

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%) (Approved 01/10/2015). Request to partially Discharge Condition No.B9 (03/08/2017). Request to partially discharge condition B9 (03.04.18). Request to Discharge Conditions A3, A5, A10, A11, A12, A13, A14, A17, A18 and B10.Planning Permission 01/10/2015

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/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. Approved 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. Approved 13/08/18

3 Proposal

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.

Condition B6 reads:-

B6: Range of uses

The development hereby approved shall not exceed the following totals:

- a) 61,779sqm comprising a range of uses within Classes B1, B2, B8 of the Use Classes Order 1987 as amended. Furthermore the B8 component shall not exceed 30% of this floorspace (18,534sqm) and;
- b) Up to 5,574 sqm comprising a hotel with conference facilities

Proposed wording is:-

B6: Range of uses

The development hereby approved shall not exceed the following totals:

- a) 61,779sqm comprising a range of uses within Classes B1, B2, B8 of the Use Classes Order 1987 as amended;
- b) Up to 5,574 sqm comprising a hotel with conference facilities

Additional information has been submitted to address consultee concerns and in particular a traffic modelling and transport report, and an air quality and noise report. The transport report recommends that operational traffic routing plans are specified.

As a way of securing this, the agent has proposed a pre-occupation condition attached to any new planning permission requiring submission to and approval by the LPA of an operational traffic routing plan for each development plot. Preparing these on a plot by plot basis will allow the characteristics and profiles of different occupiers and their operational traffic to be picked up each time rather than a blanket, generic plan for the site as a whole that may not reflect the nuances of the variety of occupiers likely to be located at Dunsbury Park.

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)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Business Development/External Funding Officer

Support the application

County Ecologist, Strategic Environmental Delivery

The proposed change in the quanta of B8 development usage is not likely to result in any significant additional ecological impacts. I would highlight that an increase in B8 usage may result in additional artificial lighting (in terms of number, location and timing of luminaries) so this will need to be considered going forward. I will be looking at lighting specifically within any future applications.

County Planning, Economy, Transport & Environment Department

The proposed increase in HGV movements to and from the site has been

reviewed and there is the potential that the life of the internal road will decrease below 40 years if the above HGV movements occur, impacting upon potential adoption of the road without suitable remedial measures or commuted sums. The current design for the internal road assumes a total of 95 HGV movements per a day.

Whilst the Highway Authority raises no objection to the application the application should be made aware of the potential implications on adoption of the internal road.

Case officer note:- The agent has been advised of these comments.

Environment Agency

No comments received

Environmental Health Manager, Community Group

Noise:- No adverse comments in respect to noise however, as each new plot is proposed a noise assessment based on the background levels of 2015 will be required.

Recent submissions were received by Environmental Health under separate cover. Those submissions comprised 2 no. Memorandum documents authored by Atkins, each addressing specific comments made by Environmental Health (relating to traffic model, air quality assessment and noise) under the original consultation (to which a holding objection was lodged, pending clarifications).

Traffic model, and air quality

I don't regard the Atkins submissions as being sufficient to negate my prior objection. There remains room for a significant proportional impact at receptors not considered in the submitted assessment.

I would be content to deal with that residual uncertainty in impact magnitude by whichever approach the applicant prefers, be that to;

- i) put forward robust conceptual arguments as to the probable triviality of impact,
- ii) model the receptors not previously considered,
- iii) assume a significant impact, and adopt appropriate mitigation (targeting a specific assumed impact, e.g. routing restrictions to avoid receptors on the local road network), or
- iv) acknowledge a general adverse overall air quality impact and to adopt an approach whereby the incremental adverse elevation in local ambient air pollution (associated with additional HGV trips represented by the removal of the use class cap) is offset, by securing or contributing toward effective mitigation elsewhere within the Borough.

For any of the above approaches, it would appear that some additional input is required from the applicant. I would maintain my objection pending further clarification on how the applicant wishes to address the remaining questions - but I don't believe that the issue is in any way insurmountable.

officer note :- additional information submitted including suggested use of routing plan for any development for B8 use and appropriate signage directing traffic to northbound on Hulbert Road to Junction 3 as the route to access the A3.

Comments on additional information :-

I think that this is a sensible approach - my aim is to avoid unnecessary HDV traffic routing on roads with receptors close to the kerbside and not to eliminate HDV trips on these routes entirely. I was acutely aware of the difficulty in enforcing routing, but putting routing plans on the agenda for B8 operations is nevertheless welcome. Even a % compliance with an approved plan would assist in achieving the principal aim. The proposal for sign age would complement the proposed revision to c.B5, in that it would

in reinforce the routing plan. This signage would likely also serve to divert a proportion of the trips associated with B2, and in this way would compensate for any deviation from an approved B8 use routing plan.

