

- 1.1 Dunsbury Park comprises a strategic development site, approximately 20 hectares in area located to the east of Junction 3 of the A3(M) at Waterlooville and to the north-west of Leigh Park. The development lies wholly within Havant, to the north of Portsmouth and forms part of the Solent Freeport initiative promoted by Portsmouth City Council. The development follows from an original grant of outline approval APP/12/00338 as amended by APP/17/01324.
- 1.2 The application site comprises Plot 5 of the wider development site and formerly comprised redundant greenfield land lying in the north-western portion of Dunsbury Park. The land is accessed from a roundabout on Fitzwygram Way to the south. Part of the site overlies a former landfill site containing inert construction waste from the A3(M). Protected species are present within and adjacent to the site.
- 1.3 Dunsbury Park (formerly Dunsbury Hill Farm) is subject to allocation in the adopted Havant Borough Local Plan (Core Strategy) 2011. Various phases of development have been completed and the estate access road has been completed in accordance with details submitted under application APP/12/00338 (see below).
- 1.4 Plot 5 is currently being built out pursuant to Reserved Matters approval APP/21/01267 (see below), with the main construction phase on site nearing completion at the time of drafting this report.

2 Planning History

The original outline consents:

APP/12/00338 - Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works. Permitted 19/02/14.

APP/15/00732 - Variation of Condition B6 of Planning Permission APP/12/00338 to change the maximum B8 floorspace from 12,356 square metres (20%) to 18,534 square metres (30%). Permitted 01/10/2015.

APP/17/01324 - Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development, and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended. Permitted 13/12/18.

Officer comment: APP/17/01324 represents the most recent S73 application for the entire consent, and should be regarded as the base outline permission against which reserved matters applications are now being submitted.

History relevant to Plot 5

APP/21/01267 - Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. Permitted 23/12/22.

3 Proposal

- 3.1 Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3No. B2/B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A11, A14, A17, A18, B9, B10 and B11; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. (Revised application APP/21/01267).
- 3.2 The three units, referred to as Units 500, 501 and 502 would be for Class B2 (general industrial) and B8 (storage and distribution) uses, and would have a combined floor area of approximately 6877sqm. The units are of differing sizes, portal frame construction with convex roof and feature a shell and core warehouse area incorporating mezzanine offices at first floor level. The application includes associated site infrastructure and landscaping works and includes submissions for the discharge of a number of conditions.

- 3.3 The submission of this application follows on from the approval of APP/21/01267, and the marketing of the three units as part of the Freeport initiative. Whilst granted permission as Class B8 storage and distribution units only, interest from the market has also included potential occupiers wishing to use the units for Class B2 general industrial purposes. To that end this further reserved matters application has come forward to broaden the scope of Use Classes to which the units can be put.
- 3.4 Further information has been secured during the life of the application to address highway and environmental health issues arising from the proposed B2 usage of the premises, which is discussed in the Planning Considerations below.
- 3.5 In other respects the location, scale, siting and general appearance of the units accords with that granted approval under APP/21/01267, and construction activity has continued on site in accordance with that approval, such that the buildings themselves are now substantially complete.
- 3.6 With regard to the discharge of planning conditions, as with APP/21/01267, material has been submitted in respect of the following conditions attached to the outline permission APP/17/01324:

In accordance with **Condition B3 Reserved Matters**, details pertaining to the following 'Reserved Matters' have been submitted:

- (i) Access, *(With the exception of the access road corridor for which full permission was granted in accordance with APP/17/01324).*
- (ii) The Layout of the development
- (iii) The scale of the development;
- (iv) The appearance of the development
- (v) The detailed landscaping scheme for the site, including publicly accessible open space and ecology.

In accordance with **Condition B5, details pertaining to the following 'Other Matters'** have been submitted:

- a. Details of parking including provision for non-car modes;
- b. Details of delivery and vehicle turning spaces;
- c. Levels of existing and proposed ground and buildings;
- d. A Sustainability Statement detailing measures to ensure that development attains the BREEAM 'Excellent' standard;
- e. Provision for waste storage and recycling
- f. Measures for the reduction of crime risk;
- g. Details of lighting;
- h. Noise Assessment for any development for any Class B2 Use (General Industrial purposes), or Class B8 Use (Storage and distribution).
- i. A traffic routing plan for any development for Storage and Distribution purposes (Class B8).

Condition A3. Phasing Plan & Schedule

Prior to the commencement of any development hereby approved a phasing plan and schedule shall be submitted to and approved in writing by the Local Planning Authority to show how the full development of the site is to be carried out in numbered phases, and this plan and schedule shall be updated as phases are subsequently divided, subdivided or amalgamated and each updated version shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan and schedule and any updated version shall include all of the following information:

- i) The location of each phase*
 - ii) The quantum of the development of each phase (size of the site or floorspace of buildings)*
 - iii) Any elements of Sustainable Drainage (SUDS) to be provided within each phase and how these will connect to other drainage downstream or upstream of each phase with a timetable for the provision of drainage relative to each phase*
 - iv) The provision of access to each phase, including any phased provision of the Access Link Road, the bridge over Hermitage Stream, bus gate (including vehicle turning space), bus stops and shelters, paths and cyclepaths and other new access roads, with a timetable for the connection of the Access Link Road to Woolston Road and for the provision of access roads relative to each phase*
 - v) A timetable for the provision of ecological mitigation and provision of new habitat relative to each phase*
 - vi) A timetable for the provision of a Habitat Creation Area*
 - vii) A timetable for the provision and completion of open space and landscaped areas, including publicly accessible open space relative to each phase*
- Development shall only be carried out in accordance with the approved phasing plan, schedule and timetable or any approved updated version unless otherwise approved in writing by the Local Planning Authority.*

Reason: To ensure a co-ordinated and comprehensive form of development in which interdependent elements of the overall development are planned for and timetabled. It also allows flexibility by means of updating of these phases and timetabling as detailed plans for the site emerge. This is important in delivering a high quality and properly planned form of development having due regard to policy CS18 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework 2018.

Condition A5. Materials

Construction of each building or structure shall not commence until samples and details of all external materials and any surfacing (including semi-permeable materials) have been submitted to and approved in writing by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in the construction of each building, structure or surfacing work.

Reason: In the interests of the amenities of the locality and having due regard to policies CS16 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2018.

Condition A10. Tree Protection

Prior to the commencement of each phase of development a full Tree Protection Plan for that phase must be submitted to the Local Planning Authority for approval, (unless agreed otherwise in writing by the Local Planning Authority)

No development including site clearance shall commence on the site until all trees not previously agreed with the Local Planning Authority for removal, shall have been protected by fencing, the extent of which shall first be agreed in writing with the Local Planning Authority. Such fencing shall conform to the following specification in accordance with BS5837 2012.: Trees in relation to construction and be of a minimum 2.4 metres high, comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, supporting a minimum of 20mm exterior grade ply.

Such fencing shall be maintained throughout the course of the works on the site, during which period no access, placement of materials, fuels or chemicals, soil or other materials shall take place inside the fenced off area.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity and having due regard to policies CS11.4 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2018.

Condition A11. Environmental Management During Construction

Prior to the commencement of each phase of development a Construction Environment Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority including:

- a. Site management conforming to Environmental Statement, air quality, suppression of dust, control of noise & vibration, protection of water quality, waste management plan, wheel washing, hours of work
 - b. Traffic management, routing, delivery hours, frequency, site manager / banksman,
 - c. Identify specific responsibilities and enforcing agencies (not only Planning Authority)
- Each phase of development shall only be carried out fully in accordance with the Construction Management Plan for that phase unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate and minimise the impacts of development in accordance with the Environmental Statement submitted with the application and having due regard to policies DM8, DM10, CS18 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and policy AL1 of the Havant Borough Local Plan (Allocations) 2014, and National Planning Policy Framework 2018.

Condition A14. Contaminated land – scheme

Prior to the commencement of each phase of development a scheme to deal with the risks associated with contamination of that part of the site shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing by the Local Planning Authority.

