – 76,000 – 56,100 loss
<b>E7</b>	0058aa	13.6-13.7	Railtrack land / Network Rail Land / North of 058a South of Railway Line	34,000	8.5	6-11	No current access	Airport access road under runway extension / Campbell Road / Chickenhall Lane / CLLR		
<b>E9</b>	058a	13.11-13.12	Southampton Airport / Northern Business Park	78,000	19.5	6-12	No current access	Airport access road under runway extension / CLLR		
			<b>Total</b>	<b>131,900</b>	47ha					

## **APPENDIX 5 – SUMMARY OF RECENT PLANNING HISTORY AT EASTLEIGH RAILWAY WORKS**

F/19/85188 Permission granted on 22<sup>nd</sup> July 2019 for reconfiguration of the existing vehicular site access (Gate 2) and associated works including repositioned boundary fence and demolition of building. Once implemented this permission will result in the creation of an improved access to the northern extent of the Eastleigh Railway Works site for the sole use by Arlington Fleet Services (for ongoing railway rolling stock maintenance & repair use. Area 1 – which is the land adjacent to the Campbell Road Bridge including Parkway Business Centre and the training building as well as land running down the bridge ramp to Gate 2

F/19/85191 permission granted on 22<sup>nd</sup> July 2019 for change of use of Unit 6 from B2 to D1 (Training Centre) use and demolition of Unit 7. The permission has been part implemented with Unit 7 having been demolished in early 2020

F/19/85190 Ba6 and 7B South, Eastleigh Railway Works – Continued use for scrap metal recycling facility (sui generis) from previous B2 industrial use Granted 15<sup>th</sup> November 2019

F/19/85189 Permission granted also on 22<sup>nd</sup> July 2019 for alternations to Unit 3 (inc units 3a-3c) to provide a new single building for B2 use. This has not yet been implemented and the component parts of Unit 3 remain as 3 separate but adjoining buildings

F/19/86898 Unit 11 Eastleigh railway works, submitted 19<sup>th</sup> March 2020 and granted 14<sup>th</sup> May 2020 for change of use to pattern makers workshop (B2)

LDC/19/85192 issued on 9<sup>th</sup> August 2019 establishing the lawful use of Units 4 & 8 for storage and distribution

LDC/19/85383 Unit 11 Eastleigh railway works, Campbell Road, Eastleigh – to relocate wood working machine shop from unit 3b to unit 11 Decided 30<sup>th</sup> July 2020

F/19/85287 granted on 14<sup>th</sup> November 2019 to allow B8 open storage on plots 310 & 315

PN/20/87300 – Prior Approval granted for the demolition of Unit 5 on 2<sup>nd</sup> March 2020. This has not yet taken place and is considered afresh in the current application below....

F/20/87841 – Eastleigh Railway Works, Campbell Road, Eastleigh, SO50 5AD

### Proposal

Full planning permission for demolition of existing buildings and erection of up to 2,444 sq. m of floorspace (GIA) for use within: Class B1(c); Class B2 and / or Class B8; provision for 'open storage' (Class B8) from up to circa 2.5 hectares (part permanent and part temporary); alterations to access including road widening, new footpath and creation of new vehicular access via Campbell Road; installation of acoustic barrier; and associated works including parking, services, landscaping, infrastructure and groundworks

Submitted 13<sup>th</sup> May 2020

Includes Area 1 (the Arlington Land) and Area 2 (land to the north of Campbell Road and the railway line, south of the main railway works building).

Planning Statement – section 3 – Diageo’s aim is to preserve the heritage of rail manufacture and maintenance at the site whilst delivering significant investment through the provision of a range of new employment facilities to better meet local demand.

To date Diageo has invested in the region of £4m as part of a strategy to institutionalise and enhance the works. Much of this to date has been directed at improving the fabric of existing buildings, regularising operations which did not have permission and addressing issues created through historic lack of management. Aim is to create two elements – a separate demise for Arlington to the north and a separate general industrial / employment area to the south.

The application seeks planning permission to consolidate the existing operation of Arlington within the area to the north of the railway sidings and redevelop the remainder of the site to the south for new employment uses through a combination of new units and open storage plots.

Proposal is the demolition of the 1960s extension to Parkway house, Units 3, 4 & 8 and partial demolition of the Victorian building to the south of Parkway House

Also, in Area 2, permanent open storage for plots 300, 303, 307 and 320 with temporary open storage use for plots 304/305 (temp for 10 years).

NB the main railway works building and depot to the north of the site would continue to be occupied for the manufacture, repair and maintenance of railway vehicles and ancillary uses in accordance with the established use of the rail works. This will facilitate retention of a significant local employer – Arlington Fleet Services.