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12 July 2011

Dear Ms. Farrar,

Dunsbury Hill Farm, Park Lane, Waterlooville, Hampshire

Pre-application advice for proposal for business and technology park on 20 hectares of land (including hotel), and associated access and link road

I am writing to you further to your request for pre-application advice, received on 4th May 2011 regarding the development at the above address.

It is proposed to submit a hybrid application for the development of this site for employment related uses. The outline part of the application is to cover the principles of the development and is to cover the entire site. The detail part of the application is to relate to the access and link road. The red lined area is greater than 20 hectares (as set out in the description) however this is unlikely to be the full extent of the application area but reflects the current uncertainty regarding the position of the access point and access road.

This site is allocated for employment development within the Havant Borough Core Strategy, and is Strategic Site 3 as set out with in Core Strategy Policy CS18. Within that Policy, it sets out that the aspirations for the type of development to take place are major new employment sites, focused on knowledge based businesses and a quality hotel with conference facilities. In terms of pure planning principle therefore, there is a policy presumption by this authority in favour of a development of this nature on this site.

The Core Strategy sets out that the development is to take place in two phases; the first being 13.2 hectares in size and covering 75% of the site, and the second phase covering the remaining seven hectares. As you are no doubt aware, the Strategic Site Profile as set out within the Core Strategy sets out a raft of requirements for this development. Fundamental points of this comprise (the following list is not exhaustive):

- No more than 20% of employment floorspace to be B8 units;
- 80% of the new floorspace can be flexibly split between B1 and B2 uses, with B1(a) units only acceptable providing a sequential test has been carried out to ensure no suitable sites are available in the town centres;
- Provision of a hotel with conference facilities;
- Provision of start-up and move-on accommodation and flexible space;
- Creation of an enterprise centre of at least a hectare;
- Training and employment of local people;
- Sustainable means of construction and associated infrastructure;
- A legible environment;
- A gateway feature to mark the entrance from the access off A3(M);
- Dedicated public transport links to surrounding residential areas to the east and west;

- Landscaping enhancements;
- A green travel plan to maximise the proportion of journeys to, from and within the site to be made via sustainable means.

Your pre-application submission essentially takes the form of a masterplan which in terms of spatial organisation appears to reflect and encompass the broad principles as set out within the Strategic Site Profile set within the Core Strategy. The application submission must be accompanied with sufficient information pertaining to the key parameters of the development as set out within your draft scheme description and demonstrate how the scheme is to be delivered in terms of phasing and implementation over forthcoming years.

In conducting this pre-planning application response the views of a number of consultees have been sought. Some of these views have been made available to you previously, however for continuity this response summarises the salient points made by all consultees. I will set these out below, sub-divided according to the remit which they cover.

Planning Policy

(contact Lucy Howard, Senior Policy Planner – HBC)

Employment: Dunsbury Hill Farm is allocated as a Strategic Site in Core Strategy policy CS18.3 and the proposals need to comply with all aspects of this policy and other relevant policies in the development plan. There is a query on the red line for the application boundary shown in the parameters plan as it is much wider than the area allocated in CS18.3 and seems to have been drawn very widely and even includes part of the A3(M). Whilst this hybrid application would include the area needed to provide access to the site, further clarification is needed on how wide this line has been drawn.

The Council's vision for the site is to create a high quality business and technology park that will deliver a large number of jobs for the borough and in particular to Leigh Park. The outline part of this hybrid pre-application set out in the description of the proposed development broadly complies with CS18.3, however the proposal must mention jobs as well as employment floorspace. Reference should also be made to skills and employability. The ratio between the employment use classes of 80% split flexibly between B1 and B2 with only 20% for B8 complies with policy CS18.3 and is in line with the vision for a high quality business and technology park. This split also applies to phase 2 of the development. The second bullet point in paragraph 1.8 of the submitted documentation refers to a hotel but no mention is made regarding conference facilities, which is a fundamental part of the Core Strategy development requirements. Additionally, the total employment floorspace figure in the first row of table 1.1 should be 61,779, which is phase 1 and 2 totalled.

