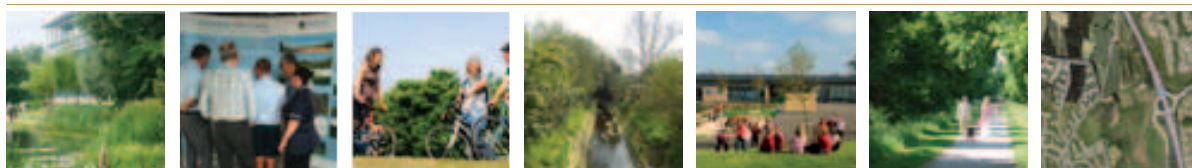


DUNSBURY HILL FARM



DESIGN AND ACCESS STATEMENT

MARCH 2012

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1.INTRODUCTION

Background to the Proposed Development

This design and access statement (the Statement) accompanies a hybrid planning application to Havant Borough Council (HBC) for proposed development of agricultural land at Dunsbury Hill Farm, Havant into a business and technology park with hotel, conference facilities and associated infrastructure (the Site as shown in Figure 1.1). The Site, which is located east of the A3(M) a strategic motorway and Waterloo ville and west of Leigh Park, is within the ownership of Portsmouth City Council (PCC) apart from a small area of land adjacent to Hulbert Road which is in the ownership of the Department of Transport.

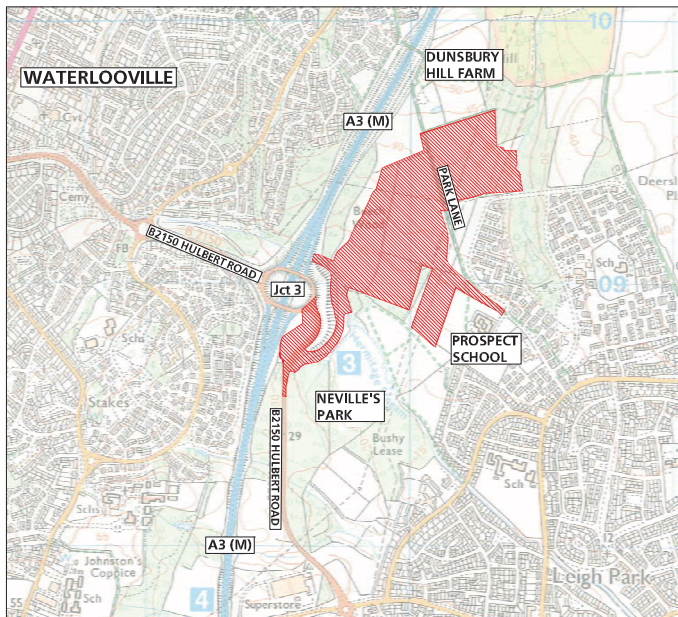


Figure 1.1: Site Location Plan



Figure 1.2: Aerial view of the site

1. INTRODUCTION

Dunsbury Hill Farm as a Strategic Site

The Core Strategy states that *“Dunsbury Hill Farm is a key strategic employment site for the borough and the wider sub-region, which will form a new businesses gateway to South Hampshire from the A3(M). The creation of a high quality business and technology park with excellent transport connections will deliver a large number of jobs in close proximity to Leigh Park. It will provide new first class employment floorspace for start-up and growing businesses. It could provide approximately 60,000 square metres of new employment floorspace. This is about a third of the total requirement for new employment in the borough up to 2026.”* (See figure 1.3 taken from Core Strategy, Strategic Site Profile, pages 95 and 96).

The significance of Dunsbury Hill Farm as Strategic Site is also material to its role in connection with the regeneration of the Borough. Policy CS6 Regeneration of the Borough states that planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly in Leigh Park where there is some significant deprivation which the development of the Site will help to address.

Policy CS18 Strategic Site Delivery identifies strategic sites that are critical to achieving the Borough's Core Strategy vision, and provide the development requirements for the 20.2 hectare site at Dunsbury Hill Farm (Chapter 6, Core Strategy).

Public Consultation

The scheme which forms this planning application has been the subject of consultation with the local community and has also been the subject of discussion with a range of statutory authorities and other interested stakeholders. The proposals have been developed and refined based on those consultations.

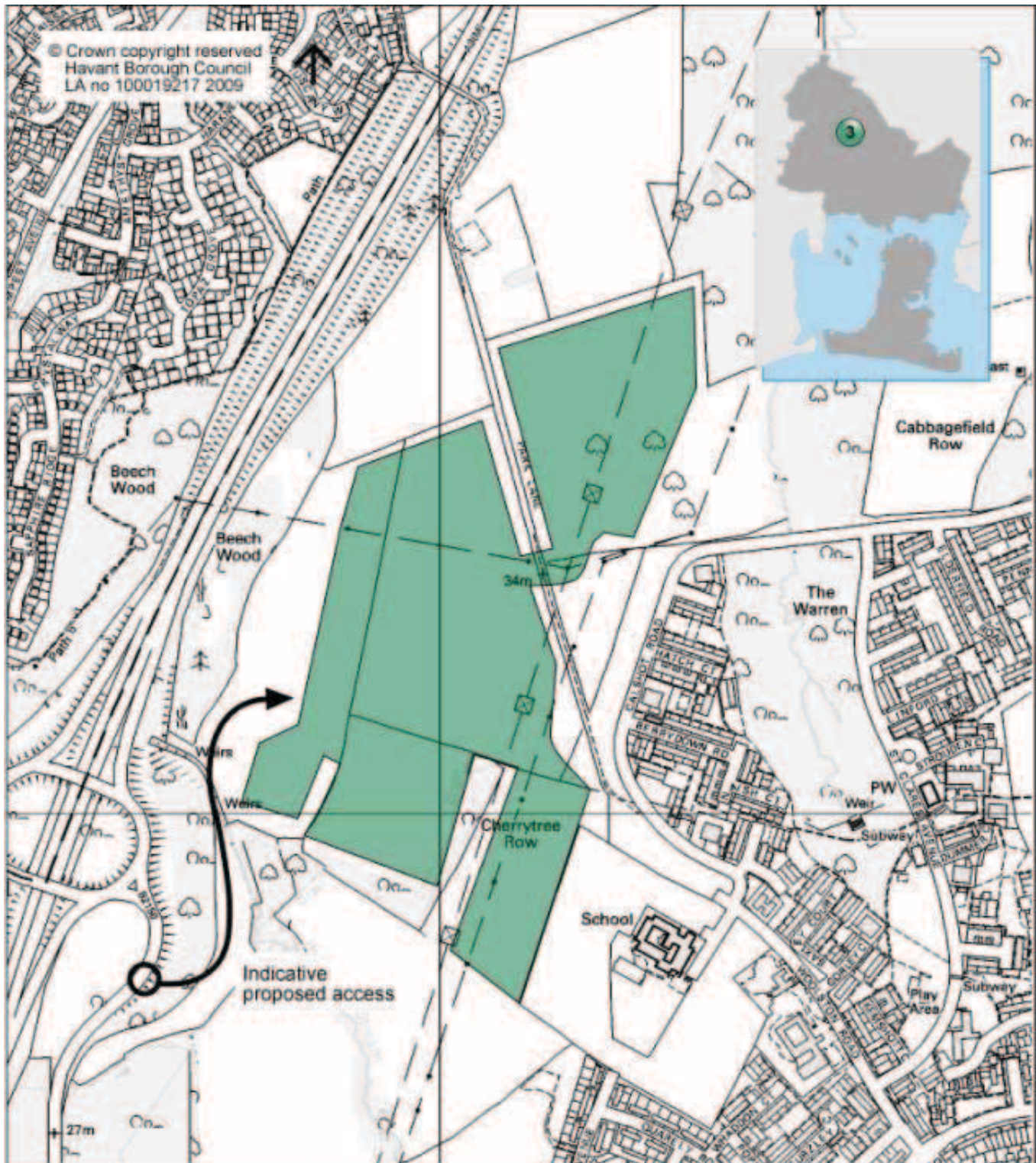
HBC has led a lengthy historic consultation relating to the proposals for the Site which has been derived from policy proposals that have emerged from draft and final development plan documentation.

PCC proposed the consultation strategy for the Site at the outset of its development proposals and agreed a detailed consultation process with HBC. HBC facilitated arrangements with Community Boards and the Development Consultative Forum and all presentations and exhibitions were prepared by Atkins and PCC who also provided the information about the consultation for the HBC and Partnership for Urban South Hampshire (PUSH) websites.



Figure 1.3 Havant Borough Council Core Strategy: Extract from Policy CS18 key diagram

STRATEGIC SITE PROFILE	
Site Location:	Dunsbury Hill Farm
Site 3	



The Planning Application

This is a hybrid planning application, meaning an application that is in part outline and in part detailed. Outline permission is sought for employment uses and a hotel with conference facilities and a detailed permission is sought for a new link road to Hulbert Road and a link road with bus-gate to Woolston Road; together with landscaping, infrastructure and associated works. These works comprise the “Proposed Development”. All matters apart from Access are reserved.

The Proposed Development principally comprises:

- Employment uses (B1, B2 and B8) including an Enterprise Centre (46,450m²) in Phase 1;
- A hotel with conference facilities (5,574m²);
- Employment uses (B1, B2 and B8) (15,329m²) in Phase 2;
- A new access junction off Hulbert Road;
- A bus gate with Woolston Road;
- A new west to east link road through the Site with a dedicated public transport link to connect the site to Leigh Park;
- Retention of existing trees and hedgerows where possible;
- Provision of a 150-180m wide landscaped gap between the A3(M) and the Proposed Development and east – west green finger providing landscape structure to the Site.

The Proposed Development will encompass transport infrastructure consisting of a new access junction to connect the Site to the A3(M) via Hulbert Road, a bus gate to connect the site to Leigh Park through a bus only access point, a link road to define the primary circulation route through the Site with a dedicated public transport link to maintain and improve circulation to and around the site. The existing bridleway which crosses the Site will also be maintained and improved.

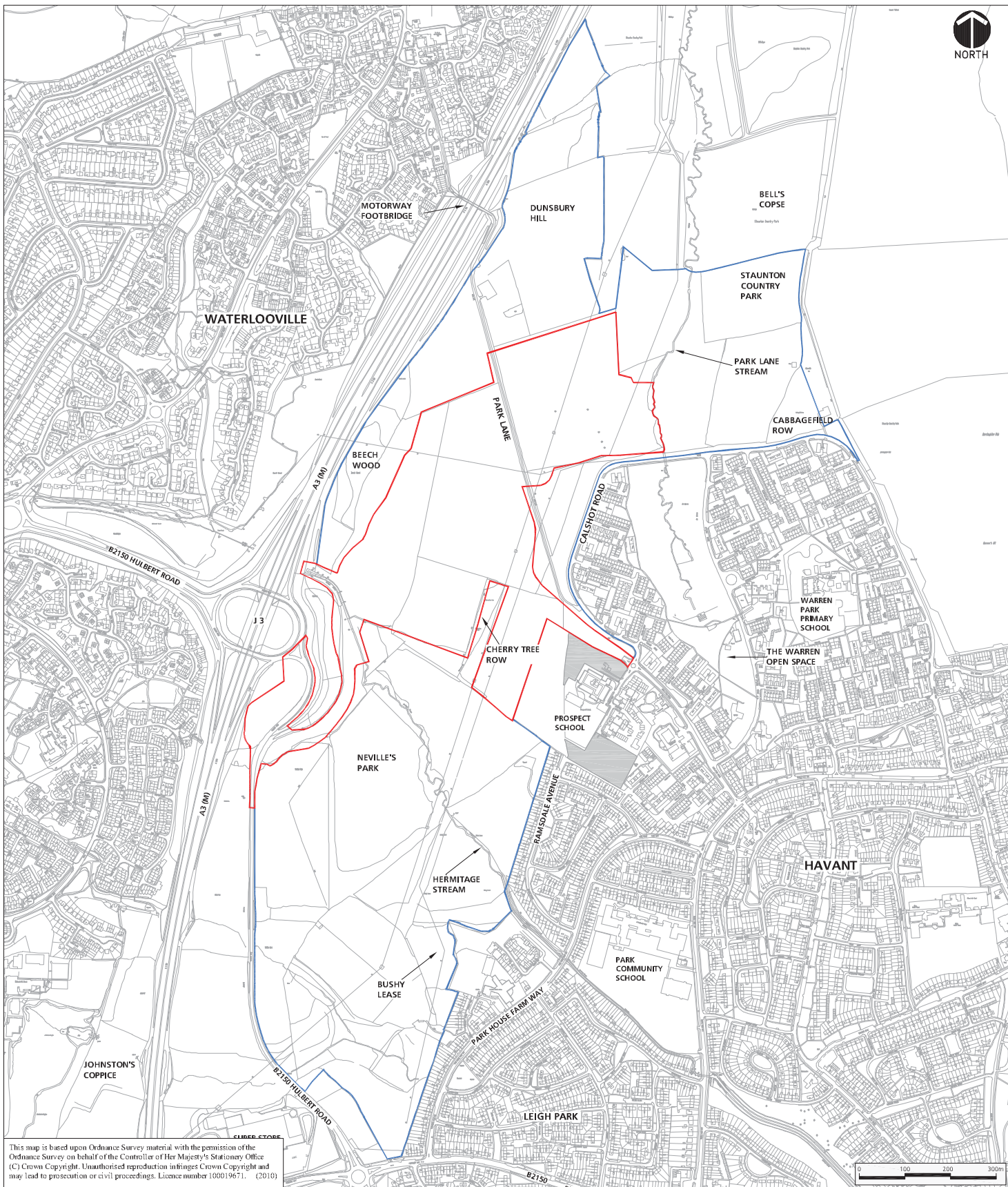
The major land uses including employment and a hotel with conference facilities will be developed over two phases. A strong landscaped buffer will be created and as far as practical, existing features of nature conservation interest and landscape importance including trees and hedgerows will be retained.

The Statement is part of a comprehensive package of information submitted with the planning application which includes:

- Application Form;
- Site Location Plan;
- Planning Application Site Boundary;
- Development Specification and Application Drawings as follows:
 - Movement Framework (Parameter Plan 1)
 - Land Use Framework (Parameter Plan 2)
 - Building Heights (Parameter Plan 3).
- Planning Statement;
- Environmental Statement (Volumes 1 – 3) and Non-Technical Summary;
- Transport Assessment including a Travel Plan Framework;
- Highway Design Report;
- Flood Risk Assessment;
- Design and Access Statement;
- Sustainability Statement;
 - Statement of Community Involvement.

The Development Specification provides the legal basis of the application and, subject to approval, ‘fixes’ key elements of the scheme. Reserved matters applications for specific parts of the overall scheme would be formulated within these fixed parameters and principles (see Section 5 of this Statement).

The Planning Application Boundary is illustrated in Figure 1.4.



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KEY

-  PLANNING APPLICATION BOUNDARY
-  ADDITIONAL LAND WITHIN PCC OWNERSHIP
-  RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION

Dunsbury Hill Farm
The Planning Application Site Boundary
Figure 1.4

Not to Scale
December 2011

Design and Access Statement

The Statement follows guidance on the requirements for design and access statements accompanying outline planning applications set out in Guidance on Information Requirements and Validation (GIRV) published by the Department for Communities and Local Government (DCLG) in March 2010 which replaces Section 3 of Circular 01/2006 (References 3 and 4 respectively).

Account is also taken of a guidance note on design and access statements first published in 2006 by the Commission for Architecture and the Built Environment (CABE) which from 1999 to 2011 was the government's statutory advisor on architecture, urban design and public space (Reference 5).

According to the guidance set out in GIRV, a design and access statement is required to accompany a planning application "allowing applicants to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process" (para 99).

GIRV goes on to set out some of the guiding principles and objectives (affecting developers, local planning authorities and stakeholders) which underpin the preparation of design and access statements:

- "A design and access statement is a short report accompanying and supporting a planning application to illustrate the process that has led to the development proposal, and to explain the proposal in a structured way. The level of detail required in a design and access statement depends on the scale and complexity of the application, and the length of the statement varies accordingly. Statements must be proportionate to the complexity of the application, but need not be long" (para 101).
- "Design and access statements help to ensure that development proposals are based on a thoughtful design process and a sustainable approach to access. Statements should improve the quality of proposals: in preparing the design and access statement, developers need to consider and subsequently explain the merit of the design and how it relates to the existing setting" (para 102).
- "Design and access statements enable local planning authorities to better understand the analysis which has underpinned the design and how it has led to the development of the scheme. This helps negotiations and decision-making and should lead to an improvement in the quality, sustainability and inclusiveness of the development" (para 103).
- "Design and access statements allow local communities, access groups, amenity groups and other stakeholders to involve themselves more directly in the planning process without needing to interpret plans that can be technical and confusing. This helps to increase certainty for people affected by development and improve trust between communities, developers and planners. It also enables the design rationale for the proposal to be more transparent to stakeholders and the local planning authority" (para 104).

Considerable emphasis is placed on appraising the context of a proposed development, with the guidance pointing out that: "Development proposals that are not based on a good understanding of the local physical, economic and social context are often unsympathetic and poorly designed, and can lead to the exclusion of particular communities" (para 143). The guidance recommends (in para 144) that a four-stage approach be adopted:

- **Assessment** of the site's immediate and wider context in terms of physical, social and economic characteristics and relevant planning policies;
- **Involvement** of community members and professionals;
- **Evaluation** of the information collected on the site's immediate and wider context, identifying opportunities and constraints and formulating design and access principles for the development;
- **Design** of the scheme using the assessment, involvement and evaluation information collected.

The fourth stage covers both the design principles and concepts that have been applied to a proposed development and how issues relating to access have been dealt with – it thus comprises a design component and an access component. In relation to the design component, the guidance notes (in para 126) that a design and access statement should explain the design principles and concepts that have been applied to particular aspects of the proposal – these being the amount, layout, scale, landscaping and appearance of the development.

The Statement presented in this document is structured according to the guidance summarised above. In doing so, account is taken of the advice (set out in para 105 of GIRV) that design and access statements for outline planning applications should “*demonstrate how climate change mitigation (through the minimisation of energy consumption, efficient use of energy, and the supply of types of energy including from low-carbon and renewable sources to help reduce overall carbon emissions) and adaptation measures (to provide resilience to future climate impacts) have been considered in the design of the proposal*”.



Guidance on information requirements and validation



Design and access statements

How to write, read and use them



Structure of this Statement

Section 1: Introduction as set out here.

Section 2: Assessment provides an analysis of the physical characteristics of the Site and an appreciation of the social, economic and planning policy context. It also considers local character of the Site and surrounding area.

Section 3: Involvement summarises the results of consultation with the statutory authorities, key stakeholders and the local community and explains how this has affected the design of the Proposed Development, which was the subject of a continual process of refinement in response to feedback received.

Section 4: Evaluation outlines the opportunities and constraints affecting the Proposed Development. It also sets out a series of 'high-level' design and access principles which have been taken into account in formulating an Indicative Masterplan and which will guide reserved matters applications. A brief description is given of the principal elements of that masterplan.

Section 5: Parameters, Principles and Concepts establishes the parameters which underpin the Proposed Development and which form the legal basis of the outline planning application.

Section 6: Landscape sets out the landscape and ecological strategies which underpin the design of the new development.

Section 7: Appearance explains and justifies the principles behind the intended appearance of the buildings, neighbourhoods and the public realm.

Section 8: Layout describes the way in which buildings, routes and open spaces are provided, placed and orientated in relation to each other.

This sections also details the movement aspects of the Proposed Development, and the proposals aimed at ensuring inclusive access for all.

