

Dunsbury Hill Farm
Development Specification and
Application Drawings

Portsmouth City Council

March 2012

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1. Introduction

- 1.1 This Development Specification forms part of a planning application for the development of land at Dunsbury Hill Farm, Havant. 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' on Dunsbury Hill Farm, Havant. (the "Proposed Development").
- 1.2 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.
- 1.3 The application has been submitted by Portsmouth City Council.
- 1.4 Figure 1.1 identifies the site location and Figure 1.2 shows the outline planning application boundary edged in red. Figure 1.2 is also provided as an A1 stand alone plan. Figure 1.3 shows the planning application boundary for the link road application.
- 1.5 Chapter 2 of this Development Specification defines and describes the principal components of the Proposed Development for which permission is sought.
- 1.6 Chapter 3 sets out key design principles which applications for reserved matters will be required to comply with.
- 1.7 The following documents are also submitted in support of the application:
 - 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;
 - Statement of Community Involvement.

2. Application Parameters

- 2.1 The application parameters establish what is being applied for. They are shown in Figures 2.1 (Parameter Plan 1: Movement), 2.2 (Parameter Plan 2: Land Use Framework) and 2.3 (Parameter Plan 3: Building Heights) and summarised in Table 2.1 below.

Table 2.1 - Key Parameters of the Outline Planning Application

Parameter	Content	Purpose
Parameter Plan 1: Movement Framework (Figure 2.1)	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 2.2)	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 2.3)	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

- 2.2 The key components of the Proposed Development are set out in Table 2.2 which shows the maximum gross external area (GEA) of commercial and hotel uses.

Table 2.2 - Amount of Development

Land Use (Use Class)	Maximum Amount (GEA* where applicable)
Phase 1	13.2ha
<i>Hotel with conference facilities (C1)</i>	<i>5,574m²</i>
<i>Employment including an Enterprise Centre (B1, B2 and B8)</i>	<i>46,450m²</i>
Phase 2	7ha
<i>Employment (B1, B2 and B8)</i>	<i>15,329m²</i>

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

Access

- 2.3 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.

- 2.4 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 existing 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 a 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.

- 2.5 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

- 2.6 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.

- 2.7 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.
- 2.8 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

- 2.9 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.

Building Heights

- 2.10 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 (Figure 2.3), 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.
- 2.11 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.
- 2.12 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).

Landscape

- 2.13 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)

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

3. Key Principles

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

Access

- 3.2 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;

- 3.3 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

- 3.4 Permission is also sought for an Enterprise Centre on approximately 1ha of land and start-up and move-on accommodation.

- 3.5 Ancillary uses to support the employment development will include café's (A3) and small scale retail (A1).

- 3.6 The location and form of these uses will be determined at the detailed design stage.

- 3.7 Proposals for B1(a) uses will be supported by a sequential test to ensure no suitable sites are available in the town centres.

- 3.8 The legal agreement will include a scheme to train local people.

Sustainability

- 3.9 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

- 3.10 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.

3.11 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;

Scale of Development

3.12 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.

Surface Water Drainage

3.13 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.

