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30 Carlton Crescent
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26/06/2002

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order 1995

Application No. 04771/124

In pursuance of their powers under the above Act and in accordance with
your application which was made valid on 9 November 2001, with subsequent
amendments dated

07/06/2002

18/05/2002 and 11/03/2002.

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

FIRST PHASE OF RESIDENTIAL DEVELOPMENT FOR 214 DWELLINGS AND 6,937 SQUARE
METRES OF OFFICES (B1 USE) TOGETHER WITH ANCILLARY PARKING AND ROADS WITHIN
MASTER PLAN

PIRELLI GENERAL LEIGH ROAD, EASTLEIGH, HANTS

Subject to due compliance with the following conditions:

1. The development hereby permitted must be begun within a period of five
years beginning with the date on which this permission is granted.
Reason: To comply with Section 91 of the Town and Country Planning Act
1990.
2. Samples of all external facing and roofing materials must be submitted
to, and approved in writing by, the Local Planning Authority before
development commences. The development must then accord with these
approved details. Reason: To ensure that the external appearance of
any building is satisfactory.
3. Details of Contractor's site hut location and any areas designated for
the storage of building materials must be submitted to and approved in
writing by the Local Planning Authority before development commences. The
development must then accord with these approved details.
Notwithstanding the provisions of the Town and Country Planning General
Permitted Development Order 1995 site huts and building materials must
not be stored elsewhere on the site without the prior written permission
of the Local Planning Authority. Reason: To ensure that natural features
are not damaged, and in the interests of residential amenity.

4. Any garages provided for use by residential occupiers of the site shall not be converted to living accommodation without the written permission of the Local Planning Authority. Reason: In order to provide adequate on-site car parking, and in the interests of residential amenity.
5. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (Classes A-H inclusive, of Part 1, Schedule 2), the dwellings hereby permitted must not be extended or altered and there shall be no structures erected within their respective curtilage without the prior written permission of the Local Planning Authority. Reason: In order to prevent an unplanned overdevelopment of the site, and in the interests of residential amenity.
6. The 0.75 hectare area of public open space (to be provided within the overall Master Plan area), as required by the adopted development brief, must be provided in accordance with a scheme/specification to be approved in writing by the Local Planning Authority, and subsequently retained for that use, and shall not be incorporated into private garden land or other uses without the prior written consent of the Local Planning Authority. Reason: To ensure that this area is not fragmented and remains to fulfil its original function.
7. The detailed plans required under the above condition must include provision for public open space, amenity areas and play areas in accordance with the Local Planning Authority's adopted development brief. The plans shall define the boundaries and include details of the intended future uses of each area, in particular the user age groups of play areas, together with the features and items of play equipment it is proposed to install. Reason: To ensure a satisfactory provision of different forms of open space throughout the development.
8. Details of the proposed treatment of the site boundaries must be submitted to and approved in writing by the Local Planning Authority and the approved measures must be implemented by a date to be agreed with the Local Planning Authority. Reason: In the interest of amenity.
9. Adequate provision must be made for access for the disabled to the offices and 'live/work' units hereby permitted. Reason: To provide satisfactory access.
10. Details of external security lighting, lockable gates, CCTV coverage, and all other crime prevention proposals must be submitted to and approved in writing by the Local Planning Authority before development commences. The development must then accord with these approved details. Reason: In the interests of crime prevention.
11. Details of facilities to be provided for the storage and removal of refuse from the residential and commercial premises hereby permitted, must be submitted to, and approved in writing by, the Local Planning Authority. The facilities must be provided before the first occupation of the buildings, and retained thereafter. Reason: In the interests of amenity.
12. Before development commences, a plan must be submitted to and approved in writing by the Local Planning Authority showing a line of protective fence around all trees, hedges and other natural features to be retained. Fencing shall be with chestnut pale minimum 1.2 metres high or other fencing approved by the Local Planning Authority. No excavation shall commence on the site until the fencing has been erected and the fencing must be maintained during the course of works on the site. No access by vehicles or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fencing area. (Note: The card accompanying this notice should be sent to the Development Control

Section when the protective fencing is in place and development must not commence until the fencing has been inspected and the card signed by the inspecting officer). Reason: To ensure the natural features are protected from damage throughout the construction period.