Section 9: Sustainability draws on the information presented above and in accompanying documentation such as the Environmental Statement and Transport Assessment, to demonstrate the approach adopted toward sustainability – particularly with respect to climate change mitigation and adaptation measures.



2. ASSESSMENT

Guidance

The government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

"A design and access statement should demonstrate the steps taken to appraise the context of the proposed development. It is important that an applicant should understand the context in which their proposal will sit, and use this understanding to draw up the application. To gain a good understanding of context and to use it appropriately, applicants should follow a design process which includes assessment of the site's immediate and wider context in terms of physical, social and economic characteristics and relevant planning policies. This may include both a desk survey and on-site observations and access audit. The extent of the area to be surveyed will depend on the nature, scale and sensitivity of the development" (para 144).

Local Landscape Townscape and Architectural Character

To create a development that respects and enhances the local distinctiveness of the Dunbury Hill landscape and the wider character of this part of Havant, it is important to understand its context in terms of landscape and townscape character.

Review of existing landscape character

Regional Character

The regional context comprises a mix of urban settlements and agricultural landscape, with large areas of woodland and heathland across flat and gently sloping topographical change. The South Downs National Park is located to the north and the Chichester Harbour Area of Outstanding Natural Beauty to the south and possess more exaggerated and extreme landscapes with a series of undulating hills of open countryside and flat, open coastal plains respectively. The Site is not visible from and not part of the setting of the South Downs National Park or Chichester Harbour Area of Outstanding Natural Beauty.

The main city centre is Portsmouth on the south coast, with Waterlooville and Havant providing the main urban settlements nearby. Smaller settlements and villages are scattered away from the main settlements following the local road patterns. The main infrastructure is along the north to south A3 (M) connecting London with Portsmouth. Running east to west, to the south of the Site is the M27 and A27, connecting Southampton, to Portsmouth and further east to Chichester and Brighton.

Local Character

The local landscape is dominated by the A3 (M) road corridor with the large settlements of Waterlooville running along the western border and Leigh Park approximately 600m to the east. The A3 (M) road corridor is cut into the landscape and further concealed by mature and densely planted embankments restricting any distant views of the road or out to the local area. At Junction 3 there are some local views from the elevated roundabout. Between the A3 (M) and the western settlement boundary of Leigh Park are a series of agricultural fields divided by mature hedgerows with copses of woodland.

The borders of Waterlooville are largely contained and not visible due to the mature embankment vegetation along the A3 (M). The western side of Leigh Park is topographically lower and the borders are wooded restricting any views.

The housing of Leigh Park is predominantly brown and red brick 1960s, built as public housing stock, low to medium rise terraces and apartments with plain utilitarian commonality of design and limited architectural expression.

The local infrastructure is concentrated on the local roads across the A3 (M) at Junction 3 and four. The roads of Waterlooville and Leigh Park are a series of residential culs de sacs connected by residential streets.

Hermitage Stream runs from north to south, emerging on Site from a culvert running east – west under the A3, and continues in a south easterly direction through Leigh Park and further south on through Stockheath, eventually meeting Storehouse Lake to the south of the A27.

2. ASSESSMENT

The Site

The Site gently rises from 20 metres AOD in the south to approximately 45 metres AOD in the north. It falls away to the east down towards the wooded enclosures around Hermitage Stream and down in the south west towards the A3 (M) embankment. An exposed high point or ridgeline coincides along Park Lane Bridleway 123. Land to the east, adjacent to Calshot Road and Prospect School is open, leveling out to tie in with the Leigh Park area at circa 15m AOD.

The principle built features are the western settlement edge of Leigh Park, large pylon with overhead cables running north to south across the Site. The A3(M), although not directly visible, can be heard and it becomes visible with a more audible presence at the raised roundabout at Junction 3.

There are dense areas of vegetation to the south of the Site. The northern part of the Site is more open and the woodland within the Site connects with the field boundaries. The Site is predominantly made up of arable fields and pasture enclosed by mature hedgerows and wooded copses. There are lower and broken, diminishing hedgerows on the higher ground towards the centre of the Site where the field sizes also become larger scale.

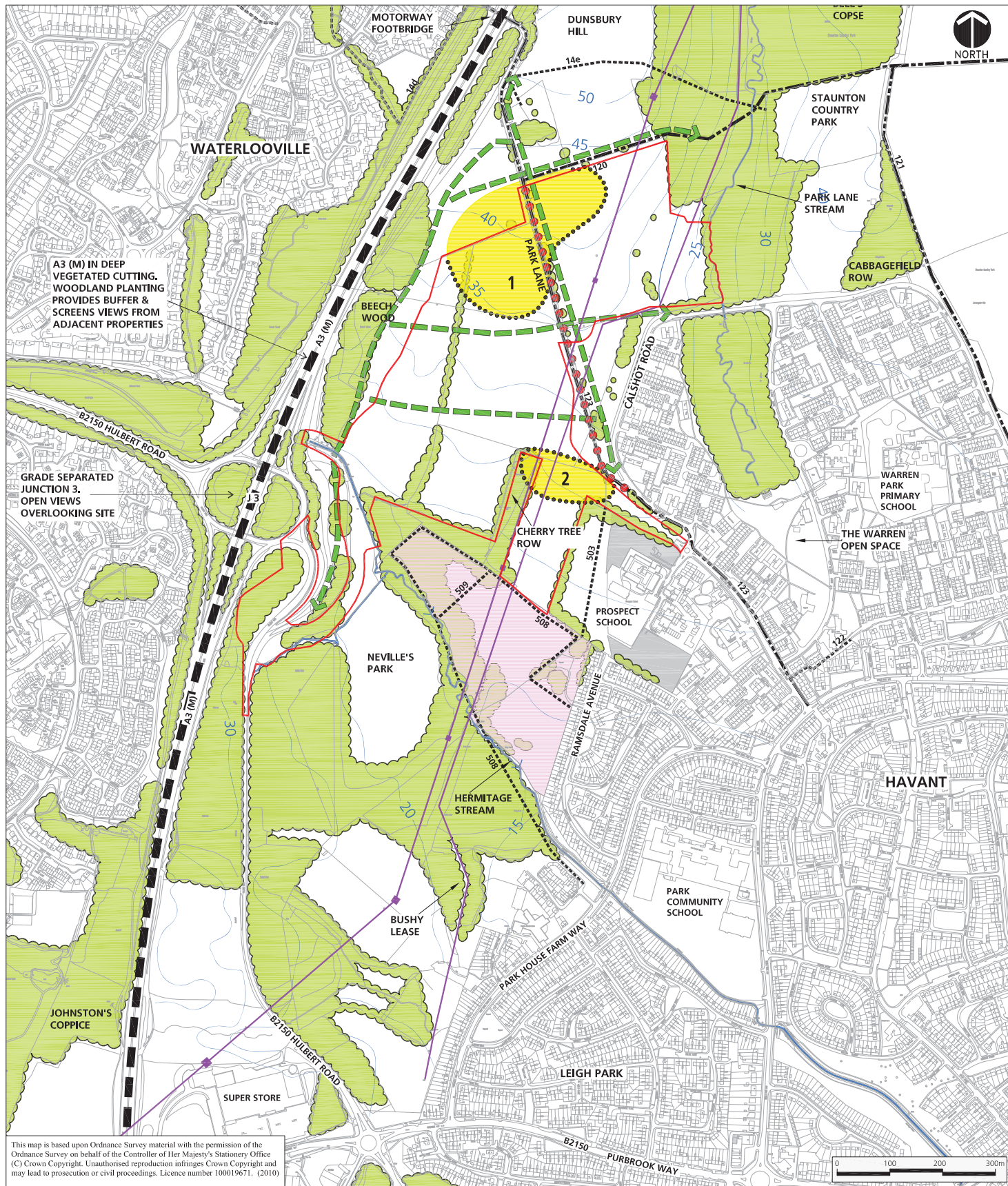
Hermitage Stream runs along the eastern border of the Site and continues round to the south of the Site following a wooded corridor towards and under Junction 3 of the A3 (M). Park Lane Stream is contained within Bell's copse on the eastern side of the Site with the adjacent field sloping down towards it. The Arboriculturist report details the condition of trees close to the proposed link road, and an assessment of the existing vegetation and prominent trees within the wider masterplan area.

The higher ground to the north of the Site affords medium distant views to the south along the A3 (M) corridor. The elevated northern part of the Site that is adjacent to Park Lane is laid to aggregate without formal footpaths alongside and is more of a track in appearance and use. There are some views from the properties at the corner of Calshot Road that openly overlook part of the Site.

Park Lane and adjoining designated and informal footpaths are popular with local walkers and cyclists. Park Lane connects across the A3 (M) to Waterlooville and is an important local route.

Figure 2.1 illustrates these key features.





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**Dunsbury Hill Farm
 Opportunities and Constraints
 Figure 2.1**

Scale 1:7,000 at A3
 March 2012

2. ASSESSMENT

Key Landscape and Townscape Features

The key landscape features and the zones of local landscape character have been identified within the study area, as follows:

Urban – this zone includes the urban areas of Waterloooville and Leigh Park, to the west and east of the motorway respectively which are reasonably well screened from the Site by mature vegetation. The environmental value of the urban areas can be described of as ‘Low or Medium’ importance and rarity, in terms of its character or architectural quality.



Woodland – There are areas of mature, deciduous woodland to the north and east of the Site. To the north east it extends into the large wooded area to the north of Staunton Country Park, and to the west of the Site it links with the wooded area of The Warren. It is by its nature an enclosed landscape, and is important as a backdrop to the neighbouring, more open zones. Woodland areas, namely, Bushy Lease and Beech Wood possess characteristics associated with pre-1810 woodland parcels, formerly part of the Forest of Bere. The environmental quality of this zone can be described as ‘High or Medium’ importance and rarity. Parts of the woodland require management to improve their quality and improve the appearance. Additionally the watercourse of Hermitage Stream is concealed by woodland cover. Access to the woodland is limited to unmaintained informal routes.



A3 (M) Corridor – this zone lies alongside the motorway and is strongly affected visually by it. The motorway is mostly in cutting, bordering the western Site boundary and the area affected is relatively narrow, but it does act as a break between the wider areas to the east and west and is clearly different in character from them. Junction 3 of the A3 (M) is elevated and more visible from the Site and surrounding residential areas. Steep embankments and mature vegetation line and contain both sides of the road. It is possible to assign an environmental value of 'Low or Medium' importance or rarity, at the local scale.



Sloping Arable Land – this zone is roughly coincident with the Site area, and includes all the area that would be developed as a result of the Proposed development. It has an open character, in contrast to the more wooded areas, which surround it, and slopes from north to south. Its openness is limited by some mature trees within the hedgerow and also by the hedges themselves, and it is also affected by the urban influences of the surrounding housing, which can be glimpsed in places, and also by the motorway, which can be heard when it cannot be seen. This zone also has a slightly degraded, urban fringe character, particularly along Park Lane, where signs of urban use and abuse are frequent. The area is crossed by a high voltage electricity transmission line running roughly north – south, carried on pylons which are visually dominant, and also by two low voltage lines, one running parallel to the pylons, and the other crossing the Site to pass through Beech Wood. It is also an area subject to fly tipping along the fringes adjoining Leigh Park and the parcels immediately adjoining the residential area are degraded in parts. Overall the fields are key to the strategic gap and are generally well maintained and can be assigned an environmental value of 'High or Medium' importance and rarity, with relevance to the regional area with limited potential for substitution.



2. ASSESSMENT

Undulating Mixed Grassland and Woodland – this is a complex area of undulating topography comprising a patchwork of small to medium sized woodland blocks and open areas of rough grassland or pasture. It contains a number of potentially intrusive features including the motorway and the overhead electricity transmission line, but is able to contain these features such that in many views the area appears to be relatively unspoilt and rural. It is generally well screened from the adjoining urban areas to the east and west. This area of land is quite contained with limited influence from the A3 (M) and given its proximity to Havant, represents a natural amenity. Therefore it is possible to assign an environmental value of 'High or Medium' importance and rarity, of regional importance and possessing limited potential for substitution.



Water Courses – includes Hermitage Stream which is contained within and flows through a series of wooded copses to the south of the Site on the northern edge of Neville's Park. The stream crosses the south eastern corner of the Site and flows through a culvert under the A3 (M). Park Lane Stream, a tributary to Hermitage Stream runs north-south along the north eastern edge of the Site.



Socio-Economic Characteristics

The Havant Borough Employment Land Review (February 2010) updates the Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006) and provides important background in support of the Strategic Site policies. It confirms the continued need for a 'stand alone' employment allocation at Dunsbury Hill stating that it "offers huge development potential due to its scale, proximity to the highway network, green field character and public sector ownership (amongst other things). This Site represents a key opportunity to deliver major transformational change in the borough, the Site will also deliver regeneration benefits on a sub-regional level".

The Employment Land Review concludes that the Dunsbury Hill Farm site is "a key component of future employment land provision in Havant – and any reduction or delay in delivery at this site will have fundamental impacts on the balance between land demand and supply. It is also considered to be of sub-regional importance and has been identified as a strategic site by PUSH" (para 2.68).

Leigh Park has a population of about 26,700 with a relatively young age structure. Overall the area suffers from high levels of deprivation. Many of the manufacturing firms that were once based there have now left the area and there is a significant gap between the skills of the local population and the jobs available in the sub-region. Leigh Park District Centre has a high level of vacant retail units and the area is characterised by high levels of social rented housing. The Core Strategy recognises that addressing the skills gap is a priority for the regeneration of the area and the provision of new employment facilities in the area is equally important.

Transport

The roads in the Leigh Park estate are generally single carriageway with one lane in each direction. There is a roundabout at the junction of Woolston Road and Calshot Road, which also provides access to Bellway Homes and a fourth arm, which is provided to allow for the future bus access to Dunsbury Hill Farm.

The B2150 Hulbert Road links the A3(M) London Road in Waterlooville to the B2149 Bedhampton Road, in Bedhampton, adjacent to Havant. Adjacent to the Site, the B2150 Hulbert Road is a single carriageway road with one lane in each direction. There are no footways or cycle routes along the B2150 Hulbert Road.

To the south of the Site, the B2150 Hulbert Road intersects with Purbrook Way at a five arm roundabout. This roundabout gives access to the Asda supermarket and other routes. The roundabout currently experiences congestion and has been identified as a bus congestion location and traffic queues have been observed at this roundabout from a number of entry points which can cause delay when accessing the roundabout.

Rail and Bus Connections

There is an existing network of bus services, with some stops located 400m from the Site, providing routes to Havant town centre and Portsmouth Harbour. Havant and Bedhampton rail stations are located approximately 2.5km from the Site.

Public Rights of Way

A bridleway (Park Lane) crosses the Site connecting Leigh Park to cross the A3(M) to the north. There is a cycle route linking Tempest Avenue, to the west of the A3(M), to Middle Park Way and Dunsbury Way to the east of the A3(M) and crosses the A3(M) on a bridge to the north of Junction 3. There is an off-road cycle route southbound from Woolston Road roundabout along Middle Park Way. The route continues off-road along the Hermitage Stream path which heads south towards Havant town centre. There is also an off-road cycle route along Purbrook Way west of the Hulbert Road / ASDA Roundabout which heads to the west of the A3(M). All these routes are connected to the residential areas and Havant town centre, with a network of suggested link routes, some of which are signposted at present.

There is a circular footpath to the south of the Site between Park House Farm Way and Ramsdale Avenue and between Ramsdale Avenue and Park Lane, which connects with the Park Lane bridleway. An east-west bridleway connects with Park Lane leading from the north of the Site eastwards to Stansted and Rowland's Castle. From this there is a bridleway leading south to Swanmore Road and Dunsbury Way. Routes will be tied into the existing Rights of Way network and footpaths and cycleways will provide a connection to Leigh Park, Havant and Waterlooville (via Park Lane). A shared cycle / footway along the development link road is proposed.

2. ASSESSMENT

Agriculture

PCC is the owner of all land within the Site apart from a small area of land adjacent to Hulbert Road which is in the ownership of the Department of Transport. The majority of the land is let to two tenants on short-term arrangements.

Ecology

A walk-over ecological survey of the Site and its immediate surrounds was undertaken on 20th July 2010 and on 12th August 2010, broadly following the 'Extended Phase 1' methodology as set out in Guidelines for Baseline Ecological Assessment (Institute of Environmental Assessment 1995). The land west of Hulbert Road was surveyed on 13th September 2011, based on the latest design for the connection of the new link road to Hulbert Road.

Further ecological surveys were undertaken between December 2010 and September 2011 to gather sufficient baseline information on protected species that could be affected by the Proposed Development, in order to inform the layout and design of the scheme.

A detailed vegetation survey was undertaken in May 2011 within fields in the south of the Site that will be directly affected by the construction of the link road. Five hedgerows that are within the Site or on the boundary were inspected in May 2011 in relation to the 'wildlife and landscape' criteria set out in Schedule 1 of the Hedgerow Regulations 1997. There are three hedgerows at the Site or on the boundary of the Site that appear to qualify as ecologically important hedgerows under the Hedgerow Regulations (1997).

The Site only includes a small area of woodland at Neville's Park East SINC, although woodland adjoins the Site to the west, south and east boundary. These woodlands are designated as SINC's and are also either ancient woodlands or woodlands where there is a significant element of ancient semi-natural woodland surviving.



Flood Risk

The Site is located in Flood Zone 1 with an annual probability of fluvial flooding of less than 0.1%. Flood flows on the Hermitage Stream are currently contained within the river channel with no out-of-bank flow. The proposed access road including the new bridge supports is therefore also located in Flood Zone 1 with a low probability of flooding.

The site is at a low risk of flooding from the Hermitage Stream and Park Lane Stream and therefore all development is acceptable in line with the guidance in PPS25.

The development proposals however include restoration of a reach of the Hermitage Stream and a new bridge over the watercourse. These aspects of the development have the potential to affect fluvial flood risk downstream of the development and are therefore considered in the Flood Risk Assessment which accompanies this application.



Planning Policy Context

The Proposed Development closely follows national, regional and local planning policy objectives, including those aimed at mitigating climate change. Further analysis of the policies summarised below can be found in the Planning Statement.

National Planning Policy Framework

A series of Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) set out the government's national policies on specific aspects of spatial planning in England:

Draft National Policy Framework (2011) is a key part of the coalition government's reforms which aims to make the planning system less complex and more accessible, and to promote sustainable growth.

PPS1: Delivering Sustainable Development (2005) sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Supplement to PPS1: Planning and Climate Change (2007) introduced requirements to build developments which help secure reductions in carbon emissions and are resilient to a changing climate.

PPS4: Planning for Sustainable Economic Growth (2009) encourages sustainable economic growth identifying priority areas with high levels of deprivation to be prioritised for regeneration investment. Emphasises that planning applications for economic development should be assessed by considering high quality inclusive and sustainable design, accessibility to a choice of means of transport and the impact on economic and physical regeneration in the area.

PPS9: Biodiversity and Geological Conservation (2005) provides planning guidance on the protection of biodiversity. It notes that development proposals provide many opportunities for 'building-in' beneficial biodiversity features as part of good design.

PPS10: Planning for Sustainable Waste Management (2011) advocates more sustainable management – moving the management of waste up the 'waste hierarchy' of prevention, preparing for reuse, recycling, other recovery, with disposing only as a last resort.

PPG13: Transport (2011) advises local authorities to actively manage the pattern of urban growth to make the fullest use of public transport, and to direct housing and commercial development to locations which are highly accessible by public transport, walking and cycling.

PPS5: Planning for the Historic Environment (2010)

seeks to ensure that policies and decisions concerning the historic environment recognise that heritage assets are a non-renewable resource; take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term.

PPS22: Renewal Energy (2004) sets out policies for renewable energy – emphasising the role it can play in facilitating the government's objectives for sustainable development and climate change.

