

7 THE ECONOMY (E)

THE ECONOMY CONTEXT

A balance needs to be struck between:

- Providing development to maintain economic competitiveness and low unemployment;
- Protecting the environment and reducing the need to travel.

The Borough's corporate strategy, 2000-2003 sets the Council's priorities. These include:

- Environment: "We will protect and improve the Borough for the benefit of local people now and in the future.
- Prosperity: "We will strive to achieve a vibrant local economy which benefits all local people".

There are several links between the Economy and other policies of the local plan including:

- CO policies: Countryside
- BE policies: Urban Renaissance
- H policies: Housing
- T policies: Transport
- TA policies: Recreation & Tourism
- ES policies: Environmental Sustainability

Objectives

7.1 The Council's objectives are to:

- Avoid too much or too little economic growth: balancing growth with the needs of the labour force.
- Improve economic competitiveness.
- Protect the environment.
- Reduce the need to travel by car.
- Prioritise the redevelopment of urban sites.
- Locate office development in town centres.
- Secure premises for 'start-up' firms.
- Promote social inclusion.

- 7.2 Government planning guidance, the South East England Development Agency's strategy, the Structure Plan review the Local Transport Plan and the Council's own Prosperity Strategy set a policy framework for this chapter. This framework seeks to meet people's needs by promoting competitiveness and protecting the environment and to promote a choice of sites for businesses.

The Borough Council's Approach

- 7.3 The Council's approach is set out in the local plan background paper: "Employment Land Provision (December 2002)". Future economic needs can only be forecast broadly. The aim is to promote a reasonable choice of sites without promoting excessive development which would undermine the quality of the environment. Enough employment land has already been identified within the wider Southampton sub region and within Eastleigh Borough to meet the future growth in the labour force over the plan period and to replace employment land which this plan proposes be redeveloped. However, within Eastleigh Borough this depends on the land north of the Airport becoming available, which will happen once the Chickenhall Lane Link Road is built. The provision of this road will also facilitate the redevelopment of sites in inner Eastleigh and hence the town's urban renaissance.
- 7.4 The structure plan identifies a major development area to the south east of Eastleigh. This included 35 hectares of employment land to support the economy and to provide jobs for the new community, either within the major development area or on existing employment allocations. This local plan does not provide for the major development area, so there is no need to provide this specific employment land. The existing employment allocations within the Borough already meet the need to support the economy.

Types of firm: 'Clustering' and Enterprise Hubs

- 7.5 Any new firm will provide employment and supply contracts. However firms which form 'business clusters' will do most to raise competitiveness. These are firms which provide the impetus for improved performance in the local supply chain, which develop the specialist skills of the labour force; which create a market for other firms and research institutes to specialise; and which exchange information and expertise with other local firms. The South East England Development Agency (SEEDA) strategy promotes this concept through 'Enterprise Hubs' and a 'Wired Region' of interconnected firms. The Southampton Enterprise Hub, centred on Chilworth Science Park, has been designated to support hi-tech firms and foster links with Southampton University. Firms in this hub may make a special contribution to competitiveness and may require premises in the Borough.

Transport

- 7.6 Employment proposals must comply with the transport policies of this plan. They must include proposals to reduce traffic growth in line with Road Traffic Reduction Act targets; include a travel plan; and comply with the Highway Authority's parking standards.

Start-Up Premises and Training Measures

- 7.7 Government policy promotes competitiveness and social inclusion, the provision of premises for start-up firms and training measures. The Council will seek contributions from employment development, and from the redevelopment of employment to other uses, for the provision of start-up premises and training measures. The Council sets out its justifications for doing so in the local plan background paper: "Section 106 Agreements for Training Measures and start-up Business Units" (October 2001). The necessity for contributions will be assessed on a case by case basis, in accordance with the scale and effect of development, in line with Government Circular 1/97 on planning obligations.
- 7.8 'Start-up' premises provide suitable space for new 'start-up' firms in terms of size, tenure, shared overheads and support facilities. The Council already manages Wessex House in Eastleigh for 'start-up' office premises.
- 7.9 This plan allocates land at the Fire Service Headquarters for industrial development including an element of start-up premises. The Council is also considering providing start-up premises adjacent to new office development south of Chestnut Avenue. Employment developments can contribute towards start-up premises at these locations, or provide their own start-up premises on site. Firms developing premises solely for their own use do not need to provide premises for start-up firms. Training programmes should be agreed between the developer or occupier, the Council and its training partners.

