
Site Address: Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE
Proposal: 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).

Application No: APP/17/00866

Expiry Date: 29/11/2017

Applicant: Mr Hudson
Portsmouth City Council

Agent: Mr Brewer
Savills

Case Officer: Daphney Haywood

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 a recently completed 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 .

2 Planning History

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

APP/14/01000 - Partial discharge of Condition A16 of Planning Permission

APP/12/00338 in respect to access road only. , PERM,12/03/2015

APP/15/00239 - Application for Discharge of Condition No's 10,11,12,13,14 and 16 relating to Planning Permission APP/12/00338., PERM,10/06/2015

APP/15/01156 - , PERM,23/12/2015 Approval of Reserved Matters in respect to Plot 2 Phase 1 of outline application APP/15/00732 (new employment uses, hotel and access road) comprising construction of B8 warehouse and distribution building(18,037 sq m) to be constructed in 2 phases, with a maximum height not

exceeding the 42m AOD contour (the design for plot 2 incorporating revision to previously approved parameter plan forming part of the Environmental Statement dated March 2012)., PERM,23/12/2015
APP/17/00228 Variation of Condition No. A16 of Planning Permission APP/12/00338 to split A16 into 2 parts - 1) Plots 1,3,4,4a,5,5a to have a topsoil strip under supervision and watching brief; and 2) Plot 6 to remain as per original wording with full WSI required.. PERM

3 Proposal

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), (ii) and (iii) for plots access, layout & scale; 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).

The wording of the original conditions is as follows:

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

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,

- c. Levels of existing and proposed ground and buildings

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)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Countryside Access Team

Havant Bridleway 123 runs along Park Lane, and connects to a well established rights of way network to the north, and Havant Footpath 503 to the south.

We note that this site has been subject to a number of previous permissions, including the outline permission for this application, however it is not clear how the development will relate to the existing on-site rights of way. The Planning Statement makes the following statement about Phase 2:

“Phase 2 of Dunsbury Park, namely development land to the east of the Park Lane, will require a vehicular crossing over the bridleway.”

We do gather however that Phase 1 will require a vehicular crossing over Footpath 503, and request further details on this.

Officer comment: Footpath 503 (which lies to the east of the DHF site crossing land adjacent to Prospect School) is unaffected by the development of Phase 1 set out in this application.

Various informatives requested.

County Ecologist

No comments received

Economic Development, Regeneration & Development

No comments received

Environment Agency

No comments received

Environmental Health Manager, Community Group

No adverse comments

Hampshire Highways

Highway comments should be made by HBC engineer under the agency agreement.

Hampshire Wildlife Trust, Beechcroft House

No comments received

Highways Engineer, Development Engineer

Only the spine road is to be adopted by means of 38 Agreement and the position of the access points for the internal appointment have been agreed

The application should make clear that the access points are in the same position and if not these must be highlighted and considered within this reserved matter application.

The plans submitted with regard to condition B3 should also show the proposed pedestrian/cycle routes across the Dunsbury Hill site from Park House Farm Way to Dunsbury Hill Farm, Asda RAB to Dunsbury Hill Farm, the ramp from Dunsbury Hill Farm to junction 3 A3M, across junction 3 A3M, junction 3 to Waterloo Town Centre including toucan crossing and the urbanisation of Hulbert Road from junction 3 A3M to Tempest Ave RAB.

Comments to condition B5 will be given by another consultee.

Officer note the agent has confirmed:-

The access points off the link road are as per those already constructed, nothing is changing. Paragraph 8.5 of the Planning Statement refers to each plot benefiting from its own access, this can be supplemented with the words 'All current access points off Fitzwygram Way will be utilised as constructed and no additional access points off FW will be created'. Dunsbury movement plan now submitted .

Highways England

No objection

Landscape Team

From a landscape perspective we do not object to the principle of this development, however we have the following comments:

- The proposed internal road layout on the western edge abuts too closely to Park Lane bridleway. The current landscape vernacular along Park lane gives a sense of an enclosed space with vegetation and trees running along the bridleway. The submitted layout encroaches too closely to the bridleway and will have a detrimental impact on the landscape character of the PROW. The access to the service yard on Plot 5 is a concern and further details on road layout to access to Plot 6 need to be clarified.