PPS25: Development and Flood Risk (2010) aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

Regional Spatial Strategy for The South East Of England (2009)

The Havant Borough Core Strategy was prepared in the context of the Regional Spatial Strategy, the South East Plan (SEP) in May 2009. Core objectives pertinent to the development proposal include:

- A sustainable balance between planning for economic, environmental, and social benefits, to help improve the quality of life for everyone in the South East region;
- Economic growth and competitiveness in the region will be sustained, with Gross Value Added (GVA) in the region increased by 3% per annum over the period 2006-2016;
- New initiative to tackle skills deficits will be promoted;
- Economic and social disparities within the region will be reduced; and
- Adequate infrastructure will be provided in a way that keeps pace with development.

PUSH South Hampshire Sub-Regional Strategy (2005)

The South East Plan also has a sub-regional strategy known as PUSH - the South Hampshire Sub-Regional Strategy which has also set out the direction for the Dunsbury Hill Farm Strategic Site.

2. ASSESSMENT

Local Planning Policy

Havant Borough Core Strategy (March 2011)

The Havant Borough Council Core Strategy adopted on 1st March 2011 sets the planning framework for the Borough until 2026. The Core Strategy was prepared with partner organisations, including PUSH, the Havant Local Strategic Partnership, local communities and agencies.

The areas of the borough that have been identified as a priority for regeneration include Leigh Park, Havant and Waterlooville. As some of these areas are identified on national deprivation indicators, central and regional government bodies, such as South East England Economic Development Agency (SEEDA) have provided regeneration funds to the borough.

The Core Strategy Vision lists a number of Objectives supported by themes that set out a description of aims for a particular focus of support and development. Themes one and three deal with Health and Wellbeing, and Regeneration and Community Support within the Borough's Strategy. They specifically refer to the need to create a diverse and dynamic business base and the right conditions for growth. There is a further theme to support Infrastructure, Implementation and Monitoring.

Dunsbury Hill Farm as a Strategic Site

Policy CS18 Strategic Site Delivery – states that the strategic sites are critical to achieving the Core Strategy vision. The council will permit development at the following strategic sites in accordance with the Development Requirements set out in the strategic site profiles:

1. Havant Public Service Village
2. Havant Thicket Reservoir
3. Dunsbury Hill Farm
4. Major Development Area and Waterlooville Town Centre Integration
5. Woodcroft Farm

The strategic site profile for Dunsbury Hill (pages 95 and 96 of Core Strategy) states why this site is critical to achieving the Core Strategy Vision: *“Dunsbury Hill Farm is a key strategic employment site for the borough and the wider sub-region, which will form a new businesses gateway to South Hampshire from the A3(M). The creation of a high quality business and technology park with excellent transport connections will deliver a large number of jobs in close proximity to Leigh Park. It will provide new first class employment floorspace for start-up and growing businesses. It could provide approximately 60,000 square metres of new employment floorspace. This is about a third of the total requirement for new employment in the borough up to 2026.”*

3. INVOLVEMENT

Guidance

The government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

"Involvement of both community members and professionals. Depending on the scale, nature and sensitivity of the proposed development, this might include, for example, consultation with local community and access groups and planning, building control, conservation, design and access officers. The statement should indicate how the findings of any consultation have been taken into account for the proposed development and how this has affected the proposal" (para 144).

Historic consultation

HBC has led lengthy historic consultation relating to the proposals for the Site which has been derived from policy proposals that have emerged from draft and final development plan documentation.

The initial consultation for the development of the Site started with a review of the Site's function for the then Local Plan in 2002. The site at Dunsbury Hill Farm was first allocated for employment uses in the Revised Deposit Draft Havant Borough District-Wide Local Plan, February 2002. The Local Plan was revised to increase the supply of employment land at Dunsbury Hill Farm which was allocated as a suitable site in Policy EMP 1.10.

A masterplan for a business park at Dunsbury Hill Farm was produced and supported by an Environmental Statement (ES) which was published in February 2003. The masterplan was considered as part of the Local Plan Inquiry held between November 2002 and June 2003. The site was subsequently included in the Havant Borough District-Wide Local Plan (adopted by HBC in September 2005) as an Employment Site under Policy EMP 1.4.

In addition the Partnership for Urban South Hampshire (PUSH), a partnership of 11 Local Authorities in Hampshire, developed a Sub-Regional Strategy for South Hampshire under the South East Plan which recognised Dunsbury Hill Farm as a key strategic employment site.

The HBC Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006) identified Dunsbury Hill Farm as a major development opportunity.

The Site was considered important because it could deliver a considerable number of jobs next to Leigh Park which is a priority area for regeneration, as well as providing space for start-up businesses.

In June 2007 the 'Dunsbury Hill Farm Development Brief' was produced by HBC's Planning Policy and Development Teams to take the proposal further.

In 2010 the Site was consulted upon in the context of the Core Strategy and its supporting evidence bases and thereafter in 2011 in respect of the masterplan proposal for the Site.

Consultation with the Council and Statutory Bodies

In the spirit of PPS1 (Reference 34), which stresses the benefits to both developers and local planning authorities of pre-application discussions in ensuring a better mutual understanding of the objectives and constraints that exist, a series of meetings took place with local authority officers, members and key stakeholders. Table 3.1 lists those issues raised at (or after) the meetings and presented at the Development Consultative Forum on 3rd October 2011 which are of relevance to design and access.

In line with the GIRV, an indication is given as to whether a particular issue was taken into account in the Proposed Development, is to be addressed at the reserved matters stage, or is outside the remit of the scheme design.

3. INVOLVEMENT

Table 3.1 Feedback from Borough Council and Statutory Bodies – Summary of Issues

Transport and Access		Account Taken
Hampshire County Council Highways	As site is vacant, no trips are currently generated. Proposed use would create significant transport demands. Next stage of testing will be for a much more detailed local assessment.	+
	Site well located for access to motorway network.	+
	Highways Agency reluctant to introduce new accesses to their network.	+
	Design work is underway with the aim of creating a route which is both a transport corridor and contributes to the overall vitality of the development.	+
	Control of vehicles (buses only) onto Woolston Road is important.	+
Highways Agency	Prime consideration is the impact on safety and congestion on the Strategic Road Network.	+
	Concern over unacceptable air quality arising adjacent to stressed junctions/ sensitive sites.	+
	Aside from Purbrook Way/Hulbert Road/ASDA Roundabout, local road access is reasonable. Access on foot, by cycle and bus is not currently possible due to open land use.	+
	Initial testing results (done through the Transport for South Hampshire Sub-Region Regional Transport Model) have shown that the development is likely to draw people (and travel demands) in from A3(M) and Havant itself and could produce 1400 new trips.	+
HBC Highways Officer	Highway Authority will require a Transport Assessment based on a Work Place Travel Plan that will need to identify use of sustainable transport, and identify solutions to parking issues.	+
	Mitigation works will be required by off-site works.	+
	Road Closures to enable development to take place must be identified at the application stage.	-
	Application must show satisfactory servicing arrangements in terms of parking/ construction.	-
	Phasing of development must be adequately demonstrated.	+ and -
Green Infrastructure		Account Taken
HBC Drainage Officer	Flood Risk Assessment and ground work has covered the implementation of Sustainable Urban Drainage Systems. Requirement to drain to green field standards.	+
Environment Agency	Majority of the development site is within Flood Zone 1; low probability of flooding. Southern extent of site (near to Hermitage Stream) is Flood Zone 3; high probability of flooding. Sequential risk approach should see development directed to areas with lowest risk of flooding.	+
	Flood Risk Assessment required that should include a sustainable drainage strategy and measures to mitigate surface water runoff.	+
	Supportive of enhancement and creation of new wetland habitats.	+
	Recommend that opportunities to enhance water quality to Hermitage Stream are undertaken as part of site development.	+
	Supportive of restoration of the Hermitage Stream.	+
	Water efficiency is key to the sustainability of this development.	-

Green Infrastructure (continued)		Account Taken
Natural England	Development is some distance away from Designated Sites (Langstone/Chichester Harbour/Solent Maritime).	+
	Due to watercourse on site, potential for some impact; measures should ensure no adverse impact occurs.	+
	Site is adjacent to numerous SINC's and parts of the development site are likely to contain protected species.	+
	Neville's Park East Wood lies close to the link road. Ancient Woodland is irreplaceable and the development must avoid negative impact.	+
	Potential for increased air pollution may affect nearby Designated Sites and the Butser Hill SAC to the north.	+
	Visual impact of the development must be considered in respect of South Downs National Park and Chichester Harbour AONB.	+
Hampshire County Council Ecologist	Generally satisfied with information submitted to date. Main ecological issues are likely to be habitat loss/fragmentation, disturbance to protected species, impacts on Designated Sites.	+
	SINC's within and adjacent to the site contain UK BAP Priority habitats. Development must not harm these SINCS and connectivity must be maintained between these areas and habitats retained/created on site.	+
HBC Planning Policy Issues		Account Taken
Planning Policy Officer	The application needs to comply with all the development requirements set out in policy CS18.3.	+
	The development of a high quality business park on this site is critical to delivering sustainable economic growth both in Havant Borough and the wider South Hampshire sub-region.	+
	A Skills and Employability Plan will be required to ensure that local people can access jobs and training at the new business park including at the construction phase.	-
Economic Development Officer	Strongly supports. Will address lack of jobs in the Borough. Currently only 62 jobs for every 100 residents of working area, under average for South East. Male unemployment in Leigh Park wards is high 8-9%. High quality development would create jobs and benefit local businesses. Comparable to Langstone Technology Park.	+
Environmental Health	No adverse comments.	

+ indicates that the issue has been taken into account in the Proposed Development

- indicates that the issue is to be addressed at the reserved matters stage or is outside the remit of the scheme design

3. INVOLVEMENT

Community Consultation

Community consultation events for communities close to the Site were held in 2011 on 20 June, 29 June and 22 September. The Development Consultative Forum met on 3rd October 2011 and statutory stakeholders have provided continuous feedback since July 2011.

In addition unmanned public exhibitions were held at the Hub in Leigh Park close to the Site between 3rd and 18th November; and the Plaza in the Atrium of the Havant Borough Council offices between 18th November and 7th December. The project website was launched on the HBC website (<http://www.havant.gov.uk/havant-12052>) in October 2011. The proposals were also included on the PUSH website (www.invest-in-portsmouth.co.uk).

PCC and their agents Atkins have analysed and sought to address the issues raised by the local community. The responses and comments are set out in the Statement of Community Involvement which accompanies this planning application.

The consultation process assisted in identifying key issues of public concern including:

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

These concerns have been directly followed up in the refined proposals that are submitted with this planning application.

Table 3.2 lists questions and issues raised throughout the community consultation process and the response.



Table 3.2 – Responses to Key Questions

Theme/ Comments	Comment and Response
Query over the size of Development Area	The developable area is within the Core Strategy. The plan does show the Phase 1 and Phase 2 areas, which are defined in the Core Strategy.
Highways and Vehicular access	
Vehicular access is a big concern.	A comprehensive Transport Assessment (TA) has been prepared to support the planning application working closely with Hampshire County Council (HCC). Access off Hulbert Road is a stipulation of the Highways Agency and HCC.
Did you look at any other area for access? Is there the possibility of moving it further south?	Location was discussed with HCC at length. This was considered the optimum location for the access. Site is on PCC land. The highways assessment work considered it suitable.
How can the access be funded?	PCC looking at every avenue to secure funding but cannot give firm details.
ASDA Roundabout; historically Highways wanted a larger roundabout. Can this be addressed at this stage?	This is a wider issue. HCC is looking at strategic wider issues. Transport assessment work has been undertaken in consultation with HCC. The application will include off-site highway works to address any effects of the Proposed Development on the surrounding transport network.
If people in Leigh Park are to be employed will they have to go round to main access?	It is anticipated that people from Leigh Park can use the sustainable methods of accessing the site (on foot/cycle) but if car-based modes are used, that will have to be the case.
If cyclists as well as buses were allowed to access this via that route, it would reduce stress on Hulbert Road. Suggest that this is considered.	The proposed link road will incorporate cycle and pedestrian facilities. We want to encourage more sustainable methods (pedestrian and cycling) of transport/access
Bridleway	
The bridleway is banked on both sides by mounds of earth. If that was opened up, that would enhance the bridleway.	Comment is noted. Detailed design of bridleway improvements will be addressed at reserved matters stage.
How will you stop motorcycles using enhancements to the bridleway?	Safety is of paramount importance. This will be taken on board when detailed design is drawn up.
Original site was south of bridle path. Site now encompasses it. Why was it moved? HCC and HBC recently enhanced it; what will they do to further enhance it?	The site reflects the adopted core strategy site policy. The detail will be handled within the detailed planning application at reserved matters stage (subject to further consultation). Enhancement of this bridleway is identified in Core Strategy as an objective.

3. INVOLVEMENT

Theme/ Comments	Comment and Response
Cycling	
A Cycling Tourist Club (CTC) Right To Ride Respondent raised concerns regarding cycle routes through and out of the site and their connectivity to other South Hampshire cycle routes. Suggested that directing cycle access from the south to the site via Woolston Road would be impractical for users. CTC suggested: A cycle access from Park Lane Bridleway close to the A3(M) giving a quick route into the site for those cycling from Cowplain/Horndean. A cycle access from the south east of the site roughly following Hermitage Stream. There are existing footpaths and roads linking this part of the employment site to Middle Park Way close to Park Community School. From here there is a newly opened and very good standard off road cycle route to Havant College. There may be plans to extend this into Havant Town Centre (about 300m) and to link up to the Hayling Billy Cycle Route and the cycle routes to Emsworth.	At this outline stage the focus is on how the Site would connect to the residential areas to the east and west. The main pedestrian / cycle access would be from the east at the Woolston Road bus gate. Connection to the west of the A3(M) would be via the Park Lane bridleway. The secondary routes and access to the development will be incorporated at the detailed design phase. The transport assessment work raises the issue that integration between the Park Lane bridleway and the development is important to encourage travel by sustainable modes and will be part of the detailed design. In terms of the suggested routes mentioned (in bullet points) these could be considered as above. A third route (connecting to Portsmouth via Rusty Cutter Junction, Farlington Marsh route and Eastern Road) is quite a distance from the Site and we did not think this could be incorporated. Regarding a fourth route recommended (connecting to Stakes Hill area and Purbrook west of the A3(M)) this has not been considered as there is already an off-road cycle path on Purbrook Way leading to other on-road suggested routes to the site and a route across Junction 3 is not recommended – as access will be recommended via the bridleway slightly further north.
Parking	
Will the site itself have some on-site parking provision? If yes, will that be contained within the 20.2 hectares or outside that (within the overall 43 hectares)?	Yes it will have onsite parking. This will be within the land identified for development (20.2 hectares) and not the areas for structural landscaping.
Bus routes	
Have you spoken to the bus company re the route?	Yes. In discussions with HCC and bus operators. Details of bus routes are still to be firmed up.

Theme/ Comments	Comment and Response
Employability	
What is the level of employment?	1500 during construction; 3000 anticipated when the development is finished.
How can we ensure through employability contract that there will be jobs for local people? Clarification please over types of jobs.	Havant will impose conditions on developer re skills and training. PCC as land owners can control end users. In terms of types of skills/uses HBC has stipulated the type of uses they prefer B1/B2 (office, research, industry) mainly with some B8 (warehousing).
Other areas of the Borough with equally high (indeed even higher) unemployment than Leigh Park. Would be unfortunate if these areas are ignored.	Noted. Scheme must be specific so that it includes Borough wide scope.
There are two local skills and employment partnerships with linkages. Keen to be proactive to develop skills to meet local job requirements. Please make developers aware so that they are not put off by any concerns that there may be a low skill base in the area.	Noted.
Housing	
Has the new "Bellway Housing Area" been taken into account? There is no impact assessment on the way these properties are affected. Difficult to find that information.	We will update the plans to show the new development. As part of the EIA process we have assessed impact of proposals on this development.
If PCC has a change of administration, what guarantee can there be that the development will continue. Is there any housing planned for this site?	In terms of housing, the site is governed by the Core Strategy. No aspiration at present for housing on that site.
The draft national planning framework	
How will the draft national planning framework affect the final shape of this development?	Not considered to affect this application as the Site is within the Core Strategy.

3. INVOLVEMENT

The key messages that arose from that exercise and discussion with statutory and non-statutory stakeholders were very positive. Overall Community Boards support the establishment of the Site for employment uses but had concerns over access and transport.

The Site is considered to be well located for access to the motorway network although there is concern about the impact on safety and congestion on the Strategic Road Network. There was considerable support for the east-west alignment to connect Hulbert Road with Woolston Road into Leigh Park.

Concerns raised about access from the A3(M) have been addressed through design discussions with Hampshire County Council, the Highways Authority.

Local residents and other stakeholders will be updated on the outcome of the consultation and the progress of the planning application through further newsletters, the local media, and the project website. Should planning permission be granted for the application there will be further consultation on the detailed design of the development.

Figure 3.1: The Exhibition Wall

DUNSBURY HILL FARM

A New Business Gateway to South Hampshire



Key Masterplan Principles

- The design of the new buildings respecting and enhancing the character of their woodland location outside the built up area
- Accessible, safe and permeable environment fully integrated with its surroundings
- Park Lane to be enhanced as a leisure route
- Enhancement of green infrastructure links between Havant Thicket Reservoir and Dunsbury Hill Farm
- Provision of a 150 to 180m wide landscaped gap between the A3(M) and the development
- Provision of woodland 'fingers' extending eastwards into the development from Beech Wood
- Enhancement of the Hermitage Stream Corridor with a natural channel running through a new wetland feature
- A dedicated public transport link between residential areas to the east and west

Pre-Application Activities

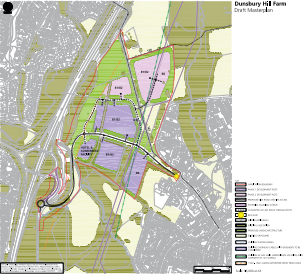
- ✓ Planning and Consultation Strategy
- ✓ Meetings with Havant BC
- ✓ Topographical Survey
- ✓ Agree scope of Transport and Environmental work
- ✓ Ecological surveys
- Transport Assessment
- Environmental Impact Assessment
- Consultation
- Prepare Masterplan
- Detailed planning drawings
- Planning Statement

(✓ Completed • In progress)

Atkins has been commissioned by Portsmouth City Council to prepare a planning application for the development of Dunsbury Hill Farm for employment uses and a quality hotel with conference facilities. The application will be a hybrid application, which seeks to secure outline consent for the entire development site and full consent for the access junction and road link.

The Havant Borough Council Core Strategy (Policy CS18) states that "Dunsbury Hill Farm is a key strategic employment site for the borough and the wider sub-region, which will form a new business gateway to South Hampshire from the A3(M). The creation of a high quality business and technology park with excellent transport connections will deliver a large number of jobs in close proximity to Leigh Park. It will provide new first class employment floorspace for start-up and growing businesses. It could provide approximately 60,000 square metres of new employment floorspace. This is about a third of the total requirement for new employment in the borough up to 2026."

The proposed development includes 20.2 hectares for employment uses and a hotel with conference facilities, including new link road to Hulbert Road and a link road with bus-gate to Woolston Road. The rest of the site will be developed to provide a comprehensive landscape framework for the scheme.



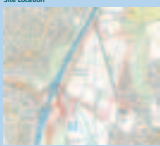
Dunsbury Hill Farm
East of Havant



Some views within the site illustrating open fields, hedgerows and woodland boundaries. Limited views into the site from adjoining areas.



