
Site Address:	Dunsbury Hill Farm, Park Lane, Cowplain, Waterloooville		
Proposal:	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%).		
Application No:	APP/15/00732	Expiry Date:	30/09/2015
Applicant:	Mr Ball	Team:	Team 2
	Portsmouth City Council		
Agent:	Mr J Brewer	Case Officer:	Daphney Haywood
	Portsmouth City Council		
Ward:	Barncroft		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site comprises approximately 20 hectares of land located to the north west of Leigh Park. It lies to the east of the A3M and Junction 3 with Hulbert Road, from which it is separated by tracts of woodland. It lies to the west of Calshot Road, which forms the outer edge of Havant, from which it is separated by narrow tracts of open pasture and hedgerows. Prospect School lies to the south east, along with a recently completed Parchment Place development of 135 Houses. To the south is an area called Nevilles Park, comprising a mixture of woodland, pasture and scrub; much is not publicly accessible but is owned by the applicant. Work has commenced on the access road in accordance with the details approved under application APP/12/00338.

2 Planning History

APP/12/00338. Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works. Approved 19-02-2014

APP/14/01000. Partial discharge of Condition A16 of Planning Permission APP/12/00338 in respect to access road only Approved 12-03-2015

APP/15/00270. Discharge of Conditions A1 (i)c and A1 (ii), A17 and A18 of Planning Permission APP/12/00338. Approved 25-03-2015 in respect of link road only

APP/15/00239 Application for Discharge of Condition No's A10, A11, A12, A13, A14 and A16 relating to Planning Permission APP/12/00338. Approved 26-05-15 in respect of link road only.

APP/15/00478 Discharge of Condition No/s A1, A2, A3, C2 and C3 of Planning Permission APP/12/00338 in respect to the access road only. Approved 6 August 2015

APP/15/00676 Discharge of Condition Nos. A8, A9 and C2 of Planning Permission APP/12/00338. Approved 6 August 2015

3 Proposal

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%).

Application APP/12/00338 proposed the development of a strategic greenfield site, allocated in the Havant Borough Local Plan (Core Strategy) 2011 – policy CS18 SITE3. In accordance with the policy it proposed the construction of a business park with hotel and an access road to link Hulbert Road, via a new roundabout and new lay-by system, to an existing roundabout in Woolston Road to the east. Access to Woolston Road to be restricted by a bus-gate, allowing only buses, emergency vehicles, cyclists and pedestrians. Access to Hulbert Road to be for all vehicles. Proposals for cyclepaths were also included.

It comprises a 'hybrid' application with full planning permission for the access road but outline planning permission only for the employment and hotel development. The development is to take place in two main phases over a period of approximately nine years and is intended to provide in the order of 3500 permanent jobs on the site with other spin-off jobs off-site.

The development would be phased providing a total of 61,779 sqm employment floor-space over two phases, and a hotel/conference centre of 5574sqm. The access road, is being constructed first, and work on this has commenced.

In accordance with National Environmental Impact Assessment (EIA) Regulations the application, due to its size, location and the nature of development was accompanied by an Environmental Statement which examined a range of potential impacts on the natural and human environment. An Addendum to this assessment has been submitted to update the report in respect to the current proposal to assess the impact of increasing the extent of the B8 floorspace.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS13	(Green Infrastructure)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS18	(Strategic Site Delivery)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS3	(Skills and Employability)
CS5	(Tourism)
CS6	(Regeneration of the Borough)
DM1	(Recreation and Open Space)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)

DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

Dunsbury Hill Farm Development Brief 2007

The development brief pre-dates the 2011 Local Plan. It provides more detailed guidance on the form of development, and much of this has been included in the Local Plan requirements in policy CS18. The brief therefore has limited weight.

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Highway Agency

Offer no objection

HCC planning

consulted on 21 July - No comments received

Planning Policy

No objection

Policy Status

The Local Plan (Allocations) has now been adopted by the Council. The adopted Local Plan (Core Strategy) and the Local Plan (Allocations) provide the development plan for the Borough.

Local Plan

Dunsbury Hill Farm is allocated as a strategic site at policy CS18 of the Havant Borough Core Strategy. The policy states that no more than 20% of the floorspace should be for B8 storage and distribution. Both the core strategy and allocations plan are supportive of development which maximises employment opportunities.

Proposal

The application seeks a variation to allow a maximum of 30% B8 floorspace. The proposal is made to reflect the requirements of a potential user, which if successful, it is argued will act as a catalyst for further occupation on the site.

So far, there are no businesses located on the site and it is agreed that an initial occupier would be a positive statement, hopefully creating interest from other businesses. On the basis that it is an increase of only 10% and that it should encourage further investment on the site, there is no policy objection to the proposal.

