
Site Address: Phase 5, Dunsbury Park, Fitzwygram Way, Havant
Proposal: Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324.
Application Type: Approval of Details/Reserved Matters
Application No: APP/21/01267 Expiry Date: 13/05/2022
Applicant: Mr Evans
Portsmouth City Council
Agent: Mr Jim Beavan Case Officer: Jeff Sadler
Savills
Ward: Barncroft

Recommendation: **GRANT APPROVAL OF RESERVED MATTERS**

1.Site and Surroundings

Dunsbury Park comprises a strategic development site, approximately 20 hectares in area located to the east of Junction 3 of the A3(M) at Waterloo and to the north-west of Leigh Park. The development lies wholly within Havant, to the north of Portsmouth and forms part of the Solent Freeport initiative promoted by Portsmouth Borough Council. The development follows from grant of outline approval Ref: APP/12/00338 as amended by APP/17/01324.

The application site comprises Phase 1 Plot 5 of the wider development site and comprises redundant greenfield land lying in the north-western portion of Dunsbury Park. The land is accessed from a roundabout on Fitzwygram Way to the south. Part of the site overlies a former landfill site containing inert construction waste from the A3(M). Protected species are present within and adjacent to the site.

Dunsbury Park (formerly Dunsbury Hill Farm) is subject to allocation in the adopted Havant Borough Local Plan (Core Strategy) 2011. Various phases of development have been completed and the estate access road has been completed in accordance with details submitted under application APP/12/00338.

2. Relevant Planning History

Current RM Application

APP/21/01267 | Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. | Phase 5, Dunsbury Park, Fitzwygram Way, Havant

NMA

APP/22/00757 - Application for Non-material amendments to Planning Permission APP/21/01267 to the following conditions: - Condition A19 (Approved Plans as regards Building Heights Parameter Plan) - Condition A14 (Contaminated Land as regards the timing for submission of any land verification report)., UNK,

Variation to Use Classes

APP/17/01324 | Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development, and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended. (13.12.18). Request to discharge conditions A3, A5, A10, A11, A12 & 13, A14, A17 & 18 and B10 (03.12.20). | Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE

Levels and Building Heights

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). Granted

Increase in B8 Floorspace

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 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.
01/10/15 GRANTED

The Outline Application

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). Dunsbury Hill Farm, Park Lane, Cowplain, Waterlooville

3. Proposal

Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324.

Subsequent to grant of the outline planning permission, the scheme has been amended having regard to the quantum of floor space and the location of particular uses within Dunsbury Park. The primary estate road running from Fitzwygram Way in the East to the A3(M) in the West was approved in 2017 and has now been implemented.

This is a Reserved Matters application for a speculative phase of the wider Dunsbury Park development and relates to the construction of three free-standing industrial units located within Plots 5a and 5b to the north-west corner of the site, with access off the new estate road linking Fitzwygram Way to the A3(M).

The three units, referred to as Units 500, 501 and 502 would be for Class B8 (storage and distribution) Uses, and would have a combined floor area of approximately 6877sqm. The units are of differing sizes, portal frame construction with convex roof and features a shell and core warehouse area incorporating mezzanine offices at first floor level. The application includes associated site infrastructure and landscaping works and includes for the discharge of pre-commencement conditions.

In accordance with Condition B3 Reserved Matters, details pertaining to the following 'Reserved Matters' have been submitted:

- (i) Access, (With the exception of the access road corridor for which full permission was granted in accordance with APP/17/01324).
- (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 publicly accessible open space and ecology.

In accordance with Condition B5, details pertaining to the following 'Other Matters' have been submitted:

- a. Details of parking including provision for non-car modes;
- b. Details of delivery and vehicle turning spaces;
- c. Levels of existing and proposed ground and buildings;
- d. A Sustainability Statement detailing measures to ensure that development attains the BREEAM 'Excellent' standard;
- e. Provision for waste storage and recycling
- f. Measures for the reduction of crime risk;
- g. Details of lighting;
- h. Noise Assessment for any development for any Class B2 Use (General Industrial purposes), or Class B8 Use (Storage and distribution). Note: Details have been submitted based on 'best practice' as the end-user is unknown at this stage.
- i. Discharge of the single remaining Condition B5 (i) 'A traffic routing plan for any development for Storage and Distribution purposes (Class B8) has not been sought at this stage.

Discharge is also sought for the following Conditions:

Condition 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 2018.

Condition 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 2018.

Condition 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 Local Planning Authority 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 and 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 2018.

Condition 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 2018.

Condition 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 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework 2018.

Condition 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 Our Ref: APP/17/01324 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2018.

Condition 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 National Planning Policy Framework, 2018.

The application is supported by the following technical documents:

Arboricultural Assessment and Method Statement
 Ecological Appraisal
 Landscape Design Statement
 Landscape and Visual Appraisal Supplement
 Noise Assessment
 Parking Statement
 BREEAM Pre-Assessment and Exec Summary for each Unit.
 Bat Survey
 Additional Ecological Information (Bat Survey/Seasonal) 13th June 22
 Drainage Report (Stage 3)
 Surface Water Drainage and SUDS Strategy APP 'B'
 Link Road Drainage Technical Note App 'C'
 Surface Water Strategy Storage Requirements
 Dunsbury Phasing Plan (Update)
 Lighting Report
 Planning Statement
 LVIA Supplement

4. POLICY CONSIDERATIONS

National Planning Policy Framework (NPPF) 2021

The latest revision to the Framework includes an emphasis on quality design, and has been strengthened in order to protect and enhance the environment. The presumption of sustainable development still lies at its core but has been given a 'greener' focus in order to improve the environment and mitigate climate change and protect the environment, the latter as a prelude to the subsequent implementation of biodiversity net gain credits. The presumption in favour of sustainable development is at the heart of the NPPF. In order to achieve its goals, the government's stance is that most planning decisions should be approved, **except where doing so would compromise sustainable development principles**, as set out in the NPPF.

For decision-taking this means LPAs should approve all proposals that accord with Local Plans unless the NPPF provides a clear reason not to, or the adverse impacts of doing so 'would significantly and demonstrably outweigh the benefits'. This principle is to facilitate development in a sustainable way. The presumption is set out in paragraph 14 of the NPPF.

The Development Plan for Havant comprises:

Havant Borough Council Local Plan (Core Strategy) March 2011

Havant Local Plan (Allocations) July 2014

The Development Plan also includes The Hampshire Minerals and Waste Plan (2013) and the Emsworth Neighbourhood Plan, although neither of these are material to this application.

Havant Borough Local Plan (Core Strategy) Policies March 2011 _

- CS2 Employment
- CS14 Efficient Use of Resources
- CS16 High Quality Design
- CS17 Concentration and Distribution of Development within the Urban Areas
- CS18 Strategic Site Delivery
- CS20 Transport and Access Strategy
- CS21 Developer Requirements
- DM11 Planning for More Sustainable 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

- AL1 (Presumption in Favour of Sustainable Development)
- DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Supplementary Planning Documents _

- Havant Borough Council Borough Design Guide SPD December 2011 (Supplements Policy CS16)
- Havant Borough Council Parking SPD July 2016

5. Statutory and Non-Statutory Consultations

Councillor Yvonne Weeks – No comments received

Councillor Pamela Crellin – No comments received

Environmental Health Officer

The Environmental Health officer has commented as follows:

Offsetting of development emissions (Sustainability/Air Quality)

It is noted that the BREEAM assessment for each of the units achieves Excellent standard, and that the units targeted have resulted in a number of features being specified that are capable of reducing combustion-related emissions from both buildings and transport, relative to conventional technologies. These features are supported as making a valuable contribution to mitigating the concentration of local air pollutants.