- (i) A desk study identifying:
 - a. All previous uses
 - b. potential contaminants associated with those uses.
 - c. a conceptual model of the site indicating sources, pathways and receptorspotentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme based on previous investigation reports, for the purpose of provide informing an appropriate assessment of the risks to all receptors that may be affected, including those off site.
- (iii) The results of the site investigation and risk assessment (ii) and if appropriate, a method statement based on these results giving full details of the remediation measures required and how they are to be undertaken.
- (iv) A verification report shall be prepared on completion of the remediation measures set out in (iii) confirming that measures have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

The approved scheme shall be implemented prior to development of each phase commencing on site and shall be adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent future site users, and buildings being exposed to unacceptable risks of harm arising from previous land uses, inclusive of filled land & soil gas, and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and policy DM17 of the Havant Borough Local Plan (Allocations) 2014, and National Planning Policy Framework 2018.

Condition A17 Ecology-Dormice

Prior to the commencement of any development activities, fully-detailed dormouse mitigation, compensation and enhancement measures for each development plot shall be submitted to and agreed in writing by the Local Planning Authority. Such details shall be broadly in accordance with the measures detailed within Chapter 15 of the 'Dunsbury Hill Farm Environmental Statement Volume 1' (Atkins, March 2012) and the 'Dormouse Mitigation Strategy Technical Note' (Atkins, August 2013) and will include (but not necessarily be restricted to) such matters as: location, extent and timing of vegetation loss; location, extent and composition of habitat creation; location of mitigation features such as nest boxes. The development shall only be carried out in accordance with the approved details and mitigation, compensation and enhancement measures, unless otherwise agreed in writing by the Local Planning Authority

Reason: *In order to safeguard protected species and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework 2018.*

Condition A18 Ecology-Bats

Prior to the commencement of any development activities for each development plot a detailed scheme of bat mitigation measures shall be submitted to, and agreed in writing by, the Local Planning Authority. Such details shall be broadly in accordance with the outline mitigation, compensation and enhancement measures detailed within Chapter 15 of the 'Dunsbury Hill Farm Environmental Statement Volume 1' (Atkins, March 2012) and the 'Phase 2 Bat Survey' report (ECOSA, August 2013) and will include (but not necessarily be restricted to) such matters as: results of updating Phase 1 and Phase 2 bat roosting and activity surveys; assessment of likely impacts to roosting, foraging and commuting bats; measures for the enhancement of the site for bat species (e.g. protected/enhanced flight routes, new roosting opportunities etc.). The development shall only be carried out in accordance with the approved mitigation measures unless otherwise agreed in writing by the Local Planning Authority

Reason: *In order to safeguard protected species and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework 2018.*

Condition B9. Provision of Access Roads Within the Outline Application Area

*Prior to the commencement of each phase of development within the Outline Application Area plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same for that phase, shall be submitted to and approved in writing by the Local Planning Authority. All roads shall be constructed to an adoptable standard and the implementation and making up of the same shall be completed in full accordance with such plans and particulars as are thus approved by the Authority and in accordance with the timetable approved as part of the phasing plan and schedule under condition A3 (iv) of this permission. **Reason:** To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Our Ref: APP/17/01324 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2018.*

Condition B10. Drainage Plans and Information

Prior to the commencement of each phase of development within the Reserved Matters Area:

- i) Details of foul water drainage along with written confirmation of the agreement of Southern Water shall be submitted to, and approved in writing by, the Local Planning Authority, and*
- ii) Sustainable surface water drainage (SUDS) scheme with supporting technical information shall also be submitted to and approved in writing by the Local Planning Authority to explain how the scheme is in conformity with the SUDS Masterplan and supporting technical information approved under condition A2 of this notice of permission. Unless otherwise approved in writing by the Local Planning Authority, each SUDS scheme shall include a change scenario (i.e. information showing that alternative drainage solutions and their impact have been tested), and*
- iii) Details of the timing for the provision of the surface water SUDS scheme and foul water drainage, and*
- iv) Details of future SUDS management and maintenance arrangements including proof of adequate financial provision and a named body responsible for management plus production of a detailed management plan.*

Each approved foul water plans and surface water SUDS drainage shall be fully implemented, in accordance with the approved timing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. Furthermore all surface water SUDS drainage shall be permanently managed and maintained in accordance with the management and maintenance arrangements and provisions approved under this condition

Reason: *To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure that the access bridge will not increase flood risk to the site or to off-site areas and to ensure that there is sufficient foul water drainage capacity within the sewage network to deal with the waste water supply from the site having due regard to policies CS15, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework, 2018.*

B11 Details of floodlighting and external lighting to be approved

No floodlighting shall be installed within the development unless it has been either been agreed as part of the Lighting Strategy under condition 4b 3 of this notice of permission or has been submitted to and approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination.

The approved lighting scheme shall be fully implemented and adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In order to safeguard the landscape, bats and residents close to the site occupiers from light disturbance and having due regard to policies DM10 CS11, CS16 and CS18 of the Havant Borough Local Plan (Core Strategy) and National Planning Policy Framework 2018.*

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS2 Employment

CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

CS14 Efficient Use of Resources

CS16 High Quality Design

CS17 Concentration and Distribution of Development within the Urban Areas

CS18 Strategic Site Delivery

CS20 Transport and Access Strategy

CS21 Developer Requirements

DM8 Conservation, Protection and Enhancement of Existing Natural Features

DM10 Pollution

DM11 Planning for More Sustainable Travel

DM14 Car and Cycle Parking on Development (excluding residential)

Havant Borough Local Plan (Allocations) July 2014

AL1 Presumption in Favour of Sustainable Development

AL7 Hermitage Stream

DM17 Contaminated Land

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist, Havant Borough Council

Please could the agent check 'Detailed Planting Plan 01' (drawing 0053 D2 D) and how the tree details on the annotated map don't match the key.

The Landscape Concept Plan (drawing 0002 S5 G) correctly identifies the trees in the drawing and in the key so I'm not sure what has happened with the Detailed Planting Plan 01?

***Officer comment:** This discrepancy was raised with the agent and corrected plans received.*

Building Control, Havant Borough Council

No comments received

Community Infrastructure, Planning Policy & Urban Design

There is an existing S106 dated 19/02/2014 for this site, modified by two deed of variations, 01/10/2015 and 10/12/2018. If this proposed development affects these agreements a further deed of variation will be required.

***Officer comment:** The proposals in this reserved matters application do not affect the S106 Agreement relating to the site.*

Councillor Pamela Crellin - Barncroft

No comments received

Councillor Yvonne Weeks - Barncroft

No comments received

Council Ecologist

Thank you for consulting me on this application.

The application for the discharge of conditions A17 and A18 is accompanied by a Preliminary Ecological Appraisal (Greengage, September 2021), a letter report (Greengage, 14 April 2022), Bat Survey Report (Greengage, December 2021) and a Bat Data Update (Greengage, May 2022). The site comprises a previously cleared plot of land on the western edge of the wider Dunsbury site.

The principles of appropriate ecological mitigation/compensation and enhancement were established at the hybrid application, and in essence comprise the retention and buffering of woodlands and hedgerow corridors and the use of widespread biodiverse planting/seeding throughout the built zones, all based upon updated ecological assessments as necessary. The area is known to support species of high conservation concern, notably Hazel Dormouse and the very rare Bechsteins Bat, and ecological impacts should be viewed in light of the overall cumulative effects of ongoing development in the surrounding area.

Bat surveys carried out between July and October 2021 have recorded a variety of bat species within the site and wider area. Bat activity was notably lower within the development plot than elsewhere. The species recorded included mouse-eared (Myotis) species which, in this location, is highly likely to include the very rare Bechsteins Bat. The uncommon but wide-ranging Western Barbastelle was also recorded. The updated bat report includes details of surveys conducted during

The lighting strategy shows that there will be a reduction in potential spillage onto the adjacent SINC woodland and with a 1lux contour that does not now overlap the important eastern boundary hedgerow. I welcome this effort and judge the lighting to be acceptable.

I repeat my preference for the use of natural regeneration of vegetation, aided where necessary be targeted planting/seeding. The April 2022 letter report notes this and suggest that where 'quick' cover is needed (e.g. around reptile hibernacula) then seeding/planting will be the preferred option, with seed sourced from a reputable supplier. This is welcome but it is disappointing to note that the proposed landscaping states use of a generic commercial 'wildflower' seed mixture: again, the use of natural regeneration of native vegetation is preferable and I would wish to see justification for not considering this more sustainable and locally appropriate method. In addition, it would be preferable for more formal landscaping areas to utilise appropriate native species (e.g. in this landscape; ericaceous shrubs and grasses and perennials of neutral/acid soils) rather than standard ornamental trees, shrubs and low level plantings. The commercial nature of the site would not require generic plantings utilised more typically in urban or residential settings: more linkages with the surrounding landscape would be a more imaginative use of available open space.