Parking

Parking should be provided in accordance with the adopted non-residential parking standards.

Community Infrastructure Levy

The Havant Borough CIL Charging Schedule sets out a zero rate for this type of development. Therefore, no CIL will be payable.

The Environment Agency

Did not request Condition B6 of Planning Permission APP/12/00338; therefore we have no comments to make on the variation request.

Development Engineer - Highways

Comments to be provided by County

Environmental Health Manager, Community Group

.I have read the documents relating to the noise and vibration aspect provided by PCC and found them to be satisfactory. However I have concerns with various aspect of this development in terms of noise and vibration. Firstly, should you be minded to grant this planning application I would like a condition to be imposed and requiring that prior to occupation, tenants must supply evidence that any operations, plants, machineries, equipment will not add to the existing and typical background noise levels at various time of day or night (should they operate 24 hours a day)and at the closest noise sensitive receptor. Since background noise levels will vary throughout the day/night, typical background noise levels will need to be used when producing a BS4142-2014 report. Ultimately the aim should be to achieve a 0dB increase (or better) to this typical noise level. Each and every tenant will need to provide in writing, to the Local Planning Authority, prior to occupation, a noise survey following the principle of BS4142-2014.

Having read the documentations, I could not see information relating to dust suppression to be utilised during the construction stage. This issue may already have been discussed and conditioned in the previous application (approved or not) however, should this issue have not been raised, I would be grateful if a condition relating to dust suppression could be imposed. This to ensure minimal disturbance to local residents.

(officers note - the recommendation can incorporate proposed conditions and informatives as imposed on the extant permission to address these points.)

County Ecologist

No concerns in relation to ecological matters.

Economic Development

The supporting evidence for the increase is at best poor in a number of areas these are primarily in the jobless statistics and the demand for dedicated B8 as opposed to mix use.

The jobless numbers have been falling significantly and the overall figure is at 1.5% for the area. The survey of demand for use classes may well have been on the broader South East requirements as published in a national report last year. However this report has not taken into account the needs for Havant or the immediate area. We have the lowest level of logistics businesses and a higher proportion of manufacturing and production businesses compared to the rest of the A27/M27 functional economic area.

The businesses in the area especially in the manufacturing and production sectors have shown a steady increase and not declined since the 2008 crisis, contradicting the report. This has led to a shortage of B2 usage with a component of B8, as evidenced by a number of local manufacturing companies now in multiple sites requiring larger premises for consolidation, efficiency and growth.

As there is a client potentially signed up to take a significant B8 unit in Dunsbury, I can see the need with reservations to lift to 30% of B8 from the current cap at 20% in order to allow the development to commence. However I would strongly object to any further increase in the B8 component given all the facts.

Hampshire Highways

It has been demonstrated in the supporting information that B8 floor space generates less overall vehicle trips than the equivalent sized B1 or B2 floor space that it replaces with an increase in HGV trips.

Overall the increase of B8 floor space to 30% of the total use of the site is likely to result in a slight reduction of total vehicles with a slight increase of HGV's accessing the site. The site is located within close proximity to the A3(M) to facilitate the potential increase of HGV traffic and it is therefore considered that the proposals would not have a severe impact on the operation of the highway network. I therefore raise no objection to this proposal from a highways and transportation perspective.

Hampshire Wildlife Trust

No comments received

Natural England Government Team

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites. Therefore we have no specific comments to make regarding the revised environmental statement attached to application APP/15/00732.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 221

Number of site notices: 8.

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary: The development change is unnecessary as the original scope is adequate. Since the new Parchment Place development (135 dwellings) has been built no assessment has been done to ascertain the impact of the proposed development on these new homes. There is a increased risk of noise and air pollution from extending the footprint, as well as a loss of natural space.

Comment: The overall floorspace will stay the same, but it is proposed to increase the proportion of B8 floorspace from 20% to 30% of the total. Section 7 provides a consideration of noise and air pollution impacts.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the

main issues arising from this application are:

- (i) Principle of development
- (ii) Economic Benefits
- (iii) Access & Traffic Management
- (iv) Landscape, Design and Visual Impact
- (v) Drainage
- (vi) Ecology
- (vii) Impact on Amenities
- (viii) Environmental Impacts
- (ix) Legal Agreement

(i) Principle of development

The principle of developing the site for employment purposes has been established by the Local Plan (Dunsbury Hill Farm is allocated as a strategic employment site under policy CS18 of the Havant Borough Core Strategy) and the extant planning permission. However, both the core strategy and allocations plan are supportive of development which maximises employment opportunities, and the site profile for Dunsbury hill farm policy CS18 states that no more than 20% of the floorspace should be for B8 storage and distribution. The following sections 7(ii) to 7 (ix) consider this issue together with the other relevant matters.