The approved landscape and open space strategy for the outline planning application APP/12/00338 indicates a substantial woodland planting buffer zone from Park lane. This needs to be adhered to as part of the internal road layout. As such we would need to see a minimum 15m buffer zone with enhanced native planting to screen the development from the bridleway. Furthermore this will give sufficient distance for the HGVs accessing plots 5 and 5A to not cause compaction to the root systems of the existing trees whilst allowing space for enhancement planting. Currently the RPA for tree 3019 falls within the hard surfacing to access plot 5.

- We have concerns regarding the final building heights for plots 5 and 5A where the maximum building height (AOD) exceed the parameter plan limit. The proposed increase on the building heights has the potential to have a greater impact on the local landscape, which has not been taken into account as apart of the original landscape visual impact assessment. The submitted alterations to the LVIA within the planning statement is not deemed sufficient to understand how the increased building height will effect the landscape. As such we will need the original LVIA updated (with the changes highlighted) to reflect the new building height, this needs to be accompanied with a revised conclusion and supporting mitigating strategies that feed into the landscape strategy.

To mitigate the height increase we would recommend internal tree planting that, once mature will help to soften the views into the site. North and south of plot 5 and west of plot 5A would be deemed appropriate locations for internal tree planting.

Comments on revised plans

Having reviewed the following drawings:

- Landscaping addendum November 17
- Appendix 1 ES Table 14.5 update
- LP2100-FIRA-MP-ST-P-LA-WS-02
- LAWSL9301 – Rev C
- LVIA Views 8 9 and 10 Landscape Masterplan

Our comments are as follows:

- We are satisfied will the buffer woodland planting to the west of Park Lane as we were initially concerned with the negative impact the development would have on the landscape character on the bridleway. As such at this point we have no further comments in relation to condition B3.
- In relation to condition B5 we believe that the building heights would have a negative impact on the landscape character but we are satisfied that this can be mitigated with considered landscape strategy that includes appropriate tree planting. We have concerns at to whether there is a sufficient tree planting easement zone from the 132KV overhead lines that is east of plot 4A. The proposed trees (*Quercus robur* and *Carpinus betulus*) are large species and have an ultimate height over 12 meters. We need to see a comprehensive strategy that mitigates views across the site whilst adhering to any easement requirements as set out by the national grid.

Officer note Condition B3.5 reserved matter - landscaping, covers this and applies to all plots to yet come forward. .

Natural England Government Team

No adverse comments

Planning Policy

Given the strategic importance of the site boosting the economy of the Solent sub-region it is considered that some flexibility to allow for variation in building heights across the site will increase the attractiveness of the site for employment purposes and support the delivery of the remaining area of the strategic employment site. On this basis there is no policy objection to this proposal.

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: 221

Number of site notices: 2

Statutory advertisement: 08/09/2017

Number of representations received: 0

7 Planning Considerations

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 & Traffic Management
- (iv) Economic Benefits
- (v) Drainage
- (vi) Ecology
- (vii) Impact on Amenities
- (viii) 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.

(ii) Landscape, Design and Visual Impact

Under the outline application 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

Building heights would range between single storey and five stories with the tallest buildings located on the lowest areas. The plan also set a limit on the overall height of buildings by relating them to contour heights. Bearing in mind that the highest part of Dunsbury Hill, just beyond the northern boundary of the site, is 50m AOD (above sea level), the plan states that the roofline for buildings should be kept below the 40m

contour for phase 1 (western land) and below the 45m contour in phase 2 (eastern land). Thus the maximum heights under the outline approval would be respectively 10m and 5m below the maximum height of Dunsbury Hill.

The hybrid application was supported by an Environmental Statement and the impacts on the site and environs were considered under chapter 14 Landscape and Visual Assessment. The statement identified that the site rises from its lowest point in the south at +20.0m AOD to approx +45m AOD in the north. The updated topography survey indicates that the highest point of the Dunsbury Hill Farm site is +46.5m AOD.

With the exception of views from the elevated part of the roundabout at Junction 3 of the A3(M) there are no long distance views of the site from the north and east. Those from the south and west are restricted by existing development and planting, and this would remain the case with the current proposal. In respect to close range views the site can be seen from the Park Lane Bridleway but this forms part of the site and is subject to enhancement planting as development progresses. From the west the A3(M) restricts views, from the east oblique views are afforded from Ramsdale Ave and development off Woolston Road, from the south vegetation around Neville's Park restrict views.

The ES submitted with the hybrid application concluded that there would be minor to moderate adverse impacts reducing to minor adverse with time and the establishment of structural landscaping.