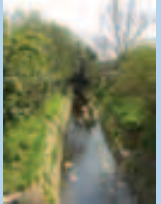
Strategic Site Location



Site Location



Aerial View



Hermitage Stream to south of the Site



New housing to east of the Site



View from Park Lane Roadway looking north west across the Site

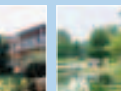
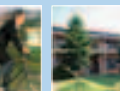


View towards the Site boundary from the A3(M)



South North

Illustrative buildings to demonstrate proposed maximum heights



Portsmouth City Council is keen to promote a well-designed scheme, in accordance with best practice, which results in a high-quality business and technology park – as illustrated in the selection of photographs above

ATKINS

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4. EVALUATION

Guidance

The government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

"Evaluation of the information collected on the site's immediate and wider context, identifying opportunities and constraints and formulating design and access principles for the development. Evaluation may involve balancing any potentially conflicting issues that have been identified" (para 144).

Opportunities and Constraints

The information collected in Sections 2 and 3 above identifies many opportunities which the Proposed Development can help realise. These support the objectives set out in the Havant Borough Council Development Brief for Dunsbury Hill Farm (June 2007):

- Contribute to the creation of knowledge based business providing opportunities for growth with structured move-on accommodation combined with effective linkages with the University of Portsmouth networks consistent with the Regional Economics Strategy and PUSH Sub-Regional Strategy.
- Provide a range of locally based accessible jobs and opportunities for enterprise and business growth, ensuring that employment opportunities should reflect local needs and skills available, as well as providing opportunities for skill development and diversification.
- Support economic regeneration and renewal in Leigh Park, the wider borough and the Portsmouth City region.
- To facilitate the growth of small and medium sized enterprises with an overall emphasis on job creation. To consider with development partners the creation of an Enterprise Centre to cater for the demand for start up business as well as move on accommodation.
- To develop a quality hotel with conference facilities of significance within the Portsmouth City region, which will underpin business and tourism activity.

As in any design exercise, the opportunities need to be balanced against potentially conflicting issues which, in the main, relate to the impact of the Proposed Development on existing residents – including the visual impact of built development and the effects of increased road traffic. The means by which such impacts will be minimised are addressed in the accompanying ES and TA.

Design and Access Principles

The findings of the assessment and involvement stages reported in Sections 2 and 3 above, reinforce the 'high-level' design and access principles identified in the Dunsbury Hill Development Brief:

- To create character and a sense of place with development design that responds to the site topography and landscape.
- To create a legible environmental setting. The development should be formed by a clear structure to aid movement and identity.
- To create appropriate and effective movement/ accessibility throughout the Site. The routes within and connecting to the Site for vehicles, pedestrians and cycles should be designed to ensure high quality and convenient accessibility.
- To ensure that the development provides a strong gateway feature at the entrance to the Site from the A3(M).
- To ensure compliance with the principles of sustainability both in terms of construction of buildings and protection of natural resources.
- To ensure that the highest quality sustainable development is attained in the prevailing commercial market place.
- To promote safety and security.
- To ensure that the road layout and configuration and general mix of uses have regard to potential later phases of development.

4. EVALUATION

This planning application and any reserved matters applications for the Proposed Development would be expected to achieve the objectives set out above.

Core Strategy Requirements

The Proposed Development must also comply with the requirements set out in the Core Strategy site profile for Dunsbury Hill (pages 95 and 96 of the Core Strategy):

Requirement	Account taken
An Environmental Impact Assessment (EIA) leading to the production of an environmental statement in accordance with the EIA Regulations	+
The EIA is required to contain landscape, habitat and aboricultural impact assessments, a flood risk assessment and noise and environmental health assessments	+
No more than 20% of the new employment floorspace will be for B8 storage and distribution as defined in the Use Classes Order 2005	+
80% of the new employment floorspace can be split flexibly between B1 business and B2 general industrial uses as defined in the Use Classes Order 2005	+
B1(a) uses will be acceptable on the site providing a sequential test has been carried out to ensure there are no suitable sites in the town centres	-
Provision of a quality hotel with conference facilities	+
Provision of start-up and move-on accommodation and flexible space	-
Creation of an enterprise centre of at least one hectare	+ / -
A legal agreement will be sought for a scheme to train local people as one component of site delivery	+
The Dunsbury Hill Farm development will be an exemplar for sustainable construction and design. All commercial buildings constructed on the site before 2012 will be required to achieve at least BREEAM 'very good' standard and all commercial buildings constructed after 2012 will be required to achieve at least BREEAM 'excellent' standard.	+ / -
The development will contribute to the PUSH target of delivering 100MW of renewable energy by 2020 by maximising on-site renewable energy production and resource efficiency	+ / -
The design of the new buildings, particularly their bulk and orientation, will respect and enhance the character of their woodland location outside the built up area	+ / -
The layout of the site will provide an accessible, safe and permeable environment fully integrated with its surroundings	+ / -
Park Lane will be enhanced as a leisure route and be provided with a metalled surface for use by cyclists and pedestrians	+ / -
Green infrastructure links between Havant Thicket Reservoir and Dunsbury Hill Farm will be enhanced	+ / -
Entrance to the site from the A3(M) should incorporate a dramatic gateway feature	+ / -
A long-term management plan will manage operations both within the site and the surrounding area	-
Provision of a minimum 150 to 180 metre wide landscaped gap between the A3(M) and the development	+
Provision of woodland 'fingers' extending eastwards into the development from Beech Wood	+ / -
Enhancement of the Hermitage Stream Corridor with a natural channel running through a new wetland feature	+ / -

Requirement	Account taken
Highway access and appropriate mitigation measures including demand management measures will be provided in accordance with the DfT Circular 02/2007	+
A Transport Impact Assessment will be required in support of the development for access from A3(M)	+
A dedicated public transport link is to be provided between residential areas to the east and west	+ / -
A green travel plan will be required to demonstrate the measures undertaken to maximise the proportion of journeys to and from and within the site made by public transport, cycling and walking	+ / -
Water drainage, including a Sustainable Drainage System (SuDS) and flood defence, will be provided in accordance with advice from the Environment Agency	+ / -

+ indicates that the issue has been taken into account in the Proposed Development

- indicates that the issue is to be addressed at the reserved matters stage or is outside the remit of the scheme design

+ / - indicates that issue has been taken into account in the Proposed Development but the detail will be addressed at reserved matters stage

5. PARAMETERS, PRINCIPLES AND CONCEPTS

Parameter Plans

The government's Guidance on Information Requirements and Validation (GIRV) explains the relationship between design and access statements and the information to be submitted with an outline planning application:

"Design and access statements explain proposals already set out in the planning application, but they also set out the principles and concepts that will be used when that proposal is developed in the future. In particular, for outline planning permission, applicants and local planning authorities should consider how they will ensure the relevant parts of the statement are adhered to for the drawing up and assessment of future details. This may be as part of the consideration of an application for approval of reserved matters or any other matter reserved by condition such as materials or landscaping details" (para 114).

"Fixing the principles contained within the statement to future decisions is particularly relevant in the case of outline planning applications. Here, the local planning authority should ensure that the development approved by an outline planning permission is constrained to the parameters described in the design and access statement submitted with the application, and that any future decisions relating to that outline permission are consistent with the statement" (para 115).

Parameter Plan 1: Movement Framework identifies the Site access points, primary circulation corridor and other key connections.



Parameter Plan 2: Land Use Framework identifies the land zoned for various employment use and the hotel and conferencing facility.



Parameter Plan 3: Building Heights identifies the maximum building heights for all relevant land use zones.



5. PARAMETERS, PRINCIPLES AND CONCEPTS

The application parameters establish what is being applied for. They are shown in Figures 5.1 (Parameter Plan 1: Movement), 5.2 (Parameter Plan 2: Land Use Framework) and 5.3 (Parameter Plan 3: Building Heights) and summarised in Table 5.1 below.

Table 5.1 - Key Parameters of the Outline Planning Application

Parameter	Content	Purpose
Parameter Plan 1: Movement Framework (Figure 5.1)	New access junction	To connect the Site to the A3(M) via Hulbert Road
	Bus Gate	To connect the site to Leigh Park through a bus only access point
	Link Road	To define the primary circulation route through the Site and the dedicated public transport link
	Existing public right of way (Bridleway 123) retained within the Proposed Development	To maintain and improve the existing bridleway which crosses the Site
Parameter Plan 2: Land Use Framework (Figure 5.2)	Distribution of major land uses (hotel with conference facilities and employment) across two phases	To create a land use mix that reflects the Core Strategy and Development Brief and conforms to current planning/design guidance
	Existing trees and hedgerows which will be retained	To maintain, as far as practical, existing features of nature conservation interest and landscape importance
	Provision of a minimum 150 - 180m wide landscaped gap between the A3(M) and the Proposed Development	To provide a strong landscape structure and buffer between the Proposed Development and the A3(M)
Parameter Plan 3: Building Heights (Figure 5.3)	Maximum building heights.	To determine/limit visual impact and respond to local characteristics, topography and design guidance in line with Development Brief

Amount of Development

The key components of the Proposed Development are set out in Table 5.2 which shows the maximum gross external area (GEA) of commercial and hotel uses.

Table 5.2 - Amount of Development

Land Use (Use Class)	Maximum Amount (GEA* where applicable)
Phase 1	13.2ha
Hotel with conference facilities (C1)	5,574m ²
Employment including an Enterprise Centre (B1, B2 and B8)	46,450m ²
Phase 2	7ha
Employment (B1, B2 and B8)	15,329m ²

**The whole area of a building taking each floor into account*

Access

The main vehicular access will be via the primary circulation corridor shown on Parameter Plan 1 (known as the link road) linking the Proposed Development to a proposed new roundabout on Hulbert Road and a new roundabout with Woolston Road.

The design specification for the link road is set out in the Highway Design Report which accompanies this planning application.

To summarise the proposals comprise:

- A four arm standard roundabout on Hulbert Road;
- A lay by accessed off the fourth arm of the roundabout on Hulbert Road;
- Joining into the roundabout on Woolston Road;
- Two way single lane carriageway between the proposed new roundabouts on Hulbert Road and Woolston Road;
- A bridge over Hermitage Stream;
- A 3m wide shared footway/cycleway to the north and footway to the south of the link road between the hotel roundabout and Woolston roundabout;

- A bus stop in each direction (located within lay bys between the hotel roundabout and the Woolston Road roundabout).
- A bus gate at the Woolston Road roundabout to prevent access to the Proposed Development by general traffic.

The proposed link road will be a dedicated public transport link between residential areas to the east and west and will form part of the Cross Borough Transport Route.

Employment

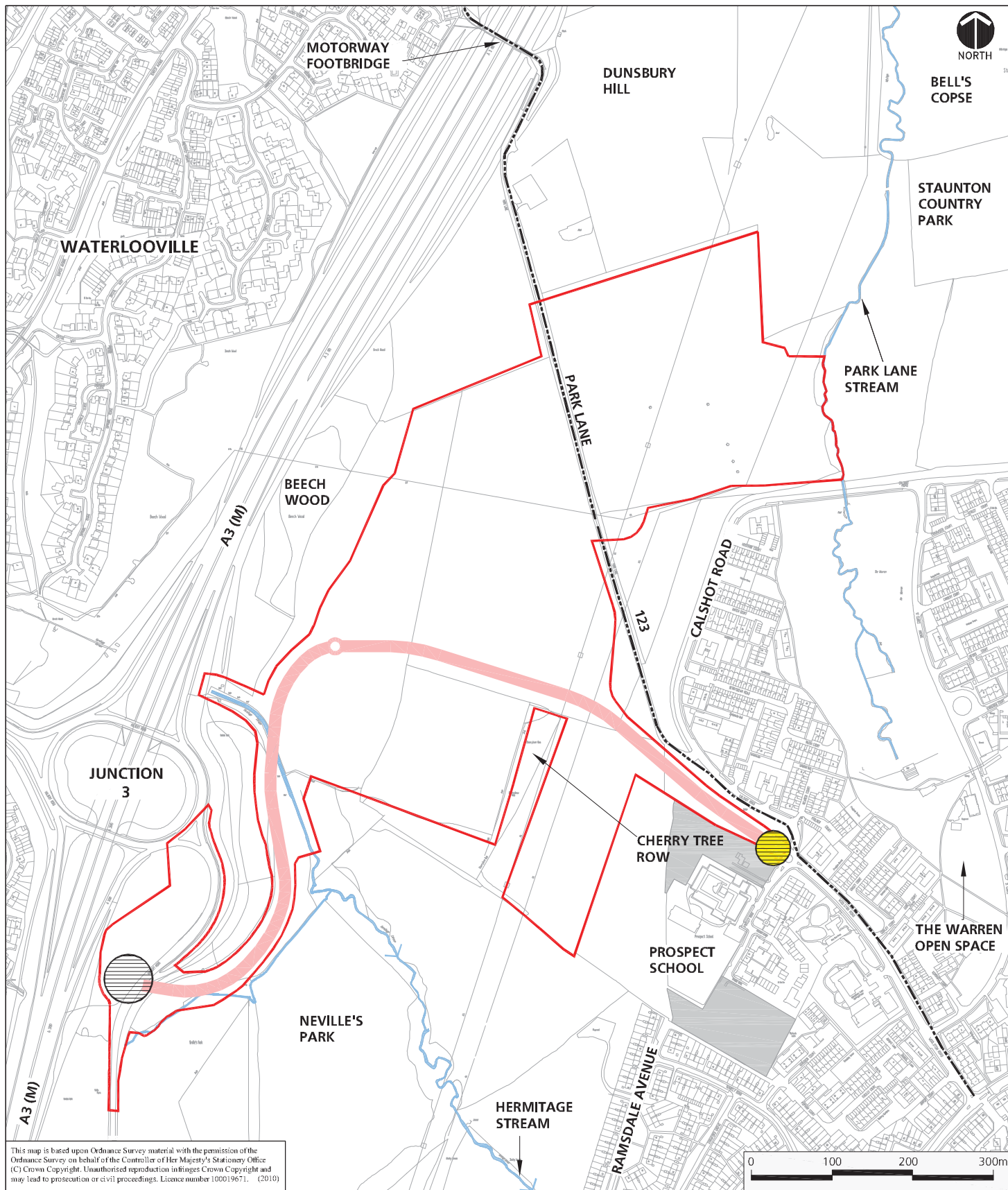
Parameter Plan 2 indicates that Phase 1 of the development is located in the southern and central portions of the Site. In line with the requirements of the Core Strategy outline planning permission is sought for 46,450 m² of employment floor space, including an Enterprise Centre and 5,574 m² of hotel floor space and other ancillary uses required to support the employment uses. The location of the Enterprise centre will be determined at Reserved Matters stage.

Phase 2 of the Proposed Development comprises 7 ha of land and is located in the northern portion of the site. Outline permission is sought for an additional 15,329 m² of employment floor space in Phase 2.

In line with the Core Strategy, no more than 20% of the new employment floorspace will be for B8 storage and distribution and 80% of the new employment floorspace can be split flexibly between B1 business and B2 general industrial uses as defined in the Use Classes Order 2005.

Hotel Development

Permission is sought for a hotel and conference facilities. Parameter Plan 2 indicates that this facility will be located in the south east corner of the Site to enable the creation of a high quality entrance and landmark feature for the Proposed Development.



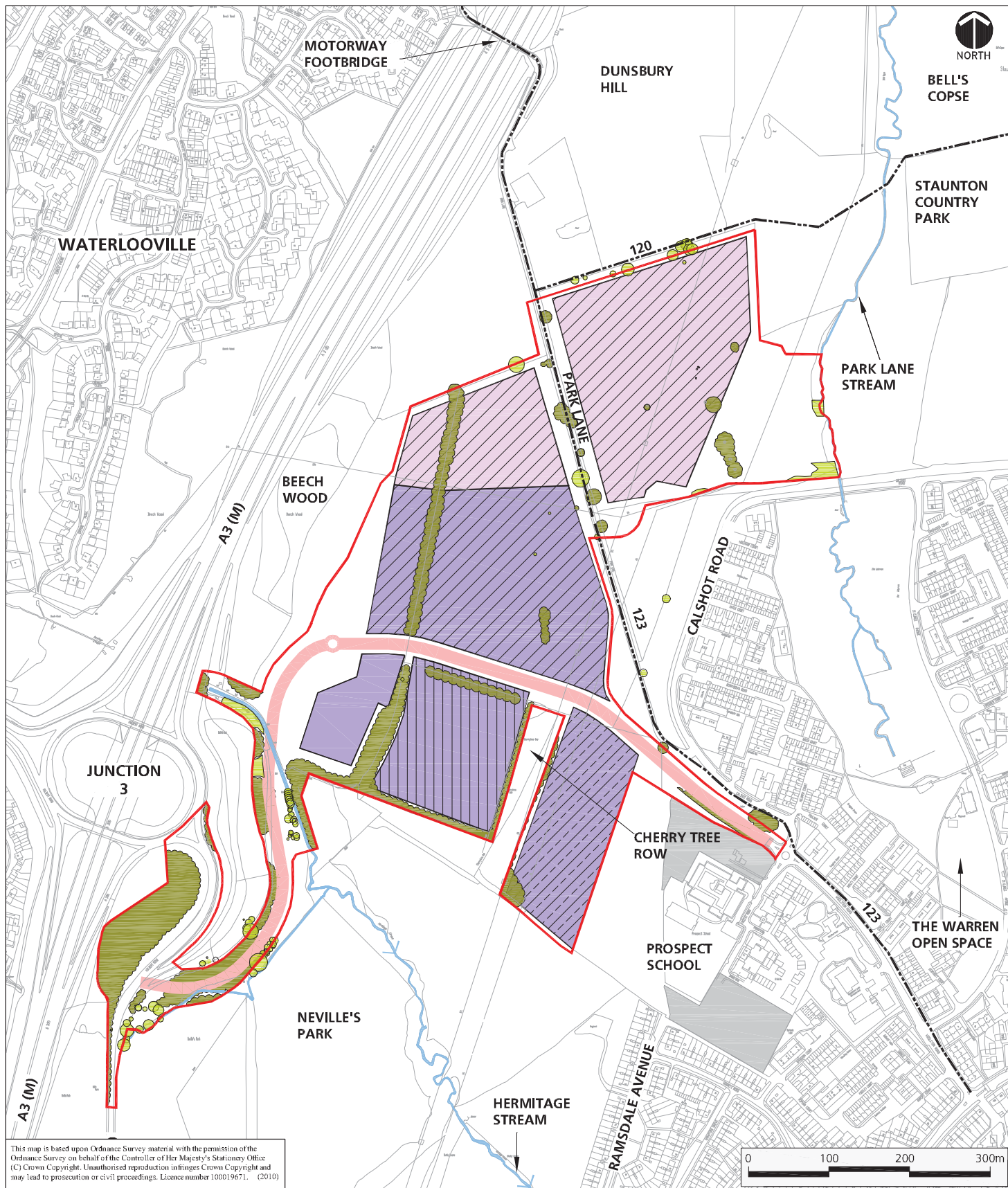
	PLANNING APPLICATION BOUNDARY
	PRIMARY CIRCULATION CORRIDOR (PROPOSED LINK ROAD) WITH FOOTWAY AND CYCLEWAY
	BRIDLEWAY 123 TO BE RETAINED
	SITE ACCESS AREA
	BUS GATE
	EXISTING WATERCOURSES
	RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION

Notes:

1. Site access area delineates the connection of the primary circulation corridor to the existing road network .
2. The routes of additional new footpaths and cycleways will be determined at the reserved matters stage .