Adopting this approach proposed in the agents email of 15th March would certainly be more expedient than a revision of the air quality assessment, and is arguably more likely to achieve a tangible environmental benefit. With this in mind, I am happy to withdraw my objection and for you to proceed as proposed.

Development Engineer

HCC (Highways) and HBC (Public Health) should be contacted to see if a new Traffic Assessment is required.

officers note- HCC (Highways and Environmental Health consulted and do not rise objection as set out in their responses.

Planning Policy

The adopted Local Plan (Core Strategy) and the Local Plan (Allocations) provide the development plan for the Borough.

The Draft Havant Borough Local Plan 2036 is also material in terms of setting out the Council's direction of travel for local planning policies.

Comment

Policy CS18 of the Core Strategy identifies Dunsbury Park as a key strategic employment site. The site is reaffirmed as a business gateway of local and sub-regional importance in the Draft Local Plan with the potential to deliver a substantial amount of new employment floorspace up to 2036 under Policy KS6. It is worth noting the new policy in the Draft Local Plan does not set a maximum proportion of B8 floorspace recognising increasing employment densities and trend towards more modern distribution facilities now comprising elements of B1, B2 and B8 uses as businesses seek to minimise costs.

The 2014 outline consent limited the proportion of B8 Storage and Distribution uses to no more than 20% of the total employment floorspace. The available evidence at the time indicated that B8 Storage and Distribution uses tend to generate less than half the job density of other employment floorspace (B1 and B2 uses). This has been subsequently varied by a section 73 planning permission APP/15/00732 to allow a greater proportion of B8 floorspace across the site (followed by Reserved Matters consent for the Fat Face distribution centre).

Paragraph 3.71 of the 2015 Homes and Communities Agency (HCA) Employment Density Guide reports that in 2006 distribution activity employed one person per 95 sqm but had increased to one person per 77 sqm in 2010, and again to one person per 69 sqm in 2015. On this basis, Policy KS6 of the Draft Local Plan indicates that development will be permitted where the operations or use(s) will support an employment density of 70 sqm per person or less.

Paragraphs 6.17-6.18 of the applicants Planning Statement outlines the anticipated employment densities for the forthcoming reserved matters applications for Plots 4a and 5 (although exact details of the occupiers cannot be released due to commercial confidentiality):

- Plot 4a would provide a mixed B1/B8 unit totalling 9,200 square metres, employing 180 staff rising to 250 as the company expands. This would equate to an employment density of one person per 37-51 sqm, providing proportionately more jobs than average employment densities for distribution uses in 2014.
- Plot 5 would provide a 92,000 sqm manufacturing building, employing 110 staff –

equivalent to one person per 83 sqm. Whilst this would fall above the threshold of the employment density, these operations would fall under Class B2 of the Use Classes Order and an objection would not arise on this basis.

Conclusion

Given the strategic and local importance of the business park, the need to appeal to a wide range of business sectors and the change in nature of B8 job densities it is considered that the removal of the Class B8 restriction is justified. This is particularly relevant given the FatFace distribution centre (plot 2) and plot 4a comprise a mixture of B1, B2 and B8 elements, and will support the delivery of this key site. On this basis, a policy objection would not arise.

Hampshire Wildlife Trust, Beechcroft House

No comments received

Highway Agency NS South East SE, 1B Federated House

No comments received

Natural England Consultation Service

No comments to make

Economic development

Able to support the application as the site has now progressed sufficiently to determine the characteristics of future occupiers that is more in keeping with the strengths and profile of current businesses

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: one

Statutory advertisement: Not applicable.

Number of representations received: 1

Able to support the application as the site has now progressed sufficiently to determine the characteristics of future occupiers that is more in keeping with the strengths and profile of current businesses	noted

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) Economic Benefits
- (iii) Highways
- (iv) Environmental Considerations
- (v) Landscape, Design and Visual Impact
- (vi) Drainage
- (vii) Ecology
- (viii) Impact upon residential amenity
- (ix) Legal Agreement

(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 . However, both the core strategy and allocations plan are supportive of development which maximises employment opportunities, and the site profile for Dunsbury Hill Farm policy CS18 states that no more than 20% of the floorspace should be for B8 storage and distribution, although a subsequent permission raised this to 30%. The following sections 7(ii) to 7 (ix) consider this issue together with the other relevant matters.