In summary, the submissions meet the requirements of conditions A17 and A18 although there are areas for substantial improvement in the overall approach to ecological enhancements.

Officer comment: *The previous reserved matters approval was granted without amendments to the 'wildflower' mix as requested from the Ecologist and work has proceeded on site pursuant to that approval, including landscaping works. On this basis it would not be reasonable to refuse this current application which proposes the same wildflower mix.*

County Planning, Economy, Transport & Environment Department

Final comments:

Thank you for your reconsultation on the above planning application. In response to the Highway Authorities previous comments dated 30 June 2023 and following direct discussions with the applicant, the applicant has submitted the following revised information:

Drawing DP-UMC-500-XX-DR-A-1085 P02 - Unit 500 HGV tracking;

Drawing DP-UMC-500-XX-DR-A-1086 P02 - Unit 501 HGV tracking;

Drawing DP-UMC-500-XX-DR-A-1087 P03 - Unit 502 and Plot 5 HGV tracking; and
Dunsbury Park - Plots 500-502 Delivery Service Management Plan (DSMP)

The Highway Authority have reviewed this revised information and have the following comments to make.

Trip Generation Assessment

Following a request within the Highway Authorities previous response, the applicant has undertaken a trip generation assessment, comparing the trips for the proposed B2 use and the consented B8 use. The Highway Authority were particularly interested in the change of HGV trips being generated by the B2 use. Following direct discussions, the applicant provided a trip generation assessment which found a 72% daily decrease in the number of HGV movements from 93 to 26 spread over the 3 units. Therefore, whilst the addition of the parking spaces within the loading areas reduces the available manoeuvring space for HGVs, the Highway Authority are satisfied that there is a reduction in HGV trips and thus, the movements are to be less frequent than the previously approved RM consent for B8 use.

Tracking

Tracking has been provided for units 500-502 within the aforementioned drawings. The introduction of the parking spaces within the loading bays for the industrial units looks tight and movements appear challenging to achieve should HGV's be parked in certain loading bays. The Highway Authority requested that a Delivery Service Management Plan (DSMP) was provided to support this application to manage HGV arrivals and movements within the site to ensure that access is maintained at all times to prevent any queuing back on the wider highway network. In summary the document lays out the following regarding the management of the individual units:

Units 500 - HGVs are to access the loading bays from South to North;

Unit 501 - HGVs are to access the loading bays from East to West; and

Unit 502 - HGVs are to access the loading bays from East to West

The DSMP also provides commentary regarding HGV management both when arriving at the designated units and further afield upon accessing the site. The contents of this DSMP are agreed to be sufficient with appropriate measures in place to ensure that access can be maintained at all times. The DSMP should be secured through an appropriate planning condition to ensure compliance.

As highlighted above, the reduction in HGV movements for the B2 use provides further comfort to the Highway Authority that the likelihood of several HGV deliveries at units occurring at the same time is low. Should all loading bays be blocked, the Highway Authority is satisfied that there is appropriate management in place to prevent any queuing back of HGVs onto the wider highway network.

CTMP

The applicant has confirmed that the buildings have already been built under RM planning consent (reference APP/21/01267) and was subject to the CTMP of the outline planning consent. A CTMP is therefore not required as part of this planning consent subject to the additional works only being in the form of white lining to mark out the additional parking bays required to meet the parking requirements for the proposed B2 use. The Highway Authority will therefore not be providing any additional comments on the CTMP submitted.

Having regard to the above, the Highway Authority provide no objections to this planning application.

Developer Services, Southern Water

Southern Water has no objections to the above variation of condition A3.

The applicant proposes to retain the SuDS within private ownership and maintenance. Hence, Southern Water would have no comments for condition B10 relating SuDS Maintenance.

The comments in our response dated 15/03/2022 remain unchanged and valid.

Officer comment: *The response dated 15/03/2022 referred to was in respect of the previous reserved matters application APP/21/01267, which stated:*

"Southern Water have no objections to discharge condition B10 relating to foul drainage (Phase 1 Plot 5) providing that an application is submitted and approved for the connection to the public sewer, under Section 106 of the Water Industry Act. In respect of condition B10 surface water disposal, Southern Water advise that this is the responsibility of the Council's technical staff and the relevant authority for land drainage."

Economic Development

No comments received.

Environment Agency, Romsey Depot

No comments received.

Environmental Health Manager - Pollution

Initial comments:

Thank you for consulting the Pollution Team regarding the above application. I have reviewed the additional details with respect to technical noise note following a concern raised by officers in the Pollution team regarding external plant noise impacting on nearby residents. It would appear operational and vehicle noise has been resolved by virtue of our previous consultation response on the above scheme. Section 2 of the technical noise note provided a range of noise calculation which produced -10 below the background noise. Whilst such a rating level based on BS4142:2014 will be a desirable figure to inform approval, the measurements and assessment of the external plant is lacking in sufficient detail to on how the writer arrived at these figures. We require clarity on the noise data and process in which those rating level below background noise was achieved, including details of any penalty applied in the assessment.

Apart from the uncertainties around the external plant noise, there were other concerns relating to deliveries and vehicle movement, which condition 6 require that detail be provided to minimise disruption to resident and specifying noise mitigation measures. The technical note failed to address these other issues and we do not consider the submission provides a robust assessment.

Based on the above, I am unable to support the discharge of condition 6. Once the issues have been addressed, I will be happy to provide a revised response.

Interim comments:

My previous consultation response relating to condition 6 approved under approved under APP/21/01267 was recommended for refusal due to lack of clarity in the noise assessment and failure of the report to address the external noise which was subject of concerns raised by one of our EHOs. I have now considered the supplementary technical noise note comments therein. Unfortunately, the report has failed to address this specific concern relating to external noise. The mere fact that the exact plants are yet unknown should not be a criterion to wave a critical element of that condition. I am conscious of the complexity inherent in wording of the condition. However, giving the circumstances, I am happy to recommend that condition 6 be partially discharged. The applicant may apply for the condition to be discharge fully when all the units are in situ and operational.

With respect the application under APP/23/00379, I have had the opportunity to physically attend the site in order to get a better understanding of the units' location relative to the nearest noise sensitive receptors from a noise standpoint. We have concerns regarding the proposed noise management plan including noise level set for the future tenants. Accepting such proposal as stipulated in the plan takes the control of noisy operations away from Havant Borough Council. This will mean that Portsmouth being landlord and the decider as to whether their tenants have complied with the noise criteria will be impractical and likely to be considered as conflict of interest in its right. Our main concerns have been as follows:

- " We don't know what type of B2 business will move in
- " We don't know what operating plant will be utilized e.g., is it a 50 sewing machine clothing manufacturer or an engineering business using milling machines, stamping machines etc. One will be no issue whereas the other could be creating say a low frequency tonal noise and / or a repetitive impact noise, especially as it could potentially be a 24-hr operation.
- " So potentially it's not only external air moving plant, but can also be any internal operating plant, with multiple noisy components.

I have reviewed the proposed noise management plan for Plot 5 (Units 500 - 502) development as stated in the technical noise note ref: 15067-HYD-ZZ-XX-RP-Y-1002-P03 prepared by Hydrock. The proposed noise performance limit set as 92 and 83dB(LW) for day and night-time for the future tenants are way too high and Portsmouth being the arbiter of this limits is obviously impracticable from Havant Borough Council perspective. The doors to the units open within almost free field over the A3(M) to residential properties situated on Topas Grove who could be adversely impacted by extreme noisy operations from the B2 uses. These residential properties are within circa 291m from the new units' shutters.

Whilst it can be argued that the background noise may be increased by the road traffic noise along the motorway, the noise is naturally attenuated at source by both boundaries of the carriageway due to being set significant down to the lower ground surface. What will be acceptable for HBC Council will be a compliance condition requiring each tenant not to increase the existing background noise as the new B2 tenants commence occupation of the units. Accordingly, we recommend the following condition to be imposed.

Condition: Noise from plant and equipment & operational noise

The operator of unit shall provide an acoustic assessment to show that the combined rating level of any plant, equipment & / or operational noise, as part of their unit, will be at least 5 dB below the existing background levels, which must be submitted to and approved in writing by the Local Planning Authority. The assessment must be carried out by a suitably qualified acoustic consultant / engineer and be in accordance with BS4142: 2014 + A1: 2019. Methods for rating and assessing industrial and commercial sound. Background levels shall be established at nearest residential receptors.