Dunsbury Hill Farm
Parameter Plan 1: Movement Framework
Figure 5.1

Scale 1: 6,500 at A4



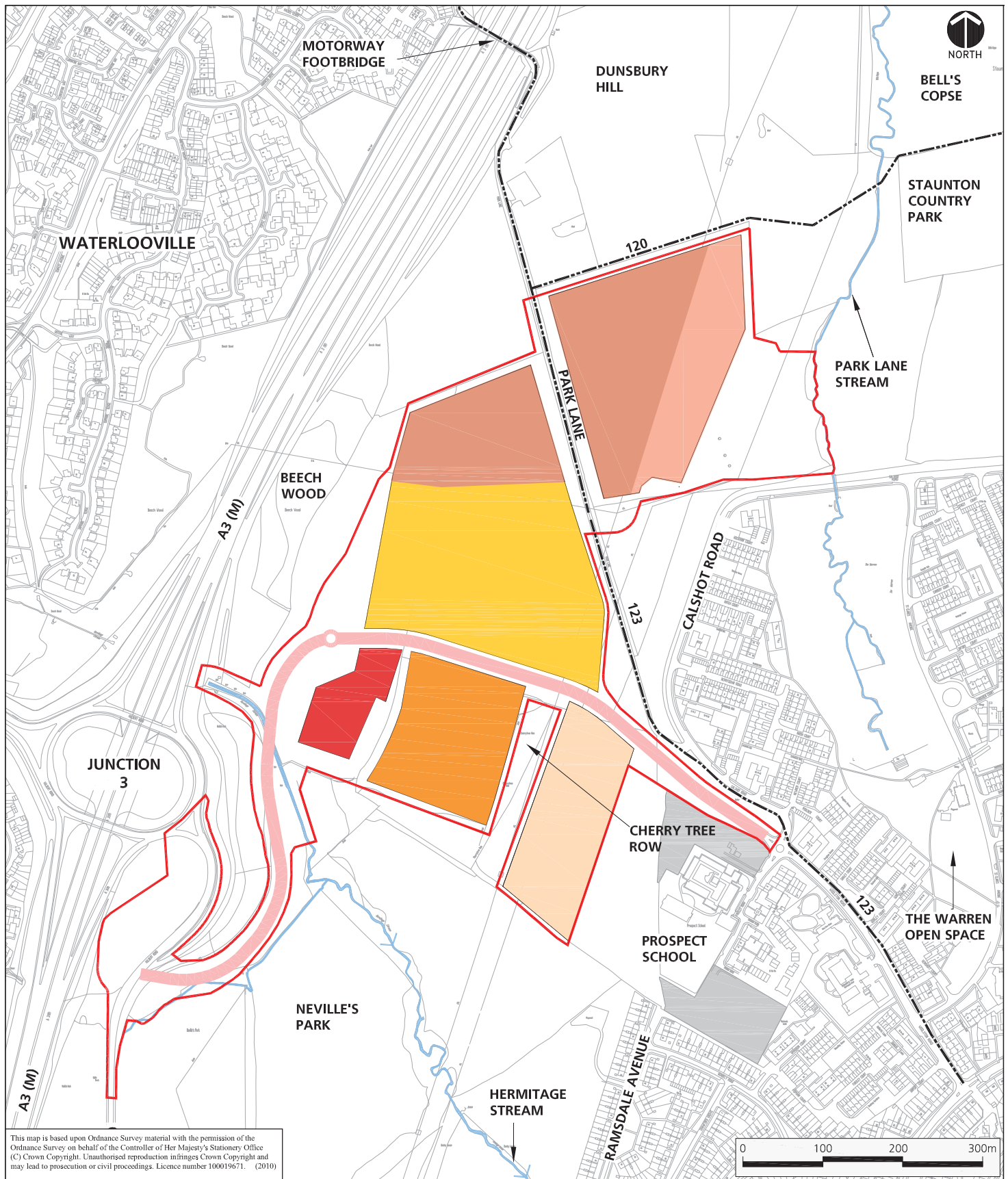
- PLANNING APPLICATION BOUNDARY
- PHASE 1 DEVELOPMENT PLOT: HOTEL AND CONFERRING FACILITY
- PHASE 1 DEVELOPMENT PLOT: B1/B2/B8
- PHASE 1 DEVELOPMENT PLOT: B8
- PHASE 1 DEVELOPMENT PLOT: B1/B2/B8
- PHASE 2 DEVELOPMENT PLOT: B1/B2/B8
- PRIMARY CIRCULATION CORRIDOR (SEE PARAMETER PLAN 1)

- EXISTING TREES WITH SIGNIFICANT TREES TO BE RETAINED AS FAR AS POSSIBLE
- EXISTING WATERCOURSES
- RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION
- BRIDLEWAY

Note:
SUDS Infrastructure will be located throughout the Proposed Development

Dunsbury Hill Farm
Parameter Plan 2: Land Use Framework
Figure 5.2

Scale 1: 6,500 at A4



- PLANNING APPLICATION BOUNDARY
- PRIMARY CIRCULATION CORRIDOR (SEE PARAMETER PLAN 1)
- EXISTING BRIDLEWAY
- RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION
- EXISTING WATERCOURSES

PHASE 1 DEVELOPMENT PLOTS:

- SINGLE STOREY
- UP TO 3 STOREYS
- UP TO 4 STOREYS
- HOTEL : UP TO 5 STOREYS

PHASE 2 DEVELOPMENT PLOTS:

- SINGLE STOREY
- UP TO 2 STOREYS

NOTE:
BUILDING HEIGHTS:

PHASE 1: ROOFLINES BELOW 40M AOD CONTOUR

PHASE 2: ROOFLINES BELOW 45M AOD CONTOUR

Dunsbury Hill Farm
 Parameter Plan 3: Building Heights
Figure 5.3

Scale 1: 6,500 at A4

5. PARAMETERS, PRINCIPLES AND CONCEPTS

Building Heights

The lowest part of the Site lies at approximately 20m AOD and rises to almost 45 metres in the north and peaks at 50m AOD on the crown of the hill, to the north of the Site boundary. As illustrated on Parameter Plan 3, rooflines of buildings within Phase 1 will be below the 40m contour to exploit the screening effect of Beech Wood and planting alongside the A3 (M) corridor.

Phase 2 rooflines will be below the 45m contour to ensure that Dunsbury Hill and Bell's Copse and the planting to the east of Park Lane Stream will screen views into the Site.

As the Site increases in elevation, the building heights will correspondingly drop across both phases. The average storey height for Phase 1 is three to four storeys with up to five storeys for the hotel development, which is in the lowest part of the Site, to enable the creation of a landmark feature. Phase 2 is predominantly two storey decreasing to one on the most elevated slopes. (Storey heights are generally 3 to 4 metres for conventional office uses and 6 to 10 metres for warehouse and storage buildings).

The Cross Sections included as Figures 5.4 to 5.6 illustrate the proposed maximum heights. These Cross Sections are based on the Indicative Masterplan (See Figure 5.7 for Cross Section Locations).

Landscape

The Parameter Plans illustrate a 150 - 180m wide gap between the A3(M) and the Proposed Development to provide a strong landscape buffer between the Proposed Development and the motorway. Havant Borough Council has confirmed that although this gap should be free from development, essential road infrastructure can be located here.

Sustainable Urban Drainage (SUDS)

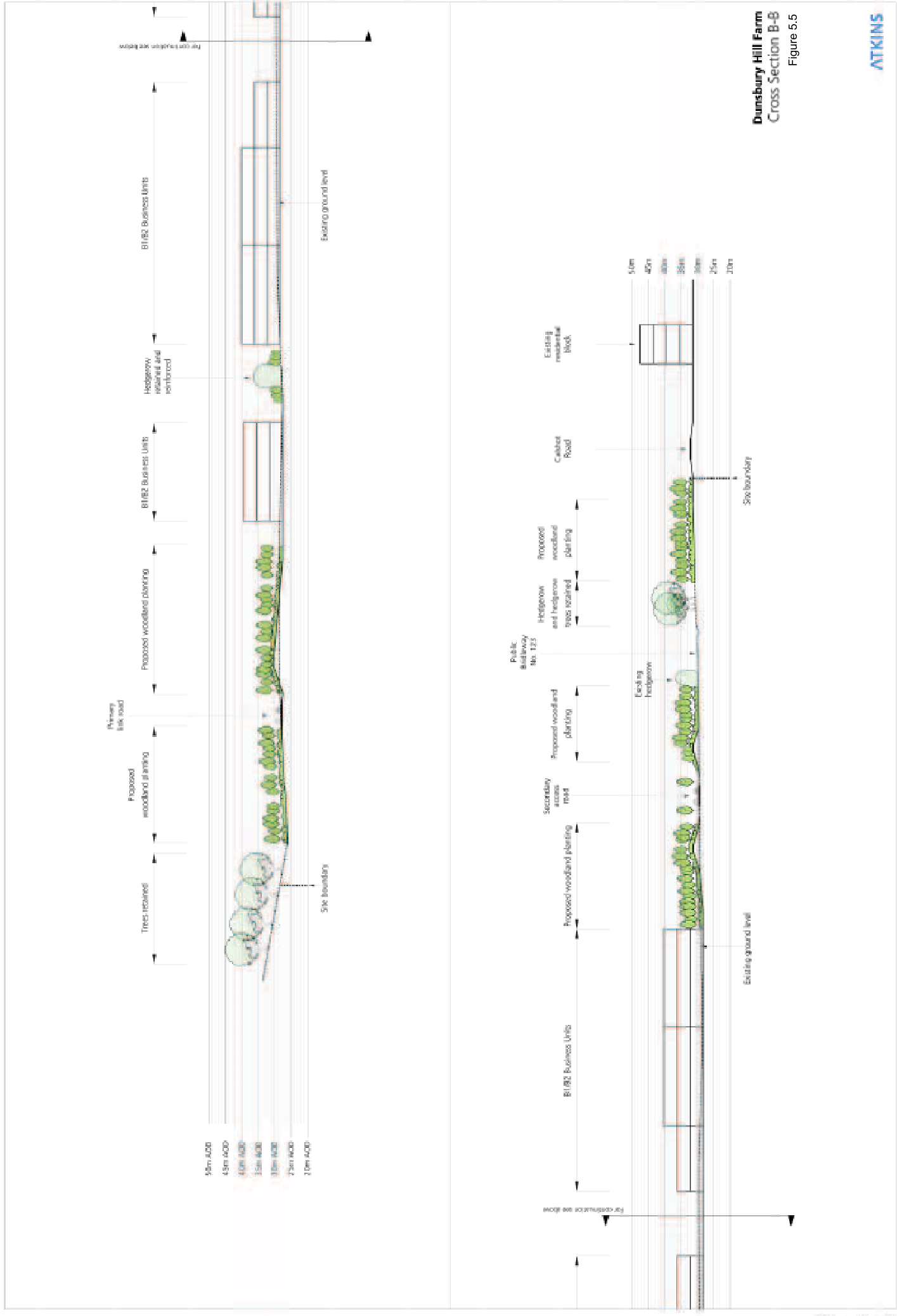
SUDS infrastructure to control surface water run off will be located throughout the Proposed Development.

Development Specification

The Development Specification document provides the legal basis of the application and, subject to approval, 'fixes' key elements of the scheme. Reserved matters applications for specific parts of the overall scheme would be formulated within these fixed parameters and principles.

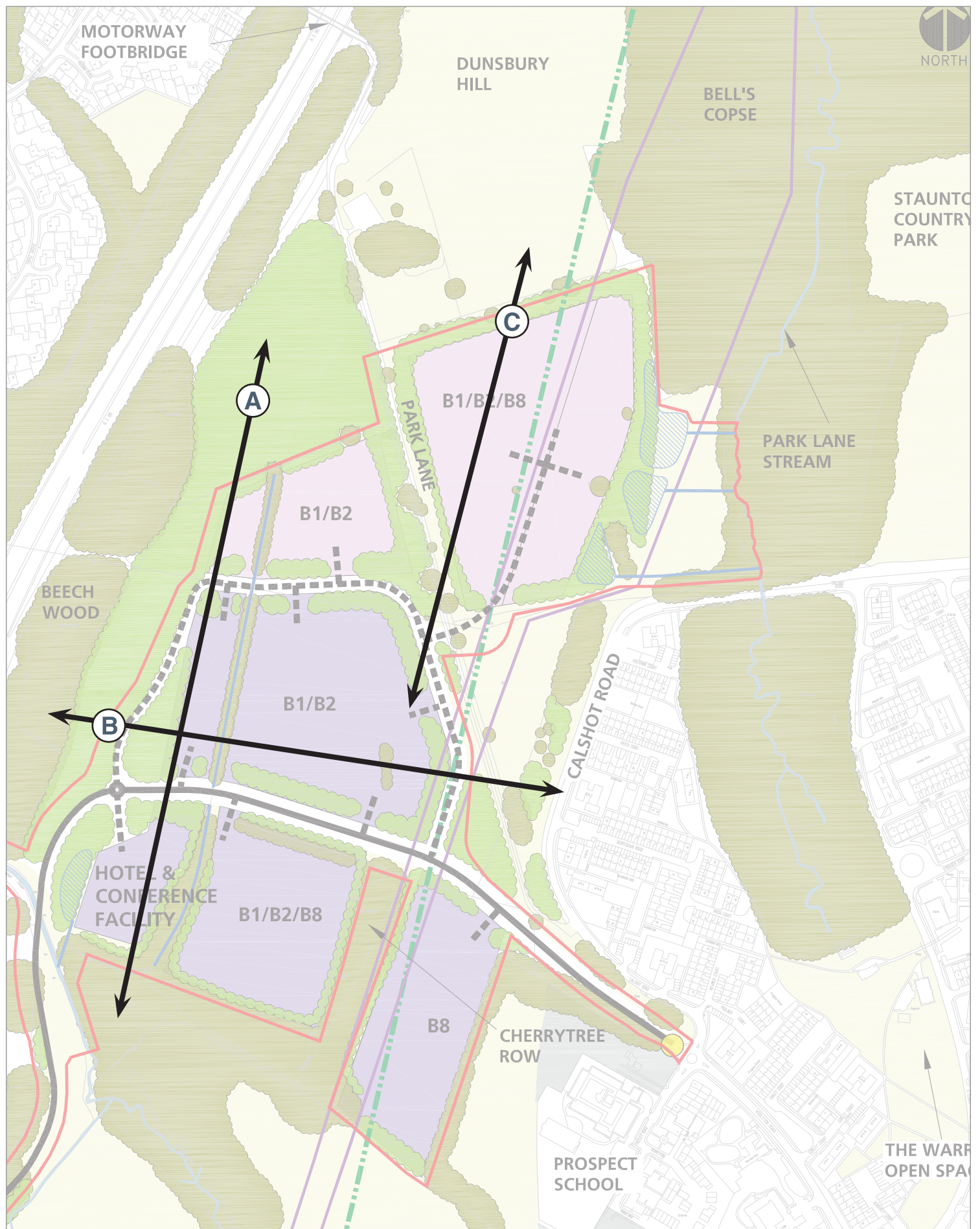


Illustrative buildings to demonstrate proposed maximum heights



Dunsbury Hill Farm
Cross Section B-B

Figure 5.5



Cross Section Location Plan

Figure 5.7

5. PARAMETERS, PRINCIPLES AND CONCEPTS

Key Design Principles

This section sets out some guiding principles which applications for reserved matters will be required to comply with.

Access

The key design principles for the primary circulation corridor (link road) are as follows:

- a tree-lined road;
- provision of access to development plots on both sides of the link road and around the Site via the hotel roundabout;

Reserved matters applications for the Proposed Development will include:

- the precise location and form of the bus gate. Any proposal will need to maintain access for pedestrians and cyclists as well as buses;
- a network of pedestrian / cycle routes to improve links from the existing residential areas and to the wider countryside;
- street lighting between the hotel roundabout and the Woolston Road roundabout.

Employment

- Permission is also sought for an Enterprise Centre on approximately 1ha of land and start-up and move-on accommodation.
- Ancillary uses to support the employment development will include café's (A3) and small scale retail (A1).
- The location and form of these uses will be determined at the detailed design stage.
- Proposals for B1(a) uses will be supported by a sequential test to ensure no suitable sites are available in the town centres.
- The legal agreement will include a scheme to train local people.

Sustainability

- Reserved matters applications will include a site-wide renewable energy strategy to demonstrate how the Proposed Development will achieve BREEAM 'excellent' standard.

Landscape and Ecology

The key design principles for the landscaped areas are as follows:

- provision of woodland 'fingers' extending eastwards into the Proposed Development from Beech Wood;
- management of part of land adjoining the Site (but within PCC ownership) as ecological habitats;
- new tree planting or woodland should be of an appropriate species choice and form to integrate the various parcels of existing woodland;
- new hedgerow planting and interplanting to existing hedgerows should be native hawthorn/blackthorn mix with other native shrub species;
- landscaped amenity areas within the employment units for employee use and to ensure the buildings sit within a landscape setting;
- decanalization of Hermitage Stream. The restoration will result in the naturalisation of approximately 100m of the currently concrete lined channel to south of the A3 (M) road crossing and marginal wetland fringe along the length of the restored channel section.

Reserved matters applications will include:

- detailed landscape and ecological mitigation strategies;
- a long-term management plan to manage operations within the Site and the adjoining areas which include landscape and ecological mitigation measures;
- design of the buildings and public realm;
- design of a gateway feature;

Surface Water Drainage

Reserved matters applications will include:

- attenuation ponds at the north eastern edge of the Site;
- a network of gulleys and kerbs (in areas restricted by space), and swales and wet swales (alongside the link road) to collect and convey the run-off to the attenuation ponds.

Scale of Development and Building size

The LVIA identifies the overall height limits for rooflines for each phase of the Proposed Development.

Wherever possible, buildings should be designed to take advantage of natural light and ventilation and avoid deep footprints requiring air conditioning and additional lighting. The length of building footprint should not exceed 60 metres without a visual break to built form or by creating a corner or 'L' shaped configuration. Essentially layouts could be modular or clustered to respond to the need to reduce the overall massing within the landscape.



Design Concepts

As noted in para 114 of GIRV (reproduced above), not only should design and access statements explain the proposals set out in the planning application, but they should also set out the concepts that will be used when the proposal is developed in the future.

The Site, background and context

The Site was identified as one which would lever in investment and contribute to the skills and learning base of the local area, it presents an opportunity to provide local employment to the surrounding area.

A series of overarching themes have been derived from the Site work, assessment process and the requirements set out in the Core Strategy and Site Development Brief:

Design and Layout

The proposed off site planting creates an opportunity to achieve the buffer along the western site boundary, which will also integrate the buildings and site access route with the woodland and countryside setting.

The buildings must be sensitively designed and built to a very high standard and respect and enhance the character of the woodland and countryside setting in order to minimise impact on this Strategic Gap. The design must respond by minimising perceived coalescence between Havant/Leigh Park and Waterloo/Cowplain urban areas with careful consideration of the integration of built form within the proposed landscape such that built form is screened by the established landscape structure.

5. PARAMETERS, PRINCIPLES AND CONCEPTS

Built form must be of appropriate scale and form which follows the recommendations of the Landscape and Visual Assessment (in the ES) in relation the building heights and be of a character appropriate to a 'High Quality' employment Site. This is discussed further in the section, 'Appearance of the Development'.

Legibility should be considered in the detailed design of the overall layout by:

- Using three-dimensional features to create landmarks, gateways, and edges
- Clearly defining public and private areas, whilst promoting good natural surveillance
- Creating active spaces at ground floor level, with views and access to public spaces and thoroughfares directly from buildings
- Reflecting the setting with the use of landscape elements such as water and specimen trees in the design of the individual buildings and associated landscape
- Careful use of site wide lighting should aid legibility whilst avoiding 'light pollution'

Access

Consideration was given to creating a direct route across the Site which allowed access to much of the land for the initial phase of development allowing building out of the lower portion of the Site.