108 .E	Provision will be sought from new employment development, and from the redevelopment of employment land for other purposes, where appropriate, to provide or contribute towards premises for 'start-up' businesses and to training provision. Where such measures are considered necessary but are not provided, planning permission will not be granted.
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Leigh Road - Offices

- 7.10 The Pirelli Leigh Road site is being redeveloped. The north eastern part of the site fronts a main road (Leigh Road) and is within an easy walk of the town centre. This part of the site should therefore be

developed for offices. The Leigh Road frontage can accommodate about 8,500m² of offices.

109.E The north east part of the Leigh Road frontage of the Pirelli site must be developed for around 8,500m ² of office floorspace.

General Business and Industrial Development

- 7.11 General business and industrial development refers to use classes B1, B2 or B8 as defined in the 1987 Town and Country Planning (Use Classes) Order, as amended in March 1995, and includes B1a office development as well as industrial and storage development. A number of sites in the Borough have permission for B1, B2 and B8 development together.
- 7.12 However future permissions on out-of-centre sites will be granted so as to exclude B1a office development and remove permitted development rights accordingly, because the sequential approach must apply to B1a office uses. B1a uses will only be permitted on 'out of centre' sites if the applicant can demonstrate that the sequential approach has been satisfied.

Fire and Rescue Service HQ, Eastleigh

- 7.13 The plan seeks to prioritise the redevelopment of urban sites. The grounds of the Fire & Rescue Service is a site which could be developed for industry without undermining residential amenity. It is located away from most residential areas and can be accessed by heavy goods vehicles without passing through residential areas. It should be developed for employment to promote more jobs within the urban area, so reducing the need to travel. To promote a greater choice of jobs in the urban area and to meet the needs of emerging businesses, a proportion of the premises should be suitable for 'start-up' and 'move on' firms. A development brief has been prepared for this site, which will form a significant material consideration in the determination of any planning application for the site.

110.E B1(b) or B1(c) industrial development will be permitted at the Fire & Rescue Service Headquarters grounds, Leigh Road, Eastleigh, as shown on the proposals map, provided the development includes a proportion of 'start-up' and 'move-on' units. Office B1(a) uses will only be permitted on the part of the site fronting Leigh Road.
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Railway Works, Eastleigh

- 7.14 The Alstom rail maintenance works lie to the south east of Eastleigh town centre and south of the Eastleigh to Fareham railway line. The works provide an important source of manufacturing employment in Eastleigh. The site should remain in employment use. Any development, which generates more road vehicle movements, should not occur until the Chickenhall Lane link road is completed. In addition to the criteria set out below, a development must comply with the transport policies of this plan. Redevelopment will offer the opportunity to define a precise route to be safeguarded for the Eastleigh rail chord. This opportunity should be taken in the planning of any redevelopment.

111.E Industrial development or redevelopment will be permitted in the Railway Works Special Policy Area as shown on the Proposals Map, provided all the following criteria are met:

- i. it can be demonstrated to the satisfaction of the Borough Council that the land is not required, either now or in the longer term, for railway use;
- ii. it contributes, where appropriate, to the provision of training measures and premises for 'start-up' businesses;
- iii. any development which generates and increase in road vehicle movements should not occur until the Chickenhall Lane Link Road is completed as a through route and access to the site is gained from that road, not Campbell Road. Financial contributions will be sought towards the Chickenhall Lane Link Road at an appropriate level commensurate with the scale and nature of the proposed development;
- iv. land is safeguarded for the Eastleigh rail chord;
- v. it includes a rail link for the movement of freight;
- vi. it does not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation;
- vii. it does not adversely affect the amenity of the residents of Campbell Road and
- viii. it does not conflict with the safe operation of the Airport.