Transport: The detailed part of this hybrid pre-application set out in the description of the proposed development broadly complies with CS18.3. However, it is essential to make reference to the cross-borough transport route. It is agreed that the internal access roads would be indicative as stated in paragraph 1.6. However, the detailed part of the application does need to show the spine road with bus links and the junction with Leigh Park. The final part of table 1.1 also needs to be amended to take in the required level of detail.

Policy Principle of Development: The proposal to submit a hybrid planning application for Dunsbury Hill Farm that complies with policy CS18.3 of the Core Strategy is in principle acceptable subject to it meeting all aspects of this policy.

Land Drainage

(contact Steve Mountain, Special Projects Engineer – HBC)

Regarding the crossing of Hermitage Stream, the final alignment is noted however the crossing should be less acute an angle unless a multi-span structure could form part of the gateway feature.

In terms of drainage generally, the scheme will require Sustainable Urban Drainage (SUDs) and these details will be required at some point. Specifically regarding Phase 2; any drainage which goes into the Park Lane Stream to the east will need considerable detention since there is no capacity in the stream above green field rates. SUDs management arrangements and responsibilities will be required, and will be part of the Section 106 Planning Obligations.

Comments have also been made that set out a query as to how the access to Phase 2, north of Park Lane, in particular how the crossing – cycle/bridleway – be managed and how will traffic be stopped using this route as a bypass into Leigh Park.

In terms of the public transport link, the roundabout proposed would be the logical location of any hub, and the ability to turn public transport vehicles on the site using such a facility is important.

Landscaping

(contact Julie Boschi, Senior Landscape Architect – HBC)

Generally content with the Key Parameters from a landscape perspective, particularly the proposed woodland buffer, retention of hedgerows, trees, important habitats and watercourses and the proposed restoration of the Hermitage Stream.

A suggestion is made that the ‘suggested access route through plots’ shown on the First Draft Masterplan should be moved eastwards so that it runs along the edge of the landscape buffer, not within it as shown. The new development should front onto the access route rather than be set back behind an extension of the landscape buffer that could inevitably become a car park.

Public Rights of Way

(contact Barry Lockyer, Access Development Team, Countryside Service Hampshire County Council, Room 200 Mottisfont Court, High Street, Winchester SO23 8ZF 01962 846040 countryside.planning@hants.gov.uk)

The retention of existing features of nature conservation interest and landscape importance (in order to create new areas of green infrastructure) is welcomed. Whilst the masterplan is indicative, it is important to point out that the route of some of the public rights of way shown on the plan (namely 14e, 503, 508 and 509) are wrong and/or feature incorrect start/end points.

It is also fundamentally important to ensure that the visual aspect of new surface treatments and access-ways are of a high quality that add to the urban design character of the new development. Similarly, they must incorporate measures to prevent inappropriate use (such as use by vehicles) as part of the design.

Environmental Health

(contact Jonathan Driver, Environmental Control Officer or Les Glass, Environmental Health Team Leader – HBC)

No particular concerns are raised regarding ground contamination, however it is likely that it would be considered appropriate to place conditions relating to ground gas assessment / mitigation & unexpected contamination on any detailed planning applications.

Air Quality - The EIA scoping report makes reference to an Air Quality assessment. This is considered appropriate, and necessary. Potential impacts on existing sensitive receptors in the vicinity of this development should be assessed, and mitigation measures should be considered in the event that this development is shown to have a significant effect on local road traffic emissions. It is considered that the results of this assessment should be submitted prior to consent being granted for any detailed aspect of this development so that any required mitigation measures or air quality matters can be agreed appropriately as part of a s106 agreement.