In particular, I note that a reasonable quantum of EV charging spaces is proposed within the overall parking quantum, with all proposed spaces to be minimally-prepared for future expansion of the EV charging provision at each unit.

This iterative approach is a pragmatic strategy and is supported. I have however noted the specification for the electricity supplies, which might be insufficient to support concurrent use of EV charging points at more than about 50% (of the total quantum of-) parking spaces (notwithstanding that the ratio is more favourable for unit 502). This means that it might not be possible to expand the quantum of EQ charging-equipped parking spaces beyond this level (>~50% available spaces) without first upgrading the primary building supply.

What is not clear is whether the limiting factor is the local switchgear on the incoming supply, the grade of supply cable, or the substation itself. Given the intent to future-proof the development against a strong shift toward electrically powered motor vehicles, it may be helpful if the applicant could provide a comment on the feasibility of commissioning the minimally prepared spaces with EV charging facilities and whether the specification of infrastructure for which approval is being sought under this application might represent a material barrier to future expansion of facilities (e.g. by the occupant, at a later date).

Pollution (noise):

I have reviewed the details that have been provided including the acoustic report produced by Hydrock. This forms an outline noise assessment based on assumptions about the future use of the site in the absence of further information being available at this time on the end users of the proposed units. Using the traffic data available it suggests that noise from vehicle movements (deliveries and collections) are unlikely to harm residential amenity, but this conclusion relies on final vehicle movements not being significantly greater than predicted. Acceptable external plant noise limits are also set which the applicant must use in the final design of the site once further details of the plant to be installed are known to protect local residents from harm from noise.

In view of the limited information available on the end user of the proposed units at this time, I recommend that the following condition be attached to safeguard the amenities of nearby residents from noise:

C1) The development shall not be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for the control of noise emanating from the buildings, associated plant and equipment and vehicle movements. The measures included in the approved scheme shall be implemented prior to the first occupation of the building(s) that they relate to and thereafter the measures shall be operated in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

Ground Contamination

Two ground contamination reports have been submitted in support of this application. I have further sought & obtained one omitted report. All of these reports contribute to the requirements of APP/17/01324 condition A14, but I note that A14 is not expressly within scope of this application. It is anticipated however that the applicant would wish these to be considered at this stage, and not to be deferred to a future condition discharge application, post-dating the determination of this application (APP/21/01267).

Reports Reviewed:

- Hydrock Ground Investigation Report Ref: 19453-HYD-XX-XX-RP-GE-1004 (9/12/2021)
- Hydrock Controlled Waters and Ground Gas Risk Assessment Ref: 19453-HYD-XX-XX-RP-GE-1006 (01/03/2022)
- Hydrock Remediation Strategy & Verification Report Ref: 19453-HYD-XX-XX-RP-GE-3001 (14/04/2022)

• The principal issues raised within the ground investigation are that groundwater concentrations of phenols, ammoniacal nitrogen, and some light fraction hydrocarbons are significantly elevated at one location, and that ground gas results (principally from the same location) return concentrations of Methane (CH₄) that are sufficiently as to exceed the lower explosive limit. □ The GE-1004 report has not identified any specific source of putrescible materials that might be expected to lead to these concentrations. Source characterisation is poor, and it is therefore difficult to confidently draw any inferences as to the likely nature, extent or volume of source material. In dismissing the likelihood of significant risk, the report highlights within-site heterogeneity in test results, and in particular, that downgradient groundwater samples do not reflect the groundwater quality at the most significantly affected location (WS5.02). □ The GE-1006 report aims to address some of this uncertainty these risks through additional monitoring. Three additional rounds of ground gas monitoring were undertaken, alongside some contextual sampling within the surface water receptor. Further within-plot (5) groundwater sampling was not undertaken. The GE-1006 report finds no evidence of contamination within the down-gradient surface water, that could be attributable to the development land. I acknowledge that the EQS-AA is exceeded for copper, but I note that the maximum recorded concentration was recorded in the upstream sample (SW1), so I would agree that this is not attributable to the site. Total phenol concentrations are compliant with the EQS-AA, though I do note that the concentration in the upstream sample is around 2/3rds of concentrations in the downstream samples. This may be random chance, there is insufficient data to demonstrate a material contribution from the site, but it certainly does not preclude it. Sulphate at the mid-stream sample is also substantially elevated relative to upstream, and it is considered possible that this could be related to noted natural sources & earthworks disturbance within the Dunsbury Park site (suggesting the possibility of an active migration pathway). □

Notwithstanding these points, I would broadly concur with the conclusions of the report in that the source (of substantially elevated phenols in groundwater) does not appear to be

materially mobile.

I would also broadly agree with the gas risk assessment, primarily on the basis that there is no association between the high concentrations of CH₄ and significant positive flow rates. I would agree with the authors that there is little evidence of significant generation-driven flows, with flow rates displaying the characteristics of being driven by the groundwater surface (and probably the local influence of changes in well pressures during sampling).

It is notable however that the available trial hole logs do not identify an obvious source of the persistent significant concentrations of methane (at WS5.02 and to a lesser extent, WS5.04). This raises a question as to the likely efficacy of the remedial measures described within the GE-3001 report (which assumes that the source material will be removed during the tertiary terracing works under the earthworks strategy). I am confident that the site-wide worst case is overly conservative, but I am unclear on whether any material risk to buildings might remain following completion of works (the principal risk in this case being fire). This is an area of residual uncertainty, but I think on balance, probably within acceptable limits.

Necessarily, a good deal of reliance is placed upon the reactive provisions of the GE-3001 report, the diligence exercised in their undertaking (and essentially, the effect of provisions of condition A15). As above, on balance, this probably provides sufficient protection.

Given this, I would recommend:

- that all three above-listed reports be listed on the decision notice as approved documents, and that on the basis of these approved reports;
- the decision notice to include an informative stating that Grampian clause of condition A14 should not be taken to apply (under the provision '*unless otherwise agreed in writing by the Local Planning Authority*'), and
- upon application, condition A14 parts i)-iii) should be discharged insofar as they relate to plot 5. The condition wording necessitates that part iv) be retained, as (contrary to the implication of the title-) the GE-3001 represents a verification *plan*, rather than a verification report. The submission of a stand-alone verification report is envisaged by the authors at a future date, upon completion of the earthworks.
- Condition A15 should be retained in relation to this consent / development phase.

Landscape Officer

The Landscape Officer initially expressed concern that given the height of the proposed units the soft landscaping must provide some softening into the landscape which should come in the form of UK native legacy trees. At present the proposed fastigate trees would offer little height or indeed canopy spread, as such the use of Oaks, hornbeam and beech would seem more appropriate. Given the site sits adjacent to a SINC beech wood, the use of Beech would be a preference.

