

Prysmian II Leigh Road Eastleigh



Non Statutory Development Brief



April 2008

SECTION 1: INTRODUCTION AND CONTEXT

1.1 Introduction

1.1.1 The Prysmian phase 2 site is approximately 40% of the historic Pirelli factory site still undeveloped for housing. It is a significant development site for the town of Eastleigh and is an opportunity to create an attractive residential quarter.

1.1.2 The need for this Development Brief arises from Policy 80.H of the Eastleigh Borough Local Plan Review (2001-2011) which was adopted in May 2006. A copy of the policy and its supporting text is provided in Appendix A.

1.1.3 In response to the policy, the purpose of this Development Brief is to provide initial guidance for the development of the site.

1.1.4 The Council's objectives for this development are:

- To create an attractive residential quarter which respects its context.
- To ensure that the new development achieves high standards of sustainable design and construction.
- To create a hierarchy of internal streets including a through route which links Passfield Avenue to Leigh Road via the eastern end of Dew Lane
- To provide a choice of vehicular access points into the development to disperse the inevitable extra levels of vehicular traffic on surrounding streets.
- To improve pedestrian and cycle links from the Civic Offices and Fleming Park to the town centre.
- To create streets with street trees and major routes with generous street tree planting in the form of a boulevard.
- To retain and protect the identified important Tree Preservation Order trees.
- To ensure that new development along Dew Lane has a frontage with habitable rooms overlooking an improved Dew Lane footpath.

1.2 Status

1.2.1 This non-statutory Development Brief has been prepared by Officers of Eastleigh Borough Council in liaison with Prysmian's professional advisers, Atisreal, and has been subject to public consultation .

1.3 Policy Context

- 1.3.1 The Council's policy relating specifically to this site is set out in Policy 80.H of the Eastleigh Borough Local Plan Review (2001-2011) which was adopted in May 2006. (see Appendix A) Other generic policies in the plan and specific Supplementary Planning Documents also need to be taken into account.
- 1.3.2 PPS3 (Housing) (November 2006) requires planning authorities to put more emphasis on good urban design and on the quality of development. This does not inevitably conflict with a high density of development – much will depend upon the quality of design – but, where a conflict should arise, the Council is likely to place more importance on design than maximising the density of development. PPS3 also requires a mix of households such as families in the interests of achieving a mixed community. There should be an additional emphasis on the need to provide family housing as a majority of dwellings on this site. It is the Council's view that the original estimate of 400 dwellings may need to be revised downwards.

1.4 Site Information

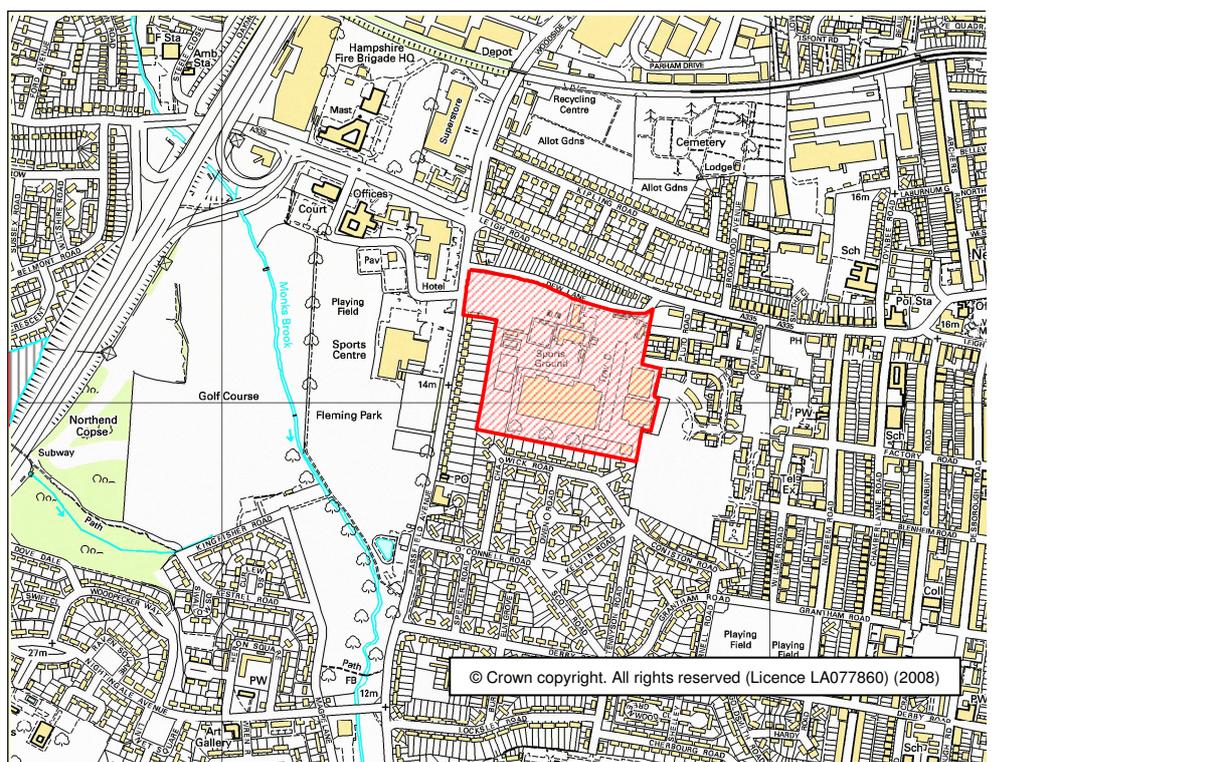


Figure 1: Site Location

- 1.4.1 In 2005, Pirelli Cables Limited became Prysmian Cables & Systems Limited – hence the change of the site's name from Pirelli Phase 2 to Prysmian Phase 2. Prysmian currently owns the whole site.
- 1.4.2 A plan of the site, on which its boundaries are shown in bold, is provided in Figure 1
- 1.4.3 The site has a land area of approximately 8.75 hectares (21.62 acres). Its topography is relatively flat.

- 1.4.4 Access to the site (see the Indicative Plan at Appendix B) is from its frontages to Dew Lane and to Passfield Avenue and, on the eastern side, from the Pirelli Phase 1 site (now known as Park 21) the development of which with housing, offices, a community centre and public open space is nearing completion.
- 1.4.5 On the southern and part of the western sides of the site, there are interwar 2 storey residential properties which front onto Chadwick Road and Passfield Avenue respectively.
- 1.4.6 The buildings on the site comprise factory floor space, relatively modern offices (which are now let to tenants on a short term basis), a former social club (which has been disused since 2000) and various outbuildings.
- 1.4.7 The open areas of the site comprise hardstanding and car parking areas and former private recreational space (which has also been disused since 2000).
- 1.4.8 On the northern boundary of the site, the hedgerow between the footpath and the carriageway in Dew lane is designated as an 'important hedgerow' under the 1997 Hedgerow Regulations and may be of ancient origin.
- 1.4.9 There are numerous mature trees inside the site boundary adjacent to the rear of properties fronting onto Chadwick Road and Passfield Avenue and also located in the north eastern area of the site near Dew Lane (see 1.6.2 below).
- 1.4.10 The soils on the neighbouring Pirelli phase 1 site were found to be contaminated. A Geotechnical Survey Report assessing this site for ground contamination will need to be submitted with a planning application (see 4.1 (d) below).

1.5 Site History

- 1.5.1 The buildings date from various decades in the second half of the 20th Century. The most modern building on the site – the 3 storey office building - was constructed in the early 1990's.