Pirelli Land, Chickenhall Lane, Eastleigh

- 7.15 Pirelli own vacant expansion land to the south east of Eastleigh town centre to the north of the Eastleigh to Fareham railway line which is suitable for industrial development.

112.E Employment development within Use Classes B1 (b), B1 (c), B2 and B8 will be permitted in the Pirelli land Special Policy Area, as shown on the proposals map, provided all the following criteria are met:

- (i) land is reserved for the Chickenhall Lane Link Road and a contribution is made to that road unless a transport assessment demonstrates this is not necessary;
- (ii) the capacity of the Itchen floodplain is maintained and it conforms to policy 40.ES;
- (iii) It does not adversely affect the amenity of the residents of Campbell Road; and
- (iv) it does not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation.

Wide Lane/Mitchell Way, Eastleigh

- 7.16 Small scale industrial development on vacant land adjacent to the junction of Wide Lane and Mitchell Way will be acceptable provided it does not have an impact on the wider strategic gap and provided a route is reserved for the proposed cycleway.

113.E Industrial (B2) uses will be permitted on the land adjacent to the junction of Wide Lane and Mitchell Way at Southampton Airport, as shown on the proposal map, provided all the following criteria are met:

- i. the development does not exceed one storey in height;
- ii. the development accommodates 'start-up' industrial units; and
- iii. if necessary a route is reserved for a cycleway.

Sites Previously Identified

- 7.17 The following sites, identified in the previous Plan, all have planning permission for business or industrial development but have not yet been fully implemented. However, Government guidance in relation to industrial (as opposed to office) development has not fundamentally changed in recent years and the Council considers that the sites below continue to comply with Government guidance and its own objectives. The local plan background paper "Employment land" illustrates that these sites need to be maintained for employment use in order to meet future needs.

Southampton International Airport Special Policy Area

- 7.18 The northern business park consists of land owned by BAA plc (approximately 22 hectares) and by Network Rail (approximately 8 hectares). In 1992 outline planning permission was granted for employment development on that part of the northern business park now owned by BAA plc, and for the associated part of the Chickenhall Lane Link Road. The Council also resolved to grant planning permission for employment development on the Network Rail land and for the remainder of the Chickenhall Lane Link Road, but the permission has not been issued because the associated legal agreement has not been resolved.
- 7.19 The outline planning permission and associated legal agreement include a requirement for the phased completion of the Chickenhall Lane Link Road as a through route.
- 7.20 Reserved matters for the section of the northern business park and the Chickenhall Lane Link Road that have outline planning permission have yet to be approved.
- 7.21 Since outline planning permission was granted there have been significant changes to policy which affect the site: airport safety regulations have changed and the River Itchen has been designated a Special Area of Conservation. Therefore any application to extend the time for submitting reserved matters to the existing outline permission will be considered under policy (114.E below), in order that these new considerations can be taken into account.
- 7.22 A key objective of the Borough and the County Council is to secure the construction of the Chickenhall Lane Link Road as a through route from Bishopstoke Road to Wide Lane. The scheme is a proposal in both the Structure Plan and the Local Transport Plan. The Link Road is a major transport project and depends upon a combination of public funding and developer contributions in order to be viable. The Link Road as a through route will provide access to the northern business park - a strategic employment development. It will also deliver wider benefits: facilitating employment redevelopment close to Eastleigh town centre and reducing traffic and pollution in the town. This is set

out in the local plan background paper “Employment Land Location Strategy”. Because of the strategic importance of the Link Road the Borough and County Councils will work in partnership with other agencies and with the key landowners and developers concerned in order to deliver the road as a through route at the earliest opportunity.