- There seems to be a missed opportunity to create ecological net gain for the existing SINC, as the applicant is proposing wildflower within the embankment to the north and west

of the site boundary. This should incorporate beech trees with a shade tolerant wildflower mix.

- The proposed footway on the west of the site must have a 3m wide shared surface footpath to link up with the existing off-road cycle facilities within Dunsbury Park. This is to encourage sustainable transportation and will support numerous HBC policies. - Details of retaining wall we be required for comment.
- There appears to be a missed opportunity to create an east/west footpath link to the whole site to the Park Lane bridleway which will not encourage sustainable transportation. Can unit 500 502 be connected to the existing cycle infrastructure in Waterloo/Cowplain?

Following further consideration, the Landscape Officer confirmed 30th September 2022 that the proposed species of trees and their ability to screen the site (where possible) is acceptable. There are no further landscape comments.

Officer comment: *Due to separate ownership and the 'lie of the land' to the west, (between the site boundary and the A3(M) corridor), comprehensive screening of the development site along its western edge is not an option, Screening is however afforded by existing arboreal cover lining the M3. A buffer zone between the site and the motorway is to remain undeveloped.*

There are no Public Rights of Way through the site and no obligation to provide any, while security fencing inhibits the provision of any interconnecting routes. It is understood that enhancement of the footway, cycleway and bridleway network is to be considered within the context of later (Phase 2) stages of the Development.

With regards the cycle route connections, the main Fitzwygram Way benefits from a shared use 3m wide footway/cycleway along its length in the vicinity of the site. Unit 500 directly connects with this via its car park; whereas Units 501 and 502 lie off a relatively lightly trafficked spur road and as set out above, the limitations on space mean that the delivery of an off-road route here are not achievable.

Arboricultural Officer

No objection is raised, provided any work is carried out in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan.

Lead Local Flood Authority (LLFA)

The County Council has reviewed the latest documents relating to the application, which includes hydraulic calculations relating to discharge rates from attenuation tanks into the wider drainage system and attenuation ponds, specifically:

Dunsbury Hill Farm Surface Water Drainage and SuDS Strategy dated May 2015; and

Royal Haskoning DHV Surface water Drainage Strategy Technical Note ref: TN001-PB2348-310055-Egha- Rev A; and has responded that:

It is understood from the information provided that the overall discharge rate has been considered as plots 4 and 6 from the original application with an overall allowable discharge rate of 18.72l/s.

As such, previous concerns have been addressed and the LLFA has no objection to this application.

The LLFA has however provided Guidance relating to the long-term maintenance and responsibility for Sustainable Drainage Systems specifically the need for the Local Planning Authority and the applicant to reach agreement prior to grant of permission in respect of

SUDS adoption.

It is noted that Separate permission (land drainage prior consent) may be required under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, for works relating to existing watercourses.

Officer comment: *SUDS Management to be subject to a new condition.*

Natural England

Natural England have commented as follows:

As per previous responses to other reserved matters applications at the site, Natural England recommends that a Biodiversity Mitigation and Enhancement Plan (BEMP) or equivalent be produced and agreed with by the Hampshire County Council (HCC) Ecologists.

Natural England strongly encourages the consideration of the broader landscape context as the site is of importance as an ecological corridor for protected species. We also strongly encourage the BEMP to reflect the site's location in the former Forest of Bere landscape, which is significant for Bechstein bats.

Natural England has published Standing Advice on protected species and has consequently not assessed the application and associated documents for impacts on protected species. Standing Advice is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

Natural England has concluded that provided the HCC Ecologists are satisfied with the submitted BMEP and the full implementation of the plan is secured by any permission, no further consultation with Natural England on this aspect of the proposal is required. If a BMEP cannot be agreed with the applicant, then Natural England should be re-consulted on the proposals to reconsider our advice.

Council Ecologist

The Ecological Officer has responded (4th July 2022) that 'The updated ecology assessment (Greengage, 31 May 2022) includes data and analysis of bat surveys carried out during April and May 2022. Further surveys will be undertaken during June and the results shared with the Local Planning Authority. (Officer Note: Further survey has now been received). The survey results for April/May are consistent with those collected in 2021 and on that basis, I am content to confirm that I consider the level of ecological information submitted as suitable'.

The other matters within my previous comments dated 13 May 2022, in relation to mitigation, remain valid – specifically:

The application (decision) is accompanied by a letter report (Greengage, 14 April 2022) alongside the previously submitted Preliminary Ecological Appraisal (Greengage, September 2021) and Bat Survey Report (Greengage, December 2021).

The principles of appropriate ecological mitigation/compensation and enhancement were established at the hybrid application stage several years ago, and in essence comprise the

retention and buffering of woodlands and hedgerow corridors and the use of widespread biodiverse planting/seeding throughout the built zones, all based upon updated ecological assessments as necessary. The area is known to support species of high conservation concern, notably Hazel Dormouse and the very rare Bechstein's Bat, and ecological impacts should be viewed in light of the overall cumulative effects of ongoing development in the surrounding area.

Bat surveys carried out between July and October 2021 have recorded a variety of bat species within the site and wider area. Bat activity was notably lower within the development plot than elsewhere. The species recorded included mouse-eared (*Myotis*) species which, in this location, is highly likely to include the very rare Bechstein's Bat. The uncommon but wide-ranging Western Barbastelle was also recorded. The bat report and April 2022 letter report acknowledge that further survey effort is required, with surveys being carried out between April and June 2022. It is important that these additional surveys are carried out and used to inform ecological mitigation measures. I acknowledge the outline mitigation, compensation and enhancement measures set out within the April 2022 letter report, but it is critical that all surveys are completed before I provide final comment on the proposed mitigation.

The amended lighting strategy (revision E) shows that there will be a reduction in potential spillage onto the adjacent SINC woodland and with a 1lux contour, that does not now overlap the important eastern boundary hedgerow. I welcome this effort and judge the lighting to be acceptable.

I repeat my preference for the use of natural regeneration of vegetation, aided where necessary by targeted planting/seeding. The April 2022 letter report notes this and suggest that where 'quick' cover is needed (e.g. around reptile hibernacula) then seeding/planting will be the preferred option, with seed sourced from a reputable supplier. This is welcome and I again state that it is essential that a locally relevant seed mix is utilised rather than a generic mixture.

Officer comment: Amended landscaping plans have secured a suitable seed mix.

Planning policy team

In respect of the Principle of Development - The proposed development would be a further plot in the first phase of the key strategic employment built as defined by Policy CS18 in the Core Strategy. The site is identified as a business gateway of local and sub-regional importance with the potential to deliver substantial amount of new employment floorspace.

In respect of the Efficient use of Resources - As the applicant has highlighted in the Planning Statement, condition B5 (d) of the Reserved Matters permission for Dunsbury Park (APP/17/01324) requires a BREEAM level of Excellent to be achieved. A BREEAM pre-assessment has been submitted in respect of all three units, which show that an 'excellent' level would be achieved. As such, I am satisfied that the proposals comply with that condition in accordance with Policy CS14.