1.6 Designations

- 1.6.1 There are no Conservation Areas in the immediate vicinity, although the site is relatively close to the Eastleigh Urban Renaissance Quarter (north of Leigh Road) designated in the Local Plan which aims to create a more intensive and vital mixed residential area as development opportunities arise.
- 1.6.2 The mature trees inside the southern and part of the western boundaries of the site are the subject of Tree Preservation Order No. 449 – Pirelli Site, Passfield Avenue, Eastleigh, 2002. TPO No. 601 – Prysmian site, Dew Lane, Eastleigh (October 2007) covers further individual mature trees in the north eastern area of the site.

An extract from each of the TPOs is provided at Appendix C

1.7 Other Constraints

- 1.7.1 The vehicular access to the site will need to be from the three points in the eastern end of the site identified in the Indicative Plan (Appendix B). The access from the west will be determined by the conclusions of the Transport Assessment.
- 1.7.2 TPO trees (see 1.6.2)
- 1.7.3 Potential Soil Contamination (see 1.4.9)
- 1.7.4 Neighbouring properties. Potential issues of overlooking and disturbance during construction.
- 1.7.5 Existing office building to be retained. Retaining the office use and associated plant room will require careful assessment of noise levels and of site layout to ensure any nearby residential dwellings are not subject to unacceptable levels of noise.
- 1.7.6 Office plant room. This currently is located in what will become a prominent location on the main route through the site.
- 1.7.7 As this development is adjacent and close to the current Air Quality Management Area (AQMA) any developer needs to have regard to the policy detail, 33ES in the Eastleigh Borough local plan requiring air quality modeling/assessment of the impact of construction and occupation on the AQMA.

SECTION 2: CLARIFICATION OF POLICY ISSUES

2.1 Policy 80.H and its supporting text (see subsection 1.3 in Appendix A) leave a number of issues to be clarified in this Development Brief.

2.2 Following further consideration by Council Officers, the required clarification is as follows:

(a) Additional Employment Floorspace

The Council considers that the need for housing outweighs the need for additional employment floorspace.

(b) Housing

The density of development will be addressed during pre-application discussions, alongside access and design proposals.

All dwellings in the development must be constructed to achieve at least Level 3 of the Code for Sustainable Homes. Any development taking place after 2012 must meet at least Code Level 4.

(c) Public Open Space

The quantity of open space required in the development is based on the Local Plan standard (see also paragraphs 5.2 (b) (vi) and 5.5 of this Brief). In addition to the completion of the 'circus' which has been partly formed during the development of the Phase I site (see the Indicative Plan at Appendix C), a further single area of on-site public open space amounting to at least 0.2ha will be required (as per the Eastleigh Greenspace Strategy).

(d) Community Provision

A new community centre has been provided during the development of the Phase I site, close to the boundary with this site. This centre is already very well used but will be available for use by new residents in this development. Additional facilities specifically serving the needs of teenagers are needed. A financial contribution may be required towards the future provision of such facilities in the locality by the Council.

(e) Compensation for Loss of Community Buildings and Social and Recreational Facilities on Site

In satisfaction of this requirement (Criterion (iii) of Policy 80.H – see subsection 1.3 in Appendix A), the Council will accept the transfer to the Council (free of charge but subject to a restriction of use to outdoor recreational purposes) of the former Pirelli Sports Ground in Chestnut Avenue, Eastleigh together with an appropriate financial contribution to enable the Council to restore the playing fields and ancillary changing room accommodation to a condition fit for use. This is in compensation for the loss of the sports and recreation facilities mentioned in 1.4.6 and 1.4.7 above.

(f) Health Provision

The Hampshire Primary Care Trust (PCT) wishes to establish a health or healthcare facility on this site. For a 3 GP practice, this will require a minimum floorspace of 420 sqm as well as space for 10 no. cars. In addition a minimum 20 no. car adopted on-street visitor car park must be located very near this facility. The developer will be required to make available at no cost an area of the site adequate to accommodate this facility.

The other provisions of the policy also still apply.

- 2.3 Prospective developers should also note the requirements set out in Section 5 (Planning Obligations) of this Development Brief.

SECTION 3: PRINCIPLES OF DEVELOPMENT

This section sets out a number of principles which should shape the development of this site.

3.1 Occupational Uses

3.1.1 The adopted site-specific planning policy – Policy 80H of the Eastleigh Borough Local Plan Review (2001-2011) – allocates the site for, primarily, residential development but to include:-

the retention of the existing office premises

the provision of additional employment floorspace

public open space

community provision

3.1.2 As set out in Section 2 above, the Council has given further consideration to the uses which would be appropriate for the development of this site. Developers are invited to bring forward proposals which reflect the updated position.

3.1.3 The Council requires the inclusion of four live/work units which should be provided together. Both the live and work elements must be part of the same planning unit. Additionally, the Council requires the inclusion of four residential units which, on the ground floor, are fully adaptable to small scale commercial use. These should be on the street side of the building. Both the live/work and the adaptable residential units should be in an appropriate location on the main route through the site.

3.2 Access

3.2.1 The site must be highly permeable, with good pedestrian and cycle links across it in both north/south and east/west directions. These should be from the Dew Lane access connecting with the Pirelli Phase 1 cycle route via the circular park (the “circus”) and from the “circus” to the Passfield Avenue access respectively. (see the Indicative Plan at Appendix B).

3.2.2 Vehicular access will require careful consideration and will need to be agreed with the Hampshire County Council (HCC), as highway authority, prior to the final layout being adopted. A full Transport Assessment (TA) will be required. This will need to cover impact on the surrounding highway network, including options for Dew Lane, and consider the operation and capacity of adjacent junctions such as the Passfield Avenue/Leigh Road junction. The potential impact on the Strategic Road Network should also be considered. Pedestrian and cycle access should be from Dew Lane and Park 21 (the Pirelli development) in the positions shown on the Indicative Plan at Appendix B. An additional pedestrian and cycle access should connect the site with Passfield Avenue.

- 3.2.3 A pedestrian and cycleway link from Passfield Avenue to the public open space “circus”, thereby providing the completion of this link through the Phase I development to Factory Road, is required. This should take the form of a tree-lined boulevard, which may also provide a vehicular route, with trees at, on average at least 1 tree per 5 linear metres of street, which ultimately attain a medium to large size and are provided with appropriate growing space (at least 7 metres from the nearest building). This route needs to be overlooked by residential buildings along its length.
- 3.2.4 The development should create a hierarchy of internal streets including a through route which links Passfield Avenue to Leigh Road via the eastern end of Dew Lane
- 3.2.5 The development should accommodate a set back from the highway to enable an enhanced pedestrian and cycle crossing across Passfield Avenue.
- 3.2.6 The Dew Lane footpath should be widened to 2.5m to allow for the future growth of the important and possibly ancient hedgerow on the road carriageway side.
- 3.2.7 Access to the site through Great Farm Road must not become a potential high speed route through both sites. Consideration should be given in preventing this through physical traffic calming measures.

3.3 Vehicle parking

- 3.3.1 Car parking of off-road allocated spaces will be expected to provide an average of:

- 1 space per 1 bedroom property

- 1.5 spaces per 2 or 3 bedroom property

- 2 spaces per 4 (or more) bedroom property

In addition there should be adopted, on-street unallocated casual/visitor car parking equivalent to 1 space per 5 units. The difference between allocated and unallocated (adopted) car parking spaces must be made physically distinct. No allocated car spaces should be provided between the adopted highway carriageway and adopted highway footway.

- 3.3.2 The office car park will accommodate 1 car space per 30 sqm of office space (HCC standards) and will need to be reduced in size if it currently exceeds the level calculated via this formula. The location and layout of this car park may need to change to help accommodate the objective which is to maximise the residential frontage facing Dew Lane. Consideration should be given to the dual use of this car park with public visitor parking outside office hours (Which, if achieved, would count towards the requirement for visitor/casual parking for the whole site).
- 3.3.3 It is expected that parking restrictions will need to be introduced throughout the adopted roads on the site to prohibit parking except in defined spaces.

