

FAO David Huckfield
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

18 September 2026

Dear David

Unit 2, Barton Park, Chickenhall Lane, Eastleigh, Hampshire SO50 6RR

Town and Country Planning Act 1990 (As Amended)

Proposed change of use at Unit 2, Barton Park, to secure a flexible range of uses within Classes E(g)(iii), B2 and / or B8 together with associated works

We write on behalf of our client, Legal & General Property Partners (Industrial Fund) Limited and Legal & General Property Partners (Industrial) Nominees Limited (the 'Applicant'), to seek approval from Eastleigh Borough Council ('the Council') for the above change of use ('the Proposal') at Unit 2, Barton Park, Chickenhall Lane, Eastleigh, SO50 6RR ('the Site').

Unit 2 is presently vacant. In order to improve the prospects of reletting it as promptly as possible, it is proposed to widen its permitted uses to include E(g)(iii) 'Light Industrial', B2 'General Industrial' and B8 'Storage & Distribution'. This will help enable Unit 2 to appeal to a wider range of industrial and commercial operators. It is considered that the Proposal will create more choice of high-quality employment floorspace from which businesses can operate and grow, resulting in new investment and the creation of additional jobs in the area.

This Cover Letter provides the context for the application, describes the Site and surrounding area (including a summary of relevant planning history), sets out the Proposal, identifies all relevant planning policies and guidance, and assesses the Proposal against those policies and guidance.

This planning application and all accompanying documents – which are summarised below – have been submitted via the Planning Portal (PP- 15140760):

- Application Form
- Cover Letter (this document)
- Full suite of plans including Site Location Plan, prepared by Split Infinitive
- Transport Statement and Travel Plan, prepared by Connect

The fee of £759 (including Planning Portal Service Charge and VAT) has been paid.

The Site and Surrounding Area

The Site

The Site is located within Barton Park Industrial Estate, which lies on the eastern edge of Eastleigh town centre. It comprises a detached warehouse building (Unit 2).

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Unit 2 – pictured below – has an internal floorspace area of approximately 645 sqm (6,642 sqft), comprising a main warehouse space (572 sqm) and ancillary offices (58 sqm) and WC (15 sqm).



Figure 1: Photos of Unit 2 and associated yard area

Unit 2 has a secure yard arranged to the east of the building and benefits from its own direct loading access with roller shutter doors.

Planning Designations

Unit 2 – broadly outlined in red below – forms part of an existing employment site and falls within the Eastleigh River Side designation (see Figure 2 below).