Noise/Light Pollution - Turning towards noise / light pollution, hours of operation & business unit classification. It is important that there will be no loss of amenity or nuisance due to these factors and this may involve consideration of matters such as potential disturbance from vehicle movements (particularly HGVs and especially at unsocial hours), plant, equipment etc. Noise from the units themselves would be far less likely to be an issue in view of the separation distance and the background noise from the A3(M). If this was an issue it is most likely to be so at night when the background noise from the motorway will be considerably lower.

Ground Contamination - The proposed development site is primarily Greenfield / undeveloped land. A formerly licensed landfill site is indicated on our GIS records on land corresponding to the Phase II development & internal link roads indicated on the draft masterplan.

A former brick & tile works is also indicated on our database alongside associated filled land (mineral extraction features); in close proximity to the proposed link road realignment, west of the B2150.

Below is a brief summary of the context of the development site & proposals in terms of Ground Contamination risk:

- The predominant geology of the site is classified as a non-aquifer, with Bognor sand member to the Northeast classified as a minor aquifer with High leaching & minimal attenuation potential (unlikely to retain contaminants)
- There are no groundwater protection designations in the area
- There are no nature conservation designations of international importance within or immediately adjoining the site
- Identified landfill is indicated to be inert in nature
- Identified potentially contaminating land use has been out of use for a period exceeding 100 years.

Ground contamination risk is therefore considered to be a low-negligible, although it would be appropriate to require a landfill / ground gas survey as part of the detailed applications for the industrial units (not required for link road infrastructure).

Flood Risk

(contact Helen Tier at the Environment Agency; 01903 703862 e-mail PlanningSSD@environment-agency.gov.uk)

The masterplan should identify areas within the site that will be set aside for the provision of Sustainable Drainage Systems (SuDS) features such as retention ponds, detention basins and storm water wetlands. Given the size of the proposed development and the increase in impermeable area of the site significant areas of land may be required for the SuDS drainage features and provision for these should be incorporated into the masterplan at an early stage.

The proposed access to the site from the A3(M) will cross the Hermitage Stream, designated

as a 'main river'. The detailed part of any planning application submitted for this element of the scheme will need to provide a detailed design for the river crossing. The Environment Agency would expect the crossing to be a clear span bridge with the abutments set back from the banks of the river. The bridge should be designed with a maximum aflux of 50mm in a 1 in 100 year climate change flood event, and with a minimum freeboard of 600mm above the same flood event.

The crossing should not prejudice any channel restoration works agreed as part of the scheme and should ideally be carried out in parallel with these works and in line with any advice provided by the Environment Agency's Ecology team.

Under the terms of the Water Resources Act 1991 and the Southern Region Land Drainage and Sea Defence Byelaws, the crossing works will require the prior written permission of the Environment Agency in the form of a Flood Defence Consent. This requirement is separate from and in addition to any planning requirements for the structure. The determination process can take up to two months from the formal submission of an application.

Ecology

(contact Helen Tier at the EA)

The Environment Agency has advised that they are supportive of the commitment to deliver the restoration of the watercourse as detail within Havant's Core Strategy development brief. They have advised that they would expect to see a more natural alignment of the watercourse than the one shown on the current master plan and a significant natural buffer allocated. Justification and proposed mitigation for any loss of other wetland features such as drains and ponds is also required.

It is unclear what the proposed landscape structure will consist of at this stage. We would however expect to see protection given to existing features of ecological interest.

Please also note that Hampshire County Council's Ecologist, as well as Natural England have given advice relating to ecological matters at the Scoping stage, and this should of course be followed in the preparation of the application.

Designing out Crime

(contact S York at Hampshire Constabulary)

The plan shows a bus gate at the junction with Woolston Road this gate is key to preventing the new development becoming a 'cut through' into The Warren and beyond. By limiting vehicular entry and exit to the Hulbert Road this feature enhances the overall security of the site.

Given the size and location of this development it is possible that criminals will travel to the site to steal items and increases the vulnerability of the local area to crime. During the construction phase materials (such as copper, lead etc.) and plant will be vulnerable to theft unless adequate measures are put in place to ensure their security.