Final comments (following a suggestion from the agent that the relevant condition could read: "The development hereby permitted shall not generate noise at a level in excess of 5dB below the background noise levels at the nearest residential property")

I can confirm that the wording of the compliance condition proposed, satisfies EH concerns regarding noise and therefore, subject to the said condition imposed as part of the future occupancy of the Dunsbury Plots 500 - 502 units, we have no further objections.

Environmental Control Officer - Contamination

The standard of evidence presented in the Hydrock 19453-HYD-500-XX-RP-GE-5000 Remediation Verification Report is very good, and clearly demonstrates good site practice & recordkeeping by the principal contractor.

The hotspot identified for removal appears to be of natural origin, represented by a local horizon soils that are rich in organic matter - thought to explain both the soil gas & the presence of organic compounds. It's removal for off-site disposal is reasonably well documented, with waste tickets presented for material of an appropriate waste code.

I note that some trail holes in other areas of the site are identified on drawing no. 19453-HYD-500-XX-DR-GE-1010 P1 as attracting a hazardous waste classification (2 no. stable non-reactive hazardous, and 1 no. hazardous), due to marginal exceedances of leachable selenium & total dissolved solids in the case of stable non-reactive classifications, and high pH in the case of the Hazardous Waste classification. The selenium exceedance is marginal, and was identified within natural deposits. The other exceedances of non-hazardous standards were associated with engineered fill.

Other samples taken from the engineered fill however show these values not to represent typical concentrations which might generally characterise the material. As isolated elevated results of different parameters, I am not particularly concerned given the context of the site and the results of the previously accepted groundwater risk assessment.

The conclusions of the 19453-HYD-500-XX-RP-GE-5000 Remediation Verification Report are accepted.

It is noted that the authors recommend an update of the 19453-HYD-500-XX-RP-GE-5000 report upon completion of Groundworks & the Materials Management Verification Report (required for the DoWCOP MMP), in order to support discharge of c.A15. I would point out that A15 is a compliance condition that does not require formal discharge/sign-off per se. In my view, either;

- i) A14 should remain in place (this application refused-) pending the envisaged update to the ...GE-5000 report, or;
- ii) the Council should interpret the DoWCOP MMP process to be a separate pollution control regime for the purposes of NPPF 2021 para. 188, and take the view that it is not necessary to await the full MMP verification to support the discharge of c.A14, which has more limited scope (seeks to verify Remedial Strategy 19453-HYD-XX-XX-RP-GE-3001 (14/04/2022) only).

Groundworks are largely complete, and have been well documented & illustrated, showing soil conditions that would make obvious any anthropogenic inclusions or other visually identifiable signs of contamination (generally absent from record). Compliance condition A15 remains in place to secure the duty to report and manage, and the standard of reporting to date would lend confidence in this process operating effectively. For these reasons, I would probably advise that the approach outlined at ii) is appropriate.

Given the above, and the prior advice given under APP/21/01267 (our ref CONS/22/0978) dated 22/11/2022, I can recommend that condition A14 be discharged in full, in respect of the redline area for Plot 5 (building plots 500, 501 & 502).

Highways England

National Highways has been appointed by the Secretary of State for Transport as Strategic Highway Company under the provisions of the Infrastructure Act 2015 and is the Highway Authority, Traffic Authority and Street Authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In this case, our interest is in the A3(M). We have reviewed the documents for this reserved matters application and we are satisfied that the proposals would not affect the safety, reliability and/or operation of the SRN and therefore recommend No Objection.

Landscape Team, Havant Borough Council

No landscape objection.

Local Lead Flood Authority HCC, Hampshire County Council

Initial comments:

The County Council has reviewed the surface water drainage information submitted for this application, however clarification over allowable discharge rates is required prior to recommending whether to approve the application.

The Hydrock Drainage Layout shows two flow controls restricting flows off-site to a total of 10.15 l/s. The Hydrock Stage 3 Civil Report for this phase states that each unit has a pro-rata discharge rate calculated per plot in accordance with a PBA report. A PBA Surface Water Drainage and SuDS Strategy was submitted for APP/15/00732, listing eight plots along with the impermeable area, allowable discharge rate and minimum recommended storage for each of those plots.

The appendices do not appear to be included with the PBA report, therefore the LLFA would need to know that plot numbers are consistent between the various applications, and that the relevant plot information from the earlier PBA report has been applied to the drainage strategy for this application. This information should be included in this application.

Additionally, confirmation that flooding does not occur for the 1 in 30 year storm event will be required at the locations where flooding is modelled for the 1 in 100 year event. There are some inconsistencies between the calculations and drainage layout, for example vortex flow controls are recorded as FC-01 (3.46 l/s), FC-02 (5.1 l/s), FC-03 (7.31 l/s) and FC-04 (2.84 l/s) on the layout, and there are similar values in the calculations except there is a flow control with an 11.4 l/s discharge rate (possibly in place of the 2.84 l/s flow control in the calculations? Clarification is required). It may be helpful to have references from the calculations on the layout.

Other aspects such as maintenance will be considered once the above details have been clarified.

Please can the applicant provide the following information:

- Full details of the allowable discharge rates for the impermeable area proposed, in accordance with the PBA Surface Water Drainage and SuDS Strategy (the relevant parts of the report and appendices should be included in this application for reference).
- Confirmation that flooding modelled during the 1 in 100 year storm event does not occur for the 1 in 30 year event.
- Clarification over discrepancies between the calculations and drainage layout, especially with regards to the flow control discharge rates.

We require this further information before we can make a decision on whether to recommend to the Local Planning Authority that planning permission is granted.

Final comments:

The County Council has reviewed the following documents relating to the above application:

- Technical Design Note Rev. P01 (Hydrock, 2/8/23)

We consider that the information provided is sufficient to address our comments and as such we have no objection to this application.

Natural England, Natural England Consultation Service

Thank you for consulting Natural England on the application mentioned above. We have reviewed the application and have provided our comments below.

Biodiversity Mitigation and Enhancement Plan

As per our previous responses to other reserved matters applications at the site Natural England recommends that a Biodiversity Mitigation and Enhancement Plan (BEMP) or equivalent be produced and agreed with by the Hampshire County Council (HCC) Ecologists.

The HCC Ecologist should agree the exact scope of the BEMP; however, Natural England strongly encourages the consideration of the broader landscape context as the site is of importance as an ecological corridor for protected species. We also strongly encourage the BEMP to reflect the site's location in the former Forest of Bere landscape, which is significant for Bechstein bats.

Please note we have not assessed the application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. Standing Advice is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

Provided the HCC Ecologists are satisfied with the submitted BMEP and the full implementation of the plan is secured by any permission, no further consultation with Natural England on this aspect of the proposal is required. If a BMEP cannot be agreed with the applicant, then Natural England should be re-consulted on the proposals to reconsider our advice.

Surface water drainage

Best practice SuDS should be designed and installed in accordance with the requirements in the CIRIA SuDS Manual (C753).

Please note, the pollution hazard indices in the CIRIA SuDS Manual (C753) relate to 'protected waters' with regards to drinking water supply. Step 3 under Section 26.7.1 of the SuDS manual outlines that the requirement for extra treatment should be considered in relation to discharge to environmentally protected sites. It states that 'an additional treatment component (i.e. over and above that required for standard discharges), or other equivalent protection, is required that provides environmental protection in the event of an unexpected pollution event or poor system performance'.

The detailed design of a Sustainable Drainage System (SuDS) should be submitted and agreed with Havant Borough Council. This should include evidence to show that the proposed SuDS scheme will ensure there will be no deterioration in water quality [or changes in water quantity] in discharges from the site. Information on the long term management and maintenance (including funding) of the SuDS for the lifetime of the development should also be secured prior to the commencement of any works.

Officer comment: *The consultation response from the Council's Ecologist has confirmed that the requisite bat and dormice mitigation and enhancement measures are appropriate, pursuant to Conditions A17 and A18 as applied for. The LLFA consultation response also confirms the acceptability of the SuDS system proposed for the site.*

Planning Policy

Policy Status: The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for Havant Borough.

