

Atkins
Offer of Services
Dunsbury Hill Planning Application

November 2010

ATKINS

Plan Design Enable

Portsmouth Transportation Partnership

Project Commission

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Date:	16 th November 2010

Portsmouth City Council project number:	
Atkins project number:	

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Programme

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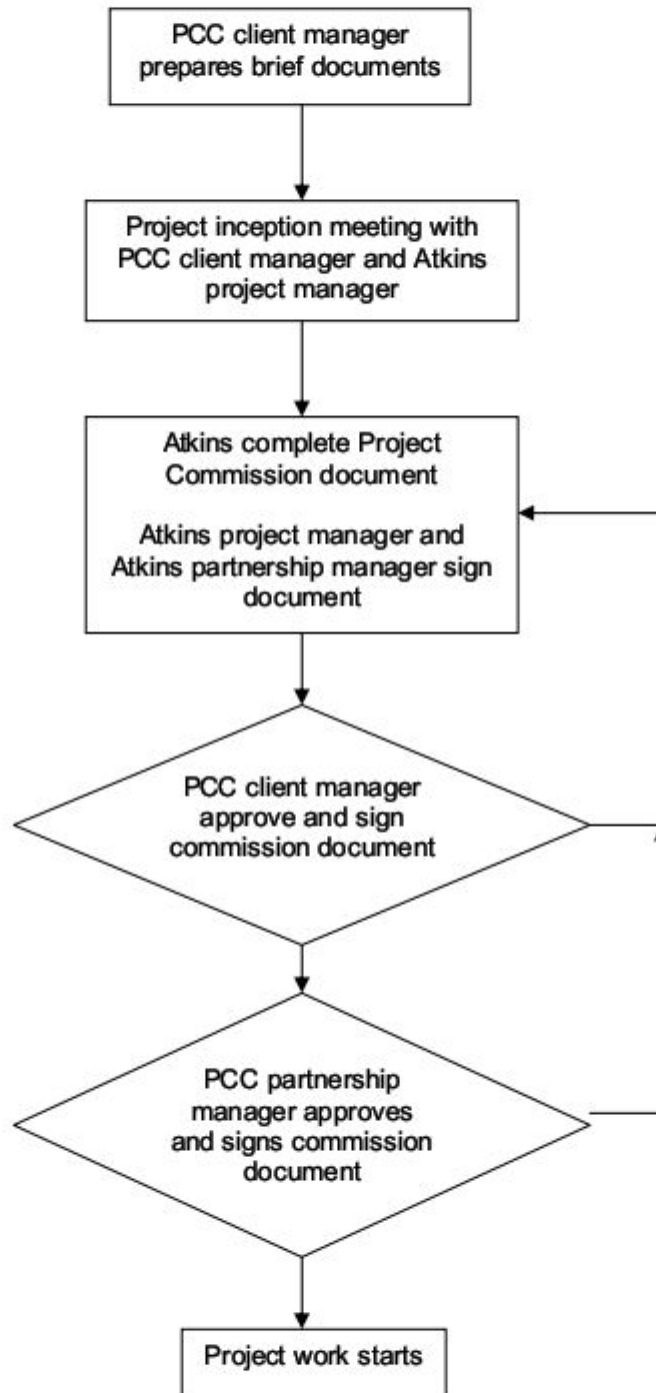
Fees

See attachment

Agreement

Agreement	
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Commissioning Process



Offer of Services

Planning Application, Environmental Impact
Assessment and Transport Assessment

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1. Introduction

Background

- 1.1. Atkins was commissioned jointly by the Partnership for Portsmouth City Council (PCC), Havant Borough Council (HBC) and Urban South Hampshire (PUSH) to undertake a scoping study to assess the feasibility of implementing an access road to the proposed employment development site at Dunsbury Hill Farm in Havant. The aim of this Stage 1 scoping study was to examine the options and feasibility of a new link road to serve the proposed business park development at Dunsbury Hill, as well as the associated access arrangements with Hulbert Road. An important element of the study was consideration of the environmental and transport context of the site and the implications of the development.
- 1.2. Atkins is pleased to submit this offer of planning, environmental, transport and sustainability consultancy services to support the preparation of a hybrid planning application for the development of land at Dunsbury Hill Farm through Portsmouth Partnership.
- 1.3. The document is structured as follows:
 - Section 2 – Our approach to the preparation of a planning application;
 - Section 3 – The programme of activities;
 - Section 4 – The proposed study team;
 - Section 5 – The financial proposals;
 - Appendix A – Key CVs; and
 - Appendix B – Key relevant experience.