(ii) Economic Benefits

The development would comprise 61,779sqm of employment floor-space:

- Phase 1 – the western area.
46,450sqm of employment floorspace comprising B1 (office, light industry and research & development), B2 (general industry) & B8 (storage & distribution) and an enterprise centre.
- Phase 2 – the eastern area. 15,329sqm of employment floorspace also comprising B1, B2 and B8 uses
- A 95 bedroom hotel with conference facilities comprising 5574sqm

Under the current application it is proposed that 30% of the employment floorspace would be used for Class B8 purposes (storage & distribution), and the completed development would provide approximately one third of the Council's requirements for new employment floorspace up to 2026. The extant permission is subject to a condition restricting the extent of Class B8 uses to 20% of the total employment floorspace in accordance with the requirements of Policy CS18 as Class B8 tends to generate a significantly lower job density to other forms of employment floorspace. The application is supported by a Market Perspective Report which identifies that the job generation of the site as a whole with 30% B8 is likely to be no less than for the approved scheme with the restriction to 20% B8. Additionally the proposal has been submitted in response to the specific requirements of a potential user, which if successful, it is argued will act as a catalyst for further occupation on the site.

So far, there are no businesses located on the site and it is agreed that an initial occupier would be a positive statement, potentially creating interest from other businesses. On the basis that it is an increase of only 10% and that it should encourage further investment on the site, the economic benefits are not considered to be prejudiced.

(iii) Access & Traffic Management

Access to the site would be via a new roundabout which would be constructed in Hulbert Road at a point approximately 200m south of the roundabout junction with the A3M. This work is currently under construction. The access road would cross the application site running eastwards across a new bridge over the Hermitage Stream and would link to an existing roundabout at Woolston Road, where access would be restricted via a bus gate. New side roads would feed into the access road and serve the various employment and hotel areas; planning permission for these roads would be sought as part of subsequent Reserved Matters applications. In seeking to vary the extant planning permission APP/12/00338, full planning permission is again sought for the access road, bridge and layby island previously approved. Alongside the new access road are new pedestrian and cyclepaths, with further footpath links to be identified at the Reserved Matters stage. In respect to both on site and off site works the current submission accords with the extant permission and is considered acceptable.

In respect to the increase in Class B8 floorspace, the application is supported by a Transport Assessment. Hampshire Highways have not raised objection advising that it has been demonstrated in the supporting information that Class B8 floor space generates less overall vehicle trips than the equivalent sized Class B1 or B2 floor space that it replaces with an increase in HGV trips. Overall the increase of Class B8 floor space to 30% of the total use of the site is likely to result in a slight reduction of total vehicles with a slight increase in HGV's accessing the site. The site is located within close proximity to the A3(M) to facilitate the potential increase of HGV traffic and it is therefore considered that the proposals would not have a severe impact on the operation of the highway network.

(iv) Landscape, Design and Visual Impact

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

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

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

Building heights would range between single storey and five stories with the tallest buildings located on the lowest areas. The plan also sets a limit on the overall height of buildings by relating them to contour heights. Bearing in mind that the highest part of Dunsbury Hill, just beyond the northern boundary of the site, is 50m AOD (above sea level), the plan states that the roofline for buildings should be kept below the 40m contour for phase 1 (western land) and below the 45m contour in phase 2 (eastern land). Thus the maximum heights would be respectively 10m and 5m below the maximum height of Dunsbury Hill.

Whilst an increase in Class B8 floorspace, owing to the likely larger size of building associated with such uses, could have visual implications, the maximum height is restricted under the extant permission and subsequent reserved matters applications would continue to need to comply with the agreed design code in accordance with the extant permission (unless an exception was applied for and approved). This amongst other things would restrict buildings to no more than 60m long without a break, such as turning a corner, changes in building line and roofline. As such it is considered that, in principle, an increase in the % of B8 floorspace to 30% can be accommodated without visual detriment.

(v) Drainage

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

(vi) Ecology

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

(vii) Impact on Amenities

An important consideration is the potential impacts on the amenities of the area, including residents living close to the site or along approach roads to it. Changes in the appearance of the site, traffic, increased activity and risk of noise, lighting, air quality, access and leisure opportunities are relevant considerations, as summarised in Local Plan policy CS16. The impacts of the present application are in most cases identical to the extant scheme and have previously been considered acceptable. However, an increase to 30% Class B8 floorspace could have visual implications and these have been considered above. In respect to the other considerations which may differ, these relate to environmental impacts which are covered in section 7(viii) below.