The following policies are of particular relevance:

- CS2 – Employment
- CS14 – Efficient Use of Resources
- CS16 – High Quality Design
- CS18 – Strategic Site Delivery
- DM14 – Car and Cycle Parking on Development (excluding residential)

Principle of development:

It is noted that the layout, scale and appearance of Plots 500-502 remain as consented under APP/21/01267 and do not need to be revisited under this application. However, alterations would be made to the configuration of the internal service yards and parking courts in order to accommodate the differing operational requirements of B2 and B8 operators respectively.

This revised application relates to a further plot in the first phase of the key strategic employment built as defined by Policy CS18 in the Core Strategy. The site is identified as a business gateway of local and sub-regional importance with the potential to deliver substantial amount of new employment floorspace.

Efficient use of resources:

Condition B5 (d) of the Reserved Matters permission for Dunsbury Park (APP/17/01324) requires a BREEAM level of Excellent to be achieved. BREEAM pre-assessment has been submitted in respect of all three units which show an 'excellent' level would be achieved. As such, I am satisfied that the proposals comply with that condition in accordance with Policy CS14.

Portsmouth Water Company

Condition A11 – Construction and Environmental Management Plan (CEMP).

The CEMP provides detailed pollution mitigation measures, to manage overland run-off and the storage of chemicals, fuel, and oil on site. Fuel use and storage includes the use of exclusion zones, signage, drip trays and a designated area for storage on a hard standing. Dedicated drainage systems are proposed in these areas.

The storage of other potential contaminants and material on site will be checked regularly for integrity. Spill kits will be available on site along with operatives trained in their use should a spillage occur.

Section 1.16 of the CEMP (Emergency Procedures) states that pollution incidents should be reported to the Environmental Agency. Given the site's close proximity to the Hermitage Stream, we ask that Portsmouth Water details be added to the emergency contacts. In the event of a largescale pollution incident, we would wish to be notified.

Condition A14 – Contaminated Land

There has been no further information provided on contaminated land. In our previous response to the revised application APP/21/01267 we stated the following:
Portsmouth Water have reviewed the documentation provided and agree that due to the lands previously 'predominantly undeveloped state' that the risk posed by contamination is low and there is no evidence of any active pathway to the underlying principal chalk aquifer. We support the collection of surface groundwater samples for analysis to be taken from the Hermitage Stream to assess the risk of contamination as well as the production of a material management plan for soil reuse on site. The Catchment Management Team will subsequently consent to the discharging of condition A14 on the receipt of the Remediation Strategy setting out the mitigation measures proposed.

Condition B10 – Drainage Solutions

Portsmouth Water have reviewed the drainage reports and drawings. The surface water drainage strategy utilises several sustainable surface water drainage (SUDS) techniques, with final discharge via a storm water connection into the Hermitage Stream. This is acceptable to Portsmouth Water in relation to groundwater protection as no deep infiltration drainage is proposed.

The proposed Foul Water drainage Strategy is disposal via the main sewerage network. Please can you confirm that Southern Water have agreed to this strategy.

Officer comments:

Condition A11: With regard to the CEMP, with work on the buildings now complete pursuant to Reserved Matters approval APP/21/01267 it is not considered expedient to secure amendments to the CEMP at this stage.

Condition A14: The Environmental Control Officer has confirmed that the information submitted by the applicants in respect of this condition, which appears to have been missed by Portsmouth Water, is acceptable.

Condition B10: Southern Water have previously confirmed that the discharge of foul water to the main sewerage network is acceptable.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 6

Number of site notices: 3

Statutory advertisement: 02/06/2023

Number of representations received: 0

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Acceptability of the reserved matters (Condition B3) - plot access, layout, scale, appearance and landscaping
- (iii) Acceptability of the other matters (Condition B5)
- (iii) The discharge of conditions A3, A5, A10, A11, A14, A17, A18, B9, B10 and B11 insofar as they relate to this development

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. The principle of developing the site for general employment use was established under Policy CS18 of the Havant Borough Local Plan (Core Strategy) 2011 and reinforced by the original outline consent APP/12/00338. The principle of a flexible use of the floorspace between Classes B1, B2 and/or B8 of the Use Classes Order was further established in accordance with the revised outline consent APP/17/01324. A number of development plots have since been developed out and occupied, with the site receiving Freeport designation subsequently.

7.3 With specific regard to Plot 5, reserved matters approval was granted for development on this site to proceed for a Class B8 only development under APP/21/01267. With interest from the market also including potential occupiers wishing to use the units for Class B2 general industrial purposes, a further reserved matters approval is necessary to broaden the scope of Use Classes to which the units can be put. The site has been largely built out pursuant to the APP/21/01267 approval, and this forms a significant material consideration in the assessment of the current application. The APP/21/01267 approval also saw a range of conditions attached to the outline consent discharged beyond the reserved matters only, and these have been reapplied for under the current application.

7.4 Analysis of the application therefore requires consideration to be given in turn to each reserved matter and condition as applied for. Such analysis will borrow significantly from the conclusions reached in respect of the earlier approval, except where the broadening of Use Classes beyond Class B8 only has implications for the layout and functioning of the development.

(ii) Acceptability of the reserved matters (Condition B3) - plot access, layout, scale, appearance and landscaping

Plot access (B3(i))

7.5 Access to the site was established in principle in the context of the outline consent APP/12/00338, as amended by APP/17/01324, whereby access to Plot 5 would be achieved via a spur off the adjoining roundabout on Fitzwygram Way. The west to east aligned estate road corridor was granted full permission under those earlier hybrid approvals and has now been constructed, is in use, and is not subject to further assessment.

- 7.6 With regard to Plot 5, as with the earlier reserved matters approval the development comprising Units 500, 501 and 502 are to be accessed via a road running broadly north-south from the Fitzwygram Way roundabout, with accesses to the servicing yards for all Units taken from this road. Parking provision for the Units is also largely taken from this access road, with the exception of part of Unit 500's parking which lies to the south of the Unit and is accessed directly from Fitzwygram Way.
- 7.7 Entrances to the three access yards are to be controlled by entrance barriers, with tracking plans supplied for each Unit demonstrating that HGV manoeuvres can be accommodated within the respective service yards without spilling onto the adjacent road network in respect of both B2 and B8 occupation scenarios.
- 7.8 The Highway Authority has confirmed that the current proposals for access into the site and the individual units are acceptable. Accordingly, it is considered that the submitted details are sufficient to be accepted in respect of Reserved Matters Condition B3 (i) 'Access'.

Layout, Scale, and Appearance of the Development (B3 (ii), (iii) and (iv))

- 7.9 The layout, scale and appearance of the three employment Units and their relationship with one another and their wider surroundings were assessed under the previous reserved matters approval, and the current application seeks approval in respect of identical designs for these Units. For the sake of completeness, the officer report findings in respect of these matters under the earlier reserved matters approval were as follows:

"In this instance, the new buildings would form a harmonious composition with each other and would relate contextually to other development within Dunsbury Park. An understanding of landscape setting has been demonstrated given acceptance of the fact that whilst the scale of development in this location would inevitably contrast sharply with the surrounding environment outside of Dunsbury Park, read within the context of the wider phased development, the details submitted in respect of Phase 1 Plot 5a & 5b, correspond closely to the parameters (as amended) and established within the context of the outline consent and Parameter plans (which have been subsequently amended) as informed by the LVIA (which has been subsequently updated).

Within the context of the Parameter Plans, the building on Plot 502 is to be lowered in height by 2.2m while Plot 500 is to be raised by 1.75m and Plot 501 is to be raised by 0.25m. Given the distance from residential development, the impact of the proposed height increase would be marginal and in landscape terms would not impact to any substantive degree on the wider skyline vista. Overall, and read in the wider context of development it is considered that such changes to include the location of the buildings within the site, can be addressed within this Reserved Matters application. Given that height is determined by a need to achieve certain spatial standards for functional purposes, the proposed building heights are considered acceptable and would not conflict unacceptably with the approved parameters.

Unit 500, the first building within Plot 5 is to be set back from the new spine road. The site is arranged with the building frontage running parallel with the spine road and the site curtilage set back behind a wide grass verge. The intervening space between the boundary and the building has been set out as a car park which from a perspective of visual amenity is acceptable as this means that the servicing area would not be readily visible to public views from outside of Plot 5. Viewed from within the application site, the service yard to Unit 501 is located to the northern flank of that unit and would be visible only to traffic en-route to unit 502, which is located at the northern end of the site. The service yard to unit 502 is located to its rear. Although there is a preference in design terms for service areas to be located to the rear of industrial units, the site is constrained by its linear form and it is accepted that this shape very much pre-determines, the type of layout that can be achieved. For similar reasons, the western boundary of the site has little scope for screen planting and will be visually exposed to views from that direction. Fortunately, established arboreal cover alongside the A3(M) will provide reasonably effective screening of the site from this direction.