- 7.23 With regard specifically to the Northern Business Park, it is necessary for the Chickenhall Lane Link Road to be secured as a through route for three reasons. Firstly, the site is appropriate for employment development because it is adjacent to the large Eastleigh urban area. Therefore the Link Road needs to be secured to the north to allow Eastleigh’s workforce to easily get to the site and to reduce the need to travel. Secondly, it will allow workforce traffic to reach the development without passing through inner Eastleigh. Thirdly the employment development requires direct access to the motorway without passing through inner Eastleigh. Therefore the Link Road needs to be completed to the south to link to the M27 motorway.
- 7.24 Therefore, other than 4 hectares of airport-related development, the Council consider that employment development should not proceed until it is clear that the Link Road can be secured as a through route i.e. once the funding is assured and once the necessary third party land has been acquired. The development must also reserve land within the site to ensure the Chickenhall Lane Link Road can be completed as a through route, and it must make appropriate financial contributions towards the provision of the Link Road.
- 7.25 The Council will accept that some development can occur on the northern business park prior to the completion of the Chickenhall Lane Link Road, subject to a satisfactory transport assessment and provided that the ultimate provision of the road as a through route is assured.
- 7.26 The Council also wishes to secure a mix of employment opportunities on the site, to support Eastleigh’s skills base. The B1-B8 employment can be provided at a higher density with less soft landscaping than originally envisaged, so this can allow for some 4 hectares of airport related development. Only development within this 4 hectares will be allowed to proceed before it is clear that the Link Road can be secured as a through route. Gross site areas are expressed below.
- 7.27 Up to 50% of the site can be developed for office development. There is a need for further office development, which cannot all be accommodated closer to the town centre. This is a strategic/prestige site which would benefit from a mix of employment uses including office development. In particular office development will generate more commercial value and so do more to help fund the Chickenhall Lane link road and the regeneration benefits it will bring to Eastleigh.

114.E Planning permission will be granted for B1, B2 and B8 employment development and for airport related development on the northern business park, as identified on the proposals
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map, provided all the following criteria are met:

- i. any detailed development proposals, whether for all or part of the site, are prepared in the context of a strategic masterplan for the whole of the northern business park approved by the local planning authority;
- ii. a minimum of 26 hectares of general employment land (B1, B2 or B8) is provided, as demonstrated by the masterplan;
- iii. a maximum of 4 hectares of land for airport-related development is provided adjacent to the existing airport boundary, as demonstrated by the masterplan;
- iv. any B1a office floorspace constitutes no more than 50% of the total B1, B2 and B8 floorspace within the site as a whole or within the individual sections of the site owned by BAA and Network Rail respectively;
- v. provision is made on the whole site for a total of 5,000 square metres of 'start-up' and 'move-on' business units, in proportion to the development carried out within the site as a whole or within the individual sections of the site owned by BAA and Network Rail respectively;
- vi. the airport-related development must incorporate safeguards to ensure that the amenity of residents who are affected by airport operations, and the amenity of people using the Itchen Valley Country Park, are not adversely affected by any increase in operational activity that the development would facilitate;
- vii. airport related car park development must conform to policy 97.T;
- viii. in accordance with policy 91.T, appropriate land is safeguarded for the construction of the Chickenhall Lane Link Road as a through route;
- ix. in accordance with policies 91.T and 192.IN, the development contributes to the design and construction of the Chickenhall Lane Link Road as a through route; and for any necessary off-site transport improvements e.g. to junction 5 of the M27; both as determined by a full transport

assessment;

