

Planning statement

Dunsbury Park - Internal Estate Road Discharge of Condition



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Discharge of Condition - Internal Estate Road, Dunsbury Park



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1. Introduction

- 1.1. Savills Planning has been instructed by the landowner and developer Portsmouth City Council (PCC), to submit a discharge of condition application relating to the first internal estate access road at Dunsbury Park, Fitzwygram Way. The description of the submission is:

'Approval of layout, design and specification of internal access road north of Fitzwygram Way in respect to Condition B9 of APP/15/00732.'

- 1.2 This brief Planning Statement outlines the key design details of the first estate road, the development plots it will serve and how it sits within the wider masterplan for Dunsbury Park.
- 1.3 A separate Reserved Matters application has been made seeking approval of site levels, plot layouts and indicative building heights. The purpose of these schemes is to allow development plots to be levelled and prepared, to provide a swifter delivery for occupiers. Should both applications be approved, then these site preparation works will commence later in 2017 by the appointed contractor, BAM Construct.

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2. Supporting plans and information

2.1 This application is supported by the following plans and information:

Document	Reference
Dunsbury masterplan	DHF-BMD-MP-XX-DR-A-10004-S2-P4
Eastern access road construction details	DHF-BAMD-XX-XX-DR-S-20511-C01
Eastern access road construction signage details	DHF-BAMD-XX-XX-DR-S-20512 C01
Adoptable access road groundworks	DHF-BAMD-XX-XX-DR-S-20510 P3
Below ground drainage arrangement sheets 4 & 5	DHF-BMD-ZZ-ZZ-DR-D-50105-P4 & P5

3. Planning policy context

- 3.1 Dunsbury Park is allocated in policy CS18 of the Havant Core Strategy (adopted March 2011) as a strategic employment allocation, capable of delivering over a third of all new employment space (approximately 60,000 square metres) in the borough in the plan period to 2026.
- 3.2 Recent discussions between Havant Borough Council (HBC) and PCC over the emerging Havant Local Plan to 2036, have seen Dunsbury Park retain this strategic importance, with draft policy considering the potential for the site to deliver further floorspace over and above that originally envisaged by policy CS18.
- 3.3 Encouraging and promoting development at Dunsbury Park is therefore essential to help Havant Borough Council (HBC) continue to retain and attract businesses and jobs in and to the area. The site will play a key role given it is one of the few in the south east region that can provide bespoke design and build facilities ranging from 20,000 to 200,000 sq ft.

4. Planning history

- 4.1 Planning permission was originally granted for Dunsbury Park in 2014 with a hybrid application (ref: APP/12/00338), providing full permission for the access link road (now constructed - Fitzwygram Way) and outline permission for the development plots totalling 61,779 square metres of B1/B2/B8 floorspace.
- 4.2 A subsequent Section 73 application (APP/15/00732) was permitted in October 2015, to increase the % of B8 on site from 20% to 30%, which was followed by the first Reserved Matters application (APP/15/01156) for the development of a 120,000 sq ft B8 distribution centre for Fat Face Ltd. This was granted permission in December 2015 and has recently been completed with Fat Face now in occupation.
- 4.3 The site was formally launched at a marketing event in March 2017 and this has generated significant interest in further plots, with likely Reserved Matters applications forthcoming in Autumn 2017.

5. Relevant condition from APP/15/00732

- 5.1 This Discharge of Condition application is being submitted to seek approval for the layout, design and specification of an internal estate access road under Condition B9 of APP/15/00732, reproduced below:

'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.'

- 5.2 Whilst the design and specification of the road has been prepared to adoptable standards, as per the Section 106 agreement covering Dunsbury Park, the internal estate roads across the site will not be offered for adoption. They will remain under the control and management of the landowner (PCC) and future maintenance will form part of the overall day to day estate management function.
- 5.3 As agreed with Hampshire County Council in June 2017, the main link road (Fitzwygram Way - FW) will also not be considered for adoption in the immediate short term, but at an agreed point in the future to allow further development plots to be constructed prior to FW being formally 'completed' and offered to the highway authority.

6. Road design detail

- 6.1 This first internal estate road runs north from Fitzwygram Way, utilising the junction point already constructed to the east of what is now Plot 4a (see Dunsbury Park masterplan drawing ref: DHF-BMD-MP-XX-DR-A-10004-S2-P4). The route will provide vehicular, cycle and pedestrian access to Plots 4b and 5 via individual access and egress junctions.
- 6.2 A further access point is orientated east off this new road towards a junction crossing the Park Lane bridleway. However, as Phase 2 of Dunsbury Park is not being delivered in the short to medium term, the design of the crossing itself and works to the bridleway will not take place. Given the use of Park Lane by horses, careful consideration will need to be given in the future to the design of this vehicular crossing point in consultation with the Hampshire County Council Countryside and Rights of Way Team.
- 6.3 As drawing DHF-BAMD-XX-XX-DR-S-20511-C01 shows, the proposed estate road will consist of a 7.2m wide carriageway, with a 2.0m wide pedestrian footpath running to the western side of the road, and a 2.5m shared pedestrian and cycle path on the eastern side. Street lighting (also shown on the aforementioned drawing) will be provided to match the columns installed along Fitzwygram Way (HCC specification).
- 6.4 In line with the approved landscape masterplan for the site, 2m wide grass verges are provided on both sides of the carriageway for almost the entire route of the road. A section of verge to the eastern side from where the road bends to the Park Lane junction, sees a narrower grass verge due to level changes, but maintains a landscape buffer, albeit on a downward slope. This will be planted with woodland edge species in accordance with the approved site wide landscape strategy. Additional sloping buffers will also be provided adjacent to the 2m grass verges on both sides of the road. These verges and buffers will be maintained as part of the wider estate management.
- 6.5 Drainage for the new road is provided in the form of standard drains on the kerb line connecting to a below ground surface water drain (see drawings DHF-BMD-ZZ-ZZ-DR-D-50105-P4 & P5). This connects into the previously approved wider drainage strategy for the site that sees surface water taken south off site into the Hermitage Stream, via two attenuation ponds. This ensures agreed greenfield run off rates are not exceeded for the overall Dunsbury Park site.
- 6.6 Appropriate road signage will be provided as shown on drawing DHF-BAMD-XX-XX-DR-S-20512 C01. Double yellow lines will be added to deter stopping and parking on the highway. On-site estate management will monitor and enforce, as this estate road will not be subject to adoption as public highway.
- 6.6 Plot 4a will not be accessed from this new road; existing access points off Fitzwygram Way will serve both the western and eastern ends of this plot (to separate service yard traffic from general staff/ visitor car parking). This is the same arrangement in existence at Fat Face directly opposite.

7. Summary

- 7.1 In conclusion, this first section of estate road will unlock access to two further development plots north of Fitzwygram Way and also provide the opportunity for future access across Park Lane into Phase 2. The design is to adoptable standards, provides separate pedestrian and cycle access and is in accordance with the approved landscape masterplan for the site. As such, we respectfully request the submission is approved.

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