Although the buildings would all be large in scale, this is reflective of their intended use, and operational needs that requires an internal headroom of 12m.

The way in which buildings, plots, and their activities relate to the street can impact upon all users of the public realm and industrial activity should be able to occur within the private realm without it adversely affecting other people or the general environment. It is consequently desirable to avoid a streetscape dominated by car parks, fences and service yards so that visual amenity is not degraded. The layout in this instance provides opportunity for a degree of linear landscaping, primarily along the eastern side of the service road with a modicum of screening to the south. The southern boundary is relatively narrow and views into the site will be dominated by the frontage of Unit 500, which is similar to layout of the now established plot 4A to the east. Given the high-density approach that has been adopted throughout Dunsbury Park, the layout, scale, appearance and design of Plots 5a and 5b is considered acceptable and Reserved Matters (ii), (iii) and (iv) can be discharged.

In accordance with the Design Code for Dunsbury Park the site frontage to the south will be open, while the service areas will be secured by 2.4m high galvanised palisade fencing with gated access and egress.

As outlined in the Design and Access Statement, design principles and plot layout have been considered in the context of the Dunsbury Hill Farm Design Code Report. The use of contemporary industrial detailing would be consistent with other development in Dunsbury Park, to ensure that the palette of materials utilised on the building exterior harmonises with the wider development. The material specification includes horizontal, profiled cladding and would as a result of sympathetic colouring and variance in profiled cladding combine to ensure that the development would be of acceptable appearance and would complement the wider development."

- 7.10 With parking provision for the revised uses to be considered separately under Condition B5(i) (see below), these conclusions are considered to be applicable to the current proposals, and accordingly it is considered that the submitted details are sufficient to be accepted in respect of Reserved Matters Condition B3 (ii) Layout, (iii) Scale, and (iv) Appearance of the Development.

Landscaping (B3(v))

- 7.11 The landscaping of the three employment Units was assessed under the previous reserved matters approval, and the current application seeks approval in respect of the same landscape design for these Units. For the sake of completeness, the officer report findings in respect of this matter under the earlier reserved matters approval were as follows:

"Only a limited amount of land within Plots 5a and 5b has been dedicated for landscaping purposes. Landscape provision has been focused on screening and enhancement of car park and circulation areas. Given the height of the buildings, it is not feasible to comprehensively screen the buildings. However, the opportunity does exist to enhance their setting. To that end the landscaping proposals have been amended since submission. Fastigate trees have been removed from the plans & replaced with Betula Pendula (Silver Birch) & Acer Capestre (field maple) pursuant to the landscape officer's consultee response received 09/06.

Overall, the specification of trees and shrubbery that reinforce the native woodland character of the locality has been found to be acceptable by the Landscape Officer. A document setting out a 10-year maintenance and management programme for soft landscaping has been submitted and is acceptable. This is to be conditioned accordingly. The Reserved Matters Landscaping Scheme can be discharged."

- 7.12 These conclusions are considered to be applicable to the current proposals, and accordingly it is considered that the submitted details are sufficient to be accepted in respect of Reserved Matters Condition B3 (v) Landscaping of the Development.

(ii) Acceptability of the other matters (Condition B5)

- 7.13 In accordance with Condition B5, details pertaining to the following 'Other Matters' have been submitted:
- a. Details of parking including provision for non-car modes;
 - b. Details of delivery and vehicle turning spaces;
 - c. Levels of existing and proposed ground and buildings;
 - d. A Sustainability Statement detailing measures to ensure that development attains the BREEAM 'Excellent' standard;
 - e. Provision for waste storage and recycling
 - f. Measures for the reduction of crime risk;
 - g. Details of lighting;
 - h. Noise Assessment for any development for any Class B2 Use (General Industrial purposes), or Class B8 Use (Storage and distribution).
 - i. A traffic routing plan for any development for Storage and Distribution purposes (Class B8).

Such conditions were discharged under APP/21/01267; an analysis of each insofar as they relate to the current proposals is set out below.

(a) Details of parking including provision for non-car modes

- 7.14 The current adopted parking standards for non-residential development within Havant Borough Council are set out in the Havant Borough Parking Supplementary Planning Document (SPD) which was adopted in July 2016 and is a supplement to Policy DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).

- 7.15 The SPD states that for Class B8 uses the minimum standard is 1 space per 90 square metres, which for the proposed building floorspace of 6,877sqm would equate to a minimum of 76 spaces across the development as a whole. For Class B2 uses however the minimum standard is 1 space per 45 square metres, which for the proposed building floorspace of 6,877sqm would equate to a minimum of 152 spaces across the development as a whole.
- 7.16 The application is supported by a Parking Statement and car parking layout plans addressing both the Class B8 and Class B2 scenarios. In an entirely Class B8 scenario, the layout plan demonstrates the availability of 79 spaces; an excess of 3 against the standard for a wholly B8 development. In an entirely Class B2 scenario, the layout plan demonstrates the availability of 145 spaces; a shortfall of 7 against the standard for a wholly B2 development. Given that the development as a whole (i.e. the 3 Units taken together) is likely to be occupied by a mix of both Class B8 and B2 uses, it is considered that the availability of car parking would be sufficient to meet the development's needs, and would not be likely to lead to adverse impacts on the adjoining highway network. It is also noted that the Highways Authority have not objected to the application.
- 7.17 With regard to non-car modes, the proposals make provision for a total of 50 secure cycle parking spaces across the development as a whole, which is well in excess of the maximum requirement of 41 relating to the floorspace applied for, were it to be used for wholly Class B2 purposes (Class B8 requirements being lower).
- 7.18 Taken together, the arrangements for car and cycle parking are considered to be appropriate to the type and scale of development proposed and would accord with the objectives of Policy DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy) 2011 and the NPPF.

(b) Details of delivery and vehicle turning spaces

- 7.19 Details have been submitted showing tracking for commercial vehicles within the service yards; following consultation with the Highways Authority this has included both the Class B8 and Class B2 scenarios (the latter involving car parking provision within the service yards). The information demonstrates that on-site turning can be safely achieved for all vehicles, and has been accepted by the Highways Authority. Taken together, the arrangements for delivery and vehicle turning are considered to be appropriate to the type and scale of development proposed.

(c) Levels of existing and proposed ground and buildings

- 7.20 The details submitted in respect of levels are identical to those approved pursuant to the earlier reserved matter application APP/21/01267. The officer report in respect of this matter was as follows:

"The scheme has had regard to the Approved Parameter Plans (As amended). The site is to be subject to cut and fill which will establish grade and datum levels throughout the site. Although one of the buildings would nominally exceed the height referred to in the Parameter Plans, given the massing of the building cluster and having regard to the surrounding landscape, it is considered that this would be of such minimal impact as to be non-material. For similar reasons, there are no residential amenity issues. In all other respects the proposed buildings would sit comfortably within the site in line with the original development concept."

- 7.21 The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals.

(d) A sustainability statement detailing measures to ensure that development attains the BREEAM 'excellent' standard.

- 7.22 BREEAM Pre-Assessment reports have been submitted in respect of all three Units proposed, each of which demonstrates that the Unit in question will achieve an 'Excellent' rating as required by the condition. The requirements of this condition have therefore been met; as with APP/21/01267 a compliance condition will be imposed on any permission granted.

- 7.23 On this basis the development is considered to accord with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011.

(e) Provision for waste storage and recycling

- 7.24 The details submitted in respect of waste provision are identical to those approved pursuant to the earlier reserved matter application APP/21/01267. The officer report in respect of this matter was as follows:

"Drawings have been submitted showing the location and specification of waste storage and recycling facilities. Each facility will comprise a free-standing open-top Eurobin enclosure 2.1m in height, formed from chevron pattern, stained timber. The waste bins are specified on the drawings to be approved and given that the precise nature of the end use is to be established, the proposals are considered acceptable at this stage of development."

- 7.25 The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals.