- x. except within the 4 hectare area defined by the masterplan for airport-related development, no employment development shall commence until the funding is assured and the land has been acquired to complete the Chickenhall Lane Link Road as a through route;
- xi. development within part of the site may be permitted to proceed prior to the completion of the Chickenhall Lane Link Road as a through route provided the developer contributes to the sections of the Chickenhall Lane Link Road which are required to adequately serve the development, and contributes to necessary off-site transport improvements, both as determined by a full transport assessment;
- xii. provision is made for unconstrained access from adjoining sites to the Chickenhall Lane Link Road subject to a contribution from those sites to the link road, including the provision of necessary land;
- xiii. the proposals include appropriate landscaping within the site, together with the provision of a mounded and planted tree buffer with a minimum width of 30 metres along the eastern boundary of the land;
- xiv. arrangements have been made for financial contributions towards the continuation and development of the employment training scheme within the local area, directly related to the proposed development;
- xv. arrangements have been made for the provision of off site footpaths and cycleways to serve the developments, for improvements to and the management of the Itchen Valley Country Park where necessary to mitigate the impact of the development;
- xvi. in respect of the Network Rail site, arrangements have been made for the future management in perpetuity of the wetland area between the eastern boundary of the land and the River Itchen in the interests of nature conservation;
- xvii. an environmental impact assessment is submitted and an appropriate assessment under the Habitats Regulation is undertaken which identify and implement mitigation measures to demonstrate the

proposal will not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation; and

- xviii. the proposal complies with the latest airport safety regulations and aerodrome safeguarding requirements.

7.28 Southampton International Airport provides important transport connections and is one factor in the success of the South Hampshire economy. The Airport's operations also need to be controlled in respect of the amenity of local residents; surface transport implications; and the strategic gap. Within the existing Airport boundary some airport related development has permitted development rights under the GPDO.

115.E Development proposals within the Southampton International Airport Special Policy Area, as shown on the proposals map will be permitted subject to all the following criteria being met:

- i. they are necessary for the improvement of operational efficiency, operational and passenger safety and passenger convenience at the Airport;
- ii. they would not physically or visually diminish the Eastleigh – Southampton strategic gap;
- iii. they incorporate appropriate safeguards to ensure that the amenity of local residents and the users of the Itchen Valley Country Park are not adversely affected;
- iv. they include provision where appropriate for the improvement of Southampton Airport Parkway railway station; and
- v. they do not involve any effective extension of the runway.

Land at Knowle Lane, Fair Oak

7.29 Planning permission has been granted at Deer Park Farm, Knowle Lane for a transport and coach depot (which has been implemented) and for industrial/warehouse development (partially implemented). The site is outside the urban edge and the permission was granted as an exception to normal planning policies in-order to assist in the relocation

of badly sited or unauthorised industrial uses.

- 116.E Proposals for the use of land at Knowle Lane, Fair Oak, as shown on the proposals map, for the relocation of industrial uses that are badly sited or are unauthorised on their present sites within the Borough will be permitted subject to all the following criteria being met:
- i. arrangements being made for the cessation of the industrial use of the present sites;
 - ii. appropriate arrangements being made to ensure that the local highway network can safely accommodate the traffic likely to be generated by the development;
 - iii. the provision of landscaped and planted buffer areas on the boundaries of the site to minimise the visual impact of the development; and
- i. the uses concerned not adversely affecting the residential amenity of the occupiers of nearby properties; and
 - ii. no adverse impact direct or indirect, on the nearby sites of importance for nature conservation.

Existing Employment Areas

- 7.30 This section includes policies to control changes in established employment areas.
- 7.31 The aim is to provide enough jobs to meet the needs of the labour force, and to enhance competitiveness. Therefore it is important to retain the allocated development sites for employment use, subject to the following three policies. However the mainstay of economic activity which supports the labour force and competitiveness is that which already takes place on established major employment sites. The sites identified on the proposals map as existing employment sites are served by the necessary infrastructure for industrial development. It is important to allow the additional development on these sites required to maintain their competitiveness.
- 7.32 It is also important to retain the sites in employment use to secure a diverse choice of employment, an aim of the Council's Prosperity Strategy. Sites should be maintained in each local area of the Borough to maintain local choice and reduce the need to travel. 'Local area' means one of the five local committee in the Borough.
- 7.33 An employment assessment has been undertaken which demonstrates that the employment sites identified on the proposals map need to be retained for employment purposes. A housing urban capacity study

has identified those other employment sites which are suitable for housing development and the plan allocates these accordingly. The requirements of PPG3 paragraphs 42 and 42a (January 2005) have been met with regard to reviewing employment sites. As a result the redevelopment of those remaining employment sites which are identified as such on the Proposals Map will only be permitted if it is in accordance with the following three policies.