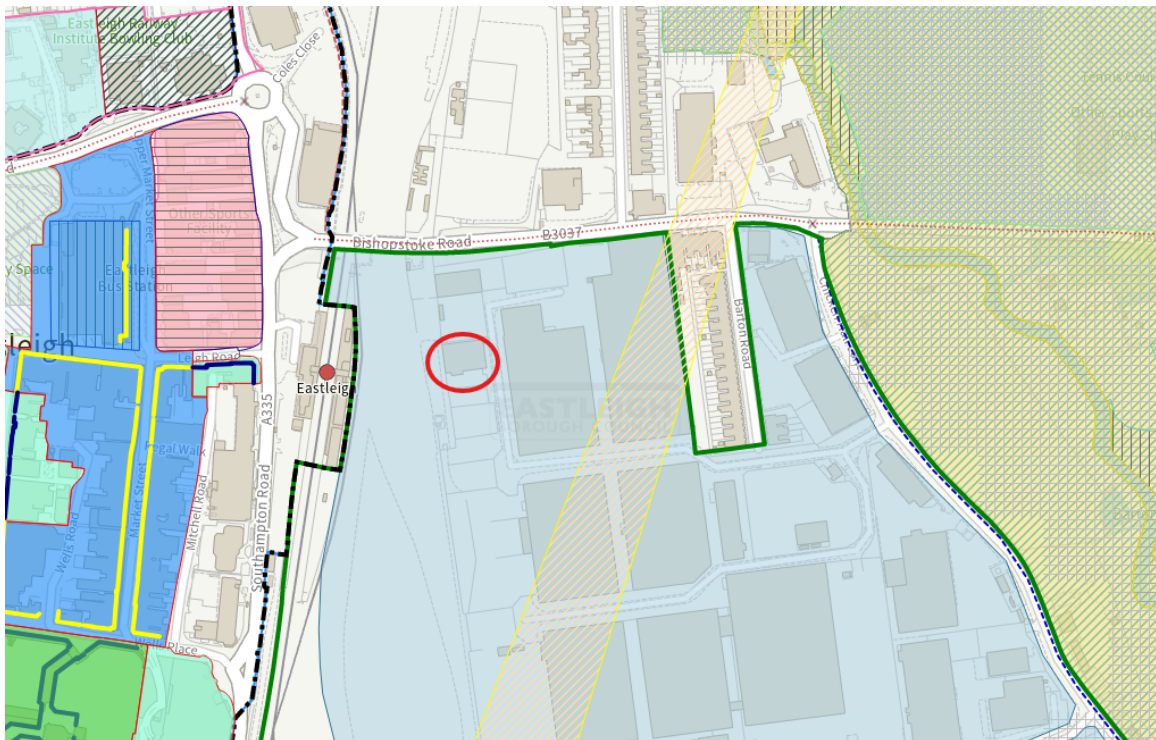


Figure 2: Eastleigh Borough Council Local Plan (2016-2036) Interactive Policies Map

The Site is within flood zone 1 (low risk of flooding).

There are no listed buildings on or near to the Site. The Site is not located in a Conservation Area.

The Surrounding Area

The Site forms part of Barton Park Industrial Estate, which is predominantly arranged to the east of Chickenhall Lane and south of Bishopstoke Road.

The Site is adjoined to the north by Unit 1. It is noteworthy that planning permission was granted at Unit 1 in 2017 for flexible uses within B1 (now E(g)(iii)), B2 and B8 (reference F/17/80607). This planning permission has no restrictions on opening hours or when deliveries can be received.

The Site is bound to the west by railway sidings the Southampton-Eastleigh railway corridor. Beyond this, roughly 300m further west, lies Eastleigh town centre.

The Site is bound to the east and south by the remainder of Barton Park Industrial Estate comprising a variety of medium to large commercial / industrial buildings and open storage areas.

Planning History

Eastleigh Borough Council's online planning applications database has been reviewed and there are no records pertaining to Unit 2, Barton Park.

Unit 2 was previously occupied by Earnshaw Engineering Ltd (metal fabricators). There is a record of them having occupied by the site since October 2008. On that basis, and given the passage of time, we have assumed the site's use to be B2 'General Industry'.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan comprises the Eastleigh Borough Local Plan 2016-2036 (adopted 2022).

The National Planning Policy Framework (dated August 2026) and Planning Practice Guidance are material considerations.

The Development Plan

Eastleigh Borough Local Plan 2016-2036 (2022)

Part 1 (c) of Policy S1 (Delivering Sustainable Development) seeks to encourage new development that maintains and helps to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adversely impacting on south Hampshire's city, town and other centres, the quality of the local environment, or local transport networks.

Part 1 of Policy S4 (Employment Provision) sets out provision will be made for additional floorspace for uses within Classes E(g), B2 and B8 that contribute towards sustainable economic growth. As part of this, criterion (e) of Part 1 seeks to retain existing employment sites which have the potential to contribute towards future employment needs.

Policy DM8 (Pollution) seeks to ensure that development does not lead to loss of amenity or impact on public health or other unacceptable environmental impacts through, inter alia, air pollution, noise or vibration, light intrusion and land contamination.

Part 1 of Policy DM13 (General Development Criteria – Transport) seeks to ensure all new developments have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Part 3 confirms development proposals that will generate vehicle

movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment.

Part 1 of Policy DM15 (Safeguarding Existing Employment Sites) states that the major existing employment sites shall be retained predominantly in employment use classes B2, B8 and E(g). Part 1 (b) states that in such areas the Council will permit changes of use between use classes B2, B8 and E(g)(ii)/(iii), subject to the general development criteria and transport policies, including impact on residential areas.

Policy E6 promotes the regeneration of Eastleigh River Side.

Material Considerations

National Planning Policy Framework ('the Framework')

The Framework establishes the Government's presumption in favour of sustainable development.

Chapter 4 relates to achieving sustainable development. The objective of its policies is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on sustainable land within settlements. Policy S3(1) sets out development proposals that accord with both an up-to-date development plan and the decision-making policies in the Framework should be approved without delay (Part c). Policy S4(1) states, "*Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework*".

Chapter 7 relates to building a strong, effective economy. The objective of its policies is to enable businesses to invest, expand and adapt in ways that reflect the opportunities, challenges and characteristics of different areas, and support long-term economic growth both locally and nationally. Policy E2(1) sets out substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and / or adapt, especially where this would support the economic vision and strategy for an area, and support improvements in freight and logistics.