13. The burning of materials obtained by site clearance or from any other source must not take place on this site without the prior written permission of the Local Planning Authority. Reason: In the interests of residential amenity.
14. Semi-mature trees and shrubs, of a species to be approved beforehand in writing by the Local Planning Authority must be planted between the points marked CC on the approved plan within 9 months of the commencement of that phase of the development that adjoins it, or by such later date as may be determined by the Local Planning Authority, and any trees or shrubs which die, become diseased or are removed during the first five years must be replaced in the next planting season. Reason: To screen the site and protect the appearance and character of the area.
15. The landscape scheme, including the planting of the tree screen between points CC, must be completed within 12 months of the occupation of the adjoining dwellings, or by such later date as the Local Planning Authority may determine. Any trees or plants which die during the first five years must be replaced during the next planting season. Reason: To ensure that the appearance of the development is satisfactory.

NOTE TO APPLICANT: The planting of the tree screen between points C-C is to soften the boundary between new residential areas and existing industrial areas. However, if the remainder of the industrial area is to be re-developed for housing purposes, then the requirement for the retention of this tree screen is to be set aside.

16. Before development is commenced, or by such later date as may be determined by the Local Planning Authority, a scheme for protecting the proposed dwellings from noise from the adjacent industrial use and all other noise sources identified in PPG24 must be submitted to, and approved in writing by, the Local Planning Authority. All works which form part of the scheme approved by the Local Planning Authority must be completed before any of the permitted dwellings is occupied (unless otherwise agreed by the Local Planning Authority). Reason: To ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings are not exceeded.
17. The residential development hereby permitted shall not be occupied until such time as a scheme for the insulation of the buildings against industrial and traffic generated noise shall have been submitted to, and approved in writing by, the Local Planning Authority, and all appropriate measures incorporated within the design of the houses themselves. Reason: To protect the future occupiers of these premises from noise.
18. Construction work must not take place except between the hours of 8:00a.m. and 6:00p.m. Mondays to Fridays or 8:00a.m. and 1:00p.m. on Saturdays and not at all on Sundays or Bank Holidays. Reason: To protect the amenities of the occupiers of nearby dwellings.
19. Details of the type of construction proposed for the roads and footways including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels together with details of street lighting and the method of disposing of surface water and details of the programme for the making up of the roads and footways must be submitted to and approved by the Local Planning Authority in writing before development commences. Reason: To ensure that the roads are constructed to a standard which will enable them to be taken over as

publicly maintainable highways.

20. The roads and footways must be laid out and made up in accordance with the specification, programme and details approved and in any event shall be so constructed that, by no later than the time any building erected within that phase is occupied, there shall be a direct connection from it to an existing highway. The final carriageway and footway surfacing must be commenced within three months and completed within six months from the date upon which the erection is commenced of the penultimate dwelling or phase of building for which permission is hereby permitted. Reason: To ensure that the roads are constructed to a standard which will enable them to be taken over as publicly maintainable highways.
21. The road layout of the site must be designed so as to provide for a comprehensive scheme of development with all other phases of development identified within the overall Master Plan for the site, and which also allows for connections to be made to any future redevelopment of the existing industrial land to the west. Reason: To secure satisfactory development of the area as a whole.
22. The points of access, including any footway crossing and verge crossing, must be constructed in accordance with details to be approved in writing by the Local Planning Authority. The permission does not authorise the undertaking of any works involving excavations in the carriageway, footway or verge. A Road Opening Permit should be obtained from Eastleigh Borough Council acting as agents for the highway authority. Reason: To provide satisfactory access.
23. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 no accesses other than those shown on the approved plan shall be formed to the site, other than for those that shall serve sales offices/show houses, for a limited period. Reason: In the interests of highway safety.
24. The development hereby permitted must not be brought into use until adequate turning space shall have been constructed to enable vehicles to enter and leave all areas of the site in a forward gear and this must be maintained and be kept available for that purpose at all times. Reason: In the interests of highway safety.
25. The development hereby permitted must not be brought into use until the areas shown on the plan for parking of vehicles and homes-zones, shall have been made available, surfaced and marked out, and the areas shall be retained in such a condition to the satisfaction of the Local Planning Authority for that purpose at all times. Reason: In the interests of highway safety.
26. A layout plan must be submitted to, and approved in writing by, the Local Planning Authority, prior to the commencement of development, making adequate provision for a temporary car park within the site to accommodate operatives and construction vehicles during the contract period and shall indicate the eventual use of that area. Reason: To avoid obstruction of the adjoining highway.
27. Measures to be approved in writing by the Local Planning Authority, to prevent mud being deposited on the public highway by vehicles leaving the site must be implemented during the whole of the construction period. No vehicle shall leave the site unless its wheels have been sufficiently cleaned to prevent mud being deposited on the public highway. Reason: In the interests of highway safety.
28. The development hereby permitted shall accord with the requirements of the adopted development brief, unless written authorisation is given by

the Local Planning Authority for any variation to be made.

Reason: To ensure that the development is carried out in a satisfactory manner.

29. Prior to the commencement of development, or by such later date as may be determined by the Local Planning Authority, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority of the investigation and assessment of contamination in, on or under the development land. The report shall be sufficient that it identifies contaminants and sources of pollution, existing and potential receptors, and the likely pathways that link them. The report shall assess the risk to the receptors by a method agreed by the Local Planning Authority.

Reason: In the interests of public safety.

30. Prior to the commencement of the development, including remedial works, a scheme to remediate contamination including measures to protect the development from contaminants arising in, on or under the land, shall be submitted to, and meet with the written satisfaction of the Local Planning Authority. The implementation and completion of the scheme shall be to a standard that meets with the satisfaction of the Local Planning Authority, and which is certified by a competent body. Reason: In the interests of public safety.

31. The residential development of this site, consisting of 214 dwellings, shall be served by no more than 321 parking spaces, of which each dwelling will have a minimum of one parking space allocated/assigned to them for their specific use. Reason: To reduce reliance on the use of the private motor car, and to ensure that there is a sufficient level of allocated parking to properly serve the site.

32. Each dwelling shall be provided with secure cycle parking.

Reason: To reduce reliance on the use of the private motor car.

33. The 20% provision of social/affordable housing to be provided within the overall Master Plan area shall be arranged on site in clusters not exceeding fifteen units, in accordance with a scheme to be approved in writing by the Local Planning Authority. Reason: In order to encourage social integration across the development.

34. Any external lighting to be included in the development should be of flat glass, full cut off design with horizontal mountings so that there is no light spill above the horizontal. Reason: To ensure that the lighting does not confuse or distract pilots in the vicinity of Southampton International Airport, and to reduce pollution of the night sky.

35. The landscape scheme should be of a type that will not increase the risk of bird strikes at Southampton International Airport. Reason: In the interests of public safety.

36. Any cranes to be used on site must be operated in accordance with the British Standard Code of Practice for crane operators BS7121: Part 1: 198 (as amended). Reason: To prevent conflict with aircraft using Southampton International Airport.

37. Prior to the commencement of development, or by such later date as may be determined by the Local Planning Authority, each phase of development will be screened to the satisfaction of the Local Planning Authority. Reason: In the interests of residential amenity.

38. Foul drainage from this proposed development shall be to the mains foul sewer, and completed in accordance with a scheme to be approved in writing by the Local Planning Authority, in consultation with Southern

Water. Reason: To prevent pollution of the water environment.

39. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through trapped gullies with an overall capacity compatible with the site being drained. Reason: To prevent pollution of the water environment.
40. No soakaway, foul drain/sewer or surface water sewer shall be constructed in contaminated land.
Reason: To prevent pollution of groundwater.
41. No development shall take place until the developer has carried out adequate investigation to assess the degree of contamination of the site and to determine its water pollution potential. The methods and extent of this investigation shall be agreed in writing with the Local Planning Authority before any work commences. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to, and approved in writing by, the Local Planning Authority. Reason: To prevent pollution of the water environment as the site may be contaminated due to previous use.
42. The method of piling foundations for the development shall be carried out in accordance with a scheme to be approved in writing by the Local Planning Authority prior to any development commencing. Reason: The site is contaminated/potentially contaminated, and piling could lead to the contamination of the underlying aquifer. Driven piles will not be acceptable as they could have a seriously detrimental impact upon residential amenity.
43. The site layout must make sufficient provision for the manoeuvring and access of firefighting, delivery, refuse collecting and public service vehicles. Reason: To ensure that the site is developed in a satisfactory manner.
44. Prior to the commencement of development, or by such later date as may be determined by the Local Planning Authority, a plan shall be submitted to, and approved in writing by, the Local Planning Authority, providing full details of the phasing of the proposed development. The development must thereafter be carried out in accordance with the approved plan.
Reason: In the interest of residential amenity, and to ensure that the development is carried out in a satisfactory manner.
45. Prior to the occupation of the first unit of residential accommodation, or by such later date as may be determined by the Local Planning Authority, all necessary infrastructure shall be provided on site to enable a bus service to operate through it in accordance with a scheme to be approved in writing by the Local Planning Authority. Reason: To encourage the use of alternative means of transport that have less environmental impact than the private motor car.
46. All fixed plant/temporary plant to be used during the construction process, shall be screened and/or acoustically enclosed, when in operation, so as to be inaudible at the nearest point on the site boundary. Reason: In the interests of residential amenity.
47. No amplified music or speech which is audible at the site boundary shall be played on site except in the case of giving emergency instructions.
Reason: In the interests of residential amenity.
48. No new residential property shall be occupied unless all demolition and contaminated land remediation works within 75 metres of the property have

been completed to the satisfaction of the Local Planning Authority.
Reason: In the interests of public safety.

49. At no time during the construction period shall the provision of residential car parking on site exceed an average ratio of 1.5 spaces per dwelling.

Reason: To reduce reliance on the use of the private motor car.

50. The 14No. 'Live/Work' units, hereby permitted (shown as plots 157-163 and 182-188) shall not be used for any activities which fall within Use Classes A3, B2, C1, and C2 (as defined by the Town and Country Planning Use Classes Order 1987) without the prior written permission of the Local Planning Authority. Reason: In the interests of residential amenity.

NOTE TO APPLICANT: To avoid any confusion, a summary is provided below setting out a clear definition of these prohibited uses:

A3 - Restaurants, pubs, snack bars, cafes, wine bars and shops for sale of hot foods;

B2 - General industrial;

C1 - Hotels, boarding and guest houses; and

C2 - Residential schools and colleges, hospitals and convalescent/nursing homes.

51. The development hereby permitted must allow for connections to be made with the remainder of the adjoining industrial site for all forms of vehicular and pedestrian traffic. Reason: To allow for a comprehensive form of development should this land to the west ever be released for housing.

52. Unless otherwise stated conditions must be complied with before the first building is occupied or the use is commenced or by such later date as may be determined by the Local Planning Authority; and compliance maintained thereafter. Reason: To ensure that the development is completed satisfactorily.

53. Note to Applicant: This decision and any condition attached, has been taken in accordance with the development plan policies listed below and with due regard to any other material considerations.

Hampshire County Structure Plan 1996-2011: UB1, UB2, UB3, T1, T2, T4, T5, H7, H8 and R2.

Eastleigh Borough Local Plan 1997: 25.BE, 28.BE, 34.BE, 37.BE, 66.T, 68.T, 74.T, 75.T, 77.T, 78.T, 95.H, 106.E, 108.E, 148.OS, 151.OS, 160.IN and 165.IN.

54. NOTE TO APPLICANT: This permission is also subject to a legal agreement.



C.D. PETERS
HEAD OF DEVELOPMENT CONTROL

N.B. SEE ENCLOSED NOTES (PER)