117.E Proposals for new development or redevelopment for employment purposes (use classes B1, B2 or B8) within the existing employment sites identified on the proposals map will be permitted, provided they do not conflict with policy on the location of office development.

118.E The redevelopment or change of use of an existing employment site, or the development of an allocated employment site, as identified on the proposals map, for uses other than B1, B2 or B8 employment purposes will only be permitted if:

- i. it does not, either by itself or cumulatively with other changes on the same employment site adversely affect the employment base either by markedly reducing the potential choice of employment in the local area or by significantly reducing the range and variety of premises or sites available for employment purposes within the local area; or
- ii. it would result in land use, amenity or environmental benefits sufficient to outweigh any material harm to the employment base of the Borough.

7.34 Sites in inner Eastleigh close to the town centre in industrial use could be redeveloped for predominantly more people intensive office/residential uses provided the industrial use can be relocated to an 'out-of-centre' site, and/or there is no significant effect on the employment base of the local area. This process can ensure more people live or work within reach of town centres and public transport, and remove heavy goods vehicles from inner residential areas, helping to secure an urban renaissance. (Redevelopment could retain smaller elements of appropriate industrial units, in order to maintain a wide mix of uses). Sites close to Eastleigh town centre are those which are within a reasonable walking distance (eg. 500m-700m) of the town centre boundary. Policies 56.BE and 57.BE apply to the Barton Park area.

119.E Redevelopment of industrial sites close to Eastleigh town centre to a mix of predominantly high density office/residential mixed uses will be permitted provided all the following criteria are met:

- i. the site is suitable for office/residential use in terms of access and amenity;
- ii. the employment base of the local area is not markedly reduced;
- iii. some wider mix of employment is maintained on the site; and
- iv. the proposal conforms to policies and on Barton Park.

7.35 These industrial sites close to Eastleigh town centre are nevertheless still identified as employment sites. It would not be appropriate for these sites to be redeveloped for more people intensive uses until alternative sites have become available for the industrial firms that occupy them, or unless it is clear that their redevelopment would not adversely affect the employment base of the local area.

7.36 This approach to the redevelopment of industrial sites will not be taken outside of sites close to Eastleigh town centre. It is not appropriate to remove most industrial areas from major settlements. They provide for a greater choice of jobs close to where people live, reducing the need to travel.

Smaller Employment Areas

7.37 The Council aims to give preference to the redevelopment of urban sites so will also permit development for employment use elsewhere within the urban edge provided it does not adversely affect residential amenity or the highway network. In addition there are a number of individual or small groups of existing businesses where by their nature and location it is appropriate to apply these same criteria, rather than, as for the major sites, take a less restricted approach. Subject to these criteria the Council will support the development required by these businesses. Nevertheless it would be appropriate for these uses to displace to new employment allocations facilitating a redevelopment more compatible to its surrounding residential environment, helping to secure an urban renaissance.

120.E Within the urban edge, proposals for B1, B2 and B8 uses on new sites and proposals for the redevelopment or extension of existing industrial, office and business sites which are not identified on the proposals map, will be permitted provided all the following criteria are met. They:

- i. cause no demonstrable harm to the amenities and environment of occupiers of nearby existing or proposed housing;
- ii. do not generate traffic which would result in unacceptable traffic levels on adjoining roads or endanger other road users; and
- iii. do not conflict with policy 134.TC on the location of office development.

The redevelopment of industrial sites not identified on the proposals map to residential use will be permitted provided:

- iv. a residential use is appropriate to the surroundings;
- v. it does not involve the loss of a site which, in terms of amenity, is particularly suitable for an industrial use; and
- vi. the employment base and range of industrial premises in the local area is not markedly reduced.