(viii) Environmental Impacts

The extant permission is supported by an Environmental Impact Assessment (EIA) and an addendum has been provided to support the current application which re-assess the impacts on transport, air quality and noise. For assessment purposes the addendum assesses the potential scenario of 100% B8 as a worst case situation.

Traffic and Associated Effects:

Class B8 floor space would generate less overall vehicle trips than the equivalent sized B1 or B2 floor space but with an increase in HGV trips. Overall (whilst not applied for) the increase of Class B8 floor space to 100% of the total use of the site is likely to result in a slight reduction of total vehicles with a slight increase of HGV's accessing the site. The site is located within close proximity to the A3(M) to facilitate the potential increase of HGV traffic and it is therefore considered that the proposals would not have a severe impact on the operation of the highway network.

Air Quality: The EIA concluded that existing air quality standards at the site and in nearby residential areas, such as NW Leigh Park, Prospect School and the Hulbert Road/Ramblers Way environs of east Waterlooville, are relatively good, even allowing for the A3(M) as an existing source of air pollution. The predicted levels of emissions from the

proposed development are assessed to be within national air quality standards (AQS) and therefore of negligible significance subject to the control of dust generating activities during the construction phases (such as damping down, minimising the surface area of unmade roads, monitoring wind speeds and heat). A **Construction Environment Management Plan (CEMP)** is often used to control such activities in major developments and was used by condition in the extant permission, which could be re-imposed. For effectiveness the CEMP should identify the developer's responsibilities, including monitoring and the relevant enforcing authorities beyond the Planning Authority.

The addendum identifies that the revised assumption for the proportion of B8 development has a negligible and not significant effect on local air quality. Usual planning conditions would be applied for the control of air extraction and management systems in individual new buildings and uses of land.

Noise & Vibration

With residents, including those at the recent Parchment Place development, living some 250m from the proposed employment areas, it is important to site and design the development in the knowledge of more detailed noise assessments, and to review appropriate hours of use and any proposals for external lighting as part of the Reserved Matters applications.

The EIA for the extant permission identifies that potential noise emanating from B8 Storage and Distribution uses, (if operating over 24 hours), may exceed noise limits for the avoidance of sleep disturbance by 1 decibel. This would affect the nearest residential areas to the east but is limited to the phase 1 development area; elsewhere it would fall below this level. The EIA considered this to be a minor negative impact. There is scope that by careful location, design and orientation of such premises, the access to them and their intended hours of use, the impact can be mitigated. Similar considerations apply to the current application to increase the proportion of Class B8 uses and a detailed noise assessment will be required to accompany the Reserved Matters application to address these impacts.

(ix) Legal Agreement

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

- 1 ASDA Roundabout – Provision of land & financial contribution.
- 2 Bus link Hulbert Road to Woolston Road
- 3 Travel Plan
- 4 Public access to new roads within the development
- 5 Public access to open space within the development
- 6 Footpath to connect Hermitage Stream Bridge to Park Lane via western part of site.
- 7 Cycle/Footpath along Hermitage Stream – rights to construct, maintain, transfer and public access
- 8 Cycle/Footpath south of Hermitage Stream to Purbrook Way– rights to construct, maintain, transfer and public access
- 9 Cycle/Footpath west of site to A3M junction – provide (timing to be identified)
- 10 Employment & Skills Plan
- 11 Drainage - SUDS maintenance & bond (only if satisfactory other legal provisions available)
- 12 S106 monitoring fee

A deed of variation is required to tie the current application to the previous extant

permission.

8 Conclusion

Whilst Local Plan Policy CS18 seeks to restrict to 20% the proportion of Class B8 floorspace to maximise employment opportunities on the Dunsbury Hill Farm site, the increase to 30% is not considered to undermine the overall aim of the delivery of a strategic employment site and the amount and the broad composition of development as now proposed has the potential to bring substantial economic benefits both on-site and in the wider local and regional economy. As such it is firmly supported. The precise layout and range of buildings will emerge in due course in response to market needs but these can be judged according to the policy basis in the future, the outline parameters and other material considerations, such as market and employment needs at that time.

Planning conditions can control impacts such as the quality of development, visual impact, noise, landscaping and to some extent pollution, albeit that this is largely for other agencies to control. The s106 legal agreement can ensure that land and roads are made available for the mitigation of transport impacts: public access to the new link road and to new cycle and footpaths some of which rely on future construction by other agencies on the applicant's land. The provisions to be made to facilitate works at the ASDA roundabout which are currently under construction are also important as is the provision of a cycle/footpath towards Waterlooville, with satisfactory crossing of the A3M.