However, owing to commercial requirements (based on standard height commercial buildings) and the levels of the site, which require a large extent of cut and fill, it is now anticipated that the overall height of buildings would need to exceed the parameters set out in the Design Principles. The visual impact of this has been assessed as part of the current submission including visual appraisals from key vantage points. Whilst the maximum heights now proposed would be between 0m and 5m below the maximum height of Dunsbury Hill beyond the site, the site is well screened by tree planting, and this would be further enhanced to provide additional screening in the longer term such that the visual impact is not considered of such magnitude as to be significantly detrimental to wider landscape views.

In respect to landscaping 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 to inform the Landscape Strategy which provides an over arching approach to the development of the site. The submitted details have been amended in response to the comments from the Landscape Architect and the Arboriculturalist and the proposed planting and tree protection measures are considered acceptable subject to the submission of further details.

The proposed increases in roofline heights for Plots 4a, 5 and 5a are not considered to materially change any of the conclusions of the original ES and the impact on existing views would remain moderate adverse in the short term reducing to minor adverse with time given the establishment of the structural planting (which is being enhanced as part of the current proposals).

(iii) Economic Benefits

The proposed development will greatly help in achieving the aims set out in the Core Strategy of boosting the boroughs economic performance. It will also help to facilitate development so far on the Dunsbury Park site which is one of the borough councils

key strategic sites. As such, under policies CS2, CS18 and strategic sites 3, the proposal is supported by Planning Policy, and by providing flexibility in building heights through the increase in maximum heights will improve the ability of the site to respond to market conditions and thus fulfil its intended role.

(iv) Access & Traffic Management

DHF lies directly adjacent to the strategic road network (A3M) with a new access link road connecting the site to Hulbert Road, and is in between the large residential areas of Waterlooville (west of the A3) and Leigh Park (east of the site). Bedhampton Railway Station is located within 2km and Havant is about 2.5km, additionally there is a bus stop approx 400m away, and as the DHF site develops it is envisaged that a bus service will run through the site with a stop directly outside the application site. In addition the outline scheme provided for foot path and cycle links along the access road.

Under the original hybrid permission the approved framework only fixed the link road alignment, which has now been constructed. The submitted master plan utilises all of the access points and the development plots are set out within the areas envisaged on the original indicative site plan and each plot will benefit from its own individual access, in accordance with the outline proposal. Highways have been consulted and have no objection. The submitted information indicates that it may be possible to accommodate most of the approved floorspace on Phase 1, should this be the case then a further full planning application would need to be submitted for Phase 2 supported by the relevant information including a Transport Assessment.

(v) Flood risk and 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.

(vi) Ecology

The impacts on ecology were assessed under the hybrid application, and would be the subject of further assessments when individual plots come forward. The current application does not alter the area to come forward but provide additional planting with associated environmental benefits. It is considered that the proposed scheme does not alter the previously considered and agreed position on ecology, and as such is acceptable in this regard.

(vii) 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 risk of noise, lighting, air quality, access and leisure opportunities are relevant considerations, as summarised in Local Plan policy CS16. These impacts were considered under the hybrid application and found to be acceptable, and visual and highways impacts are further considered above.

(viii) Legal Agreement

The development of the site remains subject to the requirements of the Section 106 agreement on the outline application and the obligations 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

8 Conclusion

The revision to maximum heights above AOD will not result in a material change to the conclusions set out in the original ES Visual Impact Assessment. Plot layout and access points accord with the approved master plan for the site and are acceptable. Approval is recommended.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/17/00866 subject to the following conditions:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Landscaping addendum (& Appendix 1 – ES Table 14.5 Update)
 - Revised landscape masterplan (drawing LP2100-FIRA-MP-ST-P-LA-WS-02)
 - Revised estate road location and landscaping (drawing LAWSL9301 Rev C)
 - LVIA Views 8,9 & 10 on Landscape masterplan
 - Site masterplan DHF-BMD-MP-XX-DR-A-10004-S2-P5
 - Topographical survey Dunsbury-Park-TOPO-17.11.16
 - Cut and fill analysis DHF-BAMD-XX-XX-DR-S-20501-P3
 - Proposed site levels DHF-BAMD-XX-XX-DR-S-20502-P2
 - Site sections sheet 1 DHF-BAMD-XX-XX-DR-20503-P4
 - Site sections sheet 2 DHF-BAMD-XX-XX-DR-20504-P4

Reason: - To ensure provision of a satisfactory development.