Environment Agency (EA)

The EA have responded that they have **no objection** to the reserved matters application as submitted.

Highways Authority

The Highways Authority has commented that the width of the access road leading into the site is acceptable. Within the site, tracking arrangements for standard motor vehicles, fire

vehicles and HGV's would be acceptable together with access arrangements to the individual units, Nos 500, 501 and 502. The proposed drainage of the internal service roads is also acceptable. Consequently, the Highway Authority raise no objection to the planning application.

National Highways

National Highways is appointed by the Secretary of State for Transport as Strategic Highway Company under the provisions of the Infrastructure Act 2015 and is the Highway Authority, Traffic Authority and Street Authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In this case, the A3(M) is relevant strategic road.

Highways England have reviewed the documents for the reserved matters application and have noted that the level of car parking proposed is only slightly above the minimum required and in line with the parking provision proposed in the approved outline application.

Highways England have responded that the proposals would not affect the safety, reliability and/or operation of the SRN and have no objection.

Southern Water

Southern Water have no objections to discharge condition B10 relating to foul drainage (Phase 1 Plot 5) providing that an application is submitted and approved for the connection to the public sewer, under Section 106 of the Water Industry Act.

In respect of condition B10 surface water disposal, Southern Water advise that this is the responsibility of the Council's technical staff and the relevant authority for land drainage.

Officer comment: *The Lead Local Flood Authority has commented that they have no objections to the proposals for surface water drainage.*

6. Public Consultation

Letters were sent to 5 business addresses in the locality – No comments received.

The application was posted in the local press and included on the weekly list 25.02.22. Site notices were posted 26.07.22.

Third Party representation has been received from a campaigner on behalf of Cycling UK. The following comments relate to concerns as to how the application might affect Park Lane (Havant Bridleway 123):

- Park Lane is shown on the Havant BC Cycle Map as the strategic, mainly off-road, cycle route between Havant Town Centre and Cowplain Centre. The latest version of the Havant LCWIP views the route positively. It's one of the primary strengths of Havant's cycle network. Within Dunsbury Park, it runs north of the main Dunsbury Business Park site but south of proposed Buildings 600, 601 & 700. From application documents, it is unclear, what the effects will be on Park Lane's use as a cycle route but implies that Park Lane will be closed if it were to be crossed by the proposed site fencing.

Bridleway 120 would also be unusable, leaving the bridge over the A3(M) stranded from the east.

1. Park Lane has linking cycle routes to Waterlooville town, Hart Plain ward and Horndean.

2. The proposed new cycle route through the Reservoir Site & the Horndean East Development will serve the East of Havant and the East & North Horndean, but not areas west of the A3(M).
3. UK government Guidance for operating a Freeport customs site dated 31 August 2021: includes the following statements extracted from [Operating a Freeport customs site - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/operating-a-freeport-customs-site)):
 4. "Making sure that the site is enclosed, and that entry and exit is only allowed at identified points."
 5. "Have secured external boundaries with documented procedures to control access to premises."
- The site security boundary is shown on several documents including:
 - "The site security key plan" and "The site master plan" (dated 16th June 2022 on the application publication list.) The enclosure of buildings north of Park Lane into the site therefore physically closes the bridleway.
 6. Park Lane Bridleway was in good condition, between 2009 & about 2018. It was well used by cyclists, a significant proportion of whom were commuters. Based on our monitoring there was probably an average of between 70 to 80 daily cycle transits and slightly more people walking the route. Since 2018 the route has not been meaningfully maintained. Surfaces have broken up, hedges west of the A3 (M) have been left uncut and drainage has not been cleared. There is now probably less than half the above user level. With a reasonable surface and the better linking routes that now exist, an average of 100 cycle transits a day should easily be exceeded.
 7. The loss of this route will considerably reduce cycling and walking across Havant Borough, increase car use and be unhelpful in reducing health and well-being problems in most of the more deprived parts of the Borough.
 - 8.
 9. **Officer comment:** *The comments received relate broadly to the potential impact of the wider development on Public Rights of Way. There are no PROW within Site 5 and no obligation to secure any; in addition Site 5 does not adjoin the Park Lane bridleway (the masterplan referred to is the wider masterplan for the whole site).*
 - 10.

11. 7. Planning Considerations

Principle of Development

The principle of developing the site for general employment use was established under Policy CS18 of the Local Plan and reinforced by the original outline consent Ref: APP/12/00338. Permission for site levelling and service provision was subsequently granted under APP/17/00866. The principle of a wholly Class B8 use of Plots 5a and 5b was further established in accordance with APP/17/01324.

Analysis of the application requires consideration to be given in turn to each condition. For ease of interpretation these have been set out sequentially as per the decision letter.

Reserved Matters (i) – Access (Also Condition B9)

Access to the site was established in principle in the context of the outline consent Ref APP/12 whereby access to Phase 5 would be achieved via a spur off the adjoining roundabout on Fitzwygram Way. The west to east aligned estate road corridor has now been constructed in accordance with details approved under application APP/17/01324 and is not subject to further assessment.

It is noted that the grant of permission, enabling removal of the restrictions on the quantum of B8 storage space to be permitted within Dunsbury Park and corresponding use of this site for wholly B8 Use will result in a substantial decrease in overall vehicle trips, with an increase in HGV movements. Although this may impact on the longevity of road surfacing, such matters would, where applicable, be addressed within the context of road adoption procedures.

Access Roads are shown on Hydrock Drawings DR-C-7200 & 7201. Entrances to the site have been designed to eliminate vehicle queuing on the public highway including at the controlled entrance barriers, which are capable of managing peak time flows. The Highway Authority has confirmed that the current proposals for access into the site and the individual units are acceptable. **Accordingly, Reserved Matters Condition B3 (i) 'Access', and Condition B9 'Provision of Access Roads Within the Outline Application Area' can be discharged.**

Reserved Matters (ii, iii, iv) - Layout, Scale, and Appearance of the Development .

The layout, siting, scale and appearance of all buildings and structures and their relationship with one another and their wider surroundings design are to be assessed. In this instance, the new buildings would form a harmonious composition with each other and would relate contextually to other development within Dunsbury Park. An understanding of landscape setting has been demonstrated given acceptance of the fact that whilst the scale of development in this location would inevitably contrast sharply with the surrounding environment outside of Dunsbury Park, read within the context of the wider phased development, the details submitted in respect of Phase 1 Plot 5a & 5b, correspond closely to the parameters (as amended) and established within the context of the outline consent and Parameter plans (which have been subsequently amended) as informed by the LVIA (which has been subsequently updated).

Within the context of the Parameter Plans, the building on Plot 502 is to be lowered in height by 2.2m while Plot 500 is to be raised by 1.75m and Plot 501 is to be raised by 0.25m. Given the distance from residential development, the impact of the proposed height increase would be marginal and in landscape terms would not impact to any substantive degree on the wider skyline vista. Overall, and read in the wider context of development it is considered that such changes to include the location of the buildings within the site, can be addressed within this Reserved Matters application. Given that height is determined by a need to achieve certain spatial standards for functional purposes, the proposed building heights are considered acceptable and would not conflict unacceptably with the approved parameters.