The site

- 1.4. The Dunsbury Hill Farm study area predominantly comprises agricultural land that lies within an undeveloped strategic gap immediately east of the A3(M) motorway Junction 3, between Waterlooville and the northern area of Havant. The site is currently characterised by the following key features:
 - A series of extensive open fields enclosed within established hedgerow, lying to the west of Leigh Park residential area;
 - Park Lane which connects Waterlooville and Leigh Park estate (Havant) and dissects the site across the north east corner;
 - Belts of woodland lying to the south and west of the site which are identified as Sites of Importance to Nature Conservation (SINCs);
 - A number of trees located within and adjacent to the study area;
 - The Hermitage Stream which runs to the south west of the site, and the adjoining area is located within Flood Zone 3;
 - Two high voltage power lines and a mains gas pipeline running through the eastern part of the site parallel to the study area boundary;
 - Further overhead power lines pass through the site along an east west axis at approximately the centre of the site; and
 - Part of the site overlies a former landfill site containing inert construction waste from the A3(M) motorway requiring appropriate risk assessments.

2. Atkins' Approach to Planning Application

Hybrid Planning Application

- 2.1. It is likely that the planning application approach for the development of the Dunsbury Hill employment site will involve the submission of a hybrid planning application, i.e. an application that is part outline and part detailed.

Outline

- 2.2. The outline part of the planning application should cover the entire development site. It will establish the principles of the development and enable the detailed design to evolve within a series of agreed development parameters. The scale of the development will require the whole scheme to be implemented in phases over a period of years. The planning framework, contained in the series of parameter plans, will guide development over future years.

Detailed

- 2.3. The detailed part of the planning application will relate to the access and link road. This requires more detailed treatment for reasons of timing and to demonstrate confidence that the scheme is feasible. This will provide a firm basis for setting the access and key areas of the development in relation to the major highway works.
- 2.4. Internal access roads would be submitted in outline only, to enable flexibility in the bringing forward of detailed proposals.

Nature of the Planning Application

- 2.5. It is assumed that an Environmental Impact Assessment will be required to support a planning application in line with Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The application must provide sufficient certainty to enable it to be fully assessed in terms of the EIA Regulations having regard to the established case law, but it must also enable sufficient flexibility to allow the proposals to evolve over time.
- 2.6. In order to achieve the required level of flexibility it will be necessary for the outline part of the hybrid application to reserve layout, scale, appearance, internal access and landscape for future determination.
- 2.7. The outline element of the hybrid planning application will enable the detailed design to evolve within a series of agreed development parameters.
- 2.8. The detailed elements of the application will include all details as in a full planning application including layout, scale, appearance and landscaping.
- 2.9. The hybrid application would define the key elements of the development. These will include:
- a broad description of the development itself (which will be used as the agreed description of development in the planning consent);
 - a masterplan showing the development zones within the site and the site layout (building footprints, road layout, parking and landscaping/amenity areas);
 - a breakdown of the overall floorspace applied for, broken down by use class and (where possible) by zone;
 - maximum and minimum parking provision, again broken down by use;
 - access points;

- maximum and minimum building heights;
- maximum and minimum building footprint dimensions;
- strategic landscaping information; and
- phasing proposals.

The Parameter Plan

- 2.10. The application would incorporate a Parameter Plan illustrating those elements of the project that are required to be fixed at the outline consent stage. These elements will include the upper and lower limits for the height, width and length of each building within the site boundary.
- 2.11. The Parameter Plan would form part of the planning application. Approval would be sought through the planning process for the development of the Dunsbury Hill site within these development parameters.

Required Conditions to Control Development

- 2.12. The local planning authority will impose conditions on any planning permission so as to restrict the project to the parameters assessed in the environmental impact assessment in terms of scale, design, size, layout, access etc.
- 2.13. A specific planning condition will be imposed such that all reserved matters are to accord with the terms of the Parameter Plan, with the flexibility written in to the condition to enable variations to the parameter plan which would not fall outside of the bounds of the description of the development. This would have the proviso that the Council would have to be satisfied that any variations would not have any significant adverse environmental effects, or the application for variation has been accompanied by an assessment of the likely significant environmental effects of the variation.
- 2.14. This will enable the proposals to be brought forward in a flexible manner but still ensuring that the overall development remains in accordance with the Core Strategy and strategic site profile.
- 2.15. For those blocks/sites within the hybrid application where detailed information was provided, additional reserved matters submissions will not be required; although there may be conditions imposed requiring the submission of further detailed information.
- 2.16. Following the granting of the hybrid planning consent, reserved matters submissions for those areas approved in outline in the hybrid application should be submitted in accordance with the fixed parameters and with an agreed phasing strategy agreed as part of the hybrid planning application.