(f) Measures for the reduction of crime risk

- 7.26 The details submitted in respect of crime reduction are very similar to those approved pursuant to the earlier reserved matter application APP/21/01267. The officer report in respect of this matter was as follows:

"Design layout, detailing and site management has a crucial role to play in preventing crime and in alleviating the fear of crime. Since most crime depends upon concealment, the main aim should be to create public spaces that are well used and overlooked with open aspect."

The glazed parts to the building elevations serving office and reception areas are well placed to overlook car parking areas. The buildings would be secure with high specification doors and openings, while high security fencing and gateways would enclose each site perimeter. Lighting levels throughout the development would be appropriate. The development would be secure and crime risk would be minimised. Site Security Plans have been submitted for the individual buildings."

- 7.27 The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals.

(g) Details of lighting

- 7.28 The details submitted in respect of lighting are very similar to those approved pursuant to the earlier reserved matter application APP/21/01267. The officer report in respect of this matter was as follows:

" An Amended (Rev E) Lighting Report has been submitted. In accordance with the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light, 2020'. The development has been classed with having an environmental zone of E3.

The scheme has been developed to reduce the impact that the external lighting would have on the surrounding areas including residential zones and woodland. The scheme produced shows that the illuminance spillage towards the nearest residential properties to the development are within the parameters of environmental zone E3.

The lighting scheme is based around a low pollution, low energy and low maintenance strategy. Considerations have also been given to low energy products which have excellent light control optics such that their efficiencies are maximised, carbon footprint minimised and impact on the local ecology reduced.

The design incorporates 2.4m solid fences along the eastern service yards for Units 501 & 502, to help minimise lux spill onto shrubbery running alongside the eastern site boundary. To further help reduce spill, fittings within the service yards have been reduced in height and power, with backwards light shields provided to the fittings on the eastern boundary.

The philosophy of downward light only has been retained and implemented into the finalised design. The access road lighting will accord with the Hampshire County Council streetlighting specification to enable future adoption."

- 7.29 The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals.

(h) A noise assessment for any development for General Industrial purposes (Class B2) or Storage and Distribution purposes (Class B8).

- 7.30 Whilst a noise assessment was previously accepted in respect of the earlier reserved matters approval APP/21/01267, the expansion of the Use Classes within the current application to incorporate Class B2 (general industrial) has necessitated further analysis of this issue with the Council's Environmental Health Officers. A further iteration of the noise assessment was submitted and following detailed negotiations with the Environmental Health Officers agreement has been reached that the following compliance condition based on the updated assessment information would be acceptable to all parties:

"The development hereby permitted shall not generate noise at a level in excess of 5bB below the background noise levels at the nearest residential property"

- 7.31 On this basis it is considered that the development would accord with the objectives of Policy DM10 (Pollution) of the Local Plan (Core Strategy) 2011 and the NPPF.

(i) A traffic routing plan for any development for Storage and Distribution purposes.

(Class B8).

- 7.32 The details submitted in respect of traffic routing are identical to those approved pursuant to the earlier reserved matter application APP/21/01267. The officer report in respect of this matter was as follows:

"A traffic routing Report has been submitted. The Report identifies that site traffic is to be directed towards Junction 3 of the A3(M) to the west via Fitzwygram Way. The traffic routing plan is acceptable."

- 7.32 The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals.

(iii) The discharge of conditions A3, A5, A10, A11, A14, A17, A18, B9, B10 and B11 insofar as they relate to this development

- 7.33 In addition to the reserved matters and other matters, a range of other conditions attached to the overarching outline permission APP/17/01324 have been applied to be discharged in connection with the current proposals:

A3 - Phasing Plan & Schedule

A5 - Materials

A10 - Tree Protection

A11 - Environmental Management During Construction

A14 - Contaminated Land - Scheme

A17 - Ecology - Dormice

A18 - Ecology - Bats

B9 - Provision of Access Roads Within the Outline Application Area

B10 - Drainage Plans and Information

B11 Details of floodlighting and external lighting to be approved

The majority of these conditions were discharged under reserved matters approval APP/21/01267; an analysis of each insofar as they relate to the current proposals is set out below.

A3 - Phasing Plan & Schedule

- 7.34 The details submitted in respect of the Phasing Plan & Schedule are identical to those approved pursuant to the earlier reserved matter application APP/21/01267. The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals, and can be discharged.

A5 - Materials

- 7.35 The details submitted in respect of the External and Building Materials are identical to those approved pursuant to the earlier reserved matter application APP/21/01267, and have been used in the building out of the scheme. The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals, and can be discharged.

A10 - Tree Protection

- 7.36 The details submitted in respect of the Tree Protection proposals are identical to those approved pursuant to the earlier reserved matter application APP/21/01267. The revisions to the approved Use Classes proposed in this application have no bearing on this issue, and the previous conclusions are therefore considered to be applicable to the current proposals, and can be discharged.

A11 - Environmental Management During Construction

- 7.37 A Construction Environment Management Plan has previously been discharged in respect of Plot 5 pursuant to the overarching outline permission APP/17/01324. An updated version of the CEMP has been provided in relation to Plot 5 which incorporates updated dormouse mitigation measures. Neither the Highways Authority nor the Environmental Health team have objected to the revised CEMP which in any event is now of limited currency given that the principal construction works on the site are complete. The condition can therefore be discharged.

A14 - Contaminated Land - Scheme

- 7.38 Condition A14 has previously been discharged in respect of Plot 5 pursuant to the overarching outline permission APP/17/01324. The details submitted in respect of contamination remediation and verification are identical to those previously approved and the condition can therefore be confirmed as discharged.

A17 - Ecology - Dormice

- 7.39 The details submitted in respect of the dormouse mitigation proposals are identical to those approved pursuant to the earlier reserved matter application APP/21/01267 and have been reaffirmed as acceptable in the Council's Ecologist consultation response on this application. The condition can therefore be discharged.

A18 - Ecology - Bats

- 7.40 The details submitted in respect of the bat mitigation proposals are identical to those approved pursuant to the earlier reserved matter application APP/21/01267 and have been reaffirmed as acceptable in the Council's Ecologist consultation response on this application. The condition can therefore be discharged.

B9 - Provision of Access Roads Within the Outline Application Area

- 7.41 The access arrangements to the site have been considered in detail under the Reserved Matters at Paragraphs 7.5 - 7.8 above, and have been found to be acceptable to the Highways Authority. The External Works drawings submitted with the application clearly define the manner of construction of all access roads and kerb details, and include levels and gradients - they are identical to those previously approved pursuant to the earlier reserved matter application APP/21/01267 and the site has been built out accordingly. The condition can therefore be discharged.

B10 - Drainage Plans and Information

- 7.42 With regard to drainage arrangements, Southern Water have raised no objection to the foul water arrangements for the development. With regard to surface water disposal, the Lead Local Flood Authority (LLFA) initially raised queries over the SuDS system proposed in respect of discharge rates and flood modelling. A further Technical Report was produced by the applicants' engineers which was acceptable to the LLFA, with no objection being raised. The condition can therefore be discharged.

B11 Details of floodlighting and external lighting to be approved

- 7.43 Condition B11 has previously been discharged in respect of Plot 5 pursuant to the overarching outline permission APP/17/01324. The details submitted in respect of external lighting design and its impact on sensitive ecological areas that lie adjacent to the site are identical to those previously approved, which were accepted by the Council's Ecologist, and the condition can therefore be confirmed as discharged.

8 Conclusion

- 8.1 The reserved matters proposals in respect of Plot 5 follow on very closely from those previously approved under the earlier reserved matters approval APP/21/01267, and have been amended where necessary to address consultee comments from the Environmental Health team, Highways Authority and LLFA. On the basis of the foregoing analysis it can be concluded that the submission, as amended, is acceptable and can be supported as part of the ongoing Freeport initiative at Dunsbury Park. Furthermore the various conditions applied for discharge are also acceptable and can be agreed.
- 8.2 With development now nearing completion on the site, the only conditions recommended to be applied to the consent are in respect of compliance requirements with key matters that are to be carried out prior to occupation, or ongoing at the site - these following on from the conditions attached to the earlier reserved matters approval APP/21/01267 and addressing ecology, car and cycle parking, BREEAM and noise limits on the development.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/23/00379 subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans

Location Plan DP-UMC-00-XX-DR-A-1000 E
Plot 5 Site Plan DP-UMC-00-XX-DR-A-1002-PO1
Plot 5 Constraints Plan DP-UMC-500-XX-DR-A-1016 PO1
Plot 5 Indicative Levels Plan DP-UMC-XX-XX-DR-A-1048 P01
Unit 500 - Elevations and Indicative Section DP-UMC-500-ZZ-DR-A-1203 D
Unit 500 - Building Plan DP-UMC-500-GF-DR-A-1018 B

Unit 500 - Office Plan DP-UMC-500-ZZ-DR-A-1019 B
 Unit 500 - Roof Plan DP-UMC-500-RF-DR-A-1020 C
 Unit 500 - Site Context Plan DP-UMC-500-XX-DR-A-1017 PO1 (B2 User)
 Unit 500 - Site Context Plan DP-UMC-500-XX-DR-A-1017 REV F (B8 User)
 Unit 500 - External Materials Plan DP-UMC-500-XX-DR-A-1303 PO1
 Unit 500 - Site Security Plan DP-UMC-500-XX-DR-A-1052 PO1
 Unit 500 - Refuse Store Details DP-UMC-500-GF-DR-A-1072 PO1
 Unit 500 - Cycle Shelter Details DP-UMC-500-GF-DR-A-1062 P01
 Unit 501 - Elevations and Indicative Section DP-UMC-501-ZZ-DR-A-1204 B
 Unit 501 - Building Plan DP-UMC-501-GF-DR-A-1022 B
 Unit 501 - Office Plan DP-UMC-501-ZZ-DR-A-1023 B
 Unit 501 - Roof Plan DP-UMC-501-RF-DR-A-1024 C
 Unit 501 - Site Context Plan DP-UMC-501-XX-DR-A-1021 P01 (B2 User)
 Unit 501 - Site Context Plan DP-UMC-501-XX-DR-A-1021 - REV F (B8 User)
 Unit 501 - External Materials Plan DP-UMC-501-XX-DR-A-1304 PO1
 Unit 501 - Site Security Plan DP-UMC-501-XX-DR-A-1053 PO1
 Unit 501 - Refuse Store Details DP-UMC-501-XX-DR-A-1073
 Unit 501 - Cycle Shelter Details DP-UMC-501-GF-DR-A-1063 P01
 Unit 502 - Elevations and Indicative Section DP-UMC-502-ZZ-DR-A-1205 D
 Unit 502 - Building Plan DP-UMC-502-GF-DR-A-1026 B
 Unit 502 - Office Plan DP-UMC-502-ZZ-DR-A-1027 B
 Unit 502 - Roof Plan DP-UMC-502-RF-DR-A-1028 C
 Unit 502 - Site Context Plan DP-UMC-502-XX-DR-A-1025 P01 (B2 User)
 Unit 502 - Site Context Plan DP-UMC-502-XX-DR-A-1025 REV F (B8 User)
 Unit 502 - External Materials Plan DP-UMC-502-XX-DR-A-1305 P01
 Unit 502 - Site Security Plan DP-UMC-502-XX-DR-A-1054 P01
 Unit 502 - Refuse Store Details DP-UMC-502-XX-DR-A-1074 P01
 Unit 502 - Cycle Shelter Details DP-UMC-502-GF-DR-A-1064 P01
 Landscape Concept Plan DP-BCA-ZZ-XX-DR-L-0002-REV-H
 Detailed Planting Plan (Sheet 1 of 2) DP-BCA-ZZ-XX-DR-L-0053- REV D
 Detailed Planting Plan (Sheet 2 of 2) DP BCA ZZ XX DR L 0054 D2 D
 Landscape Cross Sections DP-BCA-ZZ-XX-DR-L-0003-REV-G
 External Works DP-HYD-00-ZZ-DR-C-7200 REV P04
 External Works DP-HYD-00-ZZ-DR-C-7201 REV P04
 Proposed External Lighting Layout DP-CPW-ZZ-XX-DR-E-2201-I
 Drainage Strategy Sheet 1 DP-HYD-00-ZZ-DR-C-7000 P01
 Drainage Strategy Sheet 2 DP HYD 00 ZZ DR C 7001 P01
 Drainage Layout DP-HYD-00-ZZ-DR-C-7010 REV P02
 Drainage Layout DP-HYD-00-ZZ-DR-C-7011 REV P02
 Traffic Routing Plan DP-UMC-XX-XX-DR-A-1047 C
 Logistics, Route Map T0379_LP001
 Substation DP-UMC-ZZ-XX-DR-A-1046 C

Documents

Design and Access Statement Plot 5 Revision B (Parts 1 and 2)
 Landscape Design Statement 2195/21-RP02
 Landscape and Visual Impact Supplement 2195-21-RP04B January 2022
 Barry Chinn Soft Landscape Works Maintenance and Management Proposals
 - 10 Years
 Greengage Arboricultural Method Statement September 2021
 Greengage Preliminary Ecological Appraisal September 2021
 Greengage Bat Survey Report December 2021
 Greengage Ecology Update 14th April 2022
 Greengage Ecology Update 31st May 2022

Parking Statement August 2023
 Noise Impact Assessment - Plots 500 -502
 15067-HYD-ZZ-XX-RP-Y-1001-P02
 Noise Impact Assessment Response 15067-HYD-ZZ-XX-RP-Y-1002-P03
 External Lighting Report DP-CPW-ZZ-XX-RP-E-2201
 Phasing Plan Update January 2022
 BREEAM Pre-Assessment 6112-Unit 500 Dunsbury Park-BREEAM 2018 NC
 Prelim report-2107-30jdQAdv
 BREEAM Pre-Assessment 6112-Unit 501 Dunsbury Park-BREEAM 2018 NC
 Prelim report-2108-12jd.docx
 BREEAM Pre-Assessment 6112-Unit 502 Dunsbury Park-BREEAM 2018 NC
 Prelim report-2108-12jd.docx
 Hydrock Stage 3 Units 500-502 Civil Report DP-HYD-ZZ-XX-RP-C-0001
 Hydrock Storm Sewer Design by the Modified Rational Method 14th April 2022
 Hydrock Maintenance Strategy 19453-HYD-XX-XX-RP-C-0003
 Hydrock Remediation Verification Report 19453-HYD-500-XX-RP-GE-5000
 (Parts 1 and 2)
 Glencar Contrsuction Ltd CEMP T0379 Revision C
 Delivery and Servicing Management Plan

Reason: To ensure provision of a satisfactory development.

- 2 Development shall be carried out in accordance with the measures, conclusions and recommendations set out within the following approved documents:

Greengage Preliminary Ecological Appraisal September 2021
 Greengage Bat Survey Report December 2021
 Greengage Ecology Update 14th April 2022
 Greengage Ecology Update 31st May 2022

Thereafter, the compensation measures shall be permanently maintained and retained in accordance with the approved details.

Reason: To provide adequate mitigation and enhancement for protected species in accordance with Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the provisions of the National Planning Policy Framework.

- 3 At all times during which any of the Units hereby approved are used for Class B2 purposes, car and cycle parking provision for the Unit(s) in such use shall be in accordance with the layout and details shown on the following approved drawings:

Unit 500 - Site Context Plan DP-UMC-500-XX-DR-A-1017 PO1 (B2 User)
 Unit 501 - Site Context Plan DP-UMC-501-XX-DR-A-1021 P01 (B2 User)
 Unit 502 - Site Context Plan DP-UMC-502-XX-DR-A-1025 P01 (B2 User)

Reason: In the interests of highway safety and having due regard to Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 At all times during which any of the Units hereby approved are used for Class B8 purposes, car and cycle parking provision for the Unit(s) in such use shall be in accordance with the layout and details shown on the following approved drawings:

Unit 500 - Site Context Plan DP-UMC-500-XX-DR-A-1017 REV F (B8 User)

Unit 501 - Site Context Plan DP-UMC-501-XX-DR-A-1021 - REV F (B8 User)

Unit 502 - Site Context Plan DP-UMC-502-XX-DR-A-1025 REV F (B8 User)

Reason: In the interests of highway safety and having due regard to Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The buildings shall be constructed so as to achieve BREEAM 'Excellent' Standard in accordance with the Pre-Assessment Reports hereby approved.

Reason: To mitigate the impacts of development on the environment and by so doing stimulate demand for sustainable buildings and help to address climate change in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The development hereby permitted shall not generate noise at a level in excess of 5dB below the background noise levels at the nearest residential property at any time.

Reason: In the interests of local amenity having due regard to Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.