The opportunity exists to achieve wider community benefits with the creation of an improved footpath and cycle network, as part of the reserved matters applications exploring the potential to tie in with other initiatives or development within the vicinity.

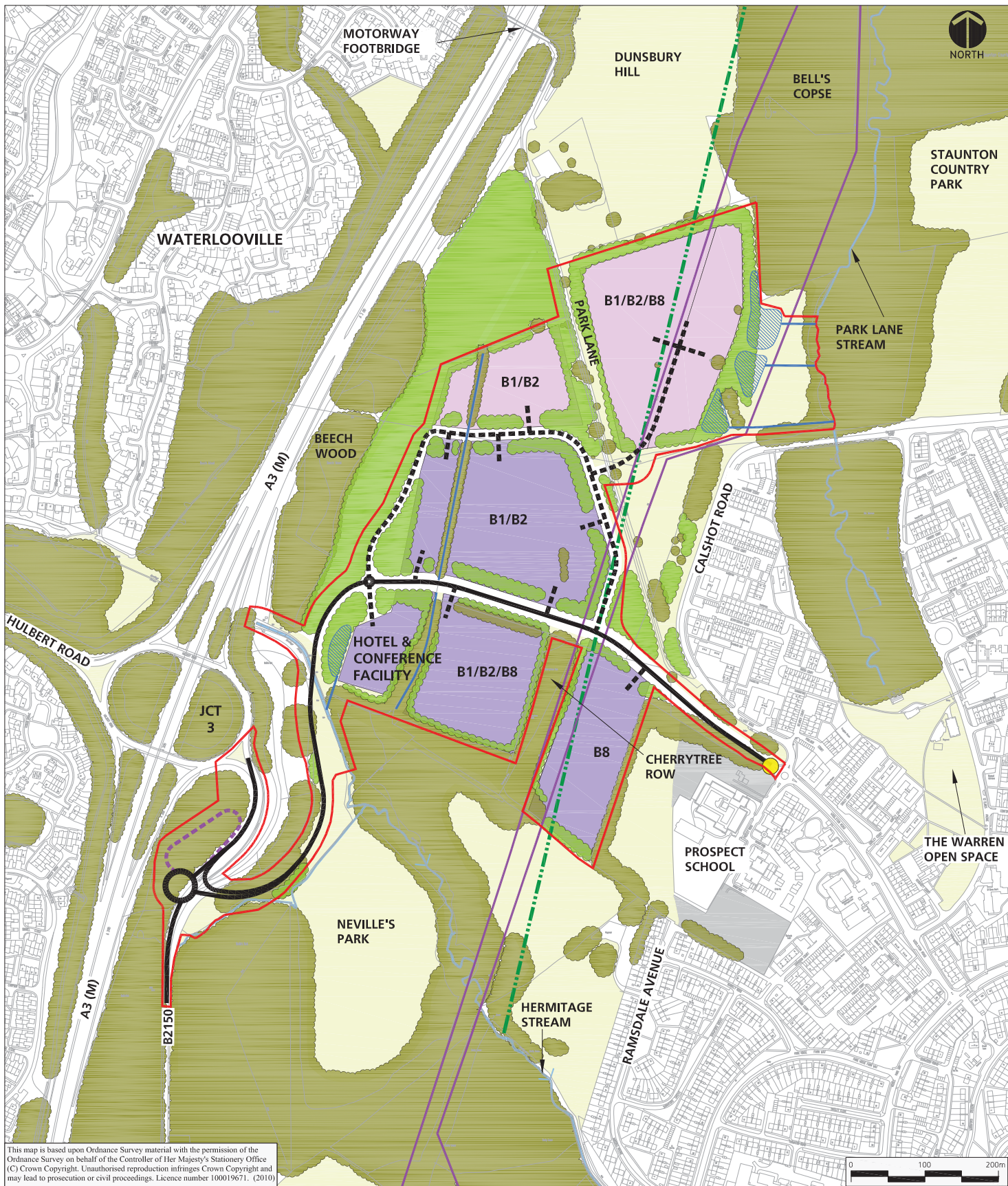
Secure by Design

The detailed design will consider the principles of Secure by Design to achieve natural surveillance and design routes that are overlooked and are busy. Reference is made to the surveillance of spaces and routes in the latter sections of this report for relevant topics.

Indicative Masterplan

The Indicative Masterplan presented in Figure 5.8 is an illustration of how the preferred concept for the Proposed Development could be delivered. The design has evolved through an iterative process of assessment, involvement and evaluation.

This comprehensive process has been informed by a sound understanding of the physical characteristics of the Site and its wider context, as set out in Section 2 above. The design evolution also takes account of feedback received from statutory consultees, key stakeholders and the public at the meetings, workshops, exhibitions and presentation outlined in Section 3.



KEY

APPLICATION BOUNDARY

PHASE 1 DEVELOPMENT PLOTS

PHASE 2 DEVELOPMENT PLOTS

PROPOSED LINK ROAD AND SITE ACCESS

SUGGESTED ACCESS ROUTE THROUGH PLOTS

PROPOSED LAYBY REPLACEMENT

BUS GATE

EXISTING BRIDLEWAY

EXISTING VEGETATION

SUGGESTED LANDSCAPE AND ECOLOGICAL PLANTING

EXISTING GRASSLAND

EXISTING WATERCOURSES

PROPOSED DRAINAGE PONDS

EXISTING OVERHEAD CABLES WITH EASEMENTS TO BE CONSIDERED

EXISTING HP GAS MAIN (APPROXIMATE LOCATION) WITH EASEMENT OF 12m OVERALL

RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION

Dunsbury Hill Farm
Indicative Masterplan
Figure 5.8

5. PARAMETERS, PRINCIPLES AND CONCEPTS



A wetland area could be created as part of the Heritage Stream enhancements



High quality business parks

6. LANDSCAPE

Guidance

The Government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

“Landscaping is the treatment of private and public spaces to enhance or protect the amenities of the site and the area in which it is situated through hard and soft landscaping measures. Statements should also explain the function of the landscaping, for instance for sustainable drainage purposes, providing shading or other climate change adaptation purposes, and explain how it will be maintained” (para 136).

“If landscaping is reserved at the outline stage, the outline application does not need to provide any specific landscaping information. However, the design and access statement should still explain the principles that will inform any future landscaping scheme for the site” (para 137).

Landscape and Ecology

This section sets out the landscape, ecological and open space strategies which underpin the masterplan design of the Site. They draw upon the principles set out in the Dunsbury Hill Farm Development Brief which are summarised below and supported by the broad design response to each aspect. A series of site specific topics are discussed further:

A landscape strategy should be produced to ensure the creation of significant new landscape features, including new areas of woodland and extensive structure planting to form a framework for the new development – This will possess a contemporary dimension to the landscape, which ties together and reflects the elements of historic and more recent woodland which exist as part of the Site's existing vegetation.

The landscape requirements of the Core Strategy must be met including an extension of Beech Wood to provide a minimum 150m – 180m landscaped gap between the A3(M) and the development. This buffer presents the opportunity to integrate the masterplan uses and the existing landscape elements, existing woodland and agricultural landscape features such as hedgerows.

The Gap should be emphasised in an east/west direction by providing belts or 'fingers' of woodland extending eastwards

from Beech Wood together with a landscaped corridor on the east/west spine road. This will structure the landscape with a series of east – west 'green fingers'

The landscape strategy for this site must integrate the retention of existing important trees, particularly protected trees, and hedgerows, into the development. Existing structural / buffer planting should be retained and enhanced. Vegetation to be retained must be protected from development – The proposals will retain significant existing trees, woodland and hedgerows as far as practicable and create new landscape structure for the proposed Link Road and create a landscape structure for the wider masterplan area.

New habitats should be provided linked to existing Sites of Importance for Nature Conservation (SINC s), and Hermitage Stream should be enhanced and conserved as a wildlife corridor and leisure route. The proposals will enhance river corridors, in particular the Hermitage Stream and the crossing point for the proposed link road, decanalising the existing channel. The landscape and ecology objectives will improve local biodiversity as part of the works for the link road and wider masterplan area with a series of species specific ecological measures refuge areas.

Existing and new movement routes will be created and enhanced respectively and consider the following key objectives:

- Pedestrian, cycle and equestrian routes must be suitably constructed and landscaped to reflect the character of the setting.
- Park Lane is an important historic link between Leigh Park and Waterlooville and should be enhanced as a leisure route and be provided with a metalled surface for use by cyclists.
- Provision should be made for other new leisure and riding routes linking areas of landscape and recreational significance including Staunton Country Park, Beech Wood, Neville's Park and Bushy Lease. Access should be planned and managed to protect the more ecologically sensitive areas.

Development should be positioned such that it reduces potential visual impact and integrate it with the site with planting which will provide tree cover in the longer term.

Landscape Strategy

Overall Proposed Site Character

The Site lies within a Strategic Gap and in part is open in character, although visibility beyond the Site is relatively contained. The landscape structure of the Site can be designed to reinforce the strategic gap whilst providing a generous framework and attractive setting to the buildings within each development parcel.

The proposed landscape structure for the whole Site presents an opportunity to develop measures which integrate the historic woodland elements and their particular layouts, species mixes or indeed revive aspects of their historic management or design intentions. Some of these parcels date back to pre-1810, such as Beech Wood and some are more recent 20th century plantations such as the planting located on either side of Hulbert Road to the south of the Site. Indeed the history of the Site indicates that historic woodland parcels were formerly part of the wider Forest of Bere with SINC's, Ancient woodland parcels and 'assarted' woodland, falling within and beyond the Site.

Landscape Design Elements

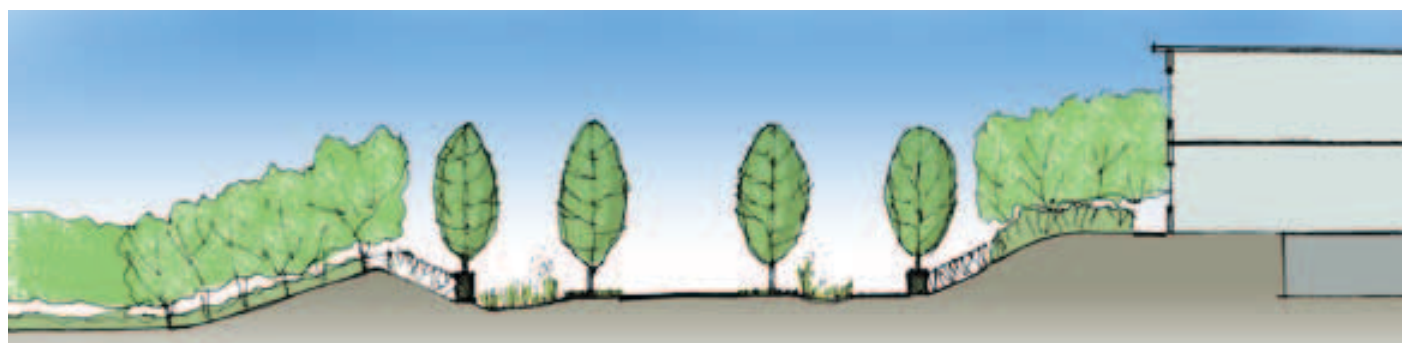
This should be read in conjunction with the Illustrative Landscape and Ecology Plan (Figure 6.1) and cross sections below. Taking each aspect in turn it is possible to describe the measures as follows:

Views and Visual Framework

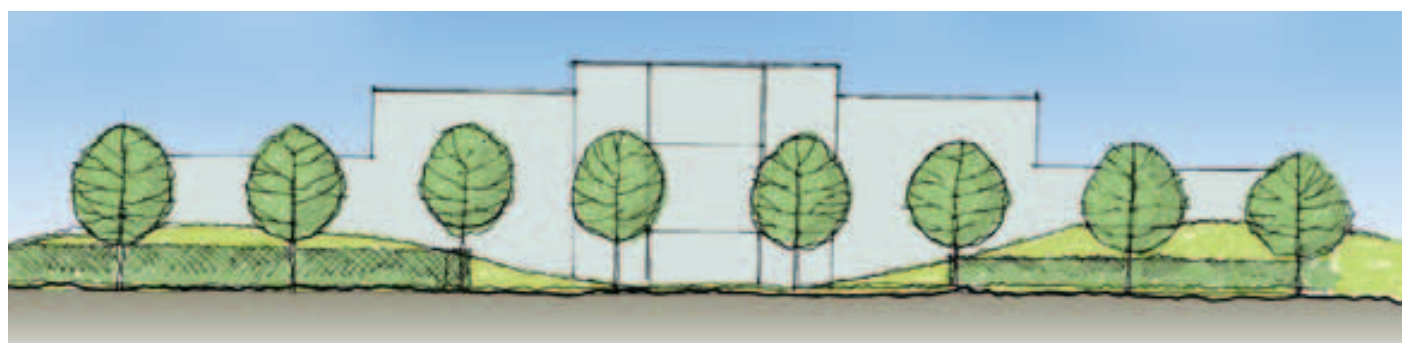
In terms of the wider visual context the Site is relatively contained visually. Neville's Park, Staunton Country Park, South Down's National Park and Portsmouth Golf Club are areas of open space within the wider context. Due to the proximity to the A3 (M) corridor, the heavy vegetation cover and undulating topography there are no direct views into the Site from these open space and there is no impact to the setting of the South Down's National Park.

Within the Site, there are localised views from dwelling and footpaths as identified in the LVIA (Chapter 13, Table 13.2. of the ES). Views across the Site are possible from the northern portion of the Site, particularly the Bridleway No. 123.

The proposed visual framework should consider the opportunity to create new visual connections to/from Bridleway No. 123 and from new footpath and cycleway connections. Design will be developed to promote good natural surveillance to/from the employment units and the Site wide infrastructure or publicly accessible areas.



Link Road Cross Section.



Employment Block Cross Section.



- | | | |
|---|---|--|
| PLANNING APPLICATION BOUNDARY | PROPOSED SCRUB/GRASSLAND MOSAIC FOR HABITATS WITH SCRAPES FOR WETLANDS | 150m - 180m LANDSCAPE BUFFER OFFSET FROM A3(M) |
| DEVELOPMENT PLOTS | EXISTING VEGETATION TO BE STRENGTHENED WITH PLANTING TO EDGES WITH WOODLAND SPECIES | EXISTING OVERHEAD CABLES WITH EASEMENTS TO BE CONSIDERED |
| PRIMARY CIRCULATION CORRIDOR (PROPOSED LINK ROAD) WITH FOOTWAY AND CYCLEWAY | POTENTIAL WILDLIFE CORRIDORS WITHIN ENHANCED HEDGEROWS | RESIDENTIAL DEVELOPMENT UNDER CONSTRUCTION |
| EXISTING BRIDLEWAY (TO BE RETAINED) | EXISTING GRASSLAND | |
| EXISTING VEGETATION | EXISTING WATERCOURSES | |
| SIGNIFICANT TREES TO BE RETAINED WITHIN DEVELOPMENT | PROPOSED DRAINAGE PONDS | |
| PROPOSED LANDSCAPE STRUCTURE | EXTENT OF WORKS TO WATERS EDGE | |
| PROPOSED OFF SITE PLANTING (OUTSIDE PLANNING APPLICATION BOUNDARY) | | |
| BUFFER PLANTING TO PROTECT SINCS | | |

Dunsbury Hill Farm
Illustrative Landscape and Ecology
Figure 6.1

Not to Scale

6. LANDSCAPE

Buffer Zone – The purpose of this zone is to create a margin within which there will be no development or built form. Given the presence of remnant of woodland associated with the 'Forest of Bere' in the wider area and the SINC's on Site, opportunity exists for significant off-Site planting which will strengthen and connect the existing woodland parcels along the eastern side of the A3 (M) as well as compensate for the lack of connectivity to the historic vegetation on the western side of the A3 (M) which was severed from the Site by the A3 (M).

Green Fingers – This concept has informed the Indicative Masterplan and will need to be considered in the design and submission of any further Reserved Matters Applications. Essentially opportunity exists to combine the proposed green fingers with east-west infrastructure, for example the proposed link road or internal secondary Site access routes to create green corridors or thoroughfares. This planting can also be combined with Site earthworks to create mounds which will help screen the employment units as well as create the development platforms required for the buildings and parking areas.

Existing Woodland – The Proposed Development defined by the existing woodland and the edges of the woodland Margins of buffer planting or interplanting are recommended to offset potential adverse effects upon biodiversity and to enhance the connectivity for species such as dormice which are dependent upon the resource for connection to the wider Site. New planting will be of similar indigenous species mix to the existing woodland. Particular care in the choice of species will be given to the design of planting in the vicinity and adjoining the Sites of Importance to Nature Conservation (SINC's), namely Beech Wood East, Cherry Tree Row and Bushy Lease.

Individually Significant Trees, Hedgerows and Treebelts

– Across the Site there is a framework of hedgerows with mature trees and tree belts of varying stature and quality, many now with gaps and loose form. These are essentially remnants of the existing agricultural landscape, albeit influenced by the urbanising elements of Leigh Park and the overhead powerlines which are dominant element within the landscape. It is possible to strengthen these hedgerows and tree belts as follows:

- Reinforce the north-south Bridleway 123 and provide a maintained edge to the walkway, appropriate in scale and form.

- Define the northern edges of the Phase 2 plot boundaries creating an appropriate transition to the wider agricultural landscape to the north of the Site as well as create a defined edge to, connection to Staunton Country Park (Bridleway No. 120).
- Reinforce the remnants of field boundaries hedgerows.
- Linear buffer planting to SINC's to protect tree belts such as Cherry Tree Row.

New Landscape Structure – New tree planting or woodland should be of an appropriate species choice and form to integrate the various parcels of existing woodland. Species choice will be influenced by existing woodland typology. New woodland structure will possess a significant proportion of heavy standard and standard tree planting to promote early establishment of the planting.

Trees which form part of 'Green Fingers' and are street trees should be clear stemmed extra heavy standard trees, with species chosen which are considered to be appropriate street trees species as well as appropriate to the Site context and character which is predominantly oak woodland.

Shrub or ground cover planting species choice shall be appropriate to the character of the employment Site with low level planting which promotes an open appearance, good Site surveillance for both pedestrians and individual Sites and car parking areas.

New hedgerow planting and interplanting to existing hedgerows should be native hawthorn/blackthorn mix with other native shrub species. Overall height should allow intervisibility across Site boundaries from eye level. This will promote good natural surveillance along footpaths/bridleways, particularly along Bridleway No. 123, a well used route.

Pictures of Greenwich tree avenues and properly managed hedgerows with traditional laying techniques.

High profile landscape areas – There are a number of areas which should be treated as focal or higher profile areas, these include:

- The Site entrance and Link Road margins including the cycleway and footpath connecting east-west across the Site
- The hotel and conferencing facilities with water feature and framework planting to the Site. This Site will require a higher quality more intensively designed landscape with amenity landscape species
- Development plot Site entrances and approaches to employment buildings
- Amenity landscape areas within groups of buildings and between buildings which are used by staff shall have designed landscape which link the built form and is carefully considered in terms of their interface with the buildings itself
- Car parking areas; lines of parking bays should have hedgerows and tree planting between, such that only a single line of parking is accessible via access route on either side

Planting design for these areas should be contemporary, in layout and utilising a limited number of species for the planting palette. It may be that indigenous species will not be appropriate to achieve the design intentions. Care should be taken to avoid species which can spread by suckering.



High profile landscape areas could use mature trees and a limited palette of amenity species.

Ecology Strategy

With proposed mitigation fully implemented, the significance of the overall effect of the Proposed Development on ecological features and protected species is likely to be neutral with some slight beneficial impacts and some slight adverse. Chapter 15 of the ES provides a full ecological assessment. The mitigation strategy is summarised here and illustrated in Figure 6.1.