It is also possible that the site will be visited by local young people during the evenings and overnight who will cause damage and engage in anti-social behaviour.

To reduce the opportunities for both criminal activities and anti social behaviour it is recommended that security at the site during construction is considered at this stage.

A poorly designed development offers a range of opportunities for crime. To reduce the vulnerability of the development to crime in the future it is recommended that early

consultation takes place with Hampshire Constabulary's Crime Prevention Design Adviser (CPDA) for the local area.

It is recognised that people in full time employment are less likely to commit crime (particularly in the case of property crime). Therefore, to improve the outcomes for those living locally it is important that this site can offer a range of employment opportunities for local residents.

It is proposed to create a number of pedestrian and cycle connections to the development and to metal the Park Lane bridal path. Consideration will have to be given as to how to provide for the safety and security of those using these facilities.

Pipelines

(contact Health & Safety Executive, Hazardous Installations Directorate)

The HSE is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites/pipelines. This consultation, which is for such a development and also within at least one Consultation Distance is one where HSE does not advise, on safety grounds, against the granting of planning permission in this case. It is understood that Atkins has previously contacted the pipeline operator in this respect..

Other Matters

Over and above these consultation responses, this proposal gives rise to a number of issues, which I set out below:

Highways

The impact of this development on the surrounding highway network (be that the County Highway network and that of the A3(M) that is under the jurisdiction of the Highways Agency) is of significant importance. The highway impact, and the technical abilities of this proposal to adequately integrate into the existing highway network, in particular the capacities on both the A3(M), and the nearby "ASDA" roundabouts will be duly considered as part of the ongoing discussions between your relevant consultant and the relevant Highway Authorities.

As these discussions (with the Highways Agency, Hampshire County Council and Havant Borough Council's Highway Officer) are ongoing I will leave matters pertaining to highway technical issues for comment by those relevant authorities. It will however be the case that financial contributions for off-site works under the section 106 process and necessary section 278 agreements need to be arranged.

HBC's Highway Officer (Peter Marshall) has advised that reference must be made to the commitment of the development to alternative, more sustainable means of transport over and above the private motor car. Travel Plans for the new commercial units that encourage other modes of travel and other sustainable means of getting to work (for instance car sharing), as well as the construction of cycleway and bus facilities that include linkages to Leigh Park. I understand that this would be part of the Section 106 requirements.

Employment

As set out above, the Core Strategy requires that this development creates opportunities and prospects for local people. To this end, I would advise that the application should explain how the mix of uses will involve employment opportunities for local people. Furthermore, throughout the delivery of this development this Council will be seeking a Local Labour Agreement, both in the terms of the construction of the site itself and also the for 'end users' of the site itself. Central to the delivery of this development is the creation of local opportunities for the community, and it is most likely that the grant of planning permission

would be subject to this as part of a Section 106.

Design

It is acknowledged that at this stage, detailed designs are not to be submitted for consideration. Despite this, in the overall masterplanning of the site, a design code and strategic high-level design principles should be set out at this stage. These principles should reflect the issues raised by the consultees as set out above, and also indicate how the development will encompass sustainable construction and energy, retaining landscaping features and providing new landscaping and planting.

To Conclude

I note that at the recent Community Board meeting that took place on 20th June 2011, several points were made pertaining to this development. I list the key issues below:

- Noise impacts on residents and land uses to the east and south-east;
- Access for cyclists;
- Building heights related to topography;
- Renewable Energy;
- Access and traffic and public transport;
- Wildlife management in open areas;
- Access to the countryside;
- Local employment opportunities;
- Provision for retention.

Many of these points have already been covered in this letter but all of these issues would be relevant matters for the planning application, and it would be in your interest to ensure that each of these issues are addressed as part of your package of submissions.

It is hoped to bring this scheme to a forthcoming meeting of the Council's Development Consultation Forum that meets on 15th September 2011. Ahead of this, should you wish to meet to discuss any aspect of this pre-application advice in detail, my Officers would be pleased to do so.