(ii) Economic Benefits

Under the current application it is proposed that 100% of the employment floorspace could be used for Class B8 purposes (storage & distribution). The extant permission is subject to a condition restricting the extent of Class B8 uses to 30% of the total employment floorspace as Class B8. The available evidence at the time of the initial application indicated that B8 Storage and Distribution uses tend to generate a significantly lower job density than other employment floorspace (B1 and B2 uses). Subsequent assessments indicate that the job density of B8 uses is higher than previously indicated . The proposal has been assessed by the Planning Policy team who conclude that given the strategic and local importance of the business park, the need to appeal to a wide range of business sectors and the change in nature of B8 job densities it is considered that the removal of the Class B8 restriction is justified and a policy objection would not arise.

(iii) Highways

The proposed change seeks to remove the restriction on the proportion of B8 floor space, allowing for potential 100% B8 usage of the site. A 100% B8 floor space assumption was carried out in the June 2015 Environmental Statement Addendum under reference number APP/12/00338.

Adoption of a 100% B8 floorspace assumption would result in a decrease of vehicular trips from 712 to 205 in the AM and 593 to 196 in the PM. Whilst there is a reduction in vehicular trips, the number of HGV movements would increase from 27 to 70 in the AM and 14 to 47 in the PM. This represents a percentage increase in the AM from 2% to 26% (in) and 11% to 51% (out). An increase from 8% to 44% (in) and 1% to 16% (out) is also seen in the PM.

The current design for the internal road assumes a total of 95 HGV movements per a day. Whilst the proposed increase in HGV movements to and from the site has the potential to decrease the life of the internal road below 40 years if the above HGV movements occur, impacting upon potential adoption of the road, the Highway Authority has raised no objection to the proposed change. The applicant has been made aware of the potential implications for adoption of the internal road.

(iv) Environmental Considerations

As part of planning permission APP/15/00732, an addendum to the Environmental Statement (ES) was prepared which covered key issues such as transport, air quality and noise, the scope having been agreed with HBC officers. The purpose of this was to demonstrate whether Dunsbury Park could accommodate more B8 floorspace with no adverse impact from an environmental perspective.

The additional survey work, modelling and interpretation were carried out using 100% B8 floorspace as the baseline, to represent the 'worst case' scenario, although the agent has advised that it is not the intention to provide a 100% B8 and the potential forthcoming reserved matters submissions will include a significant proportion of B1 offices and B2 manufacturing.

The conclusions reached and accepted through the grant of permission APP/15/00732 was that the original environmental impacts of the scheme, assessed on a 40% B1, 40% B2 and 20% B8 floorspace, would not be changed by a switch to 100% B8 in a way that would result in a material change to the findings of the original ES.

Given the relatively limited time period that has elapsed since this work was carried out and the position that would be permitted by a positive determination of this application being the same as that modelled, a further revision or addendum has not been carried out.

Accompanying this application is a revised site masterplan (ref: DHF-BMD-MP-XX-DR-A-10004-S2-P6) which has been generated from both the cut and fill exercise being undertaken under approval APP/17/00866, and a market appraisal from commercial property advisors appointed by the applicant. Dunsbury Park, and as originally envisaged in the original hybrid application, the site will be split into a number of different development plots.

The development plots have been designed within the mature landscape boundaries and minimise the amount of internal estate road to help preserve the natural setting. A total of 8 plots are proposed that can deliver 9 or 10 different sized buildings, ranging from 22,000 square foot to 120,000 square foot. Each plot will benefit from its own access off either Fitzwygram Way or the internal estate road.

The impact of this masterplan is that the opportunity for a single, large 'super logistics shed' in excess of 250,000 sq. ft. north of Fitzwygram Way no longer exists. One of the concerns for imposing the original B8 restriction was that the site would be able to accommodate such a building, and as a whole Dunsbury Park would then lose the ability to offer a range of employment opportunities and business types. By terracing the development plots north of Fitzwygram Way and ensuring retention of the north / south hedgerow (which provides dormice connectivity), Dunsbury Park will house a variety of building sizes and types, maximising the opportunity for a wide range of job roles to support the local economy.

In respect to the impact of traffic it is recommended that condition B5 of APP/15/00732 'Submission of other matters' is revised as part of this application to add a further criterion reading: 'i. A traffic routing plan for any development for Storage and Distribution purposes (Class B8).'

