

Planning Policy Comments by Warren Jackson-Hookins (Planning Policy Specialist)

Site Address: Eastleigh Rail Works, Campbell Road, Eastleigh

Proposal: Application for variation of Conditions 36 and 37 of planning permission ref.

F/20/87841, to agree an extended timeframe of 18 months for completion of the approved highway and pedestrian improvement works at the Campbell Road bridge, and to allow for the occupation of Units 200 and 205 by new tenants (with Parkway House and Unit 6 in Area 1 remaining vacant until the highway and pedestrian improvements are complete). Original application description: 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

Application Reference: X/23/96250

Date of Comments: 2 November 2023

Planning Policy Comments

The Council adopted the Eastleigh Borough Local Plan 2016-2036 on 25th April 2022. This document now forms the planning policy framework for the borough until 2036.

Key Local Plan Policies

Strategic Policy S4 and Policy E6 in the adopted Local Plan 2016-2036 support mixed use regeneration at Eastleigh River Side. This includes employment uses in use classes E(g), B2 or B8.

Variation of Conditions

This application relates to the variation of conditions (36 and 37) which would have resulted in proposed pedestrian improvement and highway works being completed prior to the occupation of industrial units in Area 2. These works are yet to commence despite the triggering of both conditions for these to be complete within 12 months after a material start on the industrial units. Therefore, the concern relates to pedestrian and highway safety in relation to a net increase in traffic movements without the pedestrian and highway works being implemented.

It is stated in the Planning Statement that Parkway House and Unit 6 are now both vacant and as such are not generating the traffic movements previously included within the applicant's assessment at the application stage. It is further stated that under this scenario the occupation of the 2 new commercial units 200 and 205 would not increase vehicle or pedestrian trips on the local highway network. These reasons are being used as a justification by the applicant to vary conditions 36 and 37 since this would be seen to be mitigating the pedestrian and traffic impacts associated with the two new industrial units upon occupation.

Conclusions

Subject to any comments made by the Council's sustainable transport planner, the Planning Policy team will raise no objection to the variation of these conditions. It is recommended that these are re-negotiated for the pedestrian and highway works to take place within a newly agreed timeframe whereby it is considered that the occupation of the new industrial units would bring much needed new employment floorspace into use and the continued regeneration of one of the Borough's key strategic employment areas.