Unit 500, the first building within Plot 5 is to be set back from the new spine road. The site is arranged with the building frontage running parallel with the spine road and the site curtilage

set back behind a wide grass verge. The intervening space between the boundary and the building has been set out as a car park which from a perspective of visual amenity is acceptable as this means that the servicing area would not be readily visible to public views from outside of Plot 5. Viewed from within the application site, the service yard to Unit 501 is located to the northern flank of that unit and would be visible only to traffic en-route to unit 502, which is located at the northern end of the site. The service yard to unit 502 is located to its rear. Although there is a preference in design terms for service areas to be located to the rear of industrial units, the site is constrained by its linear form and it is accepted that this shape very much pre-determines, the type of layout that can be achieved. For similar reasons, the western boundary of the site has little scope for screen planting and will be visually exposed to views from that direction. Fortunately, established arboreal cover alongside the A3(M) will provide reasonably effective screening of the site from this direction.

Although the buildings would all be large in scale, this is reflective of their intended use, and operational needs that requires an internal headroom of 12m.

The way in which buildings, plots, and their activities relate to the street can impact upon all users of the public realm and industrial activity should be able to occur within the private realm without it adversely affecting other people or the general environment. It is consequently desirable to avoid a streetscape dominated by car parks, fences and service yards so that visual amenity is not degraded. The layout in this instance provides opportunity for a degree of linear landscaping, primarily along the eastern side of the service road with a modicum of screening to the south. The southern boundary is relatively narrow and views into the site will be dominated by the frontage of Unit 500, which is similar to layout of the now established plot 4A to the east. Given the high-density approach that has been adopted throughout Dunsbury Park, the layout, scale, appearance and design of Plots 5a and 5b is considered acceptable and Reserved Matters (ii), (iii) and (iv) can be discharged

In accordance with the Design Code for Dunsbury Park the site frontage to the south will be open, while the service areas will be secured by 2.4m high galvanised palisade fencing with gated access and egress.

As outlined in the Design and Access Statement, design principles and plot layout have been considered in the context of the Dunsbury Hill Farm Design Code Report. The use of contemporary industrial detailing would be consistent with other development in Dunsbury Park, to ensure that the palette of materials utilised on the building exterior harmonises with the wider development. The material specification includes horizontal, profiled cladding and would as a result of sympathetic colouring and variance in profiled cladding combine to ensure that the development would be of acceptable appearance and would complement the wider development.

Reserved Matters (v) - Detailed Landscaping Scheme

Only a limited amount of land within Plots 5a and 5b has been dedicated for landscaping purposes. Landscape provision has been focused on screening and enhancement of car park and circulation areas. Given the height of the buildings, it is not feasible to comprehensively screen the buildings. However, the opportunity does exist to enhance their setting. To that end the landscaping proposals have been amended since submission. Fastigate trees have been removed from the plans & replaced with *Betula Pendula* (Silver Birch) & *Acer Caestrate* (field maple) pursuant to the landscape officer's consultee response received 09/06.

Overall, the specification of trees and shrubbery that reinforce the native woodland character of the locality has been found to be acceptable by the Landscape Officer. A

document setting out a 10-year maintenance and management programme for soft landscaping has been submitted and is acceptable. This is to be conditioned accordingly.
The Reserved Matters Landscaping Scheme can be discharged.

CONDITION B5 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.

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 2018.

The following 'Other Matters' are listed below:

a. Details of parking including provision for non-car modes

The current adopted parking standards for non-residential development within Havant Borough Council are set out in the Havant Borough Parking Supplementary Planning Document (SPD) which was adopted in July 2016 and is a supplement to Policy DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).

The SPD states that for B8 the minimum standard is 1 space per 90 square metres, which for the proposed building of 6,877sqm equates to a minimum of 76 spaces.

Plot 500:	39 staff & visitor car spaces, of which: 2No are accessible (equating to 5% of the total); 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; 10 covered, secure external cycle parking spaces;
Plot 501	26 staff & visitor car spaces, of which: 2no. are accessible (equating to 8% of the total); 4no. are 'active' electric charging spaces with the balance to be ducted for future provision; 10 covered, secure external cycle parking spaces;
Plot 502	14 staff & visitor car spaces, of which: 1 is accessible (equating to 7% of the total); 2 no. are 'active' electric charging vehicles, with the balance to be ducted for future provision; 10 covered, secure external cycle parking spaces.

The proposed levels of parking within Plots 500-502 will exceed the minimum requirements of the Parking SPD. The level of parking would be appropriate to the type and scale of development proposed and would accord with the objectives of the NPPF. – **The details are acceptable.**

b. Details of delivery and vehicle turning space

Details have been submitted showing tracking for commercial vehicles. The

information demonstrates that on-site turning can be safely achieved for all vehicles.
– **The details are acceptable.**

c. Levels of existing and proposed ground and buildings

The scheme has had regard to the Approved Parameter Plans (As amended). The site is to be subject to cut and fill which will establish grade and datum levels throughout the site. Although one of the buildings would nominally exceed the height referred to in the Parameter Plans, given the massing of the building cluster and having regard to the surrounding landscape, it is considered that this would be of such minimal impact as to be non-material. For similar reasons, there are no residential amenity issues. In all other respects the proposed buildings would sit comfortably within the site in line with the original development concept.

d. A sustainability statement detailing measures to ensure that development attains the BREEAM 'excellent' standard.

A BREEAM assessment for the units has been submitted, each of which achieves BREEAM Excellent standard. The units targeted have resulted in a number of features being specified that are capable of reducing combustion-related emissions from both buildings and transport, relative to conventional technologies. These features are supported as making a valuable contribution to mitigating the concentration of local air pollutants. **The details are acceptable.**

e. Provision for waste storage and recycling

Drawings have been submitted showing the location and specification of waste storage and recycling facilities. Each facility will comprise a free-standing open-top Eurobin enclosure 2.1m in height, formed from chevron pattern, stained timber. The waste bins are specified on the drawings to be approved and given that the precise nature of the end use is to be established, the proposals are considered acceptable at this stage of development. **The details are acceptable.**

f. Measures for the reduction of crime risk

Design layout, detailing and site management has a crucial role to play in preventing crime and in alleviating the fear of crime. Since most crime depends upon concealment, the main aim should be to create public spaces that are well used and overlooked with open aspect.

The glazed parts to the building elevations serving office and reception areas are well placed to overlook car parking areas. The buildings would be secure with high specification doors and openings, while high security fencing and gateways would enclose each site perimeter. Lighting levels throughout the development would be appropriate. The development would be secure and crime risk would be minimised. Site Security Plans have been submitted for the individual buildings. **The details are acceptable.**

g. Details of lighting, (including access roads if subject of a particular reserved matters application)

An Amended (Rev E) Lighting Report has been submitted. In accordance with the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light, 2020'. The development has been classed with having an environmental zone of E3.

The scheme has been developed to reduce the impact that the external lighting would have on the surrounding areas including residential zones and woodland. The scheme produced shows that the illuminance spillage towards the nearest residential properties to the development are within the parameters of environmental zone E3.

The lighting scheme is based around a low pollution, low energy and low maintenance strategy. Considerations have also been given to low energy products which have excellent light control optics such that their efficiencies are maximised, carbon footprint minimised and impact on the local ecology reduced.

The design incorporates 2.4m solid fences along the eastern service yards for Units 501 & 502, to help minimise lux spill onto shrubbery running alongside the eastern site boundary. To further help reduce spill, fittings within the service yards have been reduced in height and power, with backwards light shields provided to the fittings on the eastern boundary.

The philosophy of downward light only has been retained and implemented into the finalised design. The access road lighting will accord with the Hampshire County Council streetlighting specification to enable future adoption.

The details are acceptable.

12. A noise assessment for any development for General Industrial purposes (Class B2) or Storage and Distribution purposes (Class B8).

As the scheme is speculative and an end user for the individual Class B8 units has not been identified, it has been agreed that standard methodology can be applied at this stage as set out in the Hydrock Report (Conclusions and Summary). - **This approach is considered to be appropriate at this stage; however as requested by the Environmental Health officer a further Noise Assessment will be required prior to occupation to reflect the activities of intended occupiers.**

13. A traffic routing plan for any development for Storage and Distribution purposes. (Class B8).

A traffic routing Report has been submitted. The Report identifies that site traffic is to be directed towards Junction 3 of the A3(M) to the west via Fitzwygram Way. **The traffic routing plan is acceptable.**

Pre-commencement Conditions:

Condition A3 Phasing Plan and Schedule

Discharge of Condition A3 was originally sought by way of application on 30/09/2021 based upon a Phasing Plan Update November 2020. The condition was partially discharged.

A Phasing Plan Update document (Savills January 2022) has been submitted which addresses each of the seven key phasing points set down in Condition A3. The update is similar in format to that submitted 30/09/2021 (Savills November 2020) partially discharged in respect of the adjoining Plot 4a.

The key points have been satisfactorily addressed and it is considered the Update Document, in so far as it is relevant to Phase 1 Plot 5, is acceptable.

Location and quantum of each phase (i) & (ii)

4.1 The current masterplan for Dunsbury Park (20179-F0009 Rev B – attached as Appendix A to this paper) shows the site will be delivered in three main phases. Phase 1 consists of all the development plots to the west of Park Lane, Phase 2 is the area of land to the east of Park Lane within the original red line application boundary, whilst Phase 3 incorporates land owned by PCC to the north of Phase 2 up the A3 (M). This is being promoted through the emerging Havant Local Plan 2036.

4.2 With regards to the quantum of development in each phase, the table below shows the current predicted totals for each plot and phase:

Table 1: Quantum of floorspace across plots and phases at Dunsbury Park

The plots across Phase 1 are likely to deliver a total floorspace of 55,116 square metres, which is below the consented total of 61,779 sqm, however for undeveloped plots (Units 400, 500-502) this is based on the footprint of buildings only. As with the Fat Face development and that on Plot 4a, as PCC is offering a bespoke design and build service to occupiers, many are likely to want mezzanines from the outset, which will utilise the balance of floorspace highlighted in the table. 4.4 it is anticipated that Unit 600 (2,245 sqm) will be delivered using the balance of the outline consent quantum. Any future development on Phases 2 and 3 (Units 601 & 700) would be subject to new planning applications.

Sustainable drainage (iii)

4.5 The site wide sustainable drainage strategy was approved in August 2015 under application reference APP/15/00478. This saw the below ground surface and foul network connecting all plots and off-site attenuation ponds with accompanying flow rates approved. Each reserved matters application is required to submit details and information showing how the drainage for each plot connects into this strategy and network. This submission will be made for Units 500-502 against Conditions A2 and B10.

Link road and associated infrastructure (iv)

4.6 The access link road (Fitzwygram Way) and associated infrastructure was completed in 2016, including the bridge over the Hermitage Stream, foot and cycle paths and bus laybys. The provision of the bus shelters and bus gate will remain pending until further development plots have been completed. Fitzwygram Way is physically connected to Woolston Road, however there is no general vehicular access from this route so currently

Location and quantum of each phase (i) & (ii)

4.1 The current masterplan for Dunsbury Park (20179-F0009 Rev B – attached as Appendix A to this paper) shows the site will be delivered in three main phases. Phase 1 consists of all the development plots to the west of Park Lane, Phase 2 is the area of land to the east of Park Lane within the original red line application boundary, whilst Phase 3 incorporates land owned by PCC to the north of Phase 2 up the A3 (M). This is being promoted through the emerging Havant Local Plan 2036.

4.2 With regards to the quantum of development in each phase, the table below shows the current predicted totals for each plot and phase:

only pedestrians and cycles can use this until the bus gate is implemented by HCC.

Ecological mitigation and habitat creation (v) & (vi) 4.7 Detailed proposals for ongoing bat and dormice mitigation have been submitted against Conditions A17 & A18 for Units 500-502. The Ecological Impact Assessments for Units 500-502 includes updates to surveys and a timetable for the continued implementation of the habitat creation area, which has been extended to include a green corridor running along the western boundary of Plots 5a and 5b.

Open space and landscaped areas (vii) 4.8 All of the landscaped areas associated with the link road have been completed. The public open space serving the site is currently being utilised as a site office and compound for the initial development plots.

Condition A5 (Materials)

The following materials are considered acceptable:

Ground Surfacing Materials/Street Furniture

The site surfacing materials as specified on Drawing 'Site Materials Rev A' 17.05.2022 and itemised below are considered acceptable.

Tactile paving, Block paving to car parks, Block Paving to footways, Tarmacadam, Cycle shelter, Edge kerbing, Safety kerbing, Concrete service yard, Grassed areas, Paladin Fence (coloured black).

Building Materials

The building materials specified on Drawing 'Elevation Materials Rev A' and itemised below are considered acceptable

Office Anthracite Curtain Walling, Windows & Doors:

Whilst the dark aluminium curtain walling, windows and doors will provide a contemporary appearance, these elements help to enable good amounts of natural lighting within the office.

Unitised Curtain Wall:

Thermally broken polyester powder coated aluminium windows
Finish: Polyester Powder Coating
Glazing: Grey Tinted; Frame Colour: Anthracite [RAL 7016]

Curtain Walling to be Kawneer AA265 or of an approved product of similar quality and specification designated by the contractor.

Horizontally Laid Profiled Cladding

Horizontally laid trapezoidal profile metal wall cladding system

Finish: TATA Colourcoat Prisma
Colour: Slate Grey [RAL 7012]

Horizontally Laid Profiled Cladding .

Horizontally laid trapezoidal profile metal wall cladding system
Finish: TATA Colourcoat Prisma
Colour: Goosewing Grey [RAL 080 70 05]

Trapezoidal wall profile to be Euroclad aluminium/ steel system or of an approved product of similar quality and specification designated by the contractor.

Microrib Composite Cladding Panel .

Finish: TATA Colourcoat HPS200 Ultra (1000/900/600 Module)
Colour: White [RAL 9003] Signature Colours

Composite cladding wall profile to be Kingspan KS Series Microrib panel or of an approved product of similar quality

Doors

Stertil Stokvis Thermadoor 640c

Finish: Polyester Powder Coated
Colour: Goosewing Grey [RAL 080 70 05]

Condition 5 can be Discharged.

Condition A10 Tree Protection

The Tree Officer has not raised objection provided any work is carried out in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan.

The details are acceptable. Development can commence upon the satisfactory implementation of the approved tree protection measures which shall be maintained for the duration of the on-site building works. Condition A10 can be discharged upon completion of the development.

Condition A17 Ecology–Dormice

Wording of condition:

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.

The Greengage Ecological Report established that whilst the hedgerow and woodland edge are considered to have a high potential to support dormice, the proposed development will not result in the loss of hedgerow or woodland edge habitat. Should suitable protection of

these habitats be secured, there are no foreseeable impacts upon dormice. In this instance, the woodland edge lies outside of the site and mitigation measures are therefore unnecessary.

Condition A18 Ecology Bats

The Ecological Officer has confirmed that: 'The updated ecology assessment (Greengage, 31 May 2022) includes data and analysis of bat surveys carried out during April and May 2022. Further surveys will be undertaken during June and the results shared with the Local Planning Authority. The survey results for April/May are consistent with those collected in 2021 and on that basis, I am content to confirm that I consider the level of ecological information submitted as suitable'.

(Officer comment: June 2022 survey results re-iterate the findings of previous surveys and have been verified by the Council's Ecologist.)

The Greengage Report established that whilst the site has negligible potential to support roosting bats, the woodland beyond the western boundary has a high potential to support roosting bats owing to the density of mature trees. As there is no proposed loss of habitat and the proposed development provides a buffer zone between the development footprint and woodland edge, detrimental impacts upon any roosting bats which may be present are considered unlikely. Bat sensitive lighting should be incorporated to ensure there is no light disturbance.

The following mitigation measures are consequently required:

- h. Alterations to lighting design to minimise light spill onto hedges and boundary vegetation – **(Provision has been made within the Lighting Design Plan)**
- i. Control/regulation of any lighting required during the construction as set out in the Approved CEMP; **(A compliance requirement)**
- Additional planting in the north of the site to strengthen the existing linear boundary vegetation; **(Provision has been made as per Landscape Concept Plan DP BCA ZZ XX DR L 0002 REV F, and Landscape Cross Sections DP BCA ZZ XX DR L 0003 REV F)**
- Provision of bat and bird boxes on the eastern elevation of new buildings **(Provision as per Drawing Ref: 'Building Materials Rev A')**

The above details are acceptable

Condition B9 Provision of Access Roads – Partially discharged

Details have been submitted (refer to Reserved Matters above). In accordance with consultation advice received from the Highway Authority details have been found acceptable.

Condition B9 can be fully discharged following adoption of the roads (having regard to the timetable hereby approved in accordance with Condition A3 (iv) above).

Condition B10 Drainage (Plans and Information) – Partially discharged

Condition A2 SUDS Masterplan of APP/17/01324 requires development to be carried out in

accordance with the SUDS Masterplan (Criteria a-g) approved under APP/15/00478. This is intended to secure the provision of a comprehensive SUDS that will prevent flooding by ensuring the satisfactory storage and disposal of surface water having regard to core Strategy Policies CS15, CS16 and DM10 in conjunction with the NPPF.

Condition B10 requires that details of the following be submitted and approved prior to commencement:

In respect of Foul Water - Southern Water have confirmed that there are no objections to discharge condition B10 relating to foul drainage (Phase 1 Plot 5) providing that an application is submitted and approved for the connection to the public sewer, under Section 106 of the Water Industry Act.

In respect of Surface Water – The LLFA has confirmed that previous concerns have been addressed and the LLFA has no objection to this application.

In respect of programming of drainage provision – The site wide SUDS strategy was approved in August 2015 under application No. APP/15/00478 showing the below ground surface and foul network connections to all. This condition cross-references Condition A3 (iii) which requires SUDS to be provided within each phase with details of connection and timetable to be approved.

In respect of Maintenance – It is recommended that the Local Planning Authority and the applicant reach agreement prior to grant of permission in respect of SUDS adoption. Havant BC has experience of dealing with SUDS Management by way of a Pre-Occupation condition and that is considered appropriate on this occasion.

Other Matters

Contamination

Condition A14 requires that 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. Although a series of Contamination Reports have been submitted, discharge of Condition A14 has not been sought. The EHO has however commented that given the information available, this matter can be in principle dealt with in the context of the current Reserved matters application. The EHO concurs with the findings of the Hydrock Reports which are acceptable on balance subject to the required Verification 'Report' being supplanted by a Verification 'Plan' to be exercised during the construction cycle, while the 'Report' is to be submitted upon the conclusion of the development works. In addition, Informative to be added, approved Hydrock documents to be cited in the decision letter and Condition A15 to be retained in respect of remedial measures should contamination be discovered. On such basis Condition A14 can be addressed subject to formal application.

8 Conclusion

8.1 On the basis of the foregoing analysis it is concluded that the development as applied

for - "Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10" - should be approved, subject to appropriate conditions.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/21/01267 subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of two years from the date of this approval.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

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

APPROVED PLANS

DP-UMC-500-XX-DR-A-1052 Rev F Masterplan Unit 500 (Amended)
DP-UMC-501-XX-DR-A-1052 Rev F Masterplan Unit 501 (Amended)
DP-UMC-502-XX-DR-A-1052 Rev D Masterplan Unit 502 (Amended)
20179 DP UMC ZZ XX DR A 1015 Rev H Plot 5 Site Plan (Amended)
20179 DP UMC ZZ XX DR A 1015 Rev E Plot 5 Indicative Levels Plan (Amended)
20179 DP UMC 502 XX DR A 1305 Rev E Unit 502 External Materials Plan (Amended)
20179 DP UMC 502 XX DR A 1054 Rev C Unit 502 Site Security Plan (Amended)
20179 DP UMC 502 XX DR A 1025 Rev F Unit 502 Site Context Plan (Amended)

20179 DP UMC 501 XX DR A 1304 Rev E Unit 501 External Materials Plan (Amended)
20179 DP UMC 501 XX DR A 1052 Rev E Unit 501 Site Security Plan (Amended)
20179 DP UMC 501 XX DR A 1021 Rev F Unit 501 Site Context Plan (Amended)
20179 DP UMC 501 GF DR A 1063 Rev C Unit 501 Cycle Shelter Details
20179 DP UMC 501 GF DR A 1073 Rev C Unit 501 Vehicle Access Route

20179 DP UMC 500 XX DR A 1303 Rev E Unit 500 External Materials Plan (Amended)
20179 DP UMC 500 XX DR A 1052 Rev E Unit 500 Site Security Plan (Amended)
20179 DP UMC 500 XX DR A 1017 Rev F Unit 500 Site Context Plan (Amended)

20179 DP UMC 500 XX DR A 1082 Rev D Unit 500 Vehicle Access Route
(Amended)

20179 DP UMC 500 GF DR A 1072 Rev E Unit 500 Refuse Store Details
(Amended)

20179 DP UMC 500 GF DR A 1062 Rev E Unit 500 Cycle Shelter Details
(Amended)

20179 DP UMC 00 XX DR A 1001 Rev H Site Plan (Amended)

PLOT 5 SITE LOGISTICS PLAN (C11 & C13) (Amended)

DP HYD 00 ZZ DR C7000 Drainage Strategy Sheet 1 (Amended)

DP HYD 00 ZZ DR C7001 Drainage Strategy Sheet 2 (Amended)

DP HYD 00 ZZ DR C0001 HYDRAULIC CALCULATIONS (Amended)

DP HYD 00 ZZ DR C0001 Greengage Ecology Letter (Amended)

GROUND CONDITIONS REMEDIATION STRATEGY (Amended)

DP BCA ZZ XX DR L0003 Rev F Landscape Cross Sections (Amended)

DP BCA ZZ XX DR L0002 Rev F Landscape Concept Plan (Amended)

DP-BCA-ZZ-XX-DR-L-053-Rev D Detailed Planting Plan

DP-BCA-ZZ-XX-DR-L-054-Rev D Detailed Planting Plan

20179 DP UMC ZZ XX DR A 1046 Rev C Proposed Substation

20179 DP UMC ZZ XX DR A 1047 Rev C Traffic Routing Plan

20179 DP UMC 500XX DR A 1016 Rev F Plot 5 Constraints Plan

DP HYD 00 ZZ DR C 7201 Rev P04 External Works Plan 2

DP HYD 00 ZZ DR C 7200 Rev P04 External Works Plan 1

DP HYD 00 ZZ DR C 7011 Rev P02 Drainage Layout Plan 2

DP HYD 00 ZZ DR C 7010 Rev P02 Drainage Layout Plan 1

DP UMC 500 ZZ DR A 1203 D UNIT 500 ELEVATIONS & SECTION

DP UMC 500 RF DR A 1020 C UNIT 500 ROOF PLAN

DP UMC 500 GF DR A 1018 B UNIT 500 BUILDING PLAN

DP UMC 500 ZZ DR A 1019 B UNIT 500 OFFICE PLAN

DP UMC 502 ZZ DR A 1027 B UNIT 502 OFFICE PLAN

DP UMC 502 ZZ DR A 1205 D UNIT 502 ELEVATIONS & SECTION

DP UMC 502 XX DR A 1084 B UNIT 502 VEHICLE TRACKING

DP UMC 502 XX DR A 1074 B UNIT 502 REFUSE STORE

DP UMC 502 XX DR A 1054 B UNIT 502 SITE SECURITY

DP UMC 502 RF DR A 1028 C UNIT 502 ROOF PLAN

DP UMC 502 GF DR A 1064 B UNIT 502 CYCLE SHELTER

DP UMC 502 GF DR A 1026 B UNIT 502 BUILDING PLAN

DP UMC 501 ZZ DR A 1023 B UNIT 501 ELEVATIONS & SECTION

DP UMC 501 ZZ DR A 1023 B UNIT 501 OFFICE PLAN

DP UMC 501 GF DR A 1024 C UNIT 501 ROOF PLAN

DP UMC 501 GF DR A 1022 B UNIT 501 BUILDING PLAN

REPORTS & ACCOMPANYING INFORMATION

STATEMENT OCT 2021

NOISE ASSESSMENT
ECOLOGICAL APPRAISAL
EXTENAL LIGHTING REPORT Rev E

BAT SURVEY REPORT December 2021

BAT SURVEY REPORT Additional Ecological Information 13th June 2022

DUNSBURY PHASING PLAN UPDATE – January 2022

DRAINAGE REPORT (Stage 3) 24th Jan 2022

PLANNING STATEMENT Feb 2022

DP CPW ZZ XX RP E 2201 D External Lighting Report

LANDSCAPE & VISUAL APPRAISAL SUPPLEMENT

SOFT LANDSCAPE 10 YEAR MAINTENANCE & MANAGEMENT
(24.11.2021)

CIL FORM 1 (Additional Information)

Hydrock Controlled Waters and Ground Gas Risk Assessment Ref:
19453-HYD-XX-XX-RP-GE-1006 (01/03/2022)

Hydrock Remediation Strategy & Verification Report Ref:
19453-HYD-XX-XX-RP-GE-3001 (14/04/2022)

19453 HYD XX XX RP GE1004 UNIT 500 GIR P3 Ground Investigation
Report (19.12.21)

ARBORICULTURAL ASSESSMENT & METHOD STATEMENT

UNIT 502 BREEAM 2018NC PRE-ASSESSMENT 30th July 2021

UNIT 1BREEAM 2018NC PRE-ASSESSMENT 30th July 2021

UNIT 500 BREEAM 2018NC PRE-ASSESSMENT 30th July 2021

UNIT 502 BREEAM Exec Summary

UNIT 501BREEAM Exec Summary

UNIT 500 BREEAM Exec Summary

LANDSCAPE DESIGN STATEMENT

PLOT 5 DESIGN & ACCESS STATEMENT

DP UMC 00 XX DR A 1000E LOCATION PLAN

Reason: To ensure provision of a satisfactory development.

3

Development shall be carried out in accordance with the measures, conclusions and recommendations set out within - 'Greengage - Ecological Appraisal September 2021'; Bat Survey Reports December 2021, and updated Ecology Assessments, Reports and Updates of 14 April 2022, 31st May 2022. Thereafter, the compensation measures shall be permanently maintained and retained in accordance with the approved details.

Reason: To provide adequate mitigation and enhancement for protected species in accordance with Havant Borough Local Plan (Core Strategy) 2011 Policy CS11 and the provisions of the National Planning Policy Framework.

- 4 The means of access to the individual plots, parking areas and vehicular circulation areas and cycle parking facilities together with external lighting shall be provided in accordance with the approved plans and specification before any of the buildings are first occupied and thereafter permanently retained and used only for the purpose shown on the approved drawings and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety, and in order to promote sustainable forms of transport, having due regard to Policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The buildings shall be constructed so as to achieve BREEAM 'Excellent' Standard in accordance with the Approved Pre-Assessment Reports.

Reason: To mitigate the impacts of development on the environment and by so doing stimulate demand for sustainable buildings and help to address climate change in accordance with Havant Borough Local Plan (Core Strategy) 2011 Policy CS14 and the National Planning Policy Framework.

- 6 The development shall not be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for the control of noise emanating from the buildings, associated plant and equipment and vehicle movements. The measures included in the approved scheme shall be implemented prior to the first occupation of the building(s) that they relate to and thereafter the measures shall be operated in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of local amenity having due regard to Havant Borough Local Plan (Core Strategy) 2011 Policies CS16 and DM10 and the National Planning Policy Framework.

- 7 Prior to occupation of the development hereby approved, 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 shall have been submitted to the Local Planning Authority for their approval. The SUDS drainage required to be implemented in accordance with this permission shall thereafter be permanently managed and maintained in accordance with the approved management and maintenance arrangements.

Reason: To ensure that the site SUDS drainage is adequately managed and maintained having regard to policies CS15, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