Designated sites and BAP Habitats

The southern part of the proposed link road will result in the direct loss of approximately 0.2 ha of Neville's Park East Wood SINC and a small area of willow scrub. The pasture is species-poor and the ecological interest of this area is limited to the trees. In addition, the Proposed Development is immediately adjacent to several SINCS. Mitigation measures should therefore include additional buffer planting along all SINC boundaries to reinforce and protect their edges and protection during construction.

The Proposed Development has been designed to minimise loss of ancient woodland and loss of SINC habitats, but given the topographical and line sight constraints in relation to the construction of the link road, the loss of a small number of mature oak trees that form part of Neville's Park East Wood ancient woodland SINC is unavoidable. It is not possible to provide direct compensation for the loss of ancient woodland given its history and complexities. However, the following measures could provide mitigation and compensation for the loss of an area of SINC and enhancement of the local area:

- Re-planting of native oak trees in the vicinity of these existing trees, on the edge of Neville's Park East Wood / Neville's Park areas;
- Localised felling of self-set aspens which have limited arboricultural and landscape significance, and also are not in keeping with the ancient woodland species to the south.
- Habitat creation area to the north of the Site (approximately 3ha), to be a mosaic of woodland edge, species-rich grasslands and scrub (composition to be finalised at detailed design), with scrapes to create temporary holdings of water. This will also aid in meeting the Core Strategy requirement for the proposed development to meet a BREEAM "excellent" standard;

- Extension of Beech Wood East SINC boundary to include the new habitat creation area; and
- Management plan for Beech Wood East SINC (to include the new habitat creation area) to improve biodiversity.

Vegetation & Flora

Grassland - Mitigation will be provided for the loss of semi-improved neutral grassland due to the construction of the link road. Where stands of grassland can be retained, they will be incorporated into the landscaping design. New grassland will be created within a habitat creation area that will include native grassland species characteristic of the local area and soil conditions to the north of the Proposed Development.

The turf from the existing species-rich grassland within the footprint of the proposed hotel could be used to contribute to the habitat creation area.

Hedgerows - The layout of the link road and access routes through the various plots at the Site will be designed to minimise the loss of ecologically important hedgerows (under the Hedgerow Regulations, 1997), and the other hedgerows at the Site. The link road and access routes should cross the hedgerows at a perpendicular angle to minimise loss of hedgerow.

New hedgerows should be designed to provide additional habitat linkages to existing hedgerows or areas of broadleaved woodland, and comprise native species that are characteristic of the Site and the local area. For instance, new hedgerows could be planted either side of the new bridge that will support the new link road over the Hermitage Stream in order to maintain habitat connectivity between Cherry Tree Row SINC and Beech Wood East SINC, which would otherwise be lost to the new link road. In addition, existing hedgerows should be improved with supplementary planting of native species characteristic to the area to fill gaps and link isolated section.

Rare, Notable and Legally Protected Species

Amphibians - Sustainable drainage system ponds (SUDS) which will be created for the Proposed Development will benefit amphibians through natural aquatic planting. In addition, it is proposed that shallow "scrapes" that will naturally hold water seasonally, will be created in a new habitat creation area in the field to the north-west of Park

Lane, along with a mosaic of grassland and scrub, woodland edge and hedgerow planting to enhance the existing habitat for amphibians.

Reptiles - Additional habitat creation, enhancement and management should be undertaken to benefit reptile populations in the future. The restoration of the Hermitage Stream with native marginal planting, and the creation of several SUDS with native aquatic and marginal planting will benefit grass snakes which can use the re-aligned Hermitage Stream as a habitat corridor to other areas of suitable habitat; and will bask and feed around the margins of the SUDS.

Bats - These measures are designed to ensure that the Proposed Development would not compromise the Conservation Status of bats in this part of their natural range and include:

- Enhancement of field margins, woodland edges and hedgerows;
- Habitat creation (including erection of bat boxes within woodland SINC);
- Restriction of new lighting; and
- Measures to encourage bats to use new features to cross the link road.

Dormice - The additional buffer planting and hedgerow strengthening mentioned above will improve dormice habitat by including species that dormice rely on for feeding, nesting and hibernating, such as hazel, bramble, honeysuckle, blackthorn and elder.

Dormouse boxes will be erected within woodland SINC to provide additional nesting sites;

A dormouse crossing point constructed from meshing with planted climbers / ivy will be installed under the new link road bridge over the Hermitage Stream to reinstate the linkage between Beech Wood East SINC and Neville's Park East Wood SINC that will be lost to the new link road.

Birds (breeding and wintering) - Compensation for loss of grassland habitat should include the planting of woodland to extend Beech Wood eastwards into the Site. This will also include habitat creation within a field immediately to the north of the Site to provide a habitat mosaic of woodland edge, scrub and grassland with ponds. Existing important trees, particularly protected trees, and hedgerows will be retained within the Proposed Development.

Badgers - The additional buffer planting and habitat creation / enhancement area will benefit the badgers by providing foraging opportunities and also protect the existing main sett from disturbance.

Water voles and Otters - Re-alignment of the Hermitage Stream to create a more natural route will enhance the stream ecology and habitat and could provide potential opportunities for water voles and Otters to become established through natural colonisation.

Deer - suitable foraging habitats are already available around the Proposed Development, and the new buffer planting will also provide refuge.

Detailed mitigation measures relating to protected species are set out in Chapter 15 of the ES. As a precautionary measure, prior to construction, update surveys will be undertaken to check for the presence/absence of great crested newts and badgers - details of which are also set out in Chapter 15.



Landscape Management

The principle of sustainability will also be established in the way the Proposed Development is managed and through its future governance. Management mechanisms could be developed to ensure appropriate maintenance of communal features, SUDS and energy infrastructure. In particular this can be explored in the ongoing management of woodlands which are a local asset for the wider Leigh Park community. Options are also being explored for Site-wide governance structures, drawing on numerous models which have been developed (including trusts) to ensure that local residents in the adjoining Leigh Park area are consulted and can express views relating to the management and maintenance decisions relevant to them.

Consultation about management issues is also important in establishing and maintaining a sense of wider community – helping to make it a place where people feel safe and secure, and where they want to work, particularly as this Site will deliver employment to the immediate community.

Site elements might include:

- Woodland
- SUDS
- Site wide composting and coordinated waste disposal.



Materials chosen for buildings and infrastructure to give high performance in use with minimised impact in manufacture and delivery.



Sustainable Design

Soft landscape areas offer the potential to provide underground reservoir for surface water runoff and this can be incorporated into the design of hard standing and parking areas. This can be applied to narrow areas of soft landscape between parking bays and can contribute significantly to the area of land devoted to sustainable drainage. Beyond development plots the sustainable drainage should be managed by a series of retention ponds.

Waste Reduction

The Proposed Development will provide facilities and information to make it easy for occupiers to reduce their environmental impacts by minimising waste, and promoting recycling and composting.

Each Site will be provided with access to composters for the treatment of putrescible waste. Advanced in-vessel systems are proposed for the highest density areas to enable landscape waste to be composted, and hence avoid removal from Site to landfill.

In line with the highest standards of BREEAM requirements, all buildings will be supplied with internal and external bin provision to enable segregation of different waste streams for recycling.

Targets will be set to reduce levels of construction waste through the implementation of comprehensive Site Waste Management Plans.



Reducing waste arisings, then reclaiming, recycling and recovering.

Sustainable Water and Green Roofs

The increasingly frequent heavy rains brought about by climate change pose a challenge for drainage and floodwater management systems. As the climate changes and summer droughts become more frequent, it is more important that water is used efficiently and recycled.

All buildings in the Proposed Development will be fitted with water efficient fittings and appliances, such as low-flush dual-flush toilets and aerated showers and taps. It is envisaged that rainwater will be harvested and used for the irrigation of soft landscape areas. Certain key buildings could be provided with a green roof – in addition to managing rainwater, green roofs help reduce building heat loss in winter, provide heat gain in summer, reduce air pollution and create habitats.

Green Roofs could also reduce overall built appearance of the Site as a whole, particularly when viewed from the higher ground to the north. Green roof systems could also be combined with parking and land form to reduce the areas of visible hard standing.



Reduced water demands with rain and wastewater managed sustainably.



Both Stockley Park at Heathrow, London and Green Park, Reading utilise Sustainable drainage ponds as features within the landscape structure.

7. APPEARANCE

The government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

"The design and access statement should explain the principles behind the intended appearance and how this will inform the final design"

This section explains the principles behind the intended appearance of the buildings and public realm, with reference to the following objectives summarised from the Development Brief (2007):

- Materials such as hardwoods, natural stone, stainless steel, or other natural or high quality materials should be carefully selected to complement the setting, avoiding extensive use of single material choices.
- The use of a restricted palette of high quality materials will help to create a unified appearance - the developer should refer to the Council's Public Realm Design Framework.
- The Council will negotiate with the developer to fund the commissioning of art and craftwork to enhance the distinctiveness of the development and the quality of the public realm within the development site, in accordance with Local Plan Policy D3. Gateway and landmark features within the site.

The following design principles apply to the Proposed Development:

Facades shall create a simple, contemporary architectural aesthetic, with vaulted roofs and overhanging canopies supported by tubular steel eaves props

A simple rhythm should be achieved across the Site and expressed in the structural frame and contrasting materials to define structure and vertical subdivision in the facade

Materials shall comprise:

- Steel finishes to reflect light and define changes in material.
- Timber cladding, horizontal cladding, with clear finish allowed to weather naturally.
- White concrete or buff stock brickwork to detail building plinths and structural elements.

It is suggested that the final choice of materials is considered further as part of each Reserved Matters Application and these are related to an overall agreed series of finishes, a design code agreed between all parties.

Wherever possible green technologies should be designed into the scheme with common detailing adopted Site wide for continuity and an overall high quality appearance throughout the Site.

Building Typologies – specific considerations for each type of built form within the Proposed Development shall be considered further as part of Reserved Matters Applications, but shall include the following design objectives:

Hotel and Conferencing Facility

- Up to 5 storey (this will differ from the built form of the employment buildings).
- Prominence of the building is essential to promote visibility on the approach to the Site.
- Distinctive signature design for this development parcel.
- An open aspect will be essential for visibility, with structure planting allowing for views to/from the link road.

7. APPEARANCE

B1/B2 Development

- Fenestration should be creative to create variety in appearance and promote a sense of natural surveillance and respond to 'design against crime'.
- Façade treatment for larger buildings could be divided by careful use of materials to reflect the structure with changes in building line to create rhythm.

B8 Development Phase 1

- Single storey development which should be treated with material common to the wider Site.
- Utilise the landform to reduce the bulk of buildings.
- Open storage areas must be screened with advance planting to allow early establishment.
- Position of open storage areas should be carefully considered and located away from footpaths and visually prominent parts of the Site, where activity would impact on neighbouring uses.

Public Realm Treatment

The Site development brief considers the following aspects:

- A high quality public realm should be created with materials and equipments appropriate to the setting.
- Signage on buildings should be tasteful and integrated with the architectural design of the buildings, avoiding over-sized or poorly designed illuminated signs.
- Site wide signage shall be legible and coordinated with other site equipment.

The treatment of the public realm should be seamless with a limited palette of paving materials, street furniture and lighting. The design of elements shall be contemporary in style, and reflect the overall approach for the Site wide architecture. The intended material palette could combine timber and steel finishes to building elevations and this shall be extended to the chosen street furniture ranges.

Surface treatments for footways and cycleways should be a flexible paving material, a bound gravel which will reflect the character of the wider agricultural area and is appropriate to the Sites position in the strategic gap. The role of the Site as a new settlement edge should be considered in the choice of materials to avoid an overly urbanising effect upon local character. The paving material choice will tie in with the wider pedestrian and bridleway routes and could be extended to upgrade these existing routes.

The Site is adjacent to Character Area 9 of the 'Public Realm Design Framework' for Havant Borough Council, prepared in October 2005. Although the proposals do not fall into the character types identified, the detailed design of the public realm should draw upon the essence of the principles, concepts and suggested equipment contained within this guidance.





Treatment of the public realm could be co-ordinated such that a limited palette of street furniture and finishes to surfaces are provided. Images illustrate potential material choices for shared spaces and for cycleways and existing bridleways.

Local Materials

It is envisaged that construction materials will be selected to balance aesthetic and environmental issues and that optimum use will be made of reclaimed, recycled, natural and locally-sourced products. Reclaimed building products, such as block pavers, can have an up to 90% lower ecological footprint than similar products made with virgin materials. The use of local materials can also help ensure that the buildings complement aspects of the local vernacular style.

The design of cycle stands and cycle storage, designed for the Site as a whole, should be coordinated, with the material finish of the associated buildings and street furniture.



Bus shelters, cycle stands and Cycle storage could be finished in coordinating materials to tie in with the palette of materials for other street furniture and the built form.

7. APPEARANCE

Noise from Site Units

At this stage the layout of the buildings and the occupants, and potential noise issues, of the buildings are unknown. However, the noise from the industrial sources can be overcome by design, and there are measures which could be taken to improve the noise levels further, including:

- Orientation of the layout the phases have already been designed such that the B8 storage units are located closer to the residential properties than the potentially noisier B1/B2 units.
- Ensuring that the B8 buildings are located between the housing and the car park.
- Being careful when positioning the doors and loading bays for the B8 units; they ought to be sited away from the housing rather than on the end of a block.
- Making sure that all night time traffic to the Phase 2 B8, uses the route furthest from the housing.
- If possible, locate the site entrance and routes to the B8 units further from the housing, would improve the noise from the lorry movements.
- Locating the offices of the units on the quietest facade, where possible, away from loading bays or noise machinery.
- Designing the layout of the buildings such that they do not cause noise reflections at noise sensitive properties.
- At night the noise from the A3(M) will be quieter, and therefore it may be necessary to impose reduced operational hours, where machinery may cause night time disturbance.

8. LAYOUT

Guidance

The government's Guidance on Information Requirements and Validation describes this stage in the preparation of a design and access statement as follows:

"The layout is the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each other and buildings and spaces surrounding the development" (para 129). "If layout is reserved at the outline stage, the outline planning application should provide information on the approximate location of buildings, routes and open spaces proposed. The design and access statement accompanying an outline application should explain

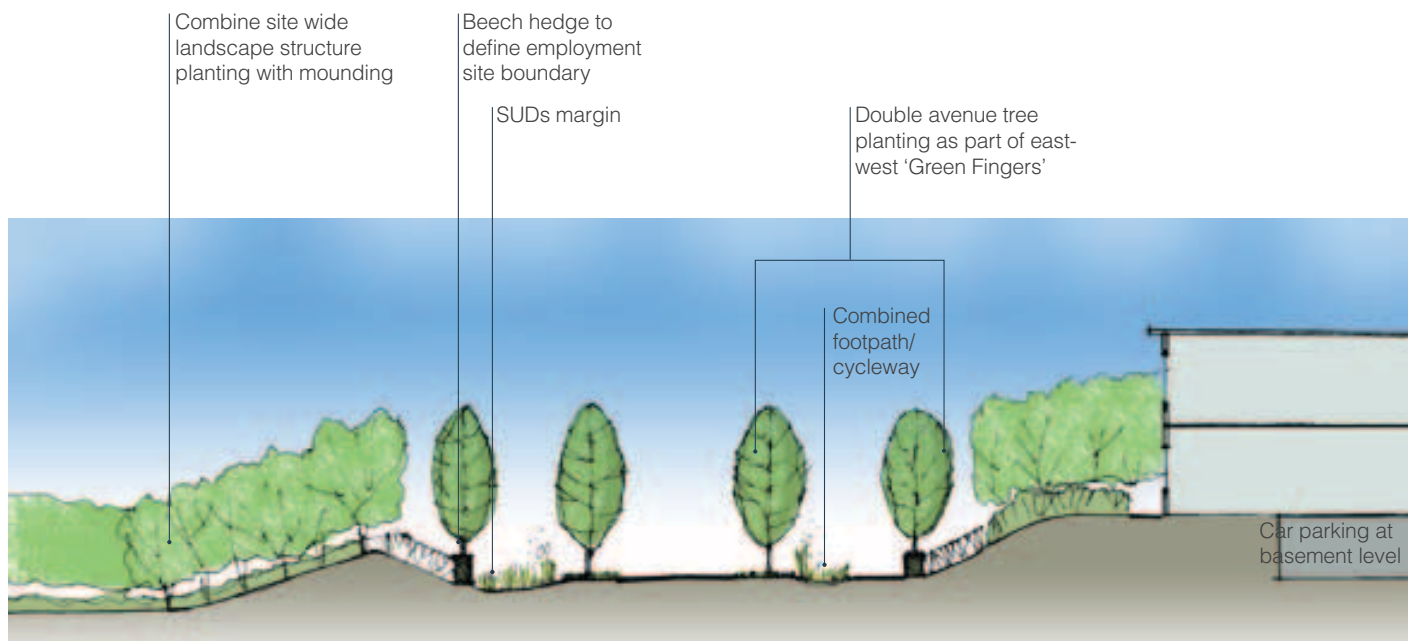
the principles behind the choice of development zones and blocks or building plots proposed and how these principles, including the need for appropriate access will inform the detailed layout. The use of illustrative diagrams is encouraged to assist in explaining this" (para 130).

"The guidance goes onto state (in para 131) that design and access statements should demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out by the government and the Police in 'Safer Places' and 'Secured by Design'".