(v) Landscape, Design and Visual Impact

The site is visible from surrounding areas and an assessment was carried out under the extant APP/12/00338 submission of its existing landscape character which informed the Landscape Strategy which provides an over arching approach to the development of the site. Details would be covered by condition and at the reserved matters stage.

It is proposed that the layout would be informed by the following Design Principles :-

1. Side roads with tree lined margins and hedges
2. Active frontages (doors and windows) facing roads and footpaths
3. Entrance facades which are readily identifiable
4. High quality pedestrian and cycle access across the site
5. Courtyard layouts forming outdoor spaces for people and parking
6. Shared space for walking, cycling and cars – denoted by design
7. Security - good natural surveillance with possible CCTV after hours
8. Accessible by all, including ramps, gradients for people with disabilities

In respect to building heights, planning permission APP/15/00732 amended 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 .Building heights would range between single storey and five stories with the tallest buildings located on the lowest areas.

Whilst an increase in Class B8 floorspace, owing to the likely larger size of building associated with such uses, could have visual implications, the maximum height is restricted under the extant permission and subsequent reserved matters applications would continue to need to comply with the agreed design code in accordance with the extant permission (unless an exception was applied for and approved). This amongst other things would restrict buildings to no more than 60m long without a break, such as turning a corner, changes in building line and roofline. As such it is considered that, in principle, an increase in the % of B8 floorspace to 100% can be accommodated without visual detriment.

(vi) Drainage

The submission accords with the extant permission and the increase in the proportion of Class B8 floorspace is not considered to adversely impact this.

(vii) Ecology

The submission accords with the extant permission and the increase in the proportion of Class B8 floorspace is not considered to adversely impact this. No objections have been received from the Council's Consultant Ecologist or Natural England.

(viii) 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, lighting, air quality, access and leisure opportunities are relevant considerations, as summarised in Local Plan policy CS16. The impacts of the present application are in most cases identical to the extant scheme and have previously been considered acceptable. However, an increase to 100% Class B8 floorspace could have implications for traffic and visual impact and these have been considered above.

(ix) Legal Agreement

The 106 Legal Agreement Requirements are unchanged and are summarised below:-

- 1 ASDA Roundabout – Provision of land & financial contribution.
- 2 Bus link Hulbert Road to Woolston Road
- 3 Travel Plan
- 4 Public access to new roads within the development
- 5 Public access to open space within the development
- 6 Footpath to connect Hermitage Stream Bridge to Park Lane via western part of site.
- 7 Cycle/Footpath along Hermitage Stream – rights to construct, maintain, transfer and public access

- 8 Cycle/Footpath south of Hermitage Stream to Purbrook Way– rights to construct, maintain, transfer and public access
- 9 Cycle/Footpath west of site to A3M junction – provide (timing to be identified)
- 10 Employment & Skills Plan
- 11 Drainage - SUDS maintenance & bond (only if satisfactory other legal provisions available)
- 12 S106 monitoring fee

However, a deed of variation is required to the approved S106 for the current application and this has now been completed.

8 **Conclusion**

Whilst Local Plan Policy CS18 seeks to restrict the proportion of Class B8 floorspace to maximise employment opportunities on the Dunsbury Hill Farm site, the increase to 100% is not considered to undermine the overall aim of the delivery of a strategic employment site and the amount and the broad composition of development as now proposed has the potential to bring substantial economic benefits both on-site and in the wider local and regional economy. As such it is firmly supported. The precise layout and range of buildings will emerge in due course in response to market needs but these can be judged according to the policy basis at that time, the outline parameters and other material considerations, such as market and employment needs at that time.

Planning conditions can control impacts such as the quality of development, visual impact, noise, landscaping and to some extent pollution. The S106 legal agreement ensures that land and roads are made available for the mitigation of transport impacts. .

In summary, the proposal is supported subject to the deed of variation to the S106 agreement to reflect the change in the proposal, and the attachment of planning conditions and informatives to a grant of planning permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/01324

subject to the deed of variation linking the current application to the S106 Agreement entered into in respect of extant permission APP/12/00338, and the following conditions:

A) Grants Full Planning Permission for only the following part of the above proposal as described:

A new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works

This permission is subject to compliance with:

- (i) Part of the plans and other documents submitted with regard to your application, which relate to the development as described at (A) above and;
- (ii) Conditions A1-19 and C5 below:

B) Grants Outline Planning Permission for only the following part of the above proposal as described:

**Development for employment uses and a hotel with conference facilities;
together with landscaping, infrastructure and associated works.**

This permission is subject to compliance with:

- (i) Part of the plans and other documents submitted with regard to your application, which relate to the development as described at (B) above and;
- (ii) Conditions A1-19 and B1-11 below:

Conditions A1 – A19 apply to the entire development site

(all land within the red line shown by the drawing 'Planning Application Site Boundary – Figure 1.2')

**1 A1: Landscape, Open Space and Ecology Strategy and Habitat Creation
Area details**

Unless otherwise approved in writing by the Local Planning Authority, development shall only be carried out and shall be permanently managed and maintained in accordance with the documents below which were approved under APP/14/00270 & APP/15/00478:

- i) Landscape, Open Space and Ecology Strategy plan 1569-1009 Rev 1, terrafirma, April 2015
- ii) Dunsbury Hill Farm Landscape Management Plan, terrafirma, April 2015
- iii) Habitat Management & maintenance Plan (Link Road and Associated infrastructure phase), Atkins, February 2014

and unless otherwise approved in writing by the Local Planning Authority a review of these documents and details shall be submitted to and approved in writing by the Local Planning Authority within four years of the date of the approval of the last approved version of the document.

Reason: To ensure satisfactory comprehensive and high quality development and proper planning of the area and to safeguard ecology, including protected species having due regard to policies CS11, CS16, CS18 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012 and in view of the likely length of the development period, to ensure that any refinements needed are made to reflect changed circumstances or new information or best practices.

2 A2 SUDS Masterplan

Unless otherwise approved in writing by the Local Planning Authority, the development shall be carried out in accordance with the Sustainable Drainage (SUDS) Masterplan and supporting technical information approved under application APP/15/00478, which includes:

- a) measures to attenuate flows on the site so as not to exceed the greenfield run-off rate of 3.4 l/s/ha from the site, calculated in accordance with the relevant standard (currently Institute of Hydrology 124 with appropriate pro-rata adjustment to reflect the site area), and

- b) proposals tested against 1, 30 and 100 year return periods, and
- c) proposals tested for a 100 year + 30% climate, and
- d) detention basins (where relevant) designed in accordance with the method prescribed in the Flood Risk and Drainage Assessment submitted with the outline application, and
- e) design parameters of the SUDS masterplan which address its construction, use and maintenance in light of local hydrology, land use, the impact and use of physical site features, resulting benefits to the community & the environment, and future operation (both economic & maintenance),
- f) An explanation of how sustainable drainage for the Access Link Road Corridor and Reserved Matters Areas are to be interconnected and designed not to exceed the greenfield run-off rate of 3.4 l/s/ha from the site.
- g) 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.

The development shall only be carried out in accordance with this Masterplan and supporting technical information and all surface water SUDS drainage shall be permanently managed and maintained in accordance with the management and maintenance arrangements and provisions approved under part g of this condition.

Reason: To ensure the provision of a satisfactory comprehensive sustainable drainage system to prevent flooding by ensuring the satisfactory storage of/disposal of surface water 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, March 2012.

3 **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 2012.

4 **A4. Environmental Impact**

The development hereby approved shall be in broad conformity with the Environmental Statement which forms part of the current application.

Reason: To ensure that the impacts of development and mitigation are broadly in accordance with the Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

5 **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 2012.

6 **A6. Means of enclosure - PD Restriction along Access Road, Park Lane and frontages**

No means of enclosure shall be erected along any frontage with the principal access road (the Access Link Road as shown by Figure 4.5 contained within the Environmental Statement Volume 2 – Drawings, dated March 2012), or

any frontage onto Park Lane or any frontage onto other access roads and paths throughout the development area, unless details have first been approved in writing by the Local Planning Authority. This condition shall apply notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, as amended or any Order amending, revoking or re-enacting that Order.

Reason: To control enclosures in prominent locations and where highway visibility may also be important, in order to ensure a high quality form of development and in the interests of safety, to accord with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

7 **A7 Landscaping - Implementation**

All landscaping for each phase of development shall be completed, in full accordance with detailed landscaping schemes as shall first be approved under conditions B3 & C3 of this notice of permission, prior to the occupation of each such phase or during the first planting season immediately following occupation. Any tree or shrub planted or retained as part of any 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, CS16, DM8 and CS18 of the Havant Borough Local Plan (Core Strategy) 2011 Framework and National Planning Policy Framework March 2012.

- 8 Unless otherwise agreed in writing by the Local Planning Authority the restoration of the Hermitage Stream shall be permanently managed and maintained in accordance with the detailed maintenance regime approved under application APP/15/00676.

