

**Planning and Rights of Way Panel 2nd November 2021**  
**Planning Application Report of the Head of Planning & Economic Development**

<b>Application address:</b> Former Ford Motor Co, Wide Lane, Southampton			
<b>Proposed development:</b> Re-development of the site to erect four industrial units with associated parking (flexible use Class E (g)(iii), B2 (General Industrial) and/B8 (Storage or distribution)) following demolition of the existing buildings.			
<b>Application number</b>	21/00915/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Andrew Gregory	<b>Public speaking time</b>	15 minutes
<b>Last date for determination:</b>	15.09.2021 (ETA)	<b>Ward</b>	Swaythling
<b>Reason for Panel Referral:</b>	5 or more letters of objection have been received	<b>Ward Councillors</b>	Cllr Fielker Cllr Bunday Cllr Vassiliou

<b>Applicant:</b> Carbide Properties Limited	<b>Agent:</b> Pegasus Group
--	-----------------------------

<b>Recommendation Summary</b>	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report
-------------------------------	---

<b>Community Infrastructure Levy Liable</b>	No
---	----

**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The loss of the Flight Shed as a non-designated heritage asset is justified because it's historic connection with the manufacturing and testing of the Supermarine Spitfire is not sufficiently unique and the building has been significantly altered and the replacement industrial units will achieve substantial public benefits in terms of job creation. Mitigation for the loss of this non-designated heritage asset can be secured through building recording and the installation of heritage interpretation boards. The development will bring this vacant site back into use and would accord with the site employment allocation and would be in keeping with the character and appearance of the adjacent Mountpark. Furthermore it has been demonstrated that the development will not have an adverse impact on highway safety or in terms of capacity within the surrounding highway network. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021).

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP13, SDP14, SDP15, SDP16, SDP17, SDP19, SDP22, NE4, NE5, TI2, HE6 and REI9(ii) of the City of Southampton Local Plan Review (LPR - as amended 2015) and CS6, CS7, CS13, CS18, CS19, CS20, CS22, CS23, CS24 and CS25 of the Local Development Framework (LDF) Core Strategy Development Plan Document (as amended 2015) and National Planning Policy Framework (2021).

<b>Appendix attached</b>			
1	Development Plan Policies		

## **Recommendation in Full**

1. Delegate to the Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report to grant conditional planning permission subject to the completion of a S.106 Legal Agreement to secure:
  - i. Either a s.278 Agreement to undertake agreed works within the highway or a financial contribution and other highway obligations, including Traffic Regulation Orders, where necessary, towards site specific transport improvements in the vicinity of the site in line with policies SDP4 and TI2 of the City of Southampton Local Plan Review (as amended 2015), Policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013) to include: Contributions toward bus priority within the traffic signals at Wide Lane, to mitigate the impact on capacity to what is a high frequency bus route to the University and City Centre; and contribution toward low-level cycle lights, dropped kerbs and Advanced Stop Line on the Mountpark exit arm to improve overall and in particular cycle safety.
  - ii. An off-site contribution towards sustainable travel improvements on Hampshire County Council Road network, within the vicinity of the site. Contribution towards the design and improvement works at Spitfire Roundabout, Wide Lane Bridge and Wide Lane/A335 Roundabout, in line with policies SDP4 and TI2 of the City of Southampton Local Plan Review (as amended 2015), Policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
  - iii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
  - iv. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, both during and post construction, in accordance with Policies CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
  - v. The submission, approval and implementation of a Carbon Management Plan setting out how carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with Policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
  - vi. Provision of public art in accordance with the Council's Public Art Strategy to reflect the site's importance, historically, to UK manufacturing and the Spitfire;

- vii. Submission and implementation of a Construction Traffic Management Plan;
  - viii. Submission and implementation of an Operational Phase Lorry Routing Agreement to limit HGV traffic turning left out of the site; and
  - ix. Submission and implementation of a Staff Travel Plan.
2. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

## **1.0 The site and its context**

- 1.1 The application site has an area of 2.7 hectares, and comprises the remaining part of the former Ford factory site. The site is located to the south-east of Mountpark and is accessed from Wide Lane through this Industrial and Logistics Park. The Fords site has a significant history of manufacturing having been central to the manufacturing of aircraft components and parts during the Second World War. This part of the site was occupied by various hangars and sheds housing a series of important engineering companies such as Vickers-Supermarine and Cunliffe-Owen who were building and developing new commercial aircraft who then moved into military production in the build up to the Second World War. The airport as a whole was requisitioned by the military in 1936 and this area of the site continued to develop, build, and test new prototype aircraft such as the Vickers Wellington, and the Supermarine Spitfire. Following the War the site evolved and grew into the manufacture of vehicle chassis and eventually the Ford Transit van before its closure in 2013. Please note the part of the Fords site which is the subject of this application was retained for use as a vehicle repair centre and export distribution centre however that operation has also now closed.
- 1.2 The application site is bounded to the south-east by Stoneham Cemetery Road, to the north-east by the M27 and Southampton Airport beyond. There are no residential properties adjacent to the application site and the nearest residential properties are within Walnut Grove which is to the south-west, beyond the existing Mountpark Industrial/warehouse units. The application site is occupied by a number of vacant industrial building; one of which is a surviving aircraft hangar, known as 'The Flight Shed', was constructed in the late 1930s and formed part of the flying field and wider airfield complex utilised by Supermarine for the final assembly and testing of Spitfire aeroplanes. The 'Flight Shed' was subsequently adapted and occupied as factory premises associated with vehicle manufacturing (LPA ref: 14/00028/FUL).
- 1.3 The site is designated in the Local Plan Review (LPR) for light or general industrial (Classes B1c and B2), research and development (Class B1b), storage or distribution (Class B8) and ancillary office use (LPR Policy REI9(ii) refers). The application site is close to the administrative boundary of the city with Eastleigh Borough Council.

## 2.0 **Proposal**

2.1 The application seeks redevelopment of the site with the demolition of existing buildings and the erection of four no. industrial buildings with associated parking for flexible use for light industrial (use class E (g)(iii)), general industrial (use class B2) or storage and distribution (use class B8). The four proposed industrial units would have a Gross Internal Area of 9 249 sq. The proposal seeks to incorporate 112 car parking spaces including 18 electric vehicle charging points and 60 cycle parking spaces and a breakdown on this provision can be viewed in the table below:

	<b>Unit 1</b>	<b>Unit 2</b>	<b>Unit 3</b>	<b>Unit 4</b>
<b>Gross Internal Area</b>	1788 sq m	3526 sq m	1217 sq m	2718 sq m
<b>Car Parking</b>	19 vehicles (Including 2 disabled spaces and 4 E V)	37 vehicles (Including 2 disabled spaces and 6 E V)	16 vehicles (Including 2 disabled spaces and 2 E V)	38 vehicles (Including 2 disabled spaces and 6 E V)
<b>Cycle Parking</b>	12 Covered cycle parking spaces	22 Covered cycle parking spaces	10 Covered cycle parking spaces	16 Covered cycle parking spaces
<b>Dedicated service yard and bin storage</b>	Y	Y	Y	Y

2.2 The proposed site access would be from Wide Lane connecting into the south-eastern end of the Mountpark access road. The proposed layout provides each unit with their own individual service yards and car parking area with a shared access road running parallel with Stoneham Cemetery Road. Each unit is similar in scale and form with a curved barrel roof design with a composite cladding finish to the external elevations. Each unit is single span with a small first floor mezzanine office level with disabled toilet/shower at ground floor level.

2.3 In terms of landscaping there are no proposals to remove any existing trees on the boundary with Stoneham Cemetery Road and the scheme seeks to provide new hedgerow, shrub and tree planting (15 no. specimen trees) to provide a landscaped setting for the new industrial units. There are no proposed alterations to the site boundary treatment which comprises a mix of close boarded and secure mesh fencing.

2.4 The submission indicates that this development would support up to 257 permanent full-time equivalent (FTE) jobs once it is built and fully occupied. The proposal seeks unrestricted hours of operation (24hrs) and the submitted noise report supporting the application recommends appropriate operational noise limits for daytime and night time hours.

## 3.0 **Relevant Planning Policy**

3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to

these proposals are set out at **Appendix 1**. The application site is designated for employment development under Policy RE19(ii) which reads as follows:

3.2 *REI 9 Major Employment Sites*

*The major employment sites are defined on the Proposals Map and will be safeguarded for employment use. Development proposals will be permitted as follows:*

*(ii) Ford's, Wide Lane for light or general industrial (Classes B1c and B2), research and development (Class B1b), storage or distribution (Class B8) and ancillary office use.*

LDF Policy CS7 adds that:

3.3 *In order to meet the South East Plan's economic aims, as set out in Policy CS 6, there is a strong need to safeguard employment sites. All existing employment sites and allocations will be safeguarded for employment use...*

3.4 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13. The applicant's pre-assessment for this scheme predicts that the buildings will achieve the Building Research Establishment's Environmental Assessment Method (BREEAM) 'Excellent' rating as required.

3.5 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

3.6 Paragraph 203 of the NPPF indicates:

*"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."*

#### **4.0 Relevant Planning History**

4.1 The site's physical development has evolved since the Second World War and has been used for manufacturing since before the current planning system. The Council's planning history records numerous additions to the site throughout this period, application from the 50/60s identify the hanger being used as factory premises with record of a tool room extension.

4.2 In 2014, planning permission was granted for use of the part of the Fords site, the subject of this current application, for use as a vehicle repair centre and export distribution centre (ref 14/00028/FUL).

The 7 no. industrial and warehousing units forming the adjacent Mountpark development were consented under planning permission references:

*16/00885/FUL - Development to provide new industrial and warehouse buildings for business use (class B1c), industry (class B2) and storage/distribution (class B8) with landscaping, tree planting and new boundary treatment, new car parking and service areas, new vehicular access from Wide Lane.*

*16/02035/MMA - Minor material amendment sought to planning permission 16/00885/FUL for the sites redevelopment to provide new industrial warehouse buildings for business use (class B1 c), industry (class B2) and storage/distribution (class B8). Amendments sought to the layout and number of the buildings along the southern boundary of the site.*

*17/01470/FUL - Development to provide new industrial and warehousing buildings for business use (class B1c), industry (class B2) and storage/distribution (class B8) with landscaping, tree planting, new car parking and service areas, vehicular access to Wide Lane via the approved employment site (Phase 1) to the south and other associated infrastructure.*

## **5.0 Consultation Responses and Notification Representations**

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners (some 113 letters sent), placing a press advertisement (16.07.2021) and erecting a site notice (16.07.2021). *Please note that an online petition has been set up to save the flight shed from demolition because of its association with the manufacturing and testing of the Supermarine Spitfire; to date the petition has received 47,000 signatures, however this petition has not been submitted to the Planning Department for formal consideration as part of this planning application.* At the time of writing the report **6 objection** letters have been received. The following is a summary of the points raised:

5.2 *Loss of a building of historical significance due to the association of the flight shed for the assembly of component parts and testing of the Supermarine Spitfire.*

### Officer Response

The flight shed is the last surviving structure of what was once a prominent group of aerodrome buildings that contributed to the development, the testing, and the mass production of commercial and military aircraft in the 20<sup>th</sup> Century. It played a vital role in the build up to, and during, the Second World War and contributed to the early testing and development of the Spitfire. It also played a vital role in the development of Eastleigh Airport during the post-war period. For these reasons, the Council's Historic Environment Officer considers the building should be afforded a high degree of historic interest.

5.3 However, the flight shed is not considered to meet the national significance criteria for statutory listing, and would not be afforded protection from demolition as a locally listed asset, based on the following:

- Other than the pitch roof form of the hangar the building has been subject to notable alterations which have changed its character including: recladding and alterations to fenestration; extension which has changed the building proportions removal of original fabric; removal of the original door wings and door units; and internal remodelling and insertion of a mezzanine floor.

- The building does not represent an early example of an aircraft hangar structure, nor is it unique or innovative in construction design terms.
- The building does not represent the only surviving site operated by Supermarine (with designated examples surviving at Hythe), nor does it represent the only location in the Country where Spitfires were built.
- Although the building was associated with the assembly and flight tests of Spitfires, it is understood the aircraft was not designed in this location nor were the major components constructed here (this was undertaken at other Supermarine facilities and manufacturing sites. Furthermore, the building was not specifically created to facilitate a specific form of aircraft testing - for example, designated examples of testing facility at RAE Farnborough and RAE Bedford are deemed to be of importance due to the role which they played in aviation research and testing, and the manner to which this is reflected in the structure of the buildings. The building within the site is a very simple aircraft hangar structure.
- The building does not hold any group value with other buildings associated with the utilisation of the area for the construction of Spitfires, and the relationship with the flying field has been severed by the construction of the M27. The removal of the wider Ford Transit facility has also removed any group value which may have derived from this aspect of the building's history, with other structures within site being of no heritage interest.

5.4 The Council received a recent request to serve a Building Preservation Notice (BPN) on the Flight Shed. A BPN is served to preserve a building from demolition or alteration, ahead of statutory listing. As part of this process the Council sought the opinion of Historic England, the relevant body, who responded to indicate the building has been too altered to satisfy the listing criteria. Therefore a BPN has not been served and the building is not afforded any significant protection from demolition.

5.5 It should be noted that Historic England's guidance on the listing selection criteria for Industrial Buildings provides the following guidance in relation to motorcar and aircraft factories:

*"The large assembly plants seldom are unless they have intrinsic architectural or technical interest, as is the case with some inter-war and post-war plants such as the American-designed Cummins Engine Factory of 1964-5 in Darlington (County Durham) by Roche and Dinkeloo (listed Grade II\*). Some factories can claim historical importance, such as the former Hawker factory in Kingston-upon-Thames of 1933 (Grade II) wherein a number of important aircraft, above all the Hurricane, were designed and produced. Often, however, remarkable vehicles were produced in unremarkable premises whose listing is unlikely to be warranted."*

5.6 Therefore, the Flight Shed building is considered to be a non-designated heritage asset as having a degree of heritage significance whilst not meeting the criteria for designated heritage assets (statutory listing). On this basis, the NPPF tests in the public benefits of the scheme must be balanced against the loss of the heritage asset.

- 5.7 In this case the delivery 9249sqm of new industrial/warehousing floor space to meet current market requirements with the opportunity to create 257 gross permanent full-time equivalent (FTE) jobs is considered to outweigh the loss of the existing flight shed building. The size and condition of the exiting building make it unlikely there would be market demand to bring the existing building back into use for industrial purposes. Moreover the location of the site, to the rear of Mountpark, make it unlikely the Flight shed building would be suitable for re-purposing for non-employment use and in any event the application must be assessed based on the proposals as submitted.
- 5.8 Mitigation for the loss of this heritage asset is recommended in the form of conditions to secure building recording of the Flight Shed and also to secure Heritage Interpretation boards to be installed on the site boundary fence facing Stoneham Cemetery Road.

### **Consultation Responses**

- 5.9 **SCC Heritage – No objection**

#### Site History

- 5.9.1 Prior to Ford's extensive occupation of the site, the area was once part of Eastleigh Airport, an early C20 aerodrome. The site was occupied by various hangars and sheds housing a series of important engineering companies such as Vickers-Supermarine and Cunliffe-Owen who were building and developing new commercial aircraft who then moved into military production in the build up to the Second World War. The airport was requisitioned by the military in 1936 and this area of the site continued to develop, build, and test new prototype aircraft such as the Vickers Wellington, and the Supermarine Spitfire, with the now famous fighter taking its maiden flight from Eastleigh Airport in March 1936.
- 5.9.2 The 3-bay aircraft hangar is referred to as a test hangar by Hatchard in his book Southampton / Eastleigh Airport in 1990, with photographic evidence dating the building to the mid-1930's. This date is supported by testimonials of past employees of Supermarine where their website content concurs that:
- 5.9.3 'The Flight Shed was a large, separate hangar located at the southern end of the airfield at Southampton Municipal Airport in Eastleigh. Named 'The Flight Shed' because it was here that final 'Flight Testing' and approval of completed aircraft was performed and, as such, it was the final destination for Supermarine's land based aircraft (like the Spitfire and Seafire) and many of the amphibian aircraft (like the Walrus and Sea Otter) before delivery to the RAF, Royal Navy etc. Fitter's mate, Gordon Bailey who who was working in the Main Hangar in Eastleigh recalled that "some time midway through 1936 a new hangar was erected at the south end of the aerodrome, a new Flight Shed for Supermarine". In reality Supermarine only agreed the lease for the site of the new hangar with Southampton Corporation in June 1937. However, by 1938 the new Flight Shed was constructed and operational`.  
[<https://supermariners.wordpress.com/the-places/southampton/the-supermarine-works-1936-1939/southampton-airport-1936-1939/the-flight-shed/#FlightShedPeople>]



5.9.4 Unfortunately, despite further research, no building plans or primary documentation for the construction of the Flight Shed appear to exist. Nor, despite recent assumptions, is there any evidence that the building was built by Supermarine to specifically develop and test the Spitfire alone. An image of the interior of a hangar thought to be the Flight Shed found within Solent Sky Museum's collection illustrates the type of assembly activity occurring within, however, by virtue of its simple steel frame construction and high-level windows, it is not too dissimilar in its form or appearance to other contemporary hangars of the period, such as the similarly constructed Bellman hangars used to house folding and fixed wing aircraft at this time. These units were simple to erect and were utilitarian in character and many intact hangars of this period can be found at airfields today. [Airfields of Britain Conservation Trust <https://www.abct.org.uk/>]

5.9.5 On Fords occupation, the site and its surroundings were extensively re-modelled and the whole site was separated from Eastleigh Airport by the introduction of the M27. It appears that the building was subsequently used in the production of car manufacture, most recently as a spraying and finishing workshop.

#### Current Condition

5.9.6 A site visit revealed that the Flight Shed has been much altered, and relatively recently in its history to accommodate vehicle production. Externally the whole building has been re-clad with modern sheeting and the original corrugated roofing and rooflights have all been lost. The original flanking metal windows remain in place however, the new cladding system has partially enclosed the steel columns, and in some instances whole sections of the walls have been rebuilt in blockwork. All the original openings, including those once frequented by the hangar doors to the north have been enclosed and large new distribution openings have been inserted into the front (north) and side (west). Single storey additions clad in metal sheeting have also been added to the north and side (east).

5.9.7 Internally, the floor is an open plan concrete apron and the steel roof trusses remain fully exposed with other modern plant fitted around the historic roof arrangement. A full width gantry crane remains in-situ, but its orientation differs from the interior image referred to above suggesting that this element relates to car manufacture and is not an original feature. One side of a vertical hangar door remains in its housing in the easternmost bay however, no other discernible pre- or post- war features of significance remain. There are no directional markings for moving around aircraft on the floor, all of the suspended chain lights have been lost, there is no period signage left on any of the walls, and there is no associated fixtures or fittings such as valves or pipework associated with early aircraft manufacturing or testing plant in-situ. The whole interior appears to have been stripped bare and the open space presents an interior of limited character. The surroundings of the Flight Shed have fared little better. The creation of the motorway to the north has led to the building being disassociated with the current airport and a series of large-scale buildings, new delivery aprons, and car plant paraphernalia have all been erected on-site effectively hemming in the building on all sides.

#### Assessment and advice

5.9.8 The modern buildings surrounding the Flight Shed are of no historic significance and replacing the units with larger modular buildings would have no adverse impact on the local character of the area or the setting of neighbouring South Stoneham Cemetery.

In contrast, the Flight Shed, because of its history and former aviation use, is afforded a degree of heritage interest. It is the last surviving structure of what was once a prominent group of aerodrome buildings that contributed to the development, the testing, and the mass production of commercial and military aircraft in the C20. It played a vital role in the build up to, and during, the Second World War, one of the most dramatic events of the C20. It contributed to the testing and assembly of the Spitfire in Southampton, an aircraft that went on to become a national icon. It also played a role in the development of Eastleigh Airport during the post-war period and was then utilised once more by the developing Ford Factory.

- 5.9.9 Despite this, the building itself, in terms of rarity, or in terms of its technical construction or design, it is not unique. There is no available documentary evidence linking this building specifically to the sole development of one aircraft, such as the Spitfire. It is more likely this structure was a utilitarian building used in the development of many aircraft during its working life. Furthermore, the building has been heavily modified over time where a substantial degree of original fabric, and almost all of its original fixtures and fittings have been lost. Other than the pitch roof form of the shed itself, there is little, if any, physical evidence within or around the building that can be directly associated with the pre-war or wartime period use of the building. No other buildings of a contemporary age remain in-situ so the Flight Shed is no longer part of an important group, whilst its wider setting has been completely compromised by surrounding development.
- 5.9.10 As such, and without further evidence to the contrary, the level of significance attached to the Flight Shed would be considered low, and as such, it would unlikely meet the national criteria for statutory listing as set out in Historic England's Military Structures (2011) or Infrastructure: Transport (2011) Listing Selection guides. This view, based on all the evidence currently available, is supported by an initial assessment of the building undertaken by the listing team at Historic England.
- 5.9.11 Notwithstanding this, and as noted above, the Flight Shed is a period building and it is not without a degree of historical interest in terms of its local association in the development of Southampton's aviation history, and as such, it would be considered a non-designated heritage asset under the National Planning Policy Framework (NPPF).
- 5.9.12 Consequently, the advice of paragraph 203 of the NPPF would apply and where it advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset.
- 5.9.13 Paragraph 205 advises local planning authorities to require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

### Summary

- 5.9.14 The retention and reuse of a non-designated heritage asset would be preferred from a conservation perspective in the first instance, and its direct loss would cause some harm. That said, this level of harm would be considered `less than substantial harm` due to the low degree of significance attached to the building in heritage terms. For instance, the building has been heavily modified and denuded, it is no longer intact, and its setting has been severely diluted. It is currently a redundant structure located on private land and it is inaccessible to the public. Its size and open plan arrangement is a limiting factor in finding it a viable new use, and the whole plot is a brownfield site where the principle of development would normally be supported. To offset its loss, interpretive panels presenting the history of this site to the wider public would be erected in an appropriate location.
- 5.9.15 On this basis, should it be considered that the proposed scheme presents clear and convincing economic and public benefits that would demonstrably outweigh the `less than substantial harm` resulting from the total loss of the non-designated heritage asset in the planning balance, a preservation by record approach would be expected where attaching conditions to record the building, and its setting, prior to its demolition would be advised. A condition controlling the location and content of the interpretative panels would also be required.

### 5.10 **SCC Highways** – No objection

#### Off-Site Highway Impacts

- 5.10.1 Additional traffic surveys were carried out in September 2021 at the request of SCC and HCC Highways to use real time data with the operation of the Mountpark development rather than proposed trips from the 2016 TA. The data was uplifted by 1.11% for a `Covid factor` to cover that traffic levels are close to pre-2020 levels. This has been agreed with HCC. The results indicate that the site access/Wide Lane junction is operating close to its capacity in 2026 and with the development the degree of saturation increases by 1.3% in AM and 2.6% in PM. This would have an impact on traffic on Wide Lane including buses. While the current signals operate on MOVA, which optimises timings, an assessment has been done whereby the existing pedestrian crossing phases are called every other cycle. This has a demonstrable positive impact and alongside with mitigation measures to provide buses and cycles with priority will mean that the junction operates in capacity.

#### EV Charging

- 5.10.2 Notes that there has been an increase in the number of EV ready charging spaces to 18, which is 16% of the total amount of spaces. All remaining space will be provided with passive provision i.e. the facilities such as ducting and wiring is already provided, this allows for future growth. This is accepted.

#### Cycle Parking

- 5.10.3 No enclosed cycle storage has been provided and the applicant states that there is no space to accommodate the parking. A condition should be that as part of the Travel Plan the usage of the cycle parking should be monitored and if required enclosed cycle parking provided.

5.10.4 In conclusion, there are no highway reasons for objection to the application.

*Officer Note: Cycle parking has since been addressed and is conditioned*

5.11 **Hampshire County Council (Highways) – No objection**

Based on the submitted traffic counts and junction modelling HCC are satisfied that the proposed development will not have a severe on impact the operation of these junctions. Furthermore the submission demonstrates that the proposed development is unlikely to significantly increase the accidents in the vicinity of the site.

An off-site contribution towards sustainable travel improvements within the vicinity of the site is requested along with contributions towards the design and improvement works at Spitfire Roundabout, Wide Lane Bridge and Wide Lane/A335 Roundabout.

5.12 **Highways England – No objection**

5.13 **Airport Safeguarding – No objection subject to condition to secure a Bird Hazard Management Plan.**

5.14 **SCC Archaeology – No objection subject to conditions**

The Archaeology and Built Heritage Assessment describes the former aircraft hangar that lies at the centre of the application site (HER record MSH4546). The hangar was built in the mid-1930s at Eastleigh Airport. Plans name the hangar as the Supermarine flight shed. D Hatchard (Southampton/Eastleigh Airport, 1990) identified the hangar as the flight shed used to flight test all spitfires, and a late 1930s photograph (reproduced in Hatchard) shows spitfires outside the flight shed. The hangar became part of the Ford Factory in the 1970s. (Note that the spitfire link is not mentioned in the ABHA.)

5.14.1 The proposal involves re-development of the site to erect four industrial units with associated parking.

5.14.2 Development here threatens to damage potential archaeological deposits, and a phased programme of archaeological investigations will be required, as follows:

- Watching brief on all geotechnical/ground investigation works.
- Evaluation trenching to establish the nature, state of preservation and significance of archaeological remains across the site.
- Further archaeological work as necessary, depending on the results of the evaluation.
- No below-ground demolition works should take place until archaeological issues have been resolved.

5.14.3 If the application is approved, it will be necessary to make an archaeological record of the building prior to and perhaps during demolition, to be secured by condition. Other buildings on the site may also need to be recorded (as were all buildings on the rest of the Ford site). This is in line with NPPF paragraph 205 and Local Plan Policy HE6. The level of record will be confirmed after discussion with the conservation officer. However, it should be noted that the ability to carry out such a record should not be a factor in deciding whether consent should be granted (see NPPF 205). (NPPF paragraphs relate to recent revision.)

- 5.15 **SCC Ecologist** – No objection subject to conditions to secure Biodiversity mitigation and enhancement and to control the external lighting design.
- 5.16 **SCC Environmental Health** – No objection  
Following a perusal of the submitted Environmental Noise Report we would concur with its findings and support the recommendations that all fixed mechanical services plant associated with the new development be selected and specified to achieve the noise limit criteria derived at Section 7.4 of the report. A condition is also recommended to secure a Construction Environment Management Plan.
- 5.17 **SCC Flood Team** – No objection  
The drainage strategy supplied with this application proposes the use of permeable paving to vehicle parking and underground geocellular storage tanks and landscaped areas, to attenuate and restrict runoff rates for the 1 in 100 year rainfall event plus 40% allowance for climate change.
- 5.17.1 The flow rate is restricted to 8l/s which is not a betterment on existing runoff rates. Whilst this proposal is acceptable in principle, it is noted that the drainage strategy is reliant upon a connection to an existing surface water sewer which has not yet been confirmed.
- 5.17.2 Confirmation will be required that the connection has been identified and approved by Southern Water to enable the drainage strategy to proceed. It is noted that there is currently inadequate capacity within the Southern Water network.
- 5.17.3 To ensure that the drainage proposals and connection to a public surface water sewer has been agreed, or a revised drainage strategy to fully manage flows within the site has been developed, then detailed drainage plans should be secured by condition to ensure that surface water is appropriately managed in line with the National Planning Policy Framework.
- 5.18 **SCC Sustainability Team** – No objection subject to conditions to secure a BREEAM rating of 'Excellent' and Energy performance of 12.5% improvement over current Building Regulations Building Emission Rate requirements.
- 5.19 **SCC Contamination** – No objection subject to conditions to secure appropriate land contamination investigation and remediation and to prevent contaminated soils being imported into the site.
- 5.20 **Southern Water** – No objection subject to conditions to secure diversion of the public sewer and water distribution main and details of foul and surface water drainage.
- 5.21 **Eastleigh Borough Council** - No objection subject to no adverse comments being received by Hampshire County Council as Local Highways Authority for Eastleigh Borough.
- 5.22 **Cllr Fielker** - I was not aware of the importance of the buildings noted in this application to the Spitfire heritage of Southampton as the connection is not well made in the planning documents submitted by the developer. I am also aware that I have missed the deadline to respond as a consultee. However, I wanted to note that the Spitfire is important to Southampton and it is important that we preserve the physical history that remains, alongside new projects such as the Spitfire

Memorial which Southampton City Council have recently committed funding to support.

**5.23 City of Southampton Society – No objection**

We fully support this application to replace the existing buildings on the site with 4 new industrial units or small warehouses. The accessibility to the motorway network makes this an ideal site. We note that there is currently only one unused unit on the site (which is considerably larger than the proposed units) indicating a demand for further smaller units.

5.23.1 We are mindful of the proximity of the proposed units to the motorway and the end of the airport runway, with the associated noise and pollution issues (albeit only at peak times in the morning and evening for the airport). We trust that adequate noise insulation will be incorporated into the construction of the units.

5.23.2 Ideally we would have liked to see more green space between the various units. We are mindful that the closeness to the airport runway rules out planting trees, but more shrubs and grass would help 'soften' the impact of extensive hard-standing. We appreciate that this would result in a loss of car-parking spaces and ultimately the decision will lie with the developer. We are also aware that there is a substantial 'carbon sink' provided by the neighbouring cemetery.

5.23.3 Finally we support the comments made by the Archaeology Unit with suggestions for Conditions.

**6. Planning Consideration Key Issues**

6.1 The key issues for consideration in the determination of this planning application are:

1. The principle of this form of development;
2. Economic development considerations;
3. Heritage Impacts
4. Traffic and transport issues;
5. Impact on the amenities of neighbours, including noise impacts;
6. Design;
7. Off-site Mitigation; and
8. Air Quality and Green Charter

6.2 Principle of Development

6.2.1 National and local planning policy is supportive in principle of development proposals that bring economic development and employment opportunities; NPPF paragraphs 8, 81 and 83 are directly relevant. The economic objective is one of the overarching objectives of the planning system, to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity

6.2.2 This development is in accordance with the site's designated uses under LPR Policy RE19(ii) (as set out in full above), which has been part of adopted planning policy since 2006. The principle of reconfiguring the site to provide up to date employment use, to replace the manufacturing buildings associated with Fords, is acceptable in principle.

### 6.3 Economic Development Considerations

6.3.1 Research carried out for PUSH, and other organisations, in recent years has recognised a shortage of Class B8 floorspace in South Hampshire, and a shortfall of suitable sites for large scale distribution facilities. This has been carried forward by Policy CS6 of the Core Strategy, which identifies the need for 97,000sq.m of industry/warehousing over the plan period.

6.3.2 The proximity of the site to the motorway network makes this an attractive location for a distribution facility. The applicants are seeking flexibility within any permission granted to find operations within either E (g)(iii)/B2 and/or B8 uses.

6.3.3 In terms of the need for local employment opportunities, the 2011 Census for the Swaythling Ward suggests 18.8% of residents have no qualifications (compared to 21% for the City as a whole), with 39% of households having no adults in employment (compared with 32.8% for the City). It confirms that 52.4% of residents in the ward are economically active (compared with 68.4% for Southampton) with 3.6% registered as unemployed. The economic development benefits associated with this development are potentially, therefore, considerable and a large number of new jobs would be created with positions likely to include warehouse operatives, office administrators, transport and logistic positions. The recommendation includes the need to secure targeted local training and employment initiatives, at both the construction and operational phases (in accordance with LDF Policy CS24). Given the loss of employment associated with the closure of Fords these economic benefits are clearly a significant material consideration in the determination of this planning application.

6.3.4 The applicants have indicated that the operational benefits of the scheme will include £15.6million of output per annum in terms of gross value added. The scheme forecasts the creation of 257 Gross full-time equivalent jobs supported on-site with 55.3% requiring level 3 or above qualifications and 38.1% requiring level 2 qualifications or below. For information Level 3 or above qualifications include A-levels and above and Level 2 includes GCSEs and below. The local employment opportunities can be secured with the suggested s.106 legal agreement through a training plan at both construction and operational phase.

### Heritage Impact

6.4

6.4.1 The historical contribution this site and in particular the Flight Shed played in terms of aeronautical manufacturing and testing, including the manufacturing and testing Supermarine Spitfire, is significant and should not be understated. However, Historic England have confirmed that the building is unlikely to meet the statutory listing criteria. As such, the loss of the Flight Shed as a non-designated heritage asset is justified because it's historic connection with the manufacturing and testing of the Supermarine Spitfire is not sufficiently unique, and because the building has been significantly altered. The replacement industrial units will achieve substantial public benefits in terms of bringing this employment site back into a more intensive use with the creation of new jobs creation and will also bring wider economic benefits having regard to the tests of section 16 of the NPPF. Mitigation for the loss of this non-designated heritage asset can be secured through building recording and the installation of heritage interpretation boards.

## 6.5 Traffic and Transport

- 6.5.1 The planning application has been assessed by the Council's Highways Team, Hampshire County Council Highways and by Highways England in terms of highway safety and impacts on capacity on the local and strategic road networks and no highway objection is raised. Mitigation is recommended through the S106 agreement to promote sustainable travel and to secure contributions towards Contribution towards the design and improvement works at Spitfire Roundabout, Wide Lane Bridge and Wide Lane/A335 Roundabout
- 6.5.2 The submission demonstrates that the proposed 112 car parking spaces and parking split is broadly compatible with the Council's maximum standards for the range of flexible uses proposed (208 spaces is the maximum permissible for warehousing use and 103 spaces is the maximum permissible for warehousing use based on the GIA proposed). The scheme has been amended to increase the number of Electric Charging Points from 6 to 18 (which equates to 16% of the parking spaces) with facilities such as ducting provided to allow installation of additional charging points in the future. The amount of cycle parking has also been amended and increased from 38 to 60 spaces achieving compliance with the Council's Parking Standards in terms of short stay and long stay cycle parking with appropriate distribution of cycle parking facilities between each unit. Showers are to be provided within the disabled toilet area of each unit in order to promote sustainable travel and this shower provision arrangement is recommended on the basis that it will be subject to review and improvement if necessary, through the Travel Plan.
- 6.5.3 Please note that the access from Mountpark onto Wide Lane is designed to encourage large vehicles to enter and exit the site from the north, thereby limiting the impact on the residential area to the south. The design of the junction at the entrance to the site is such that heavy goods vehicles would find it difficult to turn out of the site in a southerly direction. Various measures for regulating the traffic operation of this site can be secured through the s.106. In practice, given that the M27 is so close it is more than likely that operators will choose this route in any event.

## 6.6 Impact on the amenities of neighbours, including noise impacts

- 6.6.1 The development will not adversely harm the residential amenities of the nearest residential properties in Swaythling, which are to the south-west beyond the Mountpark development, some 170m from the nearest proposed industrial unit. The proposed development is screened by the existing industrial units within Mountpark and as such there will be no adverse visual impact or shadowing/sense of enclosure to neighbouring gardens.
- 6.6.2 The application is supported by a noise assessment and no objection has been raised by the Council's Environmental Health Team. A planning condition is recommended to ensure that any plant and equipment installed by end users does shall be limited to daytime (07:00 - 23:00) 50 LAeq and nighttime (23:00 - 07:00) 37 LAeq when measured at any dwelling. In terms of the existing noise environment regard should be had to the existing industrial units within Mountpark (which are permitted 24 hours), the former unfettered historic use, and also background noise from traffic on the M27 and Wide Lane and also from the airport.



## 6.7 Design

6.7.1 There is no design objection in terms of layout, scale, form and appearance of the proposed industrial units which acceptably tie into the existing Mountpark development. The proposed barrel roof design and external cladding treatment and colour is acceptable within the context having regard to the neighbouring industrial/warehousing units and site employment allocation.

6.7.2 The proposal included new hedgerow, shrub and tree planting (15 no. specimen trees) which will represent landscape enhancement of this brownfield site. Furthermore the development will have no adverse impact when viewed from the adjacent Cemetery and the M27 having regard to the historic Ford buildings which occupied the site, backdrop of Mountpark and existing boundary trees to be retained.

## 6.7 Off-site Mitigation

6.7.1 LDF Policy CS25 seeks to ensure that all new development mitigates against its direct impacts and this scheme is no different. The proposed uses do not attract the Community Infrastructure Levy (CIL), but the negotiations with the applicants, and relevant consultees, has resulted in the need for a s.106 legal agreement to be completed before planning permission could be granted. Providing the application addresses the areas of mitigation, set out above, then the scheme will have complied with the requirements of Policy CS25.

## 6.8 Air Quality and the Green Charter

6.8.1 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

6.8.2 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.

6.8.3 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m<sup>3</sup>. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

- 6.8.4 The application has addressed the Green Charter and the air quality impact of the development by incorporating electric vehicle charging points (increased from 6 to 18), promoting sustainable travel, increasing soft landscaping cover for the site and additional planting biodiversity enhancements measures. The proposal will also improve site drainage through the incorporation of a sustainable urban drainage system.

## **7. Summary**

- 7.1 These are substantial new buildings, on a previously developed site, which will be in keeping with the character and context having regard to the adjacent Mountpark development, historic manufacturing use and site policy allocation for employment use. The economic development and employment opportunities weigh in support of the proposal. The loss of the Flight Shed as a non-designated heritage asset is justified because it's historic connection with the manufacturing and testing of the Supermarine Spitfire is not sufficiently unique and the building has been significantly altered and the replacement industrial units will achieve substantial public benefits in terms of job creation. Mitigation for the loss of this non-designated heritage asset can be secured through building recording and the installation of heritage interpretation boards. The development will not adversely harm the residential amenities of the nearest residents having regard to the existing noise environment and having regard to the proposed noise controls on plant and machinery. The proposal is also acceptable in terms of highway safety and network capacity and measures are recommended to encourage sustainable travel.

## **8. Conclusion**

- 8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions.

**Local Government (Access to Information) Act 1985**  
**Documents used in the preparation of this report Background Papers**

1a-d, 2b,d,f, 4b,f,vv, 6a-b & 7a

**AG for 02.11.2021 Panel**

**PLANNING CONDITIONS to include:**

01. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

02. Materials to be used (Performance Condition)

The development shall be carried out and retained in accordance with the materials schedule as set out within the plans hereby approved, as listed at the end of this decision notice.

Reason: In the interests of good design and the visual amenities of the area.

03. Hours of work for Demolition / Clearance / Construction (Performance)

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

04. Construction Management Plan (Pre-Commencement)

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

(a) parking of vehicles of site personnel, operatives and visitors;

(b) loading and unloading of plant and materials;

(c) storage of plant and materials, including cement mixing and washings, used in constructing the development;

(d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;

(e) measures to be used for the suppression of dust and dirt throughout the course

of construction;

(f) details of construction vehicles wheel cleaning; and,

(g) details of how noise emanating from the site during construction will be mitigated.

The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

#### 05. Landscaping (Performance)

The development shall be carried out and maintained in accordance with Drawing No. KL-487-001 by Kova Landscape Ltd and Boundary Treatments Plan P405 Rev C. To include a minimum of 15 no. specimen trees as shown.

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

#### 06. Parking (Pre-Occupation)

The parking totalling 112 spaces and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

#### 07. Electric Car Charging Points (Pre-Occupation Condition)

Each unit hereby approved shall not be occupied until the minimum amount of EV parking for each particular unit, as set out within with paragraph 2.2 of the Transport Assessment Addendum by ADC dated 12.10.2021, has been installed and rendered fully operational. A minimum of 18 EV charging points shall be provided for all the units combined. The approved measures shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To combat the effects of climate change and reduce the emission of pollutants in accordance with policy CS20

08. Cycle parking (Performance Condition)

Before the occupation of each building the cycle storage, changing, washing and shower facilities for members of staff shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved.

Reason: To encourage cycling as an alternative form of transport.

09. Refuse & Recycling (Performance)

Before the development hereby approved first comes into occupation, the storage for refuse and recycling shall be provided in accordance with the plans hereby approved and thereafter retained as approved.

Reason: To secure a satisfactory form of development

10. Restricted Use (Performance)

The maximum floorspace of the development hereby approved shall be 9 249 sqm square metres (gross internal), and the buildings shall not be sub-divided into separate units without the first written approval of the Local Planning Authority. Furthermore, this permission does not allow for the installation of additional mezzanine floorspace (other than those shown) within the buildings to serve the development.

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order revoking, amending, or re-enacting that Order, the development hereby approved shall be used only for the purposes indicated in the submitted details (namely E (g)(iii), B2 and/or B8) and not for any other purpose.

Any office space provided to serve the development shall be ancillary to uses specified and shall not be let, leased or sold separately.

The external areas, accessways, loading areas and car parking areas shall not be used for manufacturing, industrial or maintenance purposes: for the installation of any ancillary plant or machinery; or for the storage of any raw materials, scaffolding; finished or unfinished products or parts, crates, packing materials or waste without the prior consent of the Local Planning Authority. The areas shall be kept clear at all times for access, circulation, car parking, servicing and loading/unloading operations.

Reason:

In the interest of the amenities of nearby residential occupiers, to ensure that the site is retained for employment generating uses, to ensure that the office space provided is integral to the principal uses due to the out of centre location and in the interests of highway impacts that have been determined.

11. Noise (Performance)

The development shall be carried out and retained in accordance with the recommendations of the submitted Noise Report REVISION 1 - 14 JUNE 2021. Prior to occupation of any unit to be occupied for B2 use with hours of operation beyond the hours of 07:00 and 23:00 hours, a 'Night Time Management Plan' to

provide night time noise control measures in relation to shift changes and deliveries, shall be submitted to the Local Planning Authority and agreed in writing. The development shall be carried in accordance with the agreed noise control measures.

Reason: To protect the amenities of the occupiers of existing nearby properties.

12. APPROVAL CONDITION Archaeological structure-recording [Pre-Commencement Condition]  
No demolition works shall take place within the site until the implementation of a programme of recording has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.  
Reason: To ensure that the recording of a significant structure is initiated at an appropriate point in development procedure.
13. APPROVAL CONDITION Archaeological structure-recording work programme [Performance Condition]  
The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.  
Reason: To ensure that the archaeological investigation is completed.
14. APPROVAL CONDITION Archaeological damage-assessment [Pre-Commencement Condition]  
No ground disturbance shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.  
Reason: To inform and update the assessment of the threat to the archaeological deposits.
15. APPROVAL CONDITION Archaeological evaluation investigation [Pre-Commencement Condition]  
No ground disturbance shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.  
Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.
16. APPROVAL CONDITION Archaeological evaluation work programme [Performance Condition]  
The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.  
Reason: To ensure that the archaeological investigation is completed.
17. APPROVAL CONDITION Archaeological investigation (further works) [Performance Condition]  
The Developer will secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation which will be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the additional archaeological investigation is initiated at an appropriate point in development procedure.

18. APPROVAL CONDITION Archaeological work programme (further works)  
[Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is completed.

19. Ecological Mitigation Statement (Performance)

The development shall be carried out and retained in accordance with the Biodiversity mitigation and enhancement measures as set out within the Biodiversity Management Plan and Biodiversity Net Gain Assessment v1 dated 10/09/2021.

Reason: To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

20. External Lighting Scheme (Performance)

The development shall be carried out and retained in accordance with the external lighting scheme as set out within Private Lighting Design - Rev A by Loveday Lighting Limited Dated 01 September 2021 and Drawing No. LL1312-001

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be thereafter retained as approved.

Reason: To minimise the impact on protected species.

21. Protection of nesting birds (Performance)

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

Reason: For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity

22. Sustainable Drainage (Pre-commencement)

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of detailed infiltration testing completed in accordance with BRE DG
- b) Digest: 365 and confirmation of groundwater levels. (to be deleted if not appropriate).

- c) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100
- d) (+ 40% allowance for climate change) storm events, associated discharge rates and storage volumes shall be provided.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- e) A plan showing exceedance flows (i.e. during rainfall greater than design events
- f) or during blockage) and how property on and off site will be protected from these flows.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

23. Sustainable Drainage - Verification (Pre-occupation)

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

24. Surface / foul water drainage (Pre-commencement)

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

25. Public Sewer diversion (Performance)

Prior to the commencement of development, details of the measures which will be undertaken to divert the public sewer and water distribution main shall be submitted to and approved by the Local Planning Authority in writing (in consultation with Southern Water). The measures shall be implemented as approved for the duration of demolition and construction works.

Reason: In order to safeguard the public sewer.



26. Submission of a Bird Hazard Management Plan  
Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the local planning authority. The Bird management plan shall be in accordance with AOA Advice Note 3. Please see link below.

Microsoft Word - AN 03 Wildlife Hazards Around Aerodromes - 2016.docx  
([aoa.org.uk](http://aoa.org.uk))

The submitted plan shall include details of:

- monitoring of any standing water within the site temporary or permanent
- 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' attached
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

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: It is necessary to manage the Former Ford Factory Site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

27. APPROVAL CONDITION - BREEAM Standards  
With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage report, is submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

28. APPROVAL CONDITION - BREEAM Standards [performance condition]  
Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard, in the form of post construction assessment

and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

REASON:

To ensure the development has minimised its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

29. Energy [Performance]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 12.5% improvement over current Building Regulations Building Emission Rate requirements shall be submitted to the Local Planning Authority for its approval.

REASON:

To ensure the development has minimised its overall demand for resources and to demonstrate compliance with Policy CS20 of the Adopted Core Strategy (Amended 2015).

30. APPROVAL CONDITION - Land Contamination investigation and remediation [Pre-Commencement & Occupation Condition]

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A report of the findings of an updated Detailed Quantative Risk Assessment (DQRA) to include the findings of the Phase II Environmental Site Assessment report undertaken by Arcadis (ref: 10041083-AUK-XX-XX-RP-ZZ-0012-01)
2. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (1) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scheme of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

Reason:

To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

31. Use of uncontaminated soils and fill (Performance)

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate

their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of the site.

Reason: To ensure imported materials are suitable and do not introduce any land contamination risks onto the development.

32. Unsuspected Contamination (Performance)

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure any land contamination not previously identified is assessed and remediated so as not to present any significant risks to human health or, the wider environment.

33. Heritage Interpretation Panel (Pre-Occupation)

Prior to first occupation of the development hereby approved, the content, design and location of an historic environment interpretation panel shall be submitted to and approved in writing by the Local Planning Authority and installed and retained as agreed.

Reason: In recognition of the site history in connection with the production and testing of aircraft such as the Vickers Wellington, and the Supermarine Spitfire.

34. Tree Retention and Safeguarding (Pre-Commencement Condition)

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. The development shall be carried out in accordance with the tree protection measures as set out within the British Standards 5837:2012 Tree Survey: Arboricultural Impact Assessment, Method Statement and Tree Protection Plan - RSE\_4919\_R1\_V1\_ARB

Reason: To ensure that trees to be retained will be adequately protected from damage throughout the construction period.

35. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome and Technical Site Safeguarding and Airport Public Safety Zone
SDP22	Contaminated Land
NE4	Protected Species
HE6	Archaeological Remains
REI9	Major Employment Sites
TI2	Vehicular Access

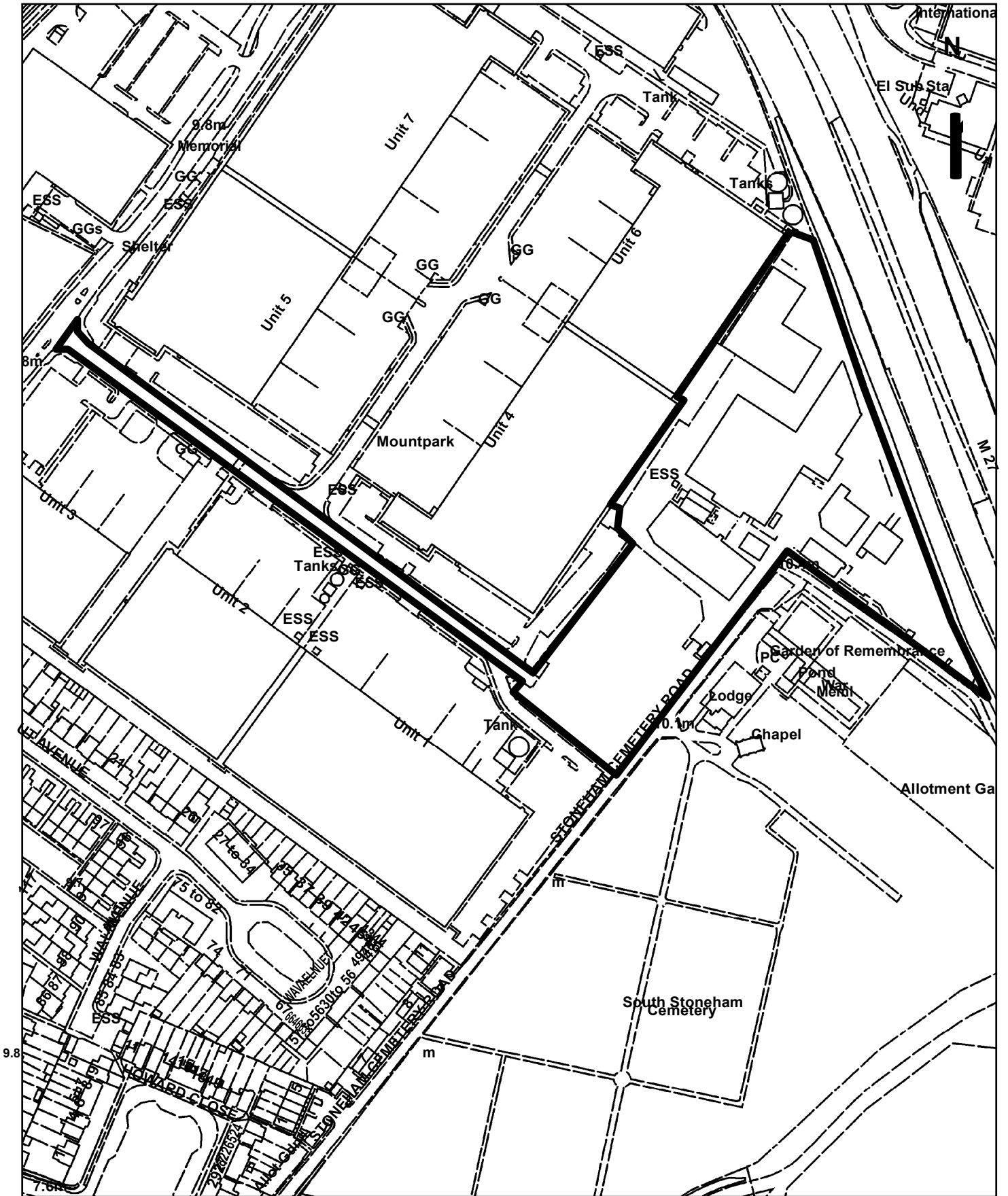
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)  
Planning Obligations (Adopted - September 2013)  
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)  
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

# 21/00915/FUL



Scale: 1:2,500

©Crown copyright and database rights 2020 Ordnance Survey 100019679