Chapter 12 relates to making effective use of land to meet the need for homes and other uses (which includes employment uses). Policy L2(1) sets out substantial weight should be given to the benefits of proposals that make better use of vacant and underutilised land and buildings (Part a).

Chapter 14 relates to achieving well-design places. Policy DP3(1) requires development proposals to respond to their context so to integrate with and enhance their surroundings.

Chapter 15 relates to promoting sustainable transport. Policy TR3(1) encourages development proposals to be located where they support sustainable patterns of movement, enable good accessibility for different users, and make the most of existing and proposed transport infrastructure. Policy TR4(1) encourages proposals to provide suitable numbers of parking spaces for a range of transport modes that reflects the location and nature of the development and any local standards (Part e).

Chapter 17 relates to pollution, public protection and security. Policy P3(1) requires proposals to be appropriate for their location, taking into account the likely effects of pollution on health, living conditions and the natural environment, whether the effects are on or off-site.

Principle of development

Land Use

The Proposal seeks planning permission to secure a flexible range of employment uses (within Classes E(g)(iii), B2 and/or B8) at Unit 2. Unit 2 is within an existing employment area (Barton Park) where such uses are actively protected and supported by Policy DM15 of the Local Plan.

Another important consideration is that Unit 2 is presently vacant. By seeking to widen its permitted uses, the Proposal will help enable Unit 2 to appeal to a wider range of industrial and commercial operators which, in turn, will create more choice of high-quality employment floorspace from which businesses can operate and grow, resulting in new investment and the creation of additional jobs in the area. To this end, it is considered the Proposal would seek to retain existing floorspace within Classes E(g), B2 and B8 that contribute towards sustainable economic growth within the Borough (in accordance with Part 1 (e) of Policy S4).

Owing to the above, it is considered that the Proposal is acceptable in land use terms.

Design

The Proposal seeks to secure the principle of widening the permitted uses at Unit 2 to include those within Classes E(g)(iii), B2 and/or B8. No external alterations to Unit 2 are proposed, however, a Sheffield stand in the yard will provide long-stay parking for two bicycles.

Highways, Access and Parking

In the first instance, the Proposal will utilise the existing access point from the internal access road that serves Barton Park, ensuring it will continue to be accessible to pedestrians, cyclists and vehicles (including HGVs) alike.

The application is supported by a Transport Statement and Travel Plan that consider the potential highway impacts of the Proposal. It finds the Site to have a good level of accessibility by all relevant transport modes, the parking provision is appropriate to meet anticipated demands based on TRICS, the trip attraction of the Site is likely to be largely unaltered by the Proposal, and the peak hour trip attraction of the Site is negligible. It concludes that the Proposal would not have a significantly different impact and would therefore be acceptable from a transport perspective.

The Proposal will not have a detrimental impact on highway safety and patterns of movement, will provide appropriate access, and will be acceptable in parking terms, such that it will accord with Policy DM13 of the Local Plan and relevant guidance, and the objectives of the Framework.

Amenity

The Site is located within an established employment area – Barton Park – which comprises a range of commercial and industrial uses and activities. Unit 2 is adjoined to the north, east and south by warehouse buildings and to the west by a large area of rail sidings and Eastleigh train station. The closest residential properties are located approximately 160m to the east. Also of note is that Unit 2 and the residential properties are separated by two large warehouse buildings.

On the basis of the above, it is considered the Proposal would not lead to loss of amenity or other unacceptable impacts through noise, vibration or light intrusion in accordance with Policy DM8.

Ecology (including Biodiversity Net Gain)

The Site includes no vegetation. The Proposal therefore satisfies the 'de minimis' exemption as a development that does not impact a priority habitat and impacts less than 25 sqm of non-priority habitat or 5m of non-priority on site linear habitat.

Conclusion

The Proposal seeks to extend the range of permitted activities at the Site – which forms part of an existing employment area – to enable the presently vacant unit to be occupied by a greater range of occupiers and provide more choice of high-quality employment floorspace in the area.

It is considered this will benefit businesses and the economy, both locally and across the wider region, in accordance with local and national planning policy.

In addition to the Proposal being acceptable from a land use perspective, owing to its compliance with Policies DM15 and S4 of the Local Plan, it has also been demonstrated that the Proposal is acceptable in terms of design, amenity, highways, access and parking, and ecology matters. We therefore trust the Council will consider this application positively and grant permission.

We trust that the documents submitted with this application via the Planning Portal are acceptable for the validation of the planning application.

If you require any additional information or clarification in the meantime, then please contact Alex Rogerson using the below details.

Yours faithfully,

Jack Allenby

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