3. Development Sites in Eastleigh

Southampton Airport Economic Gateway, Chickenhall Lane, Eastleigh, SO50 6RR
(Site consists of a number of smaller, individual sites formerly known as Eastleigh River Side)

**Type:** Unique development opportunity primarily for industrial and storage & distribution uses. Some parts of the site may be suitable for a mix of uses including; office, retail, a hotel/conference centre, leisure, restaurants, residential and community-related development. Opportunities also exist for the development of waste management uses and renewable energy generation.

**Description:** The Southampton Airport Economic Gateway offers a unique opportunity to develop adjacent to Southampton International Airport and its neighbouring train stations at Southampton Airport Parkway and Eastleigh. The site is also home to the UK Headquarters of Prysmian Group, a global company and world leader in the industry of high-technology cables and systems for energy and telecommunications. Although parts of the site rely on the provision of new transport interventions, a refreshed consideration of the requirements to unlock this site for development have presented an opportunity to release the site’s potential as a strategic employment site for South Hampshire through a phased approach to delivery. The site comprises of 6 parcels of land;

- Barton Park
- Tower Lane
- Former railway works land
- Land south of the sewage works
- Land at Southampton International Airport (consisting of 2 parts – Land adjoining Eastleigh River Side and Expansion Land at Southampton Airport).
- Further opportunities also exist in the recently decommissioned Ford Site, located to the south of the M27 and for which new employment opportunities are being sought by Southampton City Council (please visit www.investinsouthampton.co.uk for further information).

The Land at Southampton International Airport and the Ford site are recognised as having fewer access constraints and therefore have the potential to be brought forward for development first, acting as catalysts for the wider development.

Southampton Airport is also in discussions with the Local Planning Authority regarding an additional development opportunity on land to the north of Southampton Airport Parkway train station for hotel uses.

**Location:** The site is located within the M27/M3 corridor next to junction 5 of the M27. It is directly adjacent to Southampton Airport Parkway train station and Southampton Airport, which provides flights to over 50 destinations with world-wide connections. In addition, the site has close links to the international ports of Southampton and Portsmouth and is within a 30 minute drive of 5 universities with around 86,000 students.

Eastleigh train station is also adjacent and to the west. Given its proximity to two stations, the Southampton Airport Economic Gateway is well connected to the strategic rail and freight network. Direct trains connect to London Waterloo, which can be reached in 69 minutes.

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6 A vision strategy for Southampton Airport Employment Hub, Southampton International Airport Ltd, February 2015.
Plot Size and Estimated Floor Space Provision:

Table 4: Breakdown of available development land and estimated floor space provision at the Southampton Airport Economic Gateway

<table>
<thead>
<tr>
<th>Part of site</th>
<th>Plot Size (ha)</th>
<th>Plot Size (acres)</th>
<th>Floor Space (sq. ft.)</th>
<th>Floor Space (sq. m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southampton Airport Economic Gateway</td>
<td>137</td>
<td>322</td>
<td>1,561,000</td>
<td>145,000</td>
</tr>
<tr>
<td>Barton Park</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tower Lane</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Former Railway Works</td>
<td>19.2</td>
<td>47.5</td>
<td>475,000</td>
<td>44,127</td>
</tr>
<tr>
<td>Land south of sewage works</td>
<td>5.7</td>
<td>14.1</td>
<td>245,000</td>
<td></td>
</tr>
<tr>
<td>Solar PV development</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land at Southampton International Airport</td>
<td>28</td>
<td>70</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

(9.6 & 21.6 respectively)

Development Opportunity:

<table>
<thead>
<tr>
<th>Use</th>
<th>Proposed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barton Park</td>
<td>Barton Park is home to some existing businesses. There is the opportunity for the regeneration and redevelopment of the site and existing companies would be accommodated where possible. Uses: Technology/Innovation Centre, office (B1), bulky good retail, hotel/conference centre, restaurant and other leisure uses. Potential for some residential development, related community uses, student accommodation and car parking provision. General Industrial (B2) and storage &amp; distribution uses (B8).</td>
</tr>
<tr>
<td>Tower Lane</td>
<td>Part of this site is home to the UK Headquarters of Prysmian Group, a key anchor tenant. Their site, as shown in Figure 17, is not to be considered as part of the overall development opportunity at Eastleigh River Side. To the west of Prysmian’s Headquarters there are some existing businesses and there is the opportunity for some regeneration and business-related improvements. However, as with Barton Park, it is recognised that not every part of this site will be re-developed and future proposals must pro-actively work with existing companies located here to ensure the security of these businesses moving forward. Uses: R &amp; D (B1b), light industrial (B1c), general industrial (B2), storage &amp; distribution (B8).</td>
</tr>
<tr>
<td>Former Railway Works</td>
<td>The site is currently being utilised for rail-related uses however, should it be demonstrated that the land is not required for these uses there is the provision for its redevelopment. Uses: Light industrial (B1c), general industrial (B2), storage &amp; distribution (B8).</td>
</tr>
<tr>
<td>Land south of sewage works</td>
<td>6 acres of the site is to be brought forward for the development of a renewable energy facility. 5 acres of the site has planning permission for solar PV development should this prove viable, with alternative proposed uses including business (B1), general industrial (B2) and storage and distribution (B8). Uses: General industrial (B2), and/or storage and distribution (B8), including waste management uses such as; sorting and recycling of waste materials and generation of renewable energy from waste materials.</td>
</tr>
</tbody>
</table>

7 Figures obtained from Eastleigh Borough Council’s Employment Land Review (July 2014).
8 The size of underused and vacant land has been estimated to be around 58ha (143 acres).
9 As outlined in Eastleigh Borough Council’s Local Plan 2011-2029 (Re-vised Pre-submission version). Please see Local Plan for specific development criteria associated with each part of the site.
Land at Southampton International Airport

**Land adjoining Eastleigh River Side:** R&D (B1b), light industrial (B1c), general industrial (B2) and storage & distribution (B8).

**Expansion Land at Southampton Airport:** Employment uses in business (B1a), R&D (B1b), light industrial (B1c), and hotel (C1) uses.

**Planning Status:** The site comprising the Southampton Airport Economic Gateway (except for the Former Ford Site) are identified in *Eastleigh Borough Council’s Local Plan Review (2001-2011)* and is part of the adopted development plan. The site has also been identified in emerging local development plan documents for the period 2011-2029 as an area in need of regeneration. The following policies of the development plan continue to be relevant: 56.BE, 57.BE (Barton Park), 117.E, 118.E (Tower Lane), 112.E (Land south of sewage works), 111.E (Former Railway Works), 114.E (Northern Business Park, which covers the Land at Southampton International Airport). Under the Local Plan, the site is referred to its historic name as ‘Eastleigh River Side’.

Whilst Eastleigh Borough Council, as Local Planning Authority, is encouraging the redevelopment of the site as a whole, they recognise and understand that not every part of the site will be redeveloped where there are existing businesses in place. Eastleigh Borough Council would look to pro-actively work with existing businesses to ensure their business security during the development of the wider site. Promoting the regeneration of the site is also a means of providing policy support for business-related improvements that individual owners and occupiers may wish to make in the long term.

Clean Power Properties Ltd., the owners of the Land to the South of the Sewage Treatment Works, have obtained planning consent for the development of this land from Hampshire County Council for an Energy Recovery Centre (planning permission number: S/13/73507). Timescales for development are currently unknown.

**Travel Times:**

Southampton Airport Parkway train station is located adjacent and to the south of the site.

<table>
<thead>
<tr>
<th>Strategic Connection</th>
<th>Drive Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3, junction 13</td>
<td>5 minutes</td>
</tr>
<tr>
<td>M27, junction 5</td>
<td>6 minutes</td>
</tr>
<tr>
<td>Southampton</td>
<td>18 minutes</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>25 minutes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Airport</th>
<th>Drive Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southampton Airport</td>
<td>adjacent</td>
</tr>
<tr>
<td>London Heathrow</td>
<td>58 minutes</td>
</tr>
<tr>
<td>London Gatwick</td>
<td>1 hour 24 minutes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail Station</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southampton Airport Parkway –</td>
<td>7 minutes</td>
</tr>
<tr>
<td>Southampton Central</td>
<td></td>
</tr>
<tr>
<td>Southampton Airport Parkway –</td>
<td>59 minutes</td>
</tr>
<tr>
<td>Portsmouth</td>
<td></td>
</tr>
<tr>
<td>Southampton Airport Parkway –</td>
<td>1 hour 6 minutes</td>
</tr>
<tr>
<td>London Waterloo</td>
<td></td>
</tr>
</tbody>
</table>
Development Considerations:

The points below summarise the main development considerations as set out in Eastleigh Borough Council’s most recent draft local plan\(^\text{10}\):

- The Land at Southampton International Airport could be accessed following localised improvements to the existing road infrastructure, however additional transport interventions are needed to unlock the full regeneration potential of the entire site. The provision of a link road through the site from Bishopstoke Road to Wide Lane, via Chickenhall Lane and the Airport (known as the Chickenhall Lane Link Road), have previously been considered. Four other site-specific transport improvements have been identified:
  - Twyford Road/Bishopstoke Road/Station Hill roundabout improvements
  - Signalised junction at Chickenhall Lane/Bishopstoke Road.
  - Enlargement of the existing mini-roundabout at Chestnut Avenue/Passfield Avenue
  - Improved facility for right turning from Chestnut Avenue onto Southampton Road.
- The current single access to the Former Railway Works is a tight ‘s’ bend bridge over the railway and any increase in movements on this part of the site would require improved access. Network Rail is currently investigating the future capacity and plans for this bridge.
- Clean Power Properties Limited has full rights of access to the Land South of the Sewage Treatment Works.
- A majority of the site has access to main services including; gas, water, electricity and sewers, although the greenfield land at Southampton International Airport is un-serviced.
- There are important service corridors across the site including sewers to the Waste Water Treatment Works, a rising water main which traverses the eastern part of the site and a 42 inch high pressure gas main which runs beneath the northern part of the airport adjoining the southern rail sidings.
- The former railway works benefits from a very substantial electricity supply.
- The adjacent Itchen River Valley is located within Flood Zones 2 and 3.
- To the east of the site is the River Itchen Site of Special Scientific Interest, Special Protection Area, Special Area of Conservation and RAMSAR site. Future development shall not cause any adverse impact on these sensitive national, European and international nature conservation sites.
- A site-level Habitats Regulation Assessment (HRA) may be required to ensure that development is delivered without adverse effects on adjoining European nature conservation sites. It is recommended that an ecologist with HRA experience is involved in the early stages of the development process.
- Parts of the site are within Southampton Airport’s Public Safety Zone and therefore future development and building height limits may be restricted.
- There are nearby residential properties in Barton Road and Campbell Road.

\(^{10}\) Revised Pre-submission Eastleigh Borough Local Plan 2011-2029 (February 2014).
Key Contacts:

Landowners: Barton Park – Legal and General

Tower Lane – Prysmian own part of this site, along with a number of smaller landowners that are currently unknown.

Former Railway works – St Modwen

Land to the south of sewage treatment works – Clean Power Properties Ltd.

Land at Southampton Airport and Land adjoining Eastleigh River Side – Network Rail Infrastructure Limited (northern part), Southampton Airport Ltd (southern part)

Marketing Agents: Not applicable

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Figure 17: Red line plan of Southampton Airport Economic Gateway.
Figure 18: Aerial photograph of Southampton Airport Economic Gateway.

Legend
- Southampton Airport Economic Gateway
- Former Ford Site
- Land at Southampton International Airport
- Prysmian Group - UK Headquarters

Station Hill Roundabout
Bishopstoke Road
Chickenhall Lane
Tower Lane
Land south of Sewage Works
Land adjoining Eastleigh River Side
Expansion Land at Southampton Airport
runway - Southampton Airport
Former Railway Works
Potential hotel opportunity
Barton Park
Chestnut Avenue

Site: Southampton Airport Economic Gateway, Eastleigh, SO50 6RR
1: 20,000

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Figure 19: Development considerations map for Southampton Airport Economic Gateway.
Figure 20: Nearby Flood Zones 2 and 3 at Southampton Airport Economic Gateway.