3.3.4 Cycle storage for houses and flats will also be needed. Covered, secure storage for 1 bicycle per flat and 2 per house will be required. Cycle storage for flats should be integrated into the main building.

3.4 Urban Design

3.4.1 The development should be laid out in a clear and simple connected street layout with clear public (street) frontages and private (garden) backs to homes. (see the Indicative Plan at Appendix B).

3.4.2 Street design should conform with the 'Manual for Streets' (Dept for Transport 2007).

3.4.3 There should be no blocks of flats surrounded by large areas of open space or areas of car parking when viewed from the street but rather there should be good enclosure of streets provided by strong, relatively continuous building lines (without large gaps in the street frontage).

3.4.4 Where urban densities (above 50 dph) are proposed within the development the architecture should reflect this with contemporary urban house types.

3.4.5 Standard house types will not be acceptable.

3.4.6 There should be clear public and private sides to buildings, with the public sides relating to the street. All private houses should have front gardens. There should be clear visual and physical demarcation between public and private space.

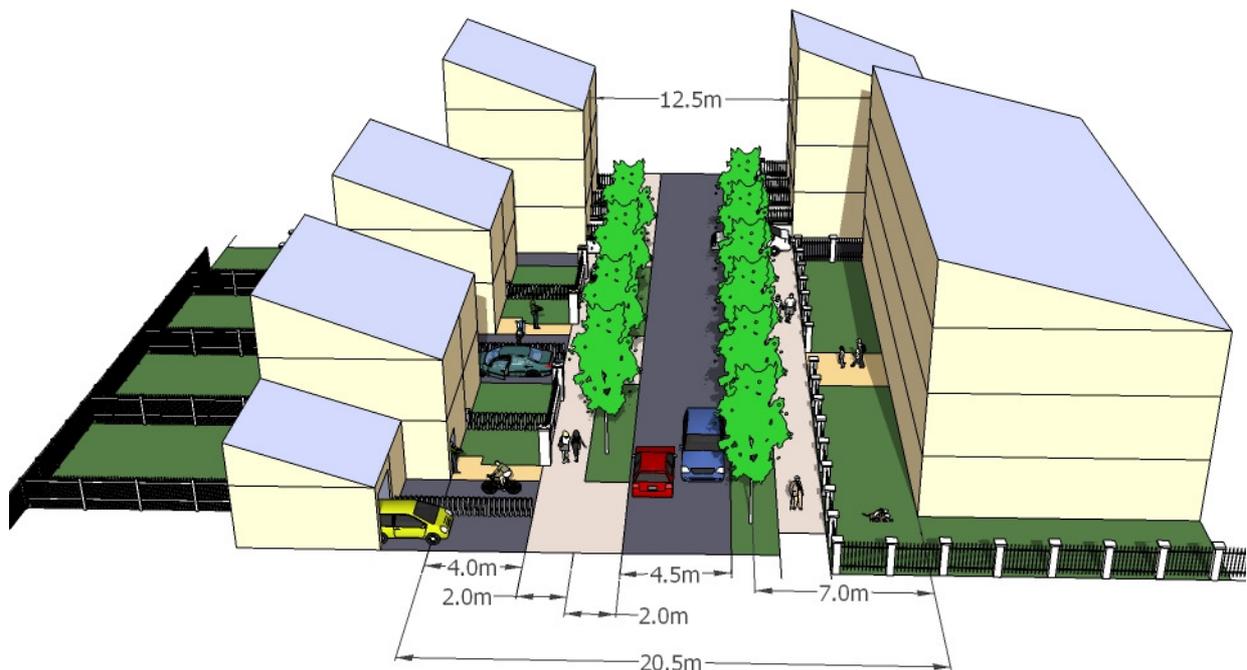


Figure 2: Indicative sketch showing clear differentiation between public (street) and private (garden) sides to development. Also suitable street dimensions for street trees

3.4.7 To accommodate street trees (as well as well-designed bin storage) front gardens should be approximately 4m in depth. All front gardens should be enclosed with brick walls or by railings set on brick plinths between brick

piers.

- 3.4.8 Street level elevations must not be dominated by garages or other 'dead' frontages.
- 3.4.9 Full provision for refuse and recycling bin stores will be needed. Minimum requirements are set out in the Eastleigh Borough Council's Supplementary Planning Document 'Storage and Collection of Domestic Waste and Recyclable Materials' (December 2005. Bin storage for houses should be carefully designed within front gardens. Bin storage for flats should be integrated within the main buildings.
- 3.4.10 New buildings which front onto the "circus" should complement those which front onto the "circus" within Phase I (Park 21) by following the same arc and by fronting onto the open space with balconies. The design of these balconies should not dominate the building elevation while allowing for sitting out. These buildings should be at least 3 storeys in height and should mostly consist of family housing.
- 3.4.11 At the junction of Passfield Avenue and Dew Lane it is felt that there is an opportunity to provide a landmark building alongside the western entrance to the site. Further local landmark buildings should be provided at the end of vistas or at road junctions, where buildings should address their corner locations.
- 3.4.12 A mixture of tenures and a range of dwelling unit sizes and building sizes will be required throughout the development. Two and three storey development is appropriate, *with buildings restricted to 2 storeys on the periphery of the site where they back onto existing 2 storey properties (Passfield Avenue and Chadwick Road, as well as some properties on the Pirelli phase 1 site).* Building elements as high as four storeys might be appropriate in rare situations (e.g. as part of a 'landmark building'). There is now an additional requirement to provide a greater emphasis on the amount of family accommodation. No more than 25% of the units should consist of apartments unless it can clearly be justified in terms of a good housing mix.
- 3.4.13 The Council believes that the most suitable location for apartments is north of the main route or boulevard, in the northeastern corner of the site, between the existing office site and the Passfield Avenue. This location will also maximise the feasibility for connecting these apartments to the existing district heating facility on Passfield Avenue.
- 3.4.14 All existing brick walls on the site boundary should be retained unless otherwise agreed. The new property owners will be responsible for the maintenance of these walls unless any new management arrangements are put in place.
- 3.4.15 Public spaces should be designed to accommodate a high level of use, should be easily maintained and should have robust, high quality materials fit for adoption by the Borough Council.
- 3.4.16 The layout and design should demonstrate crime reduction compliance. This should include good passive surveillance and clear separation of public and private domains. In particular, play areas and car parking must be

overlooked by surrounding buildings. The existing footpath along Dew Lane must benefit from some significant new residential development facing onto it. Apartments or houses which overlook streets and open space should have properly-dimensioned balconies (minimum depth 1.2m) which enable sitting out.

- 3.4.17 The section of the Dew Lane hedgebank and associated footpath indicated on the Indicative Plan (Appendix B) should be reconfigured to match the original elevated level of the footpath to marry in with the majority of the remaining footpath which is still at the original higher level.
- 3.4.18 The widened Dew Lane footpath should be open to the new development along its length, necessitating the removal of all hedges, walls and fences on its southern side but carefully retaining any substantial trees (as agreed with the LPA).
- 3.4.19 Along the Dew Lane boundary, new residential development should form a frontage with front gardens opening onto access roads which run parallel and adjacent to the suitably widened Dew Lane footpath.
- 3.4.20 The existing office plant building *may* need to be relocated to a less conspicuous location, ideally in close association with the office building and away from the public realm.
- 3.4.21 The main vehicular route may coincide with the pedestrian/cycle tree-lined boulevard (see 3.2.3 and 3.2.4 above) and the layout and massing of buildings should reflect the different identity and function of the street.