Dutton Lane and Laburnum Grove/Toynbee Road, Eastleigh

7.38 The residential amenity of Dutton Lane, Eastleigh is adversely affected by heavy lorries and other traffic gaining access to the industrial land north of Bishopstoke Road. No intensification of industrial activity should be permitted on this land until an alternative access is provided. An alternative access may run from Chickenhall Lane, through the Barton Park industrial estate, and under the Bishopstoke road bridge. However if the Barton Park industrial estate is redeveloped for non-industrial use this is unlikely to be appropriate.

121.E Development in the Dutton Lane industrial area or its vicinity, which leads to an increase in traffic on Dutton Lane, an increase in noise or loss of amenity to local residents, will not be permitted.

7.39 The residential amenity of Laburnum Grove and Toynbee Road, Eastleigh is also adversely affected by heavy lorries and other traffic gaining access to nearby industrial sites. It is hoped that these sites, close to the town centre, are also redeveloped for more people intensive uses, which would have the added benefit of removing heavy industrial traffic from the area.

122.E Development proposals which give rise to increased traffic from the industrial sites north of Laburnum Grove/Toynbee Road, Eastleigh and which would cause increased noise or loss of amenity to local residents will not be permitted.

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Employment in the Countryside

- 7.40 Policies 15.CO and 17.CO provide guidance on how proposals for the alteration or extension of existing employment sites in the countryside, or the re-use of buildings in the countryside for employment purposes, will be considered.

Chalcroft Distribution Park

- 7.41 The site was previously the Royal Navy Victualling Depot. It became surplus to Ministry of Defence requirements and the existing buildings are currently used for light industrial and storage purposes.
- 7.42 The site has a rural location, poor road connections, and the majority of it is surrounded by a woodland belt designated a site of importance for nature conservation. Together these circumstances preclude a more intensive redevelopment of the site (although if it could rely on the railway for access this would be taken into account).

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| <p>123.E</p> | <p>Proposals for the alteration, extension or change of use of existing land and buildings at the Chalcroft Distribution Park will be permitted provided all of the following criteria are met:</p> <ul style="list-style-type: none">i. no development should extend beyond the curtilage of the existing site;ii. they would not result in an increase in heavy goods vehicles or other traffic movements which would be detrimental to the surrounding highway network; andiii. they would not adversely affect the site of importance for nature conservation. |
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Boatyards

- 7.43 The boatyards on the River Hamble are an important part of the economy and a tourist and recreational facility. It is important that the facilities are kept up to date with modern standards and technologies where necessary through new development, provided it does not adversely affect the environment. The area of riverside land which is suitable for boatyard development is finite; so the existing boatyards should be restricted to boat related uses. Their development for any other use would also change the character of the river and could have a detrimental landscape impact, place pressure on the road network, and erode the residential and recreational amenity of the area. However, in exceptional circumstances and where it can be demonstrated that using a part of the boatyard for a non boat related use is necessary to secure the viability of the remaining boatyard or

marina, a modest amount of floorspace may be permitted for non boat related use. The exact proportion acceptable for non boat related use will depend on design, environmental and highway considerations, and is unlikely ever to be greater than 25% to 30% of total floorspace. PPG.25 on Development and Flood Risk also applies.

124.E At boatyard and marina sites on the River Hamble, (as shown on the proposals map) in-order to protect the character of the river and its environs and to safeguard waterside sites for boatyard uses, the Borough Council will permit development associated with boat building, fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:

- i. jeopardise the safety and ease of navigation on the river or have a detrimental impact on the regime of the river;
- ii. adversely affect a special area of conservation, special protection area, site of special scientific interest, site of importance for nature conservation, nature reserve, or other areas of nature conservation, as shown on the proposals map;
- iii. conflict with the character of the river and its environs by virtue of the uses proposed, location, layout, scale, design or materials;
- iv. cause a reduction of water quality.

Exceptionally, development or redevelopment may be permitted incorporating a modest amount of floorspace not restricted to boat-related uses, where the Council is convinced that such a use is needed to secure the future of a boatyard or marina.