This section describes the way in which buildings, routes and open spaces are provided, placed and orientated in relation to each other. It is possible to define a series of transitions or edge conditions relating to aspects of the layout throughout the Site, as follows:

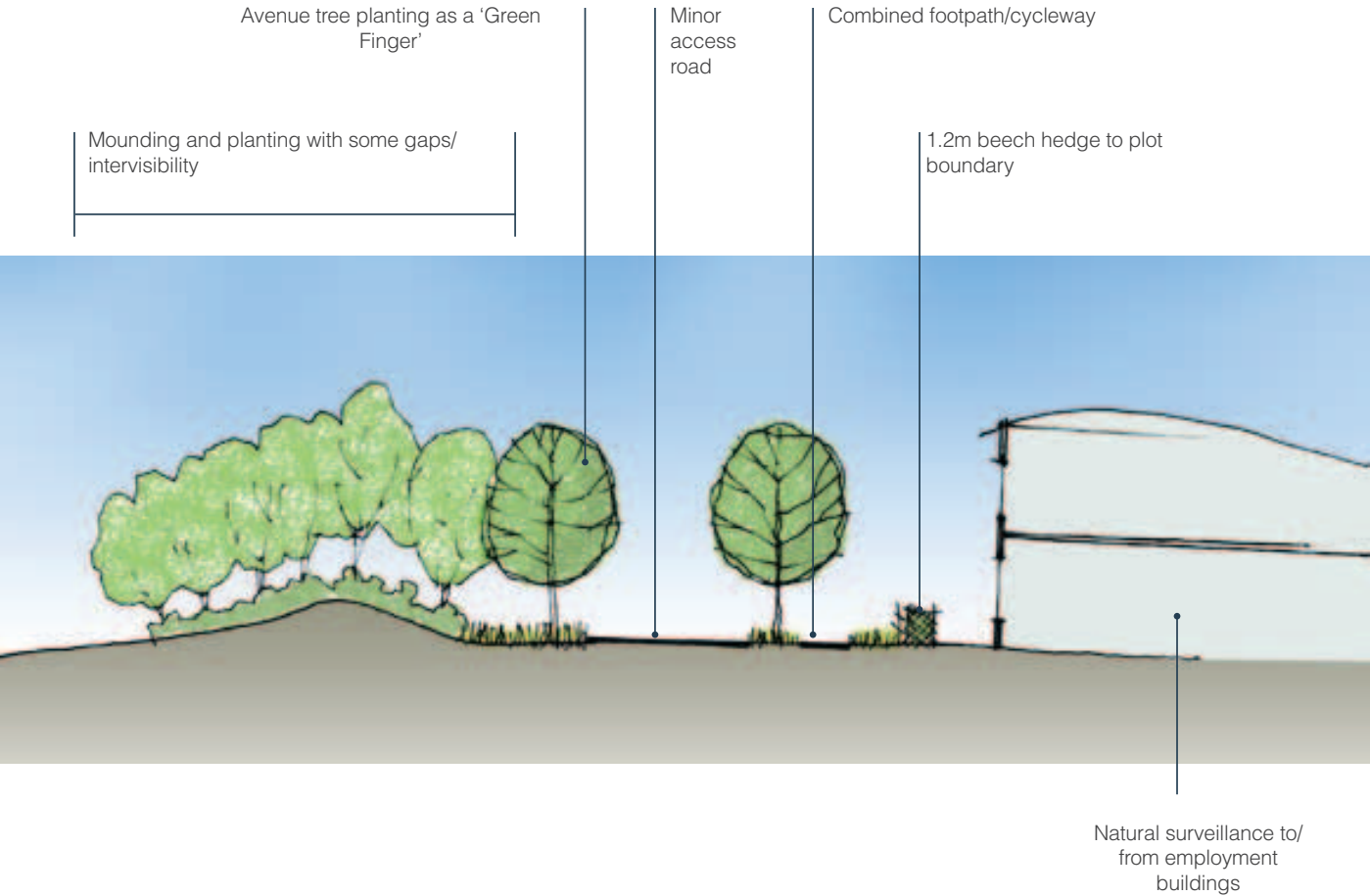
The Link Road Corridor

The design intention of the link road is to create a wide boulevard through the Proposed Development with high quality landscape, setting the character of a high end business park. The overall appearance will be restrained with low ground cover under street tree planting, extending either up slopes of mounding or to the edge of swales. Boundaries of all adjoining plot areas will be clipped 1.2 metre high hedgerows, Beech (*Fagus sylvatica*).



Side Roads

Side roads should be smaller in scale with adjoining landscape margins and avenue tree planting along the verges. Adjoining development plots shall be defined by clipped 1.2 metre high hedgerows, Beech (*Fagus sylvatica*).



Public Facing Facades

Facades which adjoin footpaths and roads which are used by visitors to the Site or those passing through to a further destination, shall have active frontage with doors and windows to improve the sense of natural surveillance.

Frontages and Approaches

The approaches to buildings must be of high quality with provision for pedestrian to walk/cycle safely across the Site, particularly across parking areas.

Entrance Facades

The Site development brief recognises the value of using glazing in defining entrances and facades. Material finish and hierarchy or complexity should be such that the entrance to each premise can be clearly understood without reliance upon excessive signage at Site entrances.

Courtyard Layouts

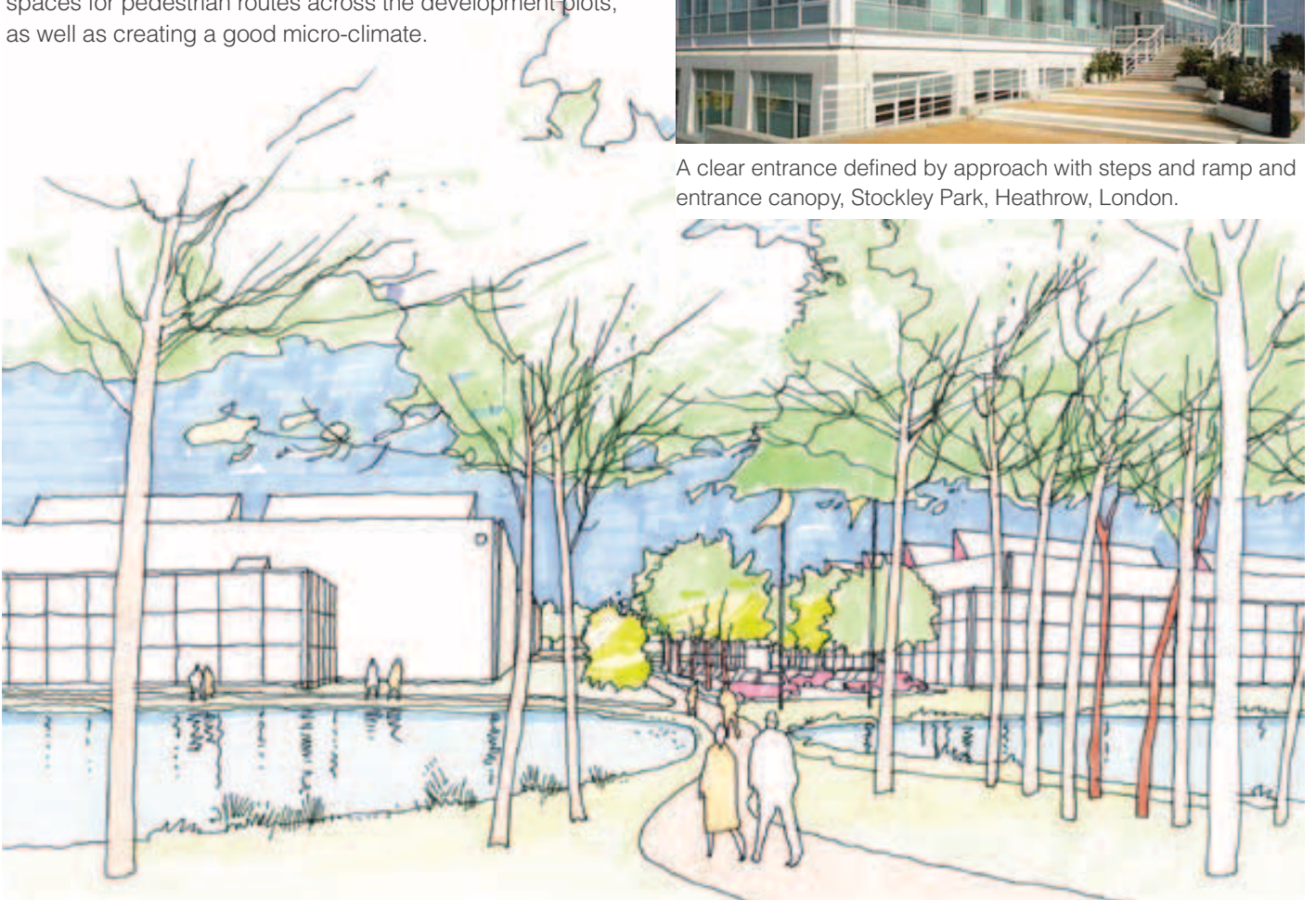
Central spaces which can be used for parking and reducing the overall presence of cars on Site. Small linked courtyards can be designed as outdoor spaces for staff or as linking spaces for pedestrian routes across the development plots, as well as creating a good micro-climate.



Seating areas can be design as an integrated element of spaces between buildings and as a feature on a pedestrian route.



A clear entrance defined by approach with steps and ramp and entrance canopy, Stockley Park, Heathrow, London.



Pedestrian link can be defined by Site wide landscape structures for example, as a Green Finger

8. LAYOUT

Parking Options

Creating a variety of parking on Site will help to avoid areas with no clear use and promote pedestrian activity to/from parking areas. Routes through parking areas should be clearly defined as pedestrian priority or as raised tables across the parking areas to encourage lower speeds.

Shared space

Within development plots street spaces should encourage walking or cycling with the use of shared spaces wherever practicable. Changes in surface material shall denote pedestrian priority areas particularly through car parking areas.

Promoting a safe environment

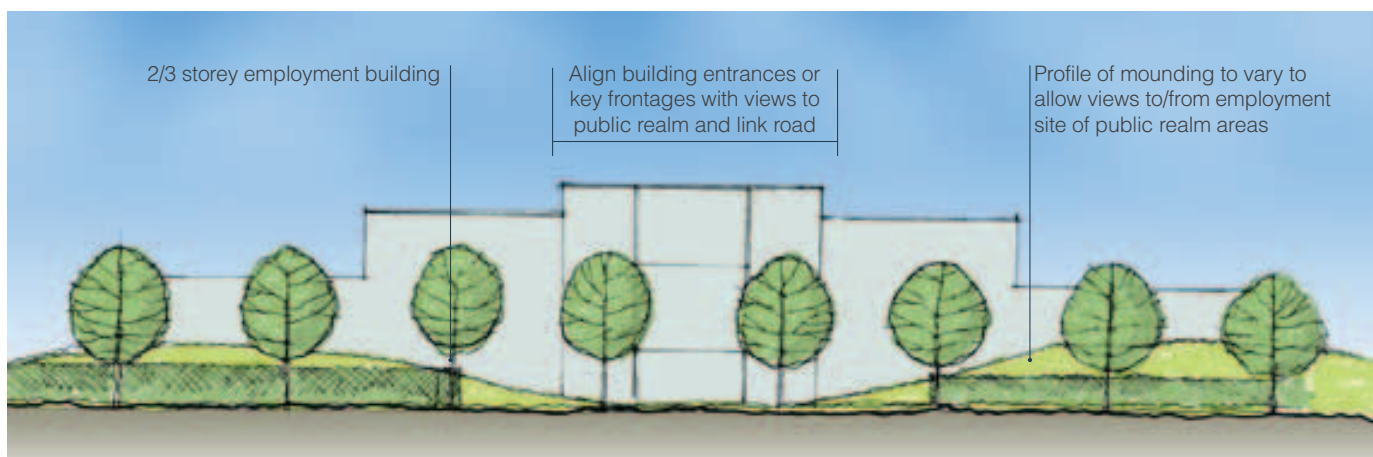
External space should be designed such that it has a defined use and is accessible from the main buildings.

Spaces should be designed with good natural surveillance avoiding areas, which are contained and unsafe in nature.

CCTV could provide a means of actively managing the Site out of hours.



Alternative arrangements for parking can create a variety of spaces within the wider landscape.



Cross section of typical employment block

Access for All

One of the key objectives of the masterplan is to ensure everyone can move around with comfort and convenience, regardless of their age or disabilities. The following principles are central to achieving that objective:

- Ramped access to all buildings where levels are difficult, provided in accordance with the statutory building regulations.
- The design of streets and footpaths should take account of the needs of the disabled in terms of design speed, crossing points and placement of street furniture.
- Tactile paving at defined pedestrian crossing points to guide the visually impaired.
- Bus stops and shelters should be accessible to children and disabled people.
- All gradients to be 1 in 20 or less, with no steep or sudden changes in level.



Bus stops and shelters to be accessible to disabled people



Disabled parking provided close to all buildings



Bridleways to be surfaced to accommodate the needs of the disabled



Ramped access to buildings provided in accordance with the statutory building regulations



Tactile paving provided at defined pedestrian crossing points to guide the visually impaired

9. SUSTAINABILITY

The Government's 'Guidance on Information Requirements and Validation' states that:

"Design and access statements for outline planning applications should demonstrate how climate change mitigation (through the minimisation of energy consumption, efficient use of energy, and the supply of types of energy including from low-carbon and renewable sources to help reduce overall carbon emissions) and adaptation measures (to provide resilience to future climate impacts) have been considered in the design of the proposal" (para 105).

Sustainable Design

The Dunsbury Hill Development Brief identifies a series of objectives which should be considered as part of early design development:

- Design of the buildings should include the use of sustainable materials and construction methods and achieve at minimum an equivalent rating to BREEAM Excellent standard.
- Buildings should be designed to maximise solar gain. They should also be designed to minimise energy and water consumption.
- Features such as grey water recycling, super insulation and green roofs should be included.
- The use of renewable energy should be an important element of the development. The inclusion of features such as solar panels and wind turbines should be investigated and pursued.
- For the development as a whole the layout and form of development should take account of solar orientation and wind sheltering.

The Site Development Brief also sets out the following objectives relating to energy conservation:

- The council welcomes the integration of sustainable energy initiatives within all development schemes.
- The development should be constructed in a sustainable way, using recycled materials as far as possible, minimising waste and the consumption of water and energy per unit.
- Energy conservation should be fully taken into account in the development proposals.

- PPS22: Renewable Energy encourages developers and local planning authorities to think about the opportunity of incorporating renewable energy projects in all new developments. Attention is also drawn to the companion guide, 'Planning for Renewable Energy, a Companion Guide to PPS22'.
- Development proposals must be accompanied by information demonstrating that full account has been taken of the efficient use of energy. Consideration should therefore be given to renewable energy development alongside energy efficiency.
- Site layout, design and orientation of buildings should facilitate energy conservation by maximising passive solar gain and reducing heat loss. Buildings should be away, or sufficiently set back from adjacent vegetation to avoid overshadowing. However, use should also be made of natural ventilation and other measures to prevent excess solar gain.
- South-facing elevations should be designed to utilise solar gain either directly by use of glazing, or indirectly by the incorporation of solar panels.
- Roofs should be designed, in terms of form, orientation and materials to utilise solar gain.
- Buildings should incorporate appropriate insulation, heating and lighting systems to reduce energy demand.

The Site Development Brief considers the following principles in relation to site drainage:

- Surface water arising from the development of the site must not increase flooding elsewhere in the catchment.
- For the site, it is anticipated that all surface water will be directed into the Hermitage Stream along its reach between the A3(M) and Ramsdale Avenue.
- A Sustainable Drainage System (SuDS) should be incorporated into the development to address the potential surface water flooding, this will be integrated

9. SUSTAINABILITY

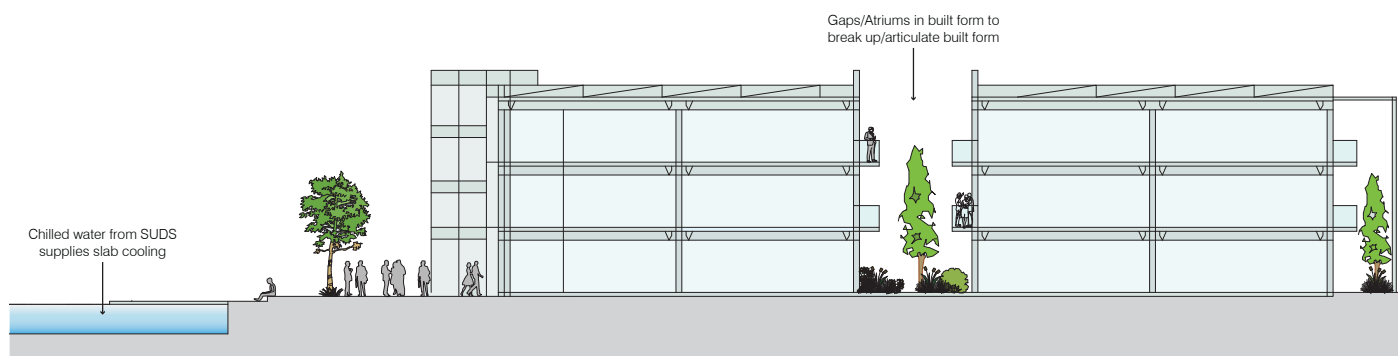
into the landscape enhancing biodiversity, creating recreation opportunities and provide a high quality environment.

- Buildings erected within the Environment Agency's Flood Zones 2 or 3 will be subject to a flood risk assessment.

For the masterplan at Dunsbury Hill, the following principles could be considered in the next stages of design:

- Provide attractive sunlit public and private amenity space at ground level.
- Optimise passive solar gain by providing natural shading and cooling to minimise overheating.
- Ensure good levels of daylight within buildings at every floor level.
- Heat exchanger to retain heat during the winter.
- Use the most of efficient lamps and luminaries.
- Natural ventilation to provide comfort cooling in summer.
- High levels of insulation to contain heat.
- Solar shading to reduce solar gains from high summer sun but allow winter sun to enter the building by adopting deciduous tree species closer to buildings - In the winter, the low sun will be able to penetrate through the branches and increase solar gain.
- Make maximum use of natural daylight.

- Provide exposed thermal mass to absorb solar gains in the winter and absorb the cool air during summer nights.
- Taller buildings should be located to maximise solar gain where the heights are varied within the layout.
- The potential for collecting solar energy at roof level, should be optimised.
- Make use of street trees to provide shelter and shade within car parks and outdoor spaces within the development parcels.
- Advanced woodland planting within the buffer adjoining the Site could help to shelter the development from prevailing winds.
- Consider the potential for shared heating systems, and the ancillary needs such as drop-off points for fuel distribution.



Design of buildings and tree planting can help control local microclimate and temperatures within buildings.

Sustainability Statement

A Sustainability Statement is included with the planning application to explain how sustainable development principles have been considered within the hybrid application relating to the development of Dunsbury Hill Farm. The statement indicates how the identified sustainability requirements have been or will be addressed as the details of the proposals are developed. Dunsbury Hill Farm is envisaged to be an exemplar for sustainable construction and design and achieve BREEAM 'excellent' standard.

The Sustainability Statement assesses the performance of the strategic employment site, Dunsbury Hill Farm, against 12 sustainability topics:

1. Place Shaping
2. Management
3. Health and Wellbeing
4. Energy and Climate
5. Transport
6. Water
7. Materials/Resources Selection
8. Waste
9. Land Use and Ecology
10. Pollution
11. Business and Economy
12. Cultural Heritage

The assessment demonstrates that the Proposed Development is generally aligned with sustainable development considerations and sets out a number of recommendations for the next planning stage to ensure that BREEAM rating could be obtained and the sustainability performance of the Proposed Development enhanced.

Overall, the proposals perform well in relation to the economic and social topics, bringing more temporal and

permanent jobs to an area that suffers from high levels of deprivation. An aspiration to use reclaimed, recycled, natural and locally-sourced materials and products and the need to develop a Site Waste management Plan results in a good performance against the materials and resource selection and waste topics. A dedicated public transport link and the development of the Site Travel Plan, promoting cycling and walking align the development proposal with the sustainability objectives under the Transport topic. The guiding principles in this Design and Access Statement indicate that the Proposed Development should be compatible with the objectives under landscaping and place-making topics.

Potential adverse effects are predicted for such issues as noise, water quality, heritage, land use and ecology during construction and flood and lighting during operation. These effects can be effectively mitigated as set out in the ES providing the mitigation measures identified are implemented on the ground.

Recommendations have been made which should enhance and add certainty to the sustainability performance of the Proposed Development with regards to BREEAM and wider sustainability requirements. These recommendations include:

- more detailed assessments for specific topics (e.g. noise, archaeology) to be carried out at the next reserved matters applications stage, where necessary;
- preparation of more detailed site plans for waste recycling and sustainable drainage for example;
- preparation of an Energy Efficiency and Renewable Energy Strategy. The minimum target for renewable and low carbon energy should be 10%. The Strategy should identify applicable renewable and low carbon energy technologies (e.g. solar hot water and solar PV, wind turbines, biomass boilers, biomass fired CHP, gas fired CHP, heat pumps) presently available on the market by assessing each under the following categories:
 - the type of energy it can deliver (i.e. heat, power or both);
 - whether a local resource is available to 'fuel' the system;
 - whether land space is available to site the system;

9. SUSTAINABILITY

- the expected contribution (low, medium or high) to the set target (10% or higher).

The Strategy should also assess the financial viability of these technologies, taking into account the government incentives.

- provision of more details on buildings', public spaces', walking and cycling routes' and ancillary facilities' design and locations;
- commitment for certification under the 'Considerate Contractors Scheme' or similar scheme;
- specification of materials and products to be used; and
- firm commitments to the mitigation measures for the reserved matters application.