In summary, the proposal is supported subject to a deed of variation to the s106 agreement to reflect the change in the proposal and the attachment of planning conditions and informatives to a grant of planning permission.

9 RECOMMENDATION:

That the Executive Head of Planning and Economy be authorised to **GRANT PERMISSION** for application APP/15/00732 subject to the completion of a deed of variation linking the current application to the S106 Agreement entered into in respect of extant permission APP/12/00338, and the following conditions:

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

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

This permission is subject to compliance with:

- (i) Part of the plans and other documents submitted with regard to your application, which relate to the development as described at (A) above and;
- (ii) Conditions A1-19 and C4-5 below:

and;

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

Development for employment uses and a hotel with conference facilities;

together with landscaping, infrastructure and associated works.

This permission is subject to compliance with:

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

Conditions A1 – A19 apply to the entire development site

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

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

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

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

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

2 A2 SUDS Masterplan

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

- a) measures to attenuate flows on the site so as not to exceed the greenfield run-off rate of 3.4 l/s/ha from the site, calculated in accordance with the relevant standard (currently Institute of Hydrology 124 with appropriate pro-rata adjustment to reflect the site area), and
- b) proposals tested against 1, 30 and 100 year return periods, and

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

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

Reason: To ensure the provision of a satisfactory comprehensive sustainable drainage system to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site having due regard to policies CS15, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework, March 2012.

3 **A3. Phasing Plan & Schedule**

Prior to the commencement of any development hereby approved a phasing plan and schedule shall be submitted to and approved in writing by the Local Planning Authority to show how the full development of the site is to be carried out in numbered phases, and this plan and schedule shall be updated as phases are subsequently divided, subdivided or amalgamated and each updated version shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan and schedule and any updated version shall include all of the following information:

- i) The location of each phase
- ii) The quantum of the development of each phase (size of the site or floorspace of buildings)
- iii) Any elements of Sustainable Drainage (SUDS) to be provided within each phase and how these will connect to other drainage downstream or upstream of each phase with a timetable for the provision of drainage relative to each phase

- iv) The provision of access to each phase, including any phased provision of the Access Link Road, the bridge over Hermitage Stream, bus gate (including vehicle turning space), bus stops and shelters, paths and cyclepaths and other new access roads, with a timetable for the connection of the Access Link Road to Woolston Road and for the provision of access roads relative to each phase
- v) A timetable for the provision of ecological mitigation and provision of new habitat relative to each phase
- vi) A timetable for the provision of a Habitat Creation Area
- vii) A timetable for the provision and completion of open space and landscaped areas, including publicly accessible open space relative to each phase

Development shall only be carried out in accordance with the approved phasing plan, schedule and timetable or any approved updated version unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a co-ordinated and comprehensive form of development in which interdependent elements of the overall development are planned for and timetabled. It also allows flexibility by means of updating of these phases and timetabling as detailed plans for the site emerge. This is important in delivering a high quality and properly planned form of development having due regard to policy CS18 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework 2012.

4 **A4. Environmental Impact**

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

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

5 **A5. Materials**

Construction of each building or structure shall not commence until samples and details of all external materials and any surfacing (including semi-permeable materials) have been submitted to and approved in writing by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in the construction of each building, structure or surfacing work.

Reason: In the interests of the amenities of the locality and having due regard to policies CS16 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

and frontages

No means of enclosure shall be erected along any frontage with the principal access road (the Access Link Road as shown by Figure 4.5 contained within the Environmental Statement Volume 2 – Drawings, dated March 2012), or any frontage onto Park Lane or any frontage onto other access roads and paths throughout the development area, unless details have first been approved in writing by the Local Planning Authority. This condition shall apply notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, as amended or any Order amending, revoking or re-enacting that Order.

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

7 A7 Landscaping - Implementation

All landscaping for each phase of development shall be completed, in full accordance with detailed landscaping schemes as shall first be approved under conditions B3 & C3 of this notice of permission, prior to the occupation of each such phase or during the first planting season immediately following occupation. Any tree or shrub planted or retained as part of any such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16, DM8 and CS18 of the Havant Borough Local Plan (Core Strategy) 2011 Framework and National Planning Policy Framework March 2012.

8 A8. Hermitage Stream Restoration – Details

Unless otherwise agreed in writing by the Local Planning Authority the proposed restoration of Hermitage Stream shall be carried out in accordance the scheme approved under application APP/15/00676 which includes the following features:

- i. Full details of channel design, including but not limited to, details of channel alignment, marginal zones, bed material and any proposed features such as pools and riffles.
- ii. Proposed cross sections and a long section.
- iii. Details of flow alterations.