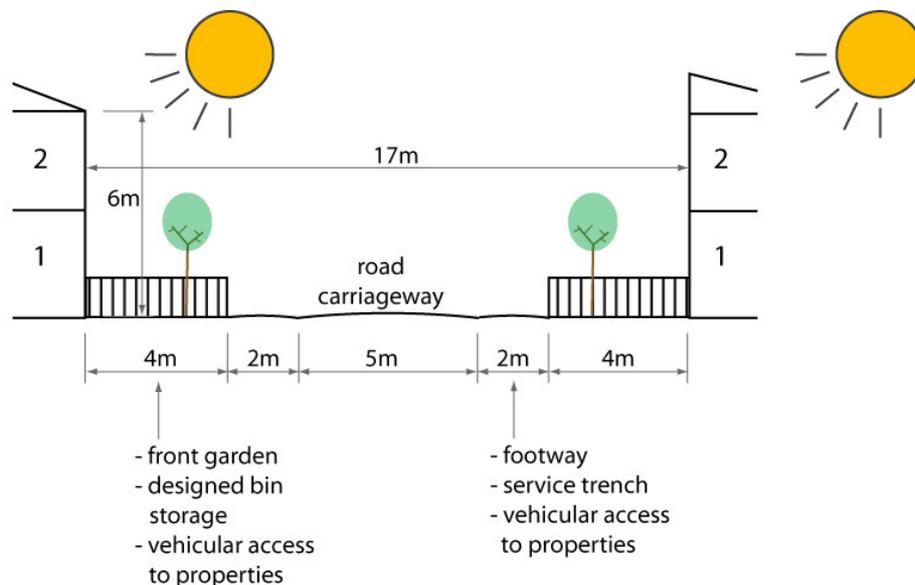


Figure 3: Tight streets may be used but not for long stretches (as no room for street trees) and only 2 storey buildings suitable.

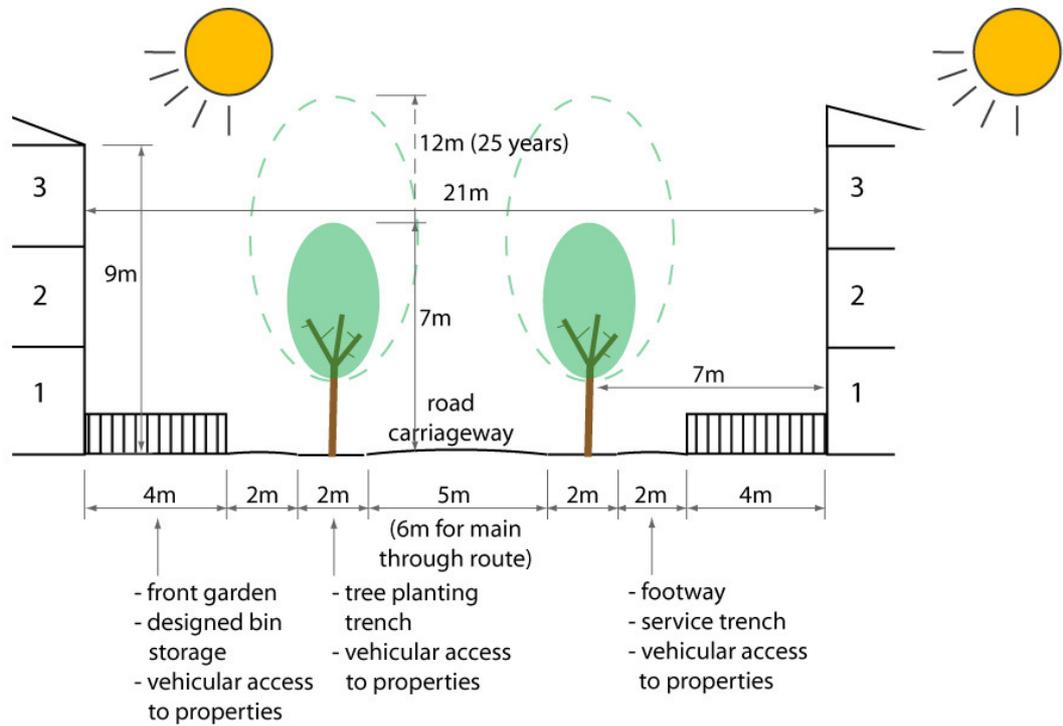


Figure 4: Wider streets require three storey buildings to create enclosure. Space for medium sized street trees, in scale with the buildings, is now available, creating a further sense of enclosure and more attractive streets.

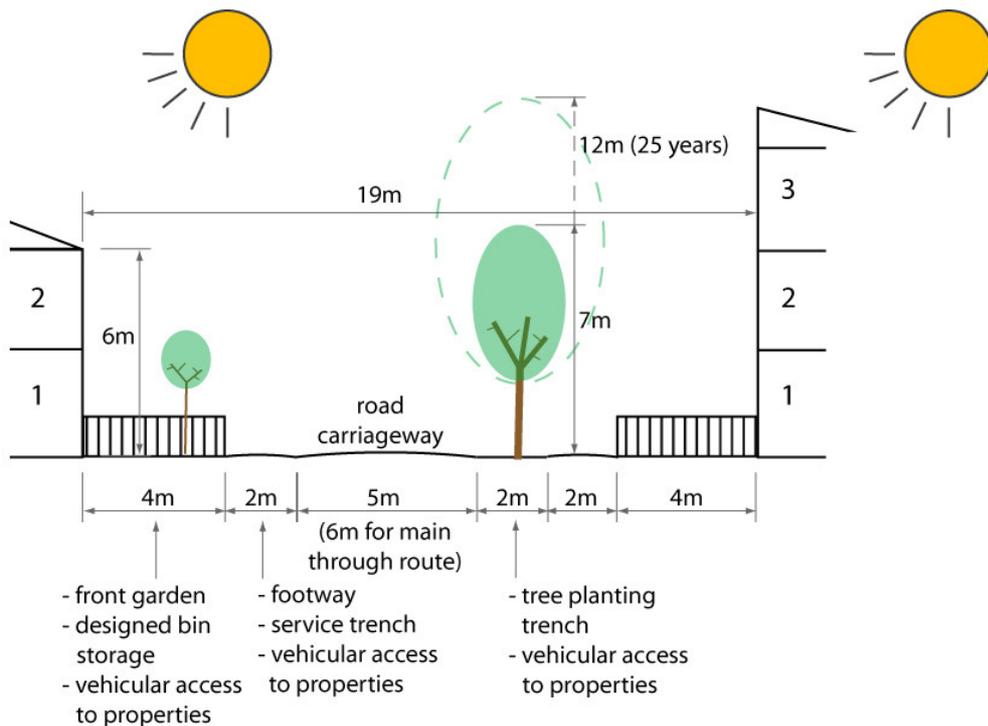


Figure 5: A hybrid form of the above allows street trees on at least one side of the street (which can alternate).

