Development Management
Application No F/16/79698
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06 March 2017

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015

Application No. F/16/79698

In pursuance of their powers under the above Act and in accordance with your application received on 5 December 2016

the Council, as Local Planning Authority hereby PERMIT the following :

Description: Use of former car park for storage of new and used cars with staff & visitors car parking ancillary to proposed redevelopment of the site to provide a new car sales and showroom facility with associated landscaping, car parking and vehicle display areas, including a part change of use of existing hard-standing and car parking areas associated with the former Ford factory. Accessed from existing Wide Lane access points as considered by Southampton City Council.

Site: Land At Former Ford Site, West Of Wide Lane, Southampton, SO18 2NQ

Subject to due compliance with the following conditions:
(1) The development hereby permitted shall be implemented in accordance with the following plans numbered: 01, 02, 03, 04, 05, 3283-001 D, 3283-002, 3283-005 D, 3283-030 E, 3283-030 F, 3283-040 D, 3283-041 C, 3283-042 C, 3283-043 A, 3283-050 B, 3283-051 B, 3283-060 B, 3283-061 A, JN00212/DW/01. Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(3) Should there be a requirement for the existing ground surfacing to be broken up or excavated, no work shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority: (a) A report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation in accordance with BS10175:2011+A1 2013 and BS8576:2013, and, unless otherwise agreed with the Local Planning Authority; (b) A detailed site specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance a and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works. Reason: To ensure potential ground contamination is appropriately dealt with.

(4) If it has been necessary to undertake work in relation to Condition 3 of this planning permission, the development hereby permitted shall not be occupied/brought into use until there has been submitted to the local planning authority verification by the competent person approved under the provisions of the above condition 3(b) that any remediation scheme required and approved under the provisions of the above condition 3(b) has been implemented in full in accordance with the approved details (unless varied with the written permission of the local planning authority in advance of implementation). Unless agreed in writing with the local planning authority such verification shall comply with the guidance contained in CLR11 and EA guidance for the safe development of housing on land affected by contamination - R&D Publication 66:2008. Typically such a report would comprise:-
a) A description of the site and its background, and summary of relevant site information;
b) A description of the remediation objectives and redial works carried out ;
c) Verification data including - sample locations/ analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc; and
d) Certificates demonstrating that imported and /or material left in situ is free from contamination.
Thereafter the scheme shall be monitored and maintained in accordance with the approved scheme under condition 3(b). Reason: To ensure potential ground contamination is appropriately dealt with.

(5) Any gates provided at the site access shall be set back sufficiently from the edge of the boundary with the highway to allow car transporters to be able to pull off the highway completely. Reason: In the interests of highway safety.

(6) Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Southampton Airport. The submitted plan shall include details of the management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored

and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Southampton Airport Airside Operations staff, in some instances it may be necessary to contact Southampton Airport Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

The Bird hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority. Reason: In order to minimise the attractiveness of the site to birds which could endanger the safe movement of aircraft and operation of Southampton Airport.

(7) No building or structure of the development hereby permitted shall exceed 44 metres above ground level. Reason: To avoid any building/structure on site endangering the safe movement of aircraft and the operation of Southampton Airport through interference with communication, navigational aids and surveillance equipment. See Advice Note 1 'Safeguarding an Overview' for further information, available at www.aoa.org.uk/publications/safeguarding.asp

(8) Obstacle lights shall be placed on cranes above 25 metres to be used in the development. The obstacle lighting scheme shall be implemented for the duration of the construction period. These obstacle lights must be steady state red lights with minimum intensity of 200 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes', available at www.caa.co.uk/srg/aerodrome Reason: Permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement of aircraft and operation of Southampton Airport. For further information please refer to Advice Note 4 'Cranes and Other Construction Issues', available at www.aoa.org.uk/publications/safeguarding.asp

(9) The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal. Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare. For further advice please refer to Advice Note 2 'Lighting Near Aerodromes', available at www.aoa.org.uk/publications/safeguarding.asp

Note to Applicant: Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that "A person shall not exhibit in the United Kingdom any light which: a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. For further information please refer to Advice Note 2 'Lighting Near Aerodromes', available at www.aoa.org.uk/publications/safeguarding.asp

Note to Applicant: In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

L O'Driscoll

Louise O'Driscoll
Head of Development Management

N.B. See Enclosed Notes (PER)