Supporting Documentation

- 2.17. The information below comprises a list of what will be submitted as part of the hybrid planning application.

Documents forming the Outline Part

- Covering letter, including description of development;
- Planning Application Forms;
- Certificates and Notices;
- Planning Application fee for the outline elements of the application
- Site Plan (Location and Red Line Plans): identifying the planning application site area that has been assessed for Environmental Impact Assessment purposes;
- Ownership Plan;
- Schedule of existing land uses;
- Schedule of proposed land uses;
- Masterplan;

- Parameter Plan Document
- Development Phasing Plan;
- Design and Access Statement;
- Environmental Statement and Non-Technical Summary;
- Transport Assessment;
- Travel Plan;
- Planning Supporting Statement;
- Statement of Community Involvement;
- Sustainability Statement: a statement setting out the sustainability principles to be adopted in the development; and
- Illustrative material to include site sections and, if required, visualisations of the proposed development.

Detailed information for specific works

- Detailed proposals for access and link road; and
- Planning application fee for detailed elements of the application.

3. Programme of Activities

Establish a Planning Strategy Document

- 3.1. This will include the appraisal of the planning and environmental issues identified in this report, confirm the approach, tasks, milestones and risks, and involve early discussion with relevant authorities. This will be underpinned by an extensive risk identification exercise which will include:

- Legal Challenges;
- Site specific risks;);
- A detailed Planning Programme.

Consultation Strategy

- 3.2. Consultation will be informed by the HBC Statement of Consultation Involvement and a Stakeholder Engagement Strategy which will be developed in consultation with the client and HBC at the outset. This will determine the level of public consultation, number of exhibitions, requirement for leaflets, posters etc. We have assumed that two presentations to key stakeholders and attendance at one public exhibition will be required. We have assumed that arrangements for the exhibition and preparation of illustrative material, including leaflets, for the public exhibition will be undertaken by PCC and HBC.
- 3.3. We will build upon the consultation which has already taken place with the key stakeholders and key statutory consultees as part of the Stage 1 study.

Support HBC/PCC through pre-application discussions with relevant authorities and stakeholders

- 3.4. We will support HBC/PCC in meeting the authorities to:
- Confirm their requirements, understand issues/concerns with the proposals;
 - Identify any resource issues which may pose a risk to programme;
 - Undertake any required consultation with local stakeholders in line with the agreed consultation strategy.

Prepare Masterplan

- 3.5. This stage would involve the preparation of a revised Masterplan based on the Rummey Scheme. It would take account of any changes in site constraints since the previous plan was prepared and address current development mix requirements in the light of the Client's objectives and informed by any market assessment. This will ensure the design and layout reflects the importance of the site's important landscape setting while achieving the required economic objectives in terms of the right amount, type and scale of development.

Masterplan Design Tasks

- Updated site appraisal plan – this will summarise the development constraints and opportunities;
- Illustrative Masterplan based on the Rummey Scheme – for presentation to key consultees;
- Finalise masterplan - for submission with planning application;
- A Parameter Plan – illustrating the elements of the scheme that are required to be fixed at the outline consent stage. These elements will include the upper and lower limits for the height, width and length of each building within the site boundary. These parameters will inform the EIA;

- Cross sections (2 no.) – in light of the topography of the site these will be required for the Parameter Plan and EIA; and
- Illustrative elevations – these will inform the Parameter Plan and Design & Access Statement.