Reason: To ensure that the river restoration is managed in a way that contributes to nature conservation value and contributes to the outcomes of the Water Framework Directive, having due regard to policies DM8, CS11, CS15 & CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and policy AL7 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012.

9 **A9. Hermitage Stream – Buffer**

ii) Prior to the commencement of development of that part of the site to the east of the Park Lane bridleway (FP 123) a scheme for the provision and management of a sufficient buffer zone alongside Park Lane Stream shall be submitted to and agreed in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved schemes i) and ii) and any subsequent amendments which are first agreed in writing by the Local Planning Authority. The buffer zone scheme shall be kept free from built development including lighting, and formal landscaping, unless otherwise approved in writing by the Local Planning Authority. The schemes i) and ii) shall include:

- a. Plans showing the extent and layout of the buffer zone.

- b. Details of any proposed planting scheme.
- c. Details demonstrating how the buffer zone will be protected during development and permanently managed and maintained including proof of adequate financial provision and named body responsible for management plus production of detailed management plan.

Reason: To protect the ecological value of the Hermitage Stream & Park Lane Stream in the long term, especially where there is the opportunity to restore the heavily modified channel to a natural state in accordance with the outcomes of the Water Framework Directive, having due regard to policies DM8, CS11, CS15 & CS16 of the Havant Borough Local Plan Core Strategy 2011, and policy AL7 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012.

10 **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 LPA 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 can 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 2012.

11 **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 Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and National Planning Policy Framework, March 2012

12 **A12. Contractor parking on site.**

Prior to the commencement of each phase of development, including any related site clearance, a plan and particulars specifying the provision to be made within the site and/or on other land nearby for the parking (throughout the clearance and construction period) of construction vehicles and of other vehicles delivering/removing materials and other items to/from the development site have been submitted to and approved in writing by the Local Planning Authority. Thereafter, throughout such site clearance and implementation of each phases of development, all such temporary parking provision shall be provided and used only as such.

Reason: In the interests of highway safety and to safeguard the amenities of the locality and and having due regard to policies CS16, DM10 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

13 **A13. Site compound & Storage**

Prior to the commencement of each phase of development , including any related site clearance, plans and particulars specifying the provision to be made for a material storage compound shall be submitted to and approved in writing by the Local Planning Authority. The approved compound shall be available prior to the commencement of any building works and throughout the contract period for each phase and no materials shall be stored anywhere else on the site unless otherwise agreed in writing by the Local Planning Authority. This condition shall apply notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or and Order revoking or re-enacting that Order.

Reason: To mitigate and minimise the impacts of development in accordance with the Environmental Statement submitted with the application, to control pollution, to safeguard the amenities of the locality and having due regard to policies CS16, CS18 CS20, DM8 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

14 **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.

- viii. 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 receptors potentially unacceptable risks arising from contamination at the site.
- ix. 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.
- x. The results of the site investigation and risk assessment (2) 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.
- xi. A verification report shall be prepared on completion of the remediation measures set out in (3) 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 Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and National Planning Policy Framework, March 2012.

15 **A15 Contaminated land – mitigation**

If, during development of any phase, contamination not previously identified on site is found to be present, no further development of that phase shall be undertaken until a report has been submitted to and approved by the Local Planning Authority detailing how that contamination is to be dealt with. Unless otherwise agreed in writing with the Local Planning Authority, all works outlined in the submitted report shall be implemented and fully adhered to prior to works recommencing on site .

Reason: To ensure that potential risks from unanticipated land contamination to the future users of the land are minimised, together with those to property. To ensure that the development can be carried out safely without unacceptable risks to workers, and having due regard for policies and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and policy DM17 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and National Planning Policy Framework, March 2012.

16 **A16 Archaeology - investigation & management.**

Development hereby permitted on Plots 1, 3, 4, 4a, 5 and 5a, as shown on site plan

DP1, is to be the subject of an archaeological watching brief, involving any topsoil strip being carried out under controlled conditions and under the supervision of an archaeological contractor. No development on Plot 6 hereby permitted shall commence until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been first submitted by the applicant and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved programme of archaeological work and scheme of investigation.

Reason: The site is of archaeological significance and it is important that the opportunity should be afforded to excavate the site before development commences and having due regard to policy CS11.4 of the Havant Borough Local Plan (Core Strategy) 2011, and National Planning Policy Framework, March 2012.

17 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, March 2012.