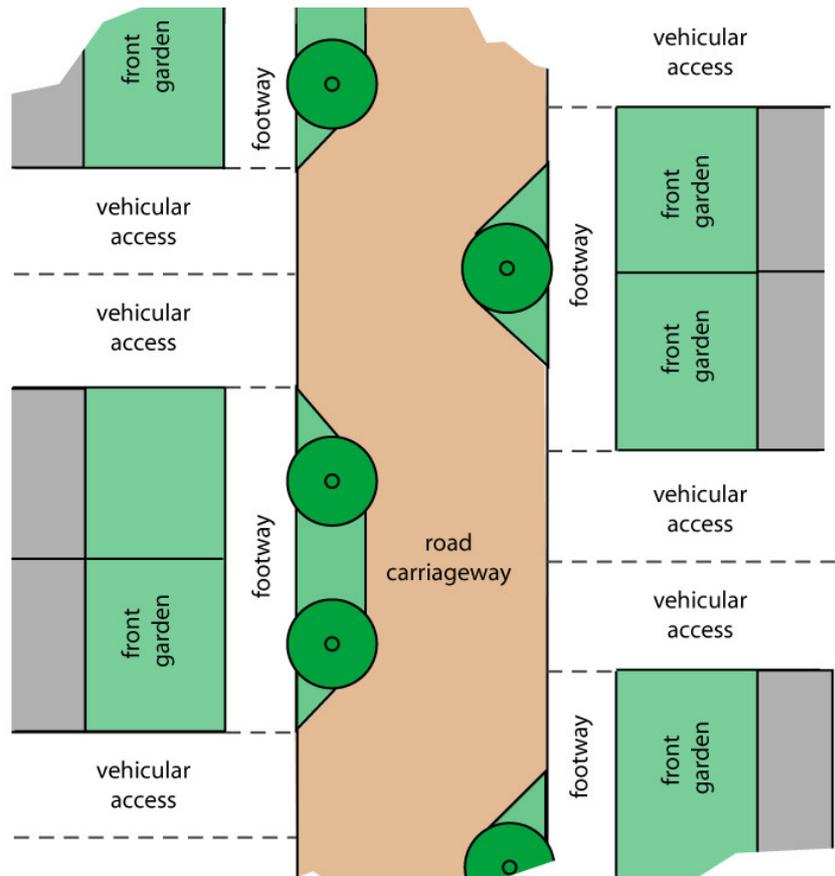


Figure 6: A plan view of the hybrid form shown in Figure 5. The street tree planting on alternate sides of the street can be part of a traffic-calming chicane.

3.5 Sustainable Development

3.5.1 All residential building must meet at least the following standards of the Code for Sustainable Homes with certification at both the design and the post construction stages:

Completion up to 1 January 2012 at least Code Level 3

Completion from 1 January 2012 at least Code level 4

Completion from 1 January 2016 at least Code Level 6

Post-construction review certificates will be required for each dwelling type after each phase of construction has been completed.

Any non-residential buildings will be expected to achieve the appropriate BREEAM 'very good' standard ('excellent' standard from 2012). All affordable dwellings developed on the site will need to meet the standards required by the Housing Corporation at the time of construction in order to be able to attract funding for the scheme. The standards required may be above the minimum standards required in this brief and will therefore need to be

discussed as the detail of the scheme is worked up.

- 3.5.2 The layout of the site, and the orientation (within 30 degrees of south) and design of buildings, should demonstrate how passive solar heat gain can be utilised. Buildings should include fenestration (such as conservatories) and materials with thermal mass designed to capitalise on passive solar heat gain.
- 3.5.3 The development will need to be designed to avoid excessive heat gain in summer (shading, architectural details, natural ventilation and deciduous tree planting)
- 3.5.4 Buildings should be designed for long life and low user cost and should demonstrate low energy design both in use and in construction. Terraced medium rise buildings are the most energy efficient building forms. Flank walls, detached and semi-detached building forms should be minimised.
- 3.5.5 All buildings which do not have good solar access should be 'super-insulated'
- 3.5.6 Every dwelling's predicted CO₂ emissions should be reduced by at least 10% by the supply of energy from local renewable or low carbon energy sources. All dwellings should gain at least 1 of the available 2 credits in Ene 7 (Low or Zero Carbon Technologies) in the Code for Sustainable Homes.
- 3.5.7 The opportunities for the installation of a community heating scheme (or a connection to an existing scheme) and/or a combined heat and power system for the site should be fully explored to the reasonable satisfaction of the Council at the earliest possible stage before any utility agreements are negotiated. Such a scheme must be implemented if proven technically and economically viable.
- 3.5.8 A site Travel Plan will be expected for the whole development. Any new employment development which may be proposed should make provision for showers and changing facilities to encourage commuting by bicycle.
- 3.5.9 Planting should encourage wildlife by the selection of native species and varieties (provided they are climate change resilient) that provide food sources for native fauna where appropriate.
- 3.5.10 Rainwater harvesting and/or grey water recycling should be employed to reduce the amount of white water consumption by residents and workers.
- 3.5.11 Surface water drainage should, where possible, be through porous surfaces such as landscaped areas or free-draining car parking, adopting the principles of sustainable drainage as recommended by the Environment Agency, reducing the quantity of water directed into surface water sewers, particularly during periods of peak flow.

3.6 Trees and Landscape

- 3.6.1 A 20 metre exclusion zone between the site boundary and new buildings will be required where the belt of TPO protected trees runs along the backs of the Chadwick Road and Passfield Avenue properties. No buildings should be constructed inside this 20 metre zone. This is to provide gardens of sufficient length to mitigate against the significant shading that these trees provide. Back gardens of a more standard length would inevitably lead to a 'pressure to prune' these trees from the new residents. All new property boundaries which run through this belt of trees must take care to avoid damaging the tree roots.
- 3.6.2 The detailed landscape scheme forming part of any planning application for this site should be designed to reinforce and fill any gaps in the existing tree belt behind existing residential properties along the Passfield Avenue and Chadwick Road boundaries.
- 3.6.3 The trees protected by Tree Preservation Order no. 601 in the north eastern part of the site must be protected to a standard agreed by the Council's arboriculturalist. An Arboricultural Implications Assessment and Method Statements will be required for all trees on the site.
- 3.6.4 The Developer must carry out any of the works to the trees recommended by the Arboricultural Implications Assessment to improve their safety and long term health before any construction work is commenced on site.
- 3.6.5 The development should be characterised by street tree planting in all streets, creating avenues along the main routes and creating vistas. All streets should have an average minimum of one street tree for every 10 linear metres of street. To achieve this, it will be essential that detailed consideration is given to soft landscaping, including tree planting, within the layout and not as an afterthought. There should be no use of shrub areas in public areas. Emphasis must be on providing adequate space for street trees in hard surfacing. Street tree varieties should be those that are relatively long-lived and should be ultimately medium to large in size and planted at a minimum girth of 18-20cm with underground guying. All such street trees need to be planted in well dimensioned planting pits (2m x 2m minimum) or trenches to a 1m minimum depth of subsoil, free from underground services. All such street trees should be planted at least 7m from the nearest building and also in accordance with Hampshire County Council (HCC) guidelines for trees within the highway.
- 3.6.6 *Some larger tree varieties* should be additionally designed into the development layout within the public realm (streets and public open space) which are at least 10m from the nearest building.
- 3.6.7 Tree specifications will be conditioned as part of any planning permission to cover the following:

- Tree pit design
 - Planting specification
 - Plant specification
 - Aftercare specification (3 years)
 - Irrigation (3 years)
 - Condition compliance monitoring reports (monthly)
 - Failure of tree condition
- 3.6.7 All landscape in the Highway (i.e. street trees) details must be submitted together with infrastructure for simultaneous approval (housing and open space landscape details can be submitted phase by phase).
- 3.6.8 Areas of proposed public open space that require remediation from soil contamination require a 1000mm depth of remediation. 500mm of this should be subsoil and the top 500mm should be topsoil.

3.7 Play

- 3.7.1 The minimum 0.2ha area of new open space will accommodate a play area with equipment funded by the developer but designed and implemented by Eastleigh Borough Council.
- 3.7.2 The developer will also fund an improvement to the adjacent existing play area on the Pirelli site, to be designed and implemented by Eastleigh Borough Council.

3.8 Phased Release of the Site for Development

- 3.8.1 It is appreciated that Prysmian intends to release part of the site for development in advance of the cessation of manufacturing at this location but with confirmed dates for the cessation of manufacturing operations and the release of any interim retained part.
- 3.8.2 Any such phased development will be dependent upon an approved masterplan for the development of the whole site. No occupation of any dwellings east of the dashed line shown on the Indicative Plan (entitled 'phasing line') (see Appendix B) will be permitted until the operations at the Prysmian factory have permanently ceased.

3.9 Public Art

- 3.9.1 In accordance with the policy for art in the Eastleigh Borough Local Plan Review and the Eastleigh Borough Council's draft Planning Obligations SPD (Draft to be published for consultation April 2008) the Council will expect the developer to fund a public art scheme, which makes a positive contribution to the public space.

This will be project managed either by Eastleigh Borough Council or will be contracted out using professional public art project management in collaboration with the developer. A detailed Public Art Statement will be expected with any planning application (in accordance with the forthcoming Eastleigh Borough Council Public Art Guidance).

3.10 Provision of Sewerage Infrastructure

- 3.10.1 Southern Water is currently investigating the capacity of the existing local sewers to accommodate any additional wastewater flows arising from development on the site. If the results show that capacity is insufficient to meet demand, the local sewer will need to be upgraded before the development can connect into it. The Water Services Regulation Authority (also known as Ofwat) takes the view that the developer should fund investment to local infrastructure for improvements required to service new development. This allows the cost of the investment to be passed to new customers, who directly benefit from it, and protects existing customers, who would otherwise have to pay through increases in general charges.

The formal requisition procedures set out in the Water Industry Act 1991 provide a legal mechanism for developers to provide the necessary infrastructure to service their site. Southern Water will look to the Council to support this approach to ensure that development does not take place until infrastructure with adequate capacity is provided.

Development that takes place before adequate sewerage infrastructure is available may lead to service failures such as flooding of property and environmental pollution.

- 3.10.2 On-site foul water sewers to serve the development should be constructed to adoptable standards. This will ensure provision of an efficient and sustainable sewer network to serve the development.

Developers should refer to the current edition of Sewers for Adoption, published by WRc (<http://www.wrcplc.co.uk/sfa/>).

Southern Water will only adopt on-site sewers if they are constructed to adoptable standards. If the sewers are not adopted by Southern Water, responsibility for their operation and maintenance falls to the owner of the

infrastructure (usually property owners who may not have the necessary skills and knowledge to operate and maintain the infrastructure).

3.11 Construction Impact

- 3.11.1 Given the scale of demolition and construction works and the close proximity of residential dwellings great care will need to be exercised by the developer during the demolition and construction phases. The developer will be required to appoint a single person to have overall responsibility for ensuring adequate control of the environmental impacts of the development, and detailed procedures for public liaison and complaint resolution.
- 3.11.2 A Section 106 agreement for this site is likely to include a clause restricting the access for construction traffic to the main roads.

SECTION 4 – SUPPORTING INFORMATIVE STUDIES

- 4.1 Without prejudice to its response to a pre-planning application Screening Opinion in relation to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, it may be anticipated that the Council will require a planning application for the development of this site to be supported by:-
- (a) A Full Transportation Assessment.
 - (b) A Sustainability Analysis including design stage certificates for Level 3 (or above, as appropriate) of the Code for Sustainable Homes for each 'dwelling type' and the BREEAM equivalent for non-residential buildings..
 - (c) A Travel Plan to cover both the residential and any employment uses on the site.
 - (d) A Geotechnical Survey to establish the level of any contamination and, as necessary, a scheme of remediation. Good quality reporting of that remediation will subsequently be required.
 - (e) A Report addressing the mitigation of Noise, Vibration and the Control of Dust in relation to demolition and construction works.
 - (f) A Landscape and Tree Management Strategy
 - (g) A Public Art Strategy.
 - (h) A whole-site development Master Plan
 - (i) A Design and Access Statement including illustrative details of public realm aspects of the development.
 - (j) A Noise Impact Assessment.
 - (k) A Flood Risk Assessment.

SECTION 5 – PLANNING OBLIGATIONS

- 5.1 In general, these should be compliant with the Council's adopted Supplementary Planning Guidance on Planning Obligations as at the date of the submission of a planning application. (Draft to be published for consultation April 2008)
- 5.2 More specifically, and relating to Policy 80.H of the adopted Local Plan Review, it should be noted that:-
- (a) The Council's target is that 35% of the dwellings on this site should be affordable housing (criterion (iv) of Policy 80.H), of a mix, type, and size, reflecting the mix of the development as a whole and tenure to be agreed.
 - (b) Financial contributions will be required, in furtherance of criteria (ii) and (iii) of Policy 80.H and in so far as they are consistent with the application of Government Circular 05/05 (or any replacement of that Circular):-
 - (i) To improve educational provision in the locality.
 - (ii) For transport improvements in accordance with the HCC Transport Contributions Policy and to mitigate any residual impact on the strategic road network highlighted in the Transport Assessment.
 - (iii) Towards the provision, by the Council, of a community facility within the locality specifically for teenagers and young people.
 - (iv) To improve accessibility from the town centre through the site to Fleming Park, particularly for cyclists and pedestrians.
 - (v) To provide a fully equipped children's play area (to be designed and constructed by EBC) and to improve the closely adjacent play area on the Pirelli site.
 - (vi) For any on-site shortfall of Public Open Space, against the Council's adopted standards, calculated, and to be allocated, in accordance with paragraphs 5.5 and 5.6 below.
 - (vii) For the future maintenance of on-site Public Open Space (unless the Applicant should not propose the adoption of Public Open Space by the Council and should propose adequate arrangements for maintenance by a management company).
 - (viii) For the future maintenance of any SUDS design measures on site not otherwise covered by the local authority, highway authority or Southern Water.

- (x) For the future maintenance of all street trees in the highway by Hampshire County Council (in accordance with the draft Eastleigh Borough Council SPD on Planning Obligations).
 - (xi) For public art.
 - (xii) For parking controls to enforce the restricted parking on adopted roads.
- 5.3 The developer of this site will be expected to enter into an agreement with the Council to provide a programme of training courses/apprenticeships as part of the development process and to utilise the South East Hants Employment in Construction (SEECON) project to deliver this benefit.
- 5.4 With regard to paragraph 5.2 (b) (iv) above, developer's contributions should be directed to the improvement of existing off-site facilities in particular environmental improvements to the neighbouring Fleming Park and the link to Fleming Park across Passfield Avenue at which point a traffic light controlled pedestrian and cycle crossing will be needed.
- 5.5 The standard calculation for determining the amount of public open space on site is set at 2.8 ha per 1000 population (or 28 sq m per bedroom). The baseline figure for calculating off-site contributions, when there is public open space on site below the standard requirement, is £485 per bedroom (index linked from April 2001). The actual size of public open space provided in the development divided by the full requirement will provide the fraction $1/X$. The off-site contributions for this site will be calculated using the formula $(£485 \times (1-1/X))$ per bedroom.
- 5.6 It is advised that the matters covered in this Section are discussed with the Council prior to the submission of a planning application.

APPENDIX A: Policy 80.H

The relevant extract from the Local Plan Review (with the Policy in bold) for this site is as follows:-

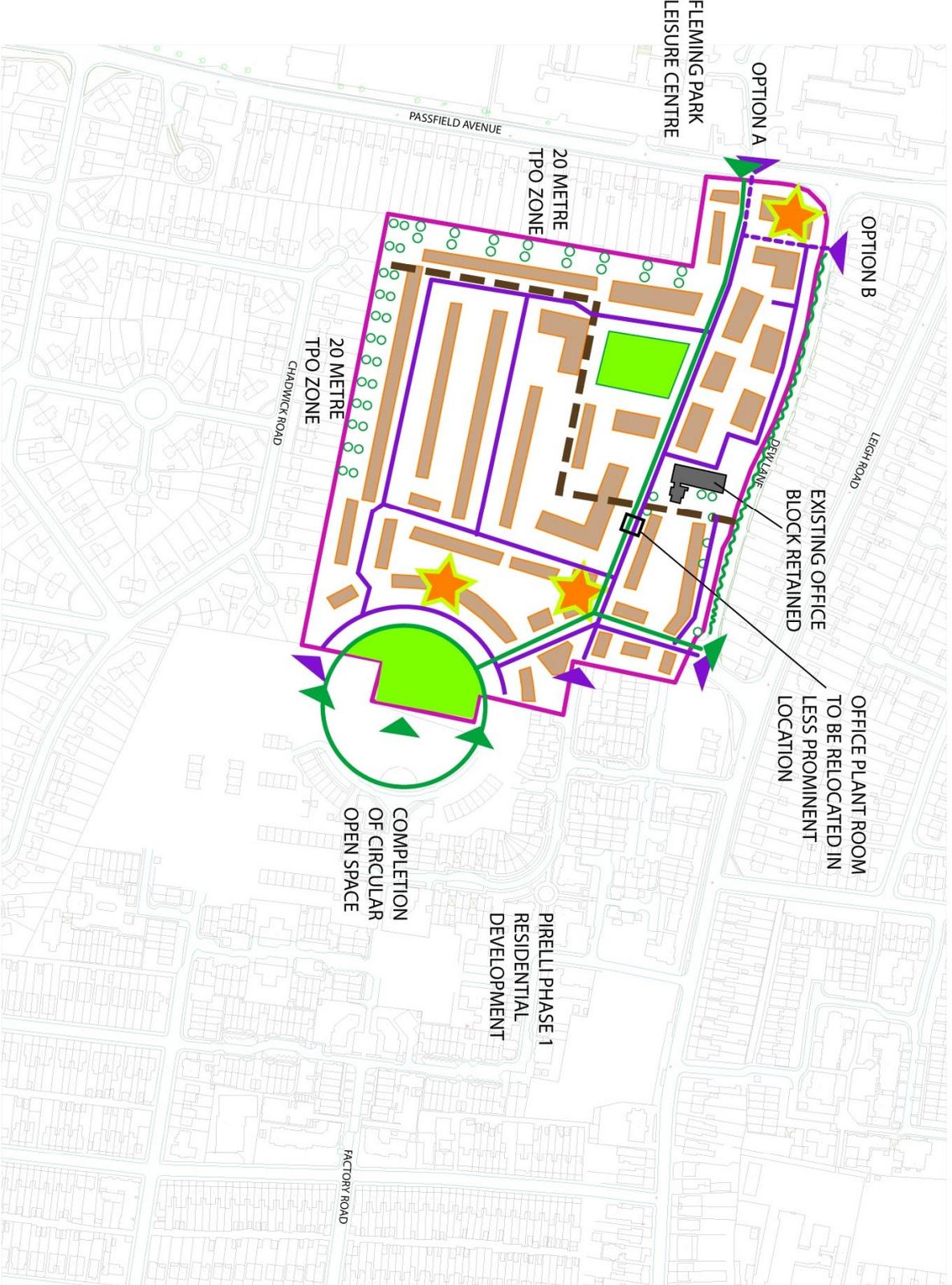
“Pirelli/Passfield Avenue (Phase II)

“5.60 In September 2001 the Council adopted a development brief relating to the easternmost 11.7ha of the Pirelli Cables site in Leigh Road, Eastleigh. It is expected that the remainder of this site will become available for redevelopment (see Plan 12) and it is critical that its future is considered comprehensively in the context of its surroundings. To this end the Council will adopt a development brief to guide future redevelopment of the site. The development brief will be a material consideration in determining any planning application relating to the site. It is anticipated that the site will accommodate approximately 400 dwellings and an element of B1(b) employment floorspace. The development brief will clarify the site’s capacity to accommodate housing, employment, public open space and community provision.

“80.H Development will be permitted on land currently occupied by Pirelli General off Passfield Avenue, as shown on the Proposals Map, subject to all the following criteria being met:

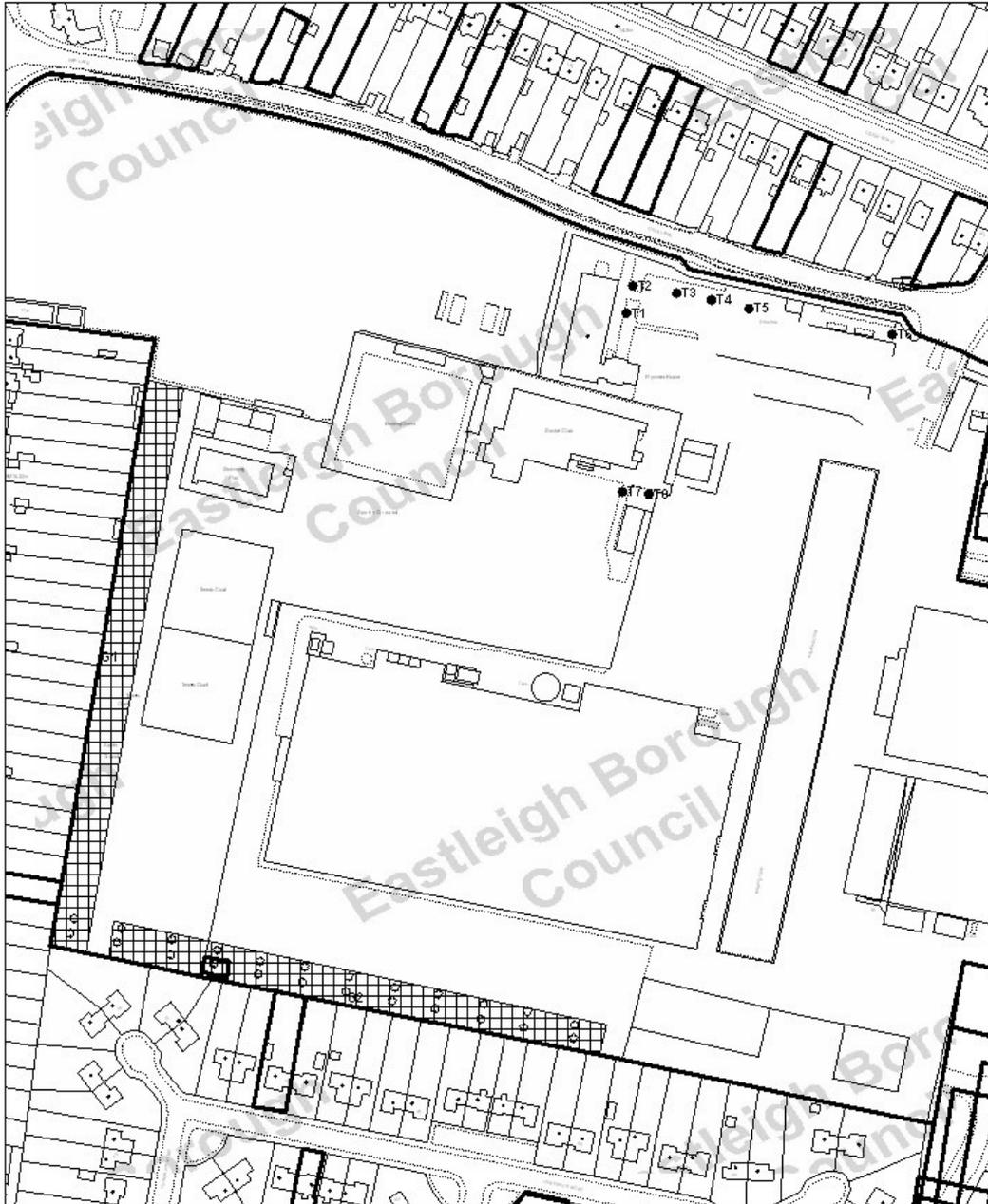
- i. redevelopment will be for primarily residential purposes with retention of the existing office premises, the provision of additional employment floorspace, public open space and community provision;**
- ii. financial contributions will be required to improve education provision in the locality; to improve accessibility between the site and the town centre, particularly for cyclists and pedestrians, for recreation and public transport facilities, and for public open space and community provision off-site;**
- iii. additional provision will need to be made off-site to compensate for any loss of existing community buildings and social and recreational facilities on site; and**
- iv. the Council’s target is for 35% of dwellings on this site to be affordable.”**

APPENDIX B
 PRYSMIAN PHASE 2
 INDICATIVE PLAN



KEY	
	Site Boundary
	Landmark Buildings
	Residential Blocks
	Existing Office
	New Public Open Space
	TPO Trees
	Vehicular Access
	Pedestrian / Cycle Access
	Vehicular Routes
	Pedestrian Routes
	Phasing Line
	Important Hedgerow
	Not to Scale

APPENDIX C:
Extracts From Tree Preservation Orders Nos.
449 &
601



<p>EASTLEIGH BOROUGH COUNCIL Leisure Services</p>	<p>Scale 1:1733 Map Ref SU4419SE Date 23/01/2008</p>		<p>Excerpted from the Ordnance Survey mapping with the permission of the Ordnance Survey (© Crown copyright). The Ordnance Survey name, logo, copyright and any lead to publication are reproduced by license No. 100019422 (2005).</p>
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SCHEDULE 1

Article 4

SPECIFICATION OF TREES

Trees specified individually
(Encircled black on the map)

No. on Map	Description of Species	Situation
	None	

Group of trees

(Within a broken line on the map)

No. on Map	Description of Species	Situation
G1	Group of 37 trees of mixed broadleaf and coniferous species mainly consisting of Aesculus, Acer, Prunus, Populus and Chamaecyparis	On parcel of land to the west of the Pirelli site backing onto properties along Passfield Avenue, Eastleigh. SU4419SW 444,489 119,051
G2	Group of 13 trees of mixed broadleaf and coniferous species mainly consisting of Aesculus, Acer, Prunus, Populus and Chamaecypari	On parcel of land to the west of the Pirelli site backing onto properties along Chadwick Road, Eastleigh. SU4419SW 444,562 118,940

Area of trees

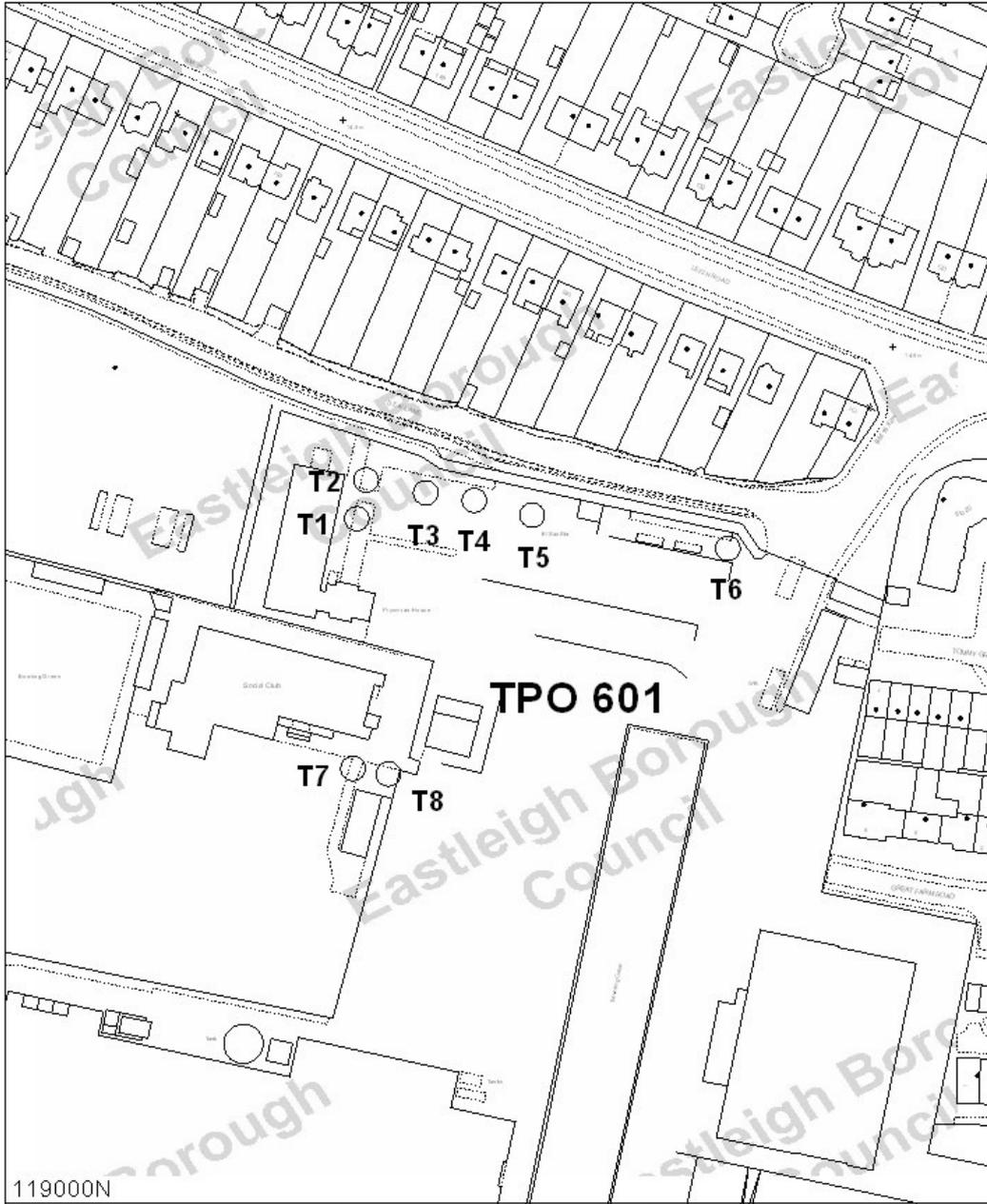
(Within a dotted black line on the map)

No. on Map	Description of Species	Situation
	None	

Woodlands

(Within a continuous black line on the map)

No. on Map	Description of Species	Situation
	None	



<p>EASTLEIGH BOROUGH COUNCIL Leisure Services</p>	<p>Scale 1:1250 Map Ref SU4419SE Date 12/11/2007</p>		<p>Extracted from the Ordnance Survey mapping with the permission of the Ordnance Survey (C) Crown copyright. The information is provided as a service. Copyright and liability to the user of the information. Licence No. 100019422 (2007)</p>
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SPECIFICATION OF TREES

Trees Specified Individually

(Encircled black on the map)

REF. ON MAP	DESCRIPTION OF SPECIES	SITUATION
T1	Oak	On the Pirelli site, 9 metres south of T2 N444655 E119163 SU4419SE
T2	Oak	On the Pirelli site towards the boundary with Dew Lane N444659 E119173 SU4419SE
T3	Oak	On the Pirelli site towards the boundary with Dew Lane N444673 E119169 SU4419SE
T4	Oak	On the Pirelli site towards the boundary with Dew Lane N444684 E119167 SU4419SE
T5	Oak	On the Pirelli site towards the boundary with Dew Lane N444698 E119165 SU4419SE
T6	Oak	On the Pirelli site towards the boundary with Dew Lane N444744 E119156 SU4419SE
T7	Lime	Towards the centre of the Pirelli site adjacent to T8 N444655 E119104 SU4419SE
T8	Lime	Towards the centre of the Pirelli site adjacent to T7 N444664 E119102 SU4419SE