Prepare detailed planning drawings

3.6. The tasks to be undertaken as part of the Highways works for the project are detailed below:

- A C2 and C3 statutory undertakers enquiry will be completion together with an investigation of issues relating to statutory undertakers equipment;
- To understand the impact of other developments in the area and ensure these are taken into consideration a review of the Local Development Framework Report by PBA will be undertaken. The cycle and pedestrian strategies for the area will also be reviewed together with an assessment of the traffic surveys undertaken as part of the Transport Assessment;
- HD42/05 of the DMRB states that Non-Motorised User audits should be completed on schemes affecting trunk roads and motorways. As the site is situated adjacent to the A3(M) and may impact on this link we have included completion of a NMU Context Report. The report will include:
 - Examination of information, including traffic flows and other data made available. It has been assumed that it will not be necessary to undertake additional surveys for the purpose of the NMU Audit;
 - Strategic and scheme objectives, such as LTP objectives regarding NMUs, relevant cycling and walking strategies, National Cycle Networks in the vicinity and Rights of Way Improvement Plan (ROWIP);
 - Existing networks and trip generators and development proposals of relevance;
 - NMU accident analysis in the vicinity;
 - Summary of the views of user groups; and
 - Possible conflict points between the proposed scheme and NMUs.
- Throughout the project we will liaise closely with the Planning and Environmental teams to ensure the proposed design takes into account the requirements of these disciplines;
- Through an iterative process with traffic modelling we will develop a preliminary design of the preferred scheme for the access junction and link road. The preliminary design drawing will include details of the materials to be used and swept path analysis will be completed to support the design;
- A ground model will be developed using the topographical survey to produce a General Arrangement plan detailing the location of the proposed access junction and link road. This will be used to prepare preliminary horizontal and vertical alignments, plus a limited number of typical cross sections of the road;
- Following selection of the preferred bridge design in the masterplanning exercise a preliminary design for the proposed bridge will be developed, taking into account the hydraulic modelling of the stream;
- Our street lighting specialists will undertake an assessment of the nominal column spacing and column heights required to light the new access and the associated link road and will be provided as a written statement;
- A preliminary construction cost estimate using rates provided by PCC will be produced for the preferred scheme;
- Our Road Safety team will complete a Stage 1 Road Safety Audit on the agreed scheme and a designers response report to the audit will be prepared;
- For the area of the new access road we shall develop the masterplan landscape proposals to a level of detail sufficient for 2xA1 drawings at a scale of 1:500. This shall include for hard and soft landscape treatments; and
- A brief design guide with illustrations as appropriate to provide an overview of hard and soft materials to guide the future development of the scheme.

Prepare a Planning Statement

- 3.7. The Planning Statement would set out the case for the development demonstrating how it accords with the planning policy context and meets local and sub-regional economic objectives. It would provide the reference document for the public and provide a summary of the design and assessment work and consultation process. It would summarise the site options appraisal and demonstrate how and why the preferred option for development was selected.

Prepare a Design & Access Statement

- 3.8. This is a requirement for all major planning applications. It will demonstrate how the proposals have evolved through the design stages and taken account of the particular sensitivities of the site, land use requirements and comments from stakeholder consultation.
- 3.9. The document will need to explain the design approach with regard to:
- Context;
 - Land uses;
 - Amount of development;
 - Scale;
 - Layout;
 - Landscaping;
 - Appearance;
 - Vehicular and transport links;
 - Inclusive access;
 - Visual Impact; and
 - Phasing.
- 3.10. The phasing programme would need to state the factors that will need to be dealt with in order for later phases to proceed.
- 3.11. The Design and Access Statement should include a section which outlines how the proposals have responded to their context and surroundings.

Prepare an Environmental Impact Assessment & Other Studies

- 3.12. EIA (and other assessment) work would be carried in parallel with the activities above.
- 3.13. The resourcing and development of the overall programme will recognise the number and variety of studies required as part of the Environmental Impact Assessment as well as the enabling activities. A detailed programme will be developed to include:
- Request for Screening Opinion (to establish the requirements for the EIA);
 - Preparation of a Scoping Report and request for Scoping Opinion;
 - Preparation of the Scheme Description;
 - Development of the Baseline Assessments;
 - Development of the Impact Assessments which, subject to the outcome of the EIA Scoping, are assumed to be:
 - Agriculture;
 - Landscape and Visual Assessment (including detailed Tree Survey to accompany detailed planning application and general condition survey for remainder of site);
 - Ecology (including protected species and hedgerow surveys);
 - Habitat Regulations Assessment screening exercise;
 - Ground conditions (only including Preliminary Ground Investigation);

- Hydrology including Flood Risk Assessment;
- Water management and SUDS;
- Air Quality;
- Noise and Vibration;
- Archaeology and Cultural Heritage;
- Socio-economic;
- Waste Management; and
- Cumulative effects with other committed developments e.g MDA.
- Alternative Sites Assessment / Options Appraisal;
- Mitigation Measures;
- Infrastructure Assessment (to include the constraints imposed by the high-pressure pipeline);
- Sustainability Statement; and
- Outline site management plan.

3.14. Coordination and preparation of the draft and final Environmental Statement (ES) and non-Technical Summary (NTS).

Transport Assessment

3.15. Key Transportation Tasks in preparation of a full Transport Assessment Report in support of the planning application:

