
Site Address: Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE
Proposal: Approval of Reserved Matters in respect to Phase 1 Plot 4a of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 11,622 sqm B2 commercial premises for plot access, layout, scale, appearance & landscaping and Condition B5 Other Matters criteria a to h inclusive.
Application No: APP/20/00508 Expiry Date: 09/10/2020
Applicant: Mr Hudson
Portsmouth City Council
Agent: Mr Beavan Case Officer: Daphney Haywood
Savills
Ward: Barncroft

Recommendation: **GRANT APPROVAL OF RESERVED MATTERS**

1 Site Description

The Dunsbury Hill Farm site (DHF) comprises approximately 20 hectares of land located to the north west of Leigh Park. It lies to the east of the A3M and Junction 3 with Hulbert Road, from which it is separated by tracts of woodland. It lies to the west of Calshot Road, which forms the outer edge of Havant, from which it is separated by narrow tracts of open pasture and hedgerows. Prospect School lies to the south east, along with Parchment Place development of 135 Houses. To the south is an area called Nevilles Park, comprising a mixture of woodland, pasture and scrub; much is not publicly accessible but is owned by the applicant. The access road has been constructed in accordance with the details approved under application APP/12/00338, and plot 2 (Fatface) which forms part of the first phase of development and comprises 2.672 ha on the southern edge of the DHF site with a direct frontage onto the new access road linking Hulbert Road and Calshot Road, has now been developed in accordance with the details approved under application APP/15/01156.

A reserved matters application (APP/17/00866) was approved in November 2017 for the site wide cut and fill works. This permission enables all of the plots in Phase 1, including Plot 4 part of which is subject of this application, to be levelled and serviced in readiness for individual plots coming forward for occupiers. A number of plots on the site have now built out.

2 Planning History

APP/17/00866 - Approval of Reserved Matters for Phase 1 of Planning Permission APP/15/00732 (Development for employment uses and a hotel with conference facilities; together with landscaping, infrastructure and associated works) relating to Condition B3 (i), and (ii) for plots access and layout ; and Condition B5 (c) for levels of proposed plots and building heights with a maximum height not exceeding 50m AOD contour on Plots 5 and 5a, and 45m AOD contour on Plot 4a (incorporating revisions to previously approved Parameter Plan forming part of the Environmental Statement dated March 2012)., PERM,29/11/2017

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. , PERM,13/12/2018

APP/18/00224 - Approval of Reserved Matters in respect to Phase 1 Plot 3a of

APP/15/00732 (new employment uses, hotel and access road) comprising construction of B2 commercial vehicle repair and maintenance facility with ancillary sales area (total 1,190 sqm) for plot access, layout, scale & appearance and Condition B5 Other Matters criteria A to H inclusive., PERM,04/07/2018

APP/18/00357 - Approval of Reserved Matters in respect to Phase 1 Plot 3b of APP/15/00732 (new employment uses, hotel and access road) comprising construction of 3,528 sqm B1(c)/B2/B8 commercial premises for plot access, layout, scale, appearance & landscaping and Condition B5 Other Matters criteria A to G inclusive.(13.08.18). Request to discharge conditions 4 & 5.(02.04.19)., PERM,13/08/2018

APP/18/00640 - Display of 2No. internally illuminated fascia signs and 1No. internally illuminated pole mounted sign., PERM,03/09/2018

APP/19/00239 - Application for non-material change to Planning Permission APP/18/00357 (Plot 3 B) relating to revisions to northern elevation to change from three loading bay doors to four and addition of canopy above central loading bay doors., PERM,13/03/2019

APP/19/00385 - 2no. non illuminated building logos and 1no. freestanding non illuminated totem sign., PERM,19/06/2019

APP/19/01066 - Display of 7No. internally illuminated monolith signs., PERM,12/12/2019

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 (approved 19.02.14). Request to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 (05.01.16)., PERM,19/02/2014

3 Proposal

Approval of Reserved Matters in respect to Phase 1 Plot 4a of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 11,622 sqm B2 commercial premises for plot access, layout, scale, appearance & landscaping and Condition B5 Other Matters criteria a to h inclusive.

This Reserved Matters application seeks approval for a number of aspects under Conditions B3 & B5 of APP/15/00732, both of which are reproduced below in full:

B3 Reserved Matters

Approval of the details of the following aspects of the development, **hereinafter called "Reserved Matters"** shall be obtained from the Local Planning Authority in writing before each individual phase of development is commenced:

- (i) access, (with the exception of the access road corridor for which full permission is granted by this permission)
- (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 provisions for open space, including publicly accessible open space, and ecology.

The development shall only be carried out in accordance with the approved Reserved Matters.

B5 Submission of 'Other Matters'

Application for approval of each reserved matters for new buildings, structures or uses of land pursuant to this permission shall be accompanied by information and plans concerning the following other matters, unless otherwise agreed in writing by Local Planning Authority,

- a. Details of parking including provision for non-car modes
- b. Details of delivery and vehicle turning space
- c. Levels of existing and proposed ground and buildings
- d. A sustainability statement detailing measures to ensure that development attains the BREAM 'excellent' standard
- e. Provision for waste storage and recycling
- f. Measures for the reduction of crime risk
- g. Details of lighting, (including access roads if subject of a particular reserved matters application)
- h. A noise assessment for any development for General Industrial purposes (Class B2) or Storage and Distribution purposes (Class B8).

A separate discharge of condition (B9) application for the internal estate road linking Plot 4a to Fitzpatrick Way was submitted in August 2017 and subsequently approved in November 2017. This includes areas of landscaping to the east of Plot 4a.

In line with the approved parameter plan accompanying the hybrid permission (APP/17/01324) the roof line of the building which would be 13.5m high has been set at +45.00 AOD.

The site is arranged with the building frontage running parallel with the estate access road set back from the curtilage by a soft landscape zone with car parking, served by 2 accesses off Fitzwygram Way, arranged in rows to the front and sides of the building. Two storey glazed offices and the main entrance would occupy the south east corner of the site fronting onto Fitzwygram Way.

There is also a dedicated commercial vehicle access point located on eastern side of the building from the new estate road to provide segregated access to the site. The southern access will be for cars and pedestrians while the easterly access will be a dedicated lorry access. Both access points will have barrier access control. In line with the design code for the overall Dunsbury Park development the front of the site will remain unfenced, while the service yard is secured by a 2.4m high galvanised palisade fence with a pair of swing gates for lorry access and egress.

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

- CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
- CS13 (Green Infrastructure)
- CS14 (Efficient Use of Resources)

CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS18	(Strategic Site Delivery)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS3	(Skills and Employability)
CS5	(Tourism)
CS6	(Regeneration of the Borough)
DM1	(Recreation and Open Space)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)

Havant Borough Pre Submission Local Plan 2036

DR1	(Delivery of Sustainable Development)
KP7	(Dunsbury Park)
E1*	(High quality design)
E12	(Low carbon design)
IN3	(Transport and parking in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor Pamela Crellin - Barncroft

No comments received

Councillor Yvonne Weeks - Barncroft

No comments received

County Ecologist

The application is not accompanied by any ecological information. For previous reserved matters applications at the Dunsbury site we had agreed that there would be an ecological submission which in particular provided details of how each plot's landscaping/mitigation measures fitted into the agreed overall strategy for the wider Dunsbury site. Until such information is provided I am unable to comment in detail.

Further comments

The application is now accompanied by a Plot 4A Development Ecological Impact Assessment (Atkins, June 2020). The report details the results and implications of updating ecological surveys carried out during 2018-2019 and provides an updated mitigation strategy for the current plot.

I can confirm that the submitted details are acceptable and therefore the development should proceed in strict accordance with the submitted avoidance, mitigation, compensation and enhancement.

Economic Development

The proposed development will provide for much needed business floorspace.

The development provides vital new floorspace to meet local demand within the industrial market. The site will provide in excess of 100 new jobs in manufacturing in line with the Borough's key sector specialism, advanced manufacturing. The development will further enhance Dunsbury Park as a key regional opportunity for industrial expansion.

This follows the Havant core strategy focus on providing new employment to the borough and the reduction of out commuting. This will allow for businesses to relocate within the Borough, containing their employees and allowing them to grow at a base that meets their needs and plans. The proposal therefore, advances the National Planning Policy Framework paragraphs 80 which recognise the need to support economic growth and productivity, considering local business needs and wider opportunities for development.

We therefore consider that the proposal supports Local Plan Policies and the National Planning Policy Framework in so far as it provides for local employment as well as enhancing the borough's and Dunsbury's reputation as a place for industrial expansion.

Environment Agency

We request that the following condition be attached to any planning permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

Condition

Piling or other deep foundation using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reasons

To ensure that the proposed Piling or other deep foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework. Contamination may be present on site.

Advice to LPA/Applicant

The site is located in the groundwater Source Protection Zone 1c (SPZ1c) for the Bedhampton and Havant springs. This SPZ protect the chalk aquifer which occurs at depth beneath a thick layer of clay that lies beneath the site.

There are no details on if the proposed development will include any deep activities (such as piled foundations) which could penetrate the clay/ chalk interface and cause pollution of groundwater in the chalk aquifer. In order to ensure that the deep aquifer is protected we would request the above condition. If the applicant confirms that no deep activities will take place we would be happy to remove this condition.

Please do not hesitate to contact me using the contact details shown below should you have any queries regarding the above information.

Environmental Health Manager, Community Group

Noise

The conclusion reached by the acoustic consultant, is that their assessment would indicate no requirement for any specific mitigation measures to be provided when this site is fully operational. It is also noted that based on the survey results and the calculated noise levels at the nearest residential receptors, there has been no need to apply any acoustic feature corrections in terms of impulsivity, intermittency, tonality or other sound characteristics, to the calculated sound levels. It is further advised that the operation of the proposed facility should be considered acceptable.

Therefore based on the conclusions as advised in this report, this office is satisfied with this aspect of the application. The applicant should however be reminded that should any ongoing noise issues arise in the future from this site, mitigation measures may be a retrospective requirement to rectify any such issue.

I have no specific condition requirements but would ask that the following informatives be included if Planning permission is granted for this application. These should also in all likelihood be addressed under the Construction & Environmental Management Plan when submitted.

Informatives re hours of working, bonfires and dust and noise control.

Air quality, Pollution.

I have reviewed the supporting documentation and note the scope of the current application. It is understood that a 'discharge of conditions package' will be submitted in parallel which covers the pre-commencement information required by the (APP/17/01324) 'A' conditions & B10 (Drainage). This limits the subject areas strictly relevant to this application.

Essentially, I've treated this as a consultation on 'air quality relevant' aspects of the scheme where relevant to B.3 & B.5. Where other comments may be helpful ahead of the parallel application, these will be briefly flagged.

BREEAM (Air Quality)

It appears that the BREEAM pre-assessment targeted a rating of 'Very Good', but Condition B5 d. calls for an 'excellent' rating. No local 'low- or zero- carbon energy' is proposed, which is disappointing given the opportunity afforded by the expansive roof area on developments of this type.

I note that the 'Ene 4 Low Carbon Design' section appears to award a credit for LZC, but the Key performance indicator for 'total on-site or nearby LZC energy generation' is listed as Null, with no notes in the assessor comments box. To the layperson, this appears anomalous, and may represent an error. The design statement (section 7.4) provides an appraisal of various potential technologies, which identifies PV solar as a preferred option, and further notes that inclusion of a PV array would be 'economically viable' in the medium term considering the up-front capital investment, available feed-in tariff's, and low maintenance costs. It is assumed from this that installation would yield a net gain in the medium-long term.

Given the need for additional BREEAM credits to meet the requirements of B5 d., the

air quality benefits of lowering the proportion of energy derived from fossil sources, and the inherent compatibility of solar generation with the indicative electric vehicle parking bays (especially so if the occupying business operates an EV fleet) – I would suggest that this design feature be given serious consideration.

Parking Statement (Air Quality)

I note the argument provided for a marginally reduced space allocation for private motor vehicles. Given the accessibility of the site (proximity of bus services, and potential for travel to work by cycle), I would support a <SPD allocation in support of encouraging sustainable travel choices among employees.

The short-stay cycle parking provision is around +7 against SPD minimum standards, which is supported. Long-stay provision is suggested will be provided for employees 'within the building, together with a staff shower'. The number of spaces is not specified – SPD requires 33 spaces minimum. The principle of long-stay provision together with facilities for cyclists is supported as an important provision to make sustainable travel choices for employees as convenient as possible, however the provision should be confirmed. It is difficult to envisage an argument for <SPD provision of sustainable travel modes parking spaces.

14 spaces are labelled as 'potential' EV spaces. This is recognised as not necessarily representing a proposal. It is unclear whether listing the site plan as an approved document will serve to secure these spaces, or whether it would obligate the applicant in any way to provide preparatory service infrastructure to facilitate future conversion. Ideally, the potential 14 spaces should be secured alongside preparatory infrastructure for further expansion.

Emerging policy IN3 only requires 'an appropriate number of [EV] spaces in shared parking... at commercial development where long-term parking for staff... [be] provided'; if the potential spaces can be secured, it could be agreed to be policy compliant (IN3, j). It is recommended that an amendment to the plan is sought which drops the word 'potential', in order to secure the proposed EV charging facility. This will serve to support a reduction in emissions from the personal &/or corporate transport demand during the operational phase by 'kick-starting' adoption by making procurement & operation of a zero-emission electric vehicle as convenient and appealing as possible at the outset. There will be mutually positive feedback between provision of on-site generation, and uptake of EV's (by staff or as corporate fleet vehicles), raising the possibility of providing consistent onsite energy sink which allows the business to benefit maximally from out-of-business-hours generation; providing an initial allocation serves as proof-of-concept and provides operational experience of managing such facilities, and should serve to encourage early future expansion as the economics of the technologies improves. There is good air quality justification for these features (under E23) as a co-benefit to achieving good compliance with E12 & IN3.

Drainage (Pollution)

It is recognised that a condition discharge submission for B.10 is to follow. In the interests of supporting that application however, some brief comments might be helpful;

- The principle that an Imbitex-lined '30% void infiltration drainage with overflow to off-site attenuation basin' provides adequate pollution control for the majority of the site without the need for provision of a proprietary interceptor unit is broadly accepted, with the possible exception of the loading yard area.

- The loading yard is specified to be impermeable concrete, and it is implicit that a surface collection system is to be provided. In the absence of any additional measures, it is difficult to see how the yard drainage will meet the same standard of pollutant attenuation and treatment as the system mentioned in the point above (which benefits from filtration provided by the permeable surface).
- I note that the development is speculative, and that the intended occupant is not known – for this reason, the risk associated with materials likely to be handled in the yard area is not known at this stage.
- The yard area represents the greatest pollutant release risk, both in terms of accidental bulk fuel release from HGV, and in terms of accidental release from materials being stored / handled in the yard area. The drainage system for this area should consider use of;
 - o a large capacity yard gullies (capable of retaining Silt/LNAPL)
 - o a basic multi-stage interceptor (comprising a series of traditional chambers) or
 - o a suitably sized proprietary interceptor unit
- Alternatively, confirming that the off-site attenuation SuDS have benefit of good natural surveillance and a pollution valve may be sufficient to demonstrate an adequately low operational pollution risk.

Conclusion

No objection to principle of development. Some shortfall against emerging policy. It is recommended that some application enhancements are sought to secure policy compliant development.

Further comments

These comments follow a request for additional justification & clarification to those provided under CONS/20/02221 dated 28/08/2020, and follow the submission of a revised BREEAM assessment & request for policy justification for comments relating to air quality & EV charging provision.

BREEAM 2014 New Construction, BAM Sustainability Dept., August 2020 (Additional)
The argument presented at s.1.0 (introduction) v/v deviations in BREEAM score targeted for plot 2, 3a & 3b is acknowledged.

In the August 28th comments, Environmental Health queried the awarded credit under 'Ene 4 Low Carbon Design'.

The additional BREEAM document addresses this at section 3.0 (individual credit responses), where it is noted that the ENE 04 credit is discussed only in terms of the 'free cooling' credit not awarded in the pre-assessment.

It remains unclear why the ENE LZC credit has been awarded, but this section does highlight that 'high-efficiency heat pumps [have been specified] for the cooling systems'. It is possible that ENE 04 LZC credit has been awarded in respect of these heat pumps.

I could understand this in respect of Heat pumps used for Heating applications, as these exploit additional energy obtained from ambient atmospheric temperatures. The technology could only be described as LZC for an internal space cooling application if the waste heat is utilised to support space / water heating elsewhere in the building, or where the appliance can be used for both heating & cooling; otherwise I am unclear on why mechanical cooling should receive credit. While this remains somewhat unclear to me, in light of comments under section 1.0 (and depending upon PPUD's response-), this aspect may not be material.

I would highlight that I am not professionally proficient in BREEAM assessment, and comments made in respect of the BREEAM assessment should be regarded to be observations only, made in the context of a structured argument pursuant to air quality objectives against a range of environmental sustainability policies.

Policy Justification (Air Quality & EV Charging Provision)

I note that the applicant has queried whether there is a policy compulsion to provide EV charging points pursuant to emerging policy IN3 j) 'up-front', highlighting that the previous phases of development at the site (Plot 2, Plot 3a & 3b) do not appear to have been required to provide any EV spaces.

In respect of the latter, I would highlight that all previous phases of development were approved under the first NPPF (March 2012), where Para 35 (concerning provision for plug-in & other ultra-low emission vehicles, imposes requirements to local development to plans only – being the driver for emerging local policy IN3 j).

Similarly, NPPF 2012 Para 124 relates to air quality, requiring only that local policy 'sustain compliance with and contribute towards EU limit values or national objectives for pollutants...'; omitting the additional provisions of the revised NPPF (2018 & 2019 para 181) which relate to both 'policies and decisions', and which requires the identification and exploitation of 'opportunities to improve air quality or mitigate impacts...'. In this sense, quite apart from the state of development &/or status of the LP 2036 at the time, the national policy environment was significantly different when the prior stages of development were approved, than now.

As regards the policy justification for EV charging space provision, I would highlight that paragraph 110 e) of the adopted NPPF states that 'applications for development should... be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'. Emerging policy IN3 j) seeks to implement (NPPF 2012 para 124, and latterly-) NPPF 2018/2019 paragraph 105 e) [when setting local standards, policies should account for-] '...the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles', with IN3 in practice serving to state how the Council considers that an application can demonstrate that the requirement of para 110 e) has been met.

I am not sure that a development can be said to be 'designed to enable charging' if additional works are required post development to actually facilitate the charging of a vehicle.

I would disagree with the assertion that emerging policy should carry very little weight where the policy is an expression of adopted national policy, serving to communicate the Council's interpretation of how that policy should be interpreted. In this sense, the indication of the direction of travel (for future local policy-) could be said to have material weight prior to submission & adoption of the LP 2036. This applies to policy concerning both air quality & the provision of an appropriate number of parking spaces equipped with electric vehicle charging facilities.

There is perhaps a discussion to be had on how many to provide for physically up-front, and how many should be provided with preparatory ducting / electrical conductors, & for which transformer capacity should be provided, but It is difficult to envisage how a zero provision against the current NPPF could be reasonably justified. Our policy colleagues may have a more nuanced view on the proper interpretation of

the adopted NPPF provisions, and I would defer to their expertise.

Additional sustainability / air quality / design comments;

I would also like to address the comment that “kick-starting’ adoption [of electric vehicles] by making procurement and operation of a zero-emission electric vehicle as convenient and appealing as possible at the outset’ (a quote from the original EH consultation response) ‘doesn’t seem to be enshrined in adopted policy/legislation’ (Savills comment)

The EH comment quoted referred to in the context of the integrated system referred to, with an initial provision of electric vehicle charging facilities in line with the policy context outlined above, and the likely future requirement for expansion– the initial provision serving to address a potential barrier to early adoption, and so serving broader design & sustainability policy in parallel to the meeting of air quality objectives.

This comment was made in the context of both Emerging Local & Adopted National Policy (IN3 j), & 110 e) respectively), as guidance to a best practice approach to the ‘offsetting emissions’ required by emerging policy E23 a); E23 being an expression of the Council’s view of how NPPF 2019 paragraph 181 could be shown to be met, accounting for NPPF 2019 para’s 150,151 & 9 (‘Planning... decisions should play an active role in guiding development towards sustainable solutions’).

Officer note- 6 of the proposed EV spaces would be provided at the time of construction and the other 7 the ducting would be installed for future use if required. On balance this is considered an acceptable approach.

Hampshire County Council Highways

The main vehicular access point into the plot from Fitzwygram Way accords with what was agreed at outline planning.

It is noted that the 230 car parking spaces provided on-site is below Havant Borough Council’s adopted parking standards. In their capacity as parking authority, Havant should decide whether this shortfall is acceptable.

Having reviewed the supporting information, the Highway Authority raise no objection to the proposal

Hampshire Wildlife Trust, Beechcroft House

No comments received

Highways England

offer no objection

Landscape Team

- We require additional tree planting to the north of the site to help soften the development in the landscape. The area proposed from close mown grass to the north of the site is an appropriate location.
- Soft landscaping needs to be introduced within the overhead cable easement zone to the east of the site. The planting will need to be appropriate and within the guideline of what is acceptable within the easement zone.
- It is unclear from the drawings what the hatched parking bays refer to, clarity on this is required.
- The disabled parking bays require hatching to the rear in order to be DDA compliant.
- Soft landscaping is required to soften the retaining walls around the site.
- The proposed location for the picnic area is disappointing. Should this be located

within the car park / adjacent to the entrance a strong soft landscaping scheme need to be introduced to help improve its appeal.

Further comments

- We require tree planting lining the whole of the north of the site to help soften the development in the landscape. The area proposed from close mown grass to the north of the site is an appropriate location.
- The use of gravel for drainage within a car park is not acceptable, we require a bound porous hard surface material. We have concerns with compaction within the RPA of the trees.
- Recommend to condition hard landscaping, soft landscaping and boundary treatments.

comments on revised plans

- We require tree planting lining the whole of the north of the site to help soften the development in the landscape. The clustering of tree in the corners of the site does not go far enough to soften the development.
- The proposed porous hard surfacing Type M3bp-C appears to be bound and not porous, clarity is required on how water will percolate through a bound macadam wearing course.

Officer note - *hard surfacing now amended and, condition re tree planting prior to commencement is recommended.*

Natural England Government Team

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. If you have any specific questions not covered by our Standing Advice, or have difficulty in applying it to this application please contact us at consultations@naturalengland.org.uk.

In order for your authority to be assured that the proposal meets the requirements of the standing advice and the additional requirements for biodiversity enhancement as set out in National Planning Policy Framework, Natural England recommends that the application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), or equivalent, that has been agreed by a Hampshire County Council (HCC) Ecologist. A BMEP draws together all the proposed mitigation and enhancement measures for the development in one report to allow these measures to be secured and implemented.

The scope of the BMEP should be agreed with a HCC Ecologist. Natural England recommends that the BMEP includes details of the wider approved Landscape, Open Space and Ecology Strategy and outlines how the mitigation measures for this application adhere to this strategic context. The site is important within a wider ecological network and corridor that supports a diverse assemblage of protected species and biodiversity. Natural England strongly recommends that the proposals support and enhance this ecological network.

The BMEP should outline whether net biodiversity gain is being achieved. As further phases of development come forward, consideration may need to be given to the provision of additional offsite replacement habitats or an agreed financial contribution for biodiversity enhancements elsewhere calculated using a Biodiversity Compensation Framework, Environment Bank, or similar mechanism.

Please note that provided the HCC Ecologists' are satisfied with the submitted BMEP

and the full implementation of the plan is secured by any permission then no further consultation with Natural England on this aspect of the proposal is required. In the event that a BMEP cannot be agreed with the applicant then Natural England should be re-consulted on the proposals so that we can reconsider our advice.

officer note - *The Ecologist is satisfied with the submitted details.*

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 Pre-Submission Havant Borough Local Plan 2036 (HBLP 2036) was approved by the Council on 30 January 2019 and can be afforded limited weight.

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)

In the Pre-submission Plan the following policies are of particular relevance:

- KP7 | Dunsbury Park _
- DR1 | Delivery of sustainable development
- IN3 | Transport and parking in new development _
- E1 | High quality design _
- E12 | Low carbon design _

Principle of development:

The proposed development would be 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 reaffirmed as a business gateway of local and sub-regional importance in the Pre-Submission Local Plan with the potential to deliver substantial amount of new employment floorspace over the plan period.

Efficient use of resources:

As the applicant has highlighted in the Planning Statement, condition B5 (d) of the Reserved Matters permission for Dunsbury Park (APP/17/01324) requires a BREEAM level of Excellent to be achieved. A BREEAM pre-assessment estimator has been submitted targeting a 'very good' level. This would clearly not comply with the condition. It should also be noted that the targeted score is some way short of the threshold for excellent.

Whilst the Pre-Assessment recommends additional credits are targets to allow for a 5+% buffer, no explanation has been provided as to why the Excellent rating is not achievable.

Once the justification has been provided it will be critically reviewed in order to assess whether a deviation from the condition is justified.

Officer note , *The final occupier isn't known, and a shell and core assessment has been done. Not knowing the final occupier is a significant issue when undertaking a BREEAM assessment as so much is dependent on internal fit out and the energy*

needs of the occupier. Particularly if they are going to be built and let as spec units, which is the case here, and the developer has now justified the approach which Planning Policy have accepted.

Traffic

The Traffic Team would be concerned that not only is there lower than the required amount of car park space for this proposal, but we can also see no mention of reserved motorcycle spaces, of which there should be a minimum of 11 for this development as per HBC Parking Supplementary Planning Document July 2016
Officer note - see section 7

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: 222

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment

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) Landscape, Design and Visual Impact
- (iii) Access and Traffic Management
- (iv) Drainage
- (v) Ecology
- (vi) Impact on Amenities
- (viii) Environmental considerations
- (vii)BREEAM

(i) Principle of development

The principle of developing the site for employment purposes has been established by the Local Plan (Dunsbury Hill Farm is allocated as a strategic employment site under policy CS18 of the Havant Borough Core Strategy) and the extant planning permission.

Reserved matters application (APP/17/00866) was granted permission for the cut & fill exercise across the Dunsbury Park site. This permission has been implemented and sees individual plots being levelled and serviced prior to the future construction of buildings. As a result, the proposed ground level of Plot 4a has already been approved

with a FFL of 30.00 AOD. In line with the approved parameter plan accompanying the hybrid permission (APP/17/01324) the roof line for plot 4a has been set at +45.00 AOD

(ii) Access and Traffic Management

Access to the plot would utilise the current spur off Fitzwygram Way. In respect to the internal road layout and servicing arrangements the plans provide access around the site and to the enclosed service yard which can be accessed from the service road and the internal roadway. The service yard would also provide facilities for recycling and waste. The highways officer has assessed the proposal and confirm that there is no objection in respect to these details.

In respect to parking, the current adopted parking standards for non-residential development within Havant Borough Council are set out in the adopted Havant Borough Parking Supplementary Planning Document (SPD) . This current application seeks reserved matters permission for 11,622 sqm B2 commercial premises. A total of 258 car parking spaces are required to meet adopted standards, and the submission provides for 230 staff & visitor car spaces, of which: 13 are accessible bay equating to 6% of the total. In respect to electric charging spaces the plans have been amended to provide full provision for 6 spaces and ducting for 7 spaces. In addition 9 dedicated motorcycle spaces are provided within the site and 40 covered, secure external covered long term cycle parking spaces will be provided to the front of the building, with a further 12 Sheffield hoops (24 spaces) also to the front of the building .

Justification for the level of parking is provided in the Revised Parking Statement which identifies that the site is well served by regular bus services, and as it develops a bus service will run through the site. Additionally there are dedicated pedestrian and cycle paths within the Dunsbury Park development to encourage the use of alternatives to the private car. It is also anticipated that potential occupiers utilising this facility are likely to cross over B class uses – whilst the majority of the building would be used for manufacture (B2), a proportion is likely to be also be used for ancillary warehousing / storage purposes prior to despatch of goods. It is considered that the shortfall of about 10% provision is acceptable given the submitted justification.

Landscape, Design and Visual Impact

Levels for existing and proposed ground and buildings- submissions to approve the cut and fill strategy, layout, access and scale (APP/17/00866), together with the first internal estate road (APP/15/00732 - Discharge of Condition B9), were approved in November 2017. These permissions are currently being implemented and sees individual plots being levelled and serviced prior to the future construction of buildings. As a result, the proposed ground level of plot 4a, which is elevated in relation to the site to the south (Fatface) has already been agreed.

In terms of layout, scale and appearance, the bulk of this large building has been broken up by the use of different coloured curtain walling cladding panels, with contrasting details for the openings and the main aspect onto Fitzwygram Way incorporates ribbon windows and brise soleil for the office element. The pallet of materials is slate grey and anthracite grey for the walls, except the office element, eaves and verges where oyster is proposed. Roller shutter doors would be in RAL 5017 a bright mid blue. Overall this approach which is consistent with development

elsewhere on the Park is considered appropriate to break up the bulk of the building and provide an acceptable finish.

In respect to the landscaping scheme this incorporates modest landscaped areas on the site boundaries and some tree planting to break up the car park areas. In addition the applicant has confirmed agreement to a pre-commencement condition in respect to further landscaping in the form of additional tree planting to the northern boundary. This together with the structural landscaping provided under the outline permission is considered adequate to provide a suitably landscaped setting for the building.

(iv) Drainage

The site is covered by the flood risk assessment submitted with the hybrid application which advised that the site is not at risk from flooding and will not subject other properties to flooding provided that greenfield run off rates are adhered to. In accordance with this storm water run-off will be restricted to green field run off rates with the remainder of the water generated by rainfall onto hard surfaces to be attenuated on site until the storm has receded.

(v) Ecology

The site is important within a wider ecological network and corridor that supports a diverse assemblage of protected species and biodiversity. In accordance with the comments from The County Ecologist additional information has now been submitted to clarify the precise impacts and subsequent mitigation details and how these link to the wider mitigation strategy for the entire Dunsbury Park site. The application is now accompanied by a Plot 4A Development Ecological Impact Assessment (Atkins, June 2020). The report details the results and implications of updating ecological surveys carried out during 2018-2019 and provides an updated mitigation strategy for the current plot

The external lighting design strategy is intended to achieve the required illumination levels in compliance with the following design guides:

- BS EN 12464-2:2011 - Lighting of Workplaces – Outdoor Work Places
- Lighting guide LG6 2016 – The exterior environment
- BS 5489-1 2013 – Code of practice for the design of road lighting
- Institution of lighting professionals – Guidance notes for the reduction of obtrusive light

In addition, due to the presence of bats within the vicinity of the site, the lighting design has also been carefully considered to take account of guidance relating to external lighting and its potential impact on bats. This includes the following:

- Bat conservation trust – Artificial lighting and wildlife
- Institution of Lighting Professionals GN08/18 – Bats and Artificial Lighting in the UK

The above guidance provides clear recommendations on limiting the effect of external lighting on the local bat population, and this has been addressed within the proposed external lighting design.

The submitted details have been assessed as acceptable by HBC Ecologist, subject to strict accordance with the submitted avoidance, mitigation, compensation and enhancement proposal. A condition in this respect is recommended.

(vi) Impact on Amenities

An important consideration is the potential impacts on the amenities of the area, including residents living close to the site or along approach roads to it. Changes in the appearance of the site, traffic, increased activity and noise, lighting, air quality, and access are relevant considerations, as summarised in Local Plan policy CS16. These impacts were considered under the hybrid application and found to be acceptable.

(viii) Environmental considerations

The outline approval requires the submission of a sustainability statement in respect to BREEAM indicating how an *Excellent* rating is achieved. Whilst the proposal does not satisfy the excellent standard, it does satisfy the 'very good' standard applicable at the time of the outline application. Additionally the final occupier isn't known, and a shell and core assessment has been done. Not knowing the final occupier is a significant issue when undertaking a BREEAM assessment as so much is dependent on internal fit out and the energy needs of the occupier. Particularly if they are going to be built and let as speculative units, which is the case here, and the developer has now justified the approach which Planning Policy have accepted.

In respect to measures for the reduction of crime risk the site is elevated providing good visibility, and enclosed areas such as the service yard. A condition require further details on the exact appearance of these element is recommended. Access off Fitzwygram Way would be controlled by electronically operated barriers, and the site would be covered by CCTV cameras.

The lighting and noise assessment have been considered by the Environmental Health Officer who are satisfied with the submitted details.

8 Conclusion

The proposed development accords with the outline permission and the details of the reserved matters are appropriate and acceptable for the site. Approval is recommended.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/20/00508 subject to the following conditions

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

Document / drawing	Reference / Prepared by	Condition
Planning Statement	Savills	All
Design & Access Statement	BAM	All
Parking Statement Received October 2020	Savills	B5 (a)
DHF-BMD-Z4A-XX-DR-A-10000-P01.0	Plot 4a Location Plan / BAM	B3 (i)
DHF-BMD-Z4A-00-DR-A-11000-P01.5	Ground Floor Plan GA / BAM	B3 (ii)
DHF-BMD-Z4A-01-DR-A-11001-P01.5	First Floor Plan GA / BAM	B3 (ii)
DHF-BMD-Z4A-02-DR-A-11002-P01.45	Second Floor Plan GA / BAM	B3 (ii)
DHF-BMD-Z4A-RF-DR-A-11003-P01.4	Roof Plan GA / BAM	B3 (ii)

DHF-BMD-Z4A-XX-DR-A-12000-P01.5 (iv)	GA Elevations / BAM	B3 (iii) &
DHF-BMD-Z4A-XX-DR-A-12001-P01.1 (iv) & B5 (c)	Site Elevation / BAM	B3 (iii) &
DHF-BMD-Z4A-XX-DR-A-13000-P01.1 (iv)	GA Sections / BAM	B3 (iii) &
DHF- XX- DR- A- 12025-P02 (iv)	Site Section	B3 (iii) &
DHF-BMD-Z4A-XX-DR-A-17800-P01.2	External Envelope Materials / BAM	B3 (iv)
DHF-BMD-Z4A-XX-DR-S-20570-P10	Plot 4a Setting Out and Levels	B3 (iv)
DHF-FIR-ZA4-DR-S-0001-revK	Landscape Plan / FIRA	B3 (v)
DHF-FIR-ZA4-DR-S-0002-revF	Fencing plan / FIRA	B3 (v)
DHF-FIR-ZA4-DR-S-0003-revD	Planting plan / FIRA	B3 (v)
P115-2948-04	External lighting plan / BAM	B5 (g)
DHF-BMD-Z4A-XX-RP-E-48700	Lighting assessment / BAM	B5 (g)
260220 Plot 4a BREEAM Pre-assessment	BAM	B5 (d)
Dunsbury Park Plot 4a_Supplementary Note_200826	BAM	B5 (d)

Document / drawing condition		Relevant
Landscape proposals summary		A1
Drainage strategy		A2 & B10
Phasing plan update		A3
External finishes		A5
Tree Protection Plan		A10
Construction Environment Management Plan (CEMP)		A11
Contractor parking & site compound		A12 & A13
Contaminated land desk study and SI results		A14
Ecological Impact Assessment 4 June 2020		A17 & A18
Plot 4 Noise Assessment	Stantec	B5 (h)

Reason: - To ensure provision of a satisfactory development.

- 2 Notwithstanding the submitted plans and prior to the commencement of development, a further landscape scheme including details of additional tree planting shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the distribution, positions, species and planting sizes of all planting together with the proposed additional tree planting, and timing provisions for completion of the implementation of the tree planting and all the landscaping works. The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and, CS16, of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
- 3 No above ground development shall commence until further details of the external finish of the proposed fencing and walling, including retaining walling, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved details.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16, of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No above ground development shall commence until further details of the covered cycle structure has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved details.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
- 5 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 The development shall be carried out strictly in accordance with the avoidance, mitigation, compensation and enhancement measures set out in the Ecological Impact Assessment dated 4 June 2020.
Reason: The site is important within a wider ecological network and corridor that supports a diverse assemblage of protected species and biodiversity, and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 7 The development shall be carried out in strict accordance with the Plot 4 Noise Assessment
Reason: To safeguard the amenities of nearby residents and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 8 Piling or other deep foundation using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reasons: The site is located in the groundwater Source Protection Zone 1c (SPZ1c) for the Bedhampton and Havant springs - this SPZ protects the chalk aquifer which occurs at depth beneath a thick layer of clay that lies beneath the site; Contamination may be present on site; To prevent pollution of groundwater in the chalk aquifer and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework; To ensure that the proposed Piling or other deep foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.