18 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

19

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

Plan Number	Title	Date of revision
Figure 1.2	Planning Application Site Boundary	March 2012
5099849/TP/LP/101 Rev B	Location Plan Overview	4.11.11
Figure 4.5	Access Road and Link Road	March 2013
Figure 5.8 – Rev A	Indicative Masterplan	January 2013
5099849/TP/GA/101 Rev C	General Arrangement (sheet 1 of 4)	16.3.11
5099849/TP/GA/102 Rev B	General Arrangement (sheet 2 of 4)	4.11.11
5099849/TP/GA/103 Rev D*	General Arrangement (sheet 3 of 4)	4.11.11 (*Issue date 10.12.12)
5099849/TP/GA/104 Rev C*	General Arrangement (sheet 4 of 4)	4.11.11 (*Issue date 10.12.12)
5099849/TP/GA/102 Rev A	Long Sections M001 & M002 (Main Development Alignment)	4.11.11
5099849/TP/XS/101 to 5099849/TP/XS/112 (All Rev A)	Cross Sections (Sheets 1-12)	4.11.11
5099849/TP/BR/101 Rev D*	Bridge General Arrangement	4.11.11 *but this version issued to Local Planning Authority by email Ecologist's 23 rd August 2013
HW1852/4354	Potential Pedestrian/Cycle Route.	15 January 2014
5099849/TP/LP/0009 Rev A	Tree Survey Plan 8	15.8.11
5099849/TP/LP/0010 Rev A	Tree Survey Plan 9	15.8.11
5099849/TP/LP/0008 Rev A	Tree Survey Plan 7	15.8.11
5099849/TP/LA/0001 Rev A	Tree Survey Key Plan	23.8.11
5099849/TP/LA/0004 Rev A	Tree Survey Plan 3	23.8.11
5099849/TP/LP/0007 Rev A	Tree Survey Plan 6	15.8.11
5099849/TP/LP/0006 Rev A – Draft	Tree Survey Plan 5	15.8.11
5099849/TP/LP/0009 Rev A	Tree Survey Plan 4	15.8.11

5099849/TP/LA/0002 Rev A	Tree Survey Plan 1	23.8.11
5099849/TP/LA/0003 Rev A	Tree Survey Plan 2	23.8.11
	Arboricultural Report	March 2012
	Correction to application form question 18 – Floorspace figures	July 2012
	Design and Access Statement	March 2012 but the Indicative Masterplan corrected by figure 5.8 – Rev A dated January 2013
	Environmental Statement Volume 1 Including Appendices: 2.1, 2.2, 2.3, 10.1, 11.1, 13.1 and 15.1 – 15.10 Environmental Statement Addendum	March 2012 June 2015
	Environmental Statement Volume 2 – Drawings	March 2012 But the Parameter Plan 3: Building Heights Figure 2.3 replaced by drawing ref: MP-XX-DR-A-1004-P6 Parameter Plan Building Heights dated 17.7.2017
	Environmental Statement Volume 3 – Technical Appendices (and Appendices 15.1 – 15.10)	March 2012
Rev 2.0	Flood Risk Assessment	2.9.11
	Planning Statement	March 2012
	Sustainability Statement	March 2012
	Transport Assessment	March 2012
Rev 1.0	Transport Assessment Addendum	15 January 2013
Ecology – additional information:		
	Dormouse Mitigation Strategy – Technical Note	23 August 2013
	Phase 2 Bat Survey – ECOSA Ltd.	August 2013
Figure 15.2 – Rev A	Summary of Mitigation Strategy	Dated March 2013 but this version issued to Local Planning Authority by Ecologist's email 23 rd August 2013

Reason: - To ensure provision of a satisfactory development.

20 **B1. Time limit**

The development comprising employment uses, a hotel and conference facilities hereby permitted shall be begun before the expiration of 7 years from the date of the approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 Town and Country Planning Act 1990 CPA 1990 as amended.

21 **B2. Submission of Reserved Matters**

Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from 19/02/2014 (the grant of planning permission APP/12/00338)

Reason: To comply with Section 92 Town and Country Planning Act 1990 CPA 1990 as amended.

22 **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.

Reason: In order to secure a satisfactory form of development and having due regard to policies of the Havant Borough Local Plan (Core Strategy) 2011, including CS2, CS11, CS16, CS18, CS19, DM1, DM8, DM10, DM11 & DM14, and Policies AL1 and AL5 of the Havant Borough (Allocations) Document (Publication Version) October 2013 and National Planning Policy Framework, March 2012.

23 **B4. Other Matters - strategic documents**

All buildings and other structures erected in the Outline Application Area pursuant to this permission shall be in accordance with the following documents approved by the Local Planning Authority.

- a. Design Code and Signage Strategy
- b. Public Realm Strategy

Furthermore no building or other structure shall be erected in the Outline Application Area pursuant to this permission within 30 metres of the Park Lane bridleway (FP 123) until a Park Lane Visual Framework document has been submitted to and approved in writing by the Local Planning Authority.

The Park Lane Visual Framework shall be substantially in accordance with the Design and Access Statement dated March 2012, the Environmental Statement, (including mitigation measures) also dated March 2012 (which were submitted with the planning application), the Design Code and Public Realm Strategy and unless otherwise approved in writing by the Local Planning Authority, a review of each document shall be submitted to and approved in writing by the Local Planning Authority within four years of the date of the approval of the last approved version of the document. The development shall only be carried out in accordance with the documents approved under this condition.

Reason: In order to maintain a satisfactory comprehensive and high quality development and proper planning of the area and having due regard to policies CS11, CS16, CS18 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012 and in view of the likely length of the development period, to ensure that any refinements needed are made to reflect changed circumstances or new information or best practices.

24 **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).
- i. A traffic routing plan for any development for Storage and Distribution purposes (Class B8).

Reason: To ensure satisfactory high quality development, and proper planning of the area and having due regard to policies CS16 and CS18 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

25 **B6. Range of Uses**

The development hereby approved shall not exceed the following totals,:

a) 61,779sqm comprising a range of uses within Classes B1, B2, B8 of the Use Classes Order 1987 as amended.

and

b) Up to 5574sqm comprising an hotel with conference facilities.

Reason: To ensure that development can provide for a range of business and employment opportunities, including knowledge based businesses and a quality hotel with conference facilities, in accordance with policy CS18 of the Havant Borough Local Plan (Core Strategy) 2011 and policy AL1 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012.

26 **B7. No Residential Use**

Notwithstanding the provisions of the Section 55 of the Town and Country Planning Act or Town and Country Planning (Use Classes) Order 1987 as amended, or the Town and Country Planning (General Permitted Development) Order 1995, as amended or any Order amending, revoking or re-enacting either of those Orders, none of the development hereby approved shall be used for any residential purpose whatsoever, without the prior written approval of the Local Planning Authority.

Reason: In light of the temporary changes to the Town and Country Planning (General Permitted Development) Order 1995 as amended, contained in SI 2013/1101, to ensure that this strategic business and employment allocation and development is implemented in accordance with policy CS18 of the Havant Borough Local Plan (Core Strategy) 2011 and policy AL1 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012, and because the development is subject to Environmental Impact Assessment procedures, in which the impacts and mitigation have been based on the range of uses applied for.

27 **B8. Provision & Retention of access parking, turning and loading areas.**

All vehicular access roads and site accesses, parking, turning and loading areas serving each building or premises pursuant to this permission, shall be constructed prior to the occupation of each such building or premises and thereafter kept permanently available for access, parking, turning or loading purposes respectively, unless the Local Planning Authority gives prior written approval for any variation

Reason: To ensure that adequate provision is made and retained for access, parking, turning and loading 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 2012.

28 **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 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

29 **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

30 **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, March 2012.

31 **C4 Construction of Hulbert Road Access**

The vehicular access to Hulbert Road and the first 40 metres of the Access Link Road eastward of Hulbert Road shall be kept permanently available to serve development at the site.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and policies AL1 and AL5 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012.

32 **C5 Bus gate – provision**

The bus gate shall be installed prior to the opening to vehicles of the Access Link Road to Woolston Road, unless the Local Planning Authority gives prior written approval for any variation. For the sake of clarity, this condition shall not apply to the provision of any temporary cycle and/or pedestrian only connection to Woolston Road.

Reason: In the interests of highway safety and the amenities of the area having due regard to policies DM13 and CS16 and CS18 of the Havant Borough Local Plan (Core Strategy) 2011, and policies AL1 and AL5 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and the National Planning Policy Framework 2012.

33 **C6- Directional Signage**

Prior to the occupation of any B8 floorspace, details of signage directing traffic exiting from within the Dunsbury Park site towards Junction 3 of the A3 shall be submitted and approved by the Local Planning Authority. The signage shall be erected in accordance with the approved details and thereafter maintained and remain in place for the life of the development.

Reason: In the interests of highway safety and the amenities of the area having due regard to policies CS16 and CS18 of the Havant Borough Local

Plan (Core Strategy) 2011, and the National Planning Policy Framework 2012.