Detailed calculations confirming that the restoration scheme and bridge over Hermitage Stream will not increase flood risk to the Dunsbury Hill Farm site or off-site areas.

- iv. Details of proposed planting scheme.

- v. Implementation details for the construction methodology
- vi. Details of future maintenance regimes.

The Stream shall be permanently managed and maintained in accordance with the detailed maintenance regime approved under this condition.

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

9 **A9. Hermitage Stream – Buffer**

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

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

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

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

10 **A10. Tree Protection**

Prior to the commencement of each phase of development a full Tree Protection Plan for that phase must be submitted to the LPA for approval, (unless agreed otherwise in writing by the Local Planning Authority)

No development including site clearance shall commence on the site until all trees not previously agreed with the Local Planning Authority for removal, shall have been protected by fencing, the extent of which shall first be agreed in writing with the Local Planning Authority. Such fencing shall conform to the following specification in accordance with BS5837 2012.: Trees in relation to construction shall be of a minimum 2.4 metres high, comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, supporting a minimum of 20mm exterior grade ply.

Such fencing shall be maintained throughout the course of the works on the site, during which period no access, placement of materials, fuels or chemicals, soil or other materials shall take place inside the fenced off area.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity and having due regard to policies CS11.4 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

11 **A11. Environmental Management During Construction**

Prior to the commencement of each phase of development a Construction Environment Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority including:

- a. Site management conforming to Environmental Statement, air quality, suppression of dust, control of noise & vibration, protection of water quality, waste management plan, wheel washing, hours of work
- b. Traffic management, routing, delivery hours, frequency, site manager / banksman,
- c. Identify specific responsibilities and enforcing agencies (not only Planning Authority)

Each phase of development shall only be carried out fully in accordance with the Construction Management Plan for that phase unless otherwise agreed in writing by the Local Planning Authority.

Reason: To mitigate and minimise the impacts of development in accordance with the Environmental Statement submitted with the application and having due regard to policies DM8, DM10, CS18 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and policy AL1 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and National Planning Policy Framework, March 2012

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

Prior to the commencement of each phase of development, including any related site clearance, a plan and particulars specifying the provision to be made within the site and/or on other land nearby for the parking (throughout the clearance and construction period) of construction vehicles and of other vehicles delivering/removing materials and other items to/from the

development site have been submitted to and approved in writing by the Local Planning Authority. Thereafter, throughout such site clearance and implementation of each phases of development, all such temporary parking provision shall be provided and used only as such.

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

13 **A13. Site compound & Storage**

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

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

14 **A14. Contaminated land – scheme**

Prior to the commencement of each phase of development a scheme to deal with the risks associated with contamination of that part of the site shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing by the Local Planning Authority.

vii. A desk study identifying:

- a. All previous uses
- b. potential contaminants associated with those uses.
- c. a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

viii. A site investigation scheme based on previous investigation reports, for the purpose of provide informing an appropriate assessment of the risks to all receptors that may be affected, including those off site.

ix. The results of the site investigation and risk assessment (2) and if appropriate, a method statement based on these results giving full details of the remediation measures required and how they are to be undertaken.

- x. A verification report shall be prepared on completion of the remediation measures set out in (3) confirming that measures have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

The approved scheme shall be implemented prior to development of each phase commencing on site and shall be adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent future site users, and buildings being exposed to unacceptable risks of harm arising from previous land uses, inclusive of filled land & soil gas, and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and policy DM17 of the Submission Version of the Havant Borough Local Plan (Allocations) December 2013, and National Planning Policy Framework, March 2012.

15 **A15 Contaminated land – mitigation**

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

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

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

No development hereby permitted shall commence until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been first submitted by the applicant and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved programme of archaeological work and scheme of investigation.

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

17 **A17 Ecology – Dormice**

Prior to the commencement of any development activities, fully-detailed dormouse mitigation, compensation and enhancement measures for shall be submitted to and agreed in writing by the Local Planning Authority, Such details shall be broadly in accordance with the measures detailed within Chapter 15 of the 'Dunsbury Hill Farm Environmental Statement Volume 1' (Atkins, March 2012) and the 'Dormouse Mitigation Strategy Technical Note' (Atkins, August 2013) and will include (but not necessarily be restricted to) such matters as: location, extent and timing of vegetation loss; location, extent and composition of habitat creation; location of mitigation features such as nest boxes. The development shall only be carried out in accordance with the approved details and mitigation, compensation and enhancement measures, unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to safeguard protected species and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework, March 2012.

18 A18 Ecology – Bats

Prior to the commencement of any development activities 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, March 2012.

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

Plan Number	Title	Date of revision
Figure 1.2	Planning Application Site Boundary	March 2012
5099849/TP/LP/101 Rev B	Location Plan Overview	4.11.11
Figure 4.5	Access Road and Link Road	March 2013
Figure 5.8 – Rev A	Indicative Masterplan	January 2013
5099849/TP/GA/101 Rev C	General Arrangement (sheet 1 of 4)	16.3.11
5099849/TP/GA/102 Rev B	General Arrangement (sheet 2 of 4)	4.11.11
5099849/TP/GA/103 Rev	General Arrangement (sheet	4.11.11 (*Issue date

D*	3 of 4)	10.12.12)
5099849/TP/GA/104 Rev C*	General Arrangement (sheet 4 of 4)	4.11.11 (*Issue date 10.12.12)
5099849/TP/GA/102 Rev A	Long Sections M001 & M002 (Main Development Alignment)	4.11.11
5099849/TP/XS/101 to 5099849/TP/XS/112 (All Rev A)	Cross Sections (Sheets 1-12)	4.11.11
5099849/TP/BR/101 Rev D*	Bridge General Arrangement	4.11.11 *but this version issued to Local Planning Authority by email Ecologist's 23 rd August 2013
HW1852/4354	Potential Pedestrian/Cycle Route.	15 January 2014
5099849/TP/LP/0009 Rev A	Tree Survey Plan 8	15.8.11
5099849/TP/LP/0010 Rev A	Tree Survey Plan 9	15.8.11
5099849/TP/LP/0008 Rev A	Tree Survey Plan 7	15.8.11
5099849/TP/LA/0001 Rev A	Tree Survey Key Plan	23.8.11
5099849/TP/LA/0004 Rev A	Tree Survey Plan 3	23.8.11
5099849/TP/LP/0007 Rev A	Tree Survey Plan 6	15.8.11
5099849/TP/LP/0006 Rev A – Draft	Tree Survey Plan 5	15.8.11
5099849/TP/LP/0009 Rev A	Tree Survey Plan 4	15.8.11
5099849/TP/LA/0002 Rev A	Tree Survey Plan 1	23.8.11
5099849/TP/LA/0003 Rev A	Tree Survey Plan 2	23.8.11
	Arboricultural Report	March 2012
	Correction to application form question 18 – Floorspace figures	July 2012
	Design and Access Statement	March 2012 but the Indicative Masterplan corrected by figure 5.8 – Rev A dated January 2013
	Environmental Statement Volume 1	March 2012

	Including Appendices: 2.1, 2.2, 2.3, 10.1, 11.1, 13.1 and 15.1 – 15.10 Environmental Statement Addendum	June 2015
	Environmental Statement Volume 2 – Drawings	March 2012 but the Indicative Masterplan Figure 4.4 corrected by Figure 5.8 – Rev A dated January 2013 and Figure 15.2 amended by Summary of Mitigation Strategy - Figure 15.2 - Rev A received by the Local Planning Authority by Ecologist's email 23 rd August 2013
	Environmental Statement Volume 3 – Technical Appendices (and Appendices 15.1 – 15.10)	March 2012
Rev 2.0	Flood Risk Assessment	2.9.11
	Planning Statement	March 2012
	Sustainability Statement	March 2012
	Transport Assessment	March 2012
Rev 1.0	Transport Assessment Addendum	15 January 2013
Ecology – additional information:		
	Dormouse Mitigation Strategy – Technical Note	23 August 2013
	Phase 2 Bat Survey – ECOSA Ltd.	August 2013
Figure 15.2 – Rev A	Summary of Mitigation Strategy	Dated March 2013 but this version issued to Local Planning Authority by Ecologist's email 23 rd August 2013

Reason: - To ensure provision of a satisfactory development.

19

20 B1. Time limit

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

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

21 **B2. Submission of Reserved Matters**

Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of the grant of this planning permission.

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

22 **B3. Reserved Matters**

Approval of the details of the following aspects of the development, **hereinafter called "Reserved Matters"** shall be obtained from the Local Planning Authority in writing before each individual phase of development is commenced:

- (i) access, (with the exception of the access road corridor for which full permission is granted by this permission)
- (ii) the layout of the development
- (iii) the scale of the development;
- (iv) the appearance of the development
- (v) the detailed landscaping scheme for the site, including provisions for open space, including publicly accessible open space, and ecology.

The development shall only be carried out in accordance with the approved Reserved Matters.

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

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

No building or other structure shall be erected in the Outline Application Area pursuant to this permission until the following 'Other Matters' have been submitted to and approved in writing by the Local Planning Authority.

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

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

These documents shall be substantially in accordance with the Design and Access Statement dated March 2012 and the Environmental Statement, (including mitigation measures) also dated March 2012, which were submitted with the planning application, These documents shall be substantially in accordance with the Design and Access Statement dated March 2012 and the Environmental Statement, (including mitigation measures) also dated March 2012, which were submitted with the planning application and unless otherwise approved in writing by the Local Planning Authority, a review of each document shall be submitted to and approved in writing by the Local Planning Authority within four years of the date of the approval of the last approved version of the document,

The development shall only be carried out in accordance with the documents approved under this condition.

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

24 **B5. Submission of 'Other Matters'**

Application for approval of each reserved matters for new buildings, structures or uses of land pursuant to this permission shall be accompanied by information and plans concerning the following other matters, unless otherwise agreed in writing by Local Planning Authority,

- a. Details of parking including provision for non-car modes
- b. Details of delivery and vehicle turning space
- c. Levels of existing and proposed ground and buildings
- d. A sustainability statement detailing measures to ensure that development attains the BREAM 'excellent' standard
- e. Provision for waste storage and recycling
- f. Measures for the reduction of crime risk
- g. Details of lighting, (including access roads if subject of a particular reserved matters application)
- h. A noise assessment for any development for General Industrial purposes (Class B2) or Storage and Distribution purposes (Class B8).

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

25 **B6. Range of Uses**

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

- a) 61,779sqm comprising a range of uses within Classes B1, B2, B8 of the Use Classes Order 1987 as amended. Furthermore the B8 component shall not exceed 20% of this floorspace (12,356sqm)

and

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

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

26 **B7. No Residential Use**

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

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

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

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

Reason: To ensure that adequate provision is made and retained for access, parking, turning and loading in the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

28 **B9 Provision of Access Roads Within the Outline Application Area**

Prior to the commencement of each phase of development within the Outline Application Area plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and

longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same for that phase, shall be submitted to and approved in writing by the Local Planning Authority. All roads shall be constructed to an adoptable standard and the implementation and making up of the same shall be completed in full accordance with such plans and particulars as are thus approved by the Authority and in accordance with the timetable approved as part of the phasing plan and schedule under condition A3 (iv) of this permission.

Reason: To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

29 **B10. Drainage Plans and Information**

Prior to the commencement of each phase of development within the Reserved Matters Area:

i) Details of foul water drainage along with written confirmation of the agreement of Southern Water shall be submitted to, and approved in writing by, the Local Planning Authority, and

ii) Sustainable surface water drainage (SUDS) scheme with supporting technical information shall also be submitted to and approved in writing by the Local Planning Authority to explain how the scheme is in conformity with the SUDS Masterplan and supporting technical information approved under condition A2 of this notice of permission. Unless otherwise approved in writing by the Local Planning Authority, each SUDS scheme shall include a change scenario (i.e. information showing that alternative drainage solutions and their impact have been tested),

and

iii) Details of the timing for the provision of the surface water SUDS scheme and foul water drainage,

and

iv) Details of future SUDS management and maintenance arrangements including proof of adequate financial provision and a named body responsible for management plus production of a detailed management plan.

Each approved foul water plans and surface water SUDS drainage shall be fully implemented, in accordance with the approved timing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. Furthermore all surface water SUDS drainage shall be permanently managed and maintained in accordance with the management and maintenance arrangements and provisions approved under this condition

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure that the access bridge will not

increase flood risk to the site or to off-site areas and to ensure that there is sufficient foul water drainage capacity within the sewage network to deal with the waste water supply from the site having due regard to policies CS15, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework, March 2012.

30 **B11 Details of floodlighting and external lighting to be approved**

No floodlighting shall be installed within the development unless it has been either been agreed as part of the Lighting Strategy under condition 4b 3 of this notice of permission or has been submitted to and approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. The approved lighting scheme shall be fully implemented and adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the landscape, bats and residents close to the site occupiers from light disturbance and having due regard to policies DM10 CS11, CS16 and CS18 of the Havant Borough Local Plan (Core Strategy) and National Planning Policy Framework, March 2012.

31 **C4 Construction of Hulbert Road Access**

The vehicular access to Hulbert Road and the first 40 metres of the Access Link Road eastward of Hulbert Road shall be constructed prior to the commencement of any other part of the Access Link Road, unless the Local Planning Authority gives prior written approval for any variation. The access shall thereafter be kept permanently available to serve development at the site.

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

32 **C5 Bus gate – provision**

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

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