Please note that the above comments represent an informal opinion based on the information that has been received to date. All comments and opinions made are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

Although necessarily extensive I trust this letter is of use.

Yours sincerely

Mr Steve Weaver

Interim Development Services Manager

Mr Ian Dalglish
Atkins Ltd
Broadoak Bakewell Road
Orton Southgate
PETERBOROUGH
PE2 6YS

Our ref: HA/2011/111692/02-L01
Your ref: GEN/11/00496
Date: 01 August 2011

Dear Mr Dalglish

DUNSBURY HILL FARM, PARK LANE, COWPLAIN, WATERLOOVILLE

Thank you for your email dated 14 July.

Under Approved Document Part H of the Building Regulations 2000 the first option for surface water disposal should be the use of Sustainable Drainage Systems (SuDS) which encourage infiltration such as soakaways or infiltration trenches. If it is confirmed that these methods cannot be used at the site due to unsuitable infiltration rates or contamination issues then the next option considered should be attenuation to a watercourse.

If attenuation is proposed as the principle method of managing surface water runoff from the site, the system should be designed to cater for the 1 in 100 year 20% rainfall event. The post development runoff rates should be no greater than the greenfield runoff rates for the 1 in 2 year, 1 in 30 year and 1 in 100 year 20% events. If variable rates of discharge cannot be achieved it would be acceptable to attenuate runoff rates to the greenfield QBAR rate for the site.

The volume of long term storage for the site will need to be determined following confirmation of the agreed runoff rates and should cater for the additional volume generated by the development compared to the volume that would have been contributed from the site in its greenfield state.

The use of attenuation features such as ponds is accepted but as previously advised the final drainage strategy should incorporate a number of linked SuDS features, taking a management train approach. Where feasible source control measures such as green roofs, permeable paving and water reuse should be linked to swales, filter strips and wetlands before being linked to attenuation ponds and final discharge.

I understand that you are proposing a bridge crossing of the Hermitage Stream to

Environment Agency
Guildbourne House Chatsworth Road, Worthing, West Sussex, BN11 1LD.
Customer services line: 03708 506 506
www.environment-agency.gov.uk

Cont/d..

provide access to the site. I can confirm that the flood risk implications of this structure should be addressed within the site specific Flood Risk Assessment (FRA). The structure itself will also require the prior written permission of the Environment Agency in the form of a Flood Defence Consent (FDC). The information required for a FDC application is likely to be the same as that required for the planning application and so providing all the flood risk issues are addressed within the FRA then this will provide sufficient information on flood risk for the FDC as well.

We would be happy to give our ongoing support in identifying opportunities to increase the ecological value of the site and in particular provide assistance when designing the new watercourse and bridge structure.

We would expect to see a more natural alignment of the watercourse than the one shown on the current master plan and a significant natural buffer allocated. We would also like to see justification and proposed mitigation for any loss of other wetland features such as drains and ponds together with details of the protection given to existing features of ecological interest.

Biodiversity gain and integration into the design should be an intrinsic part of the master planning process and we will expect to see this in any future submissions, this is in keeping with Planning Policy Statement 1 – “Delivering Sustainable Development” and PPS9 – “Biodiversity and Geological Conservation”.

PPS9 states how planning decisions should maintain, enhance, restore, and add to biodiversity interests and recognise that development proposals provide opportunities for including beneficial biodiversity features as part of good design.

If you have any further queries regarding flood risk and ecology matters relating to this site please contact Rob Waite, in the Development & Flood Risk team, on telephone number 01962 764897 and/or Adam Cave in the Ecology Team on 01794832770

Yours sincerely

Helen Tier
Planning Liaison Officer

Planning Liaison Environment Agency South East
(Solent and South Downs Area)

Direct dial 01903 703862

Direct e-mail PlanningSSD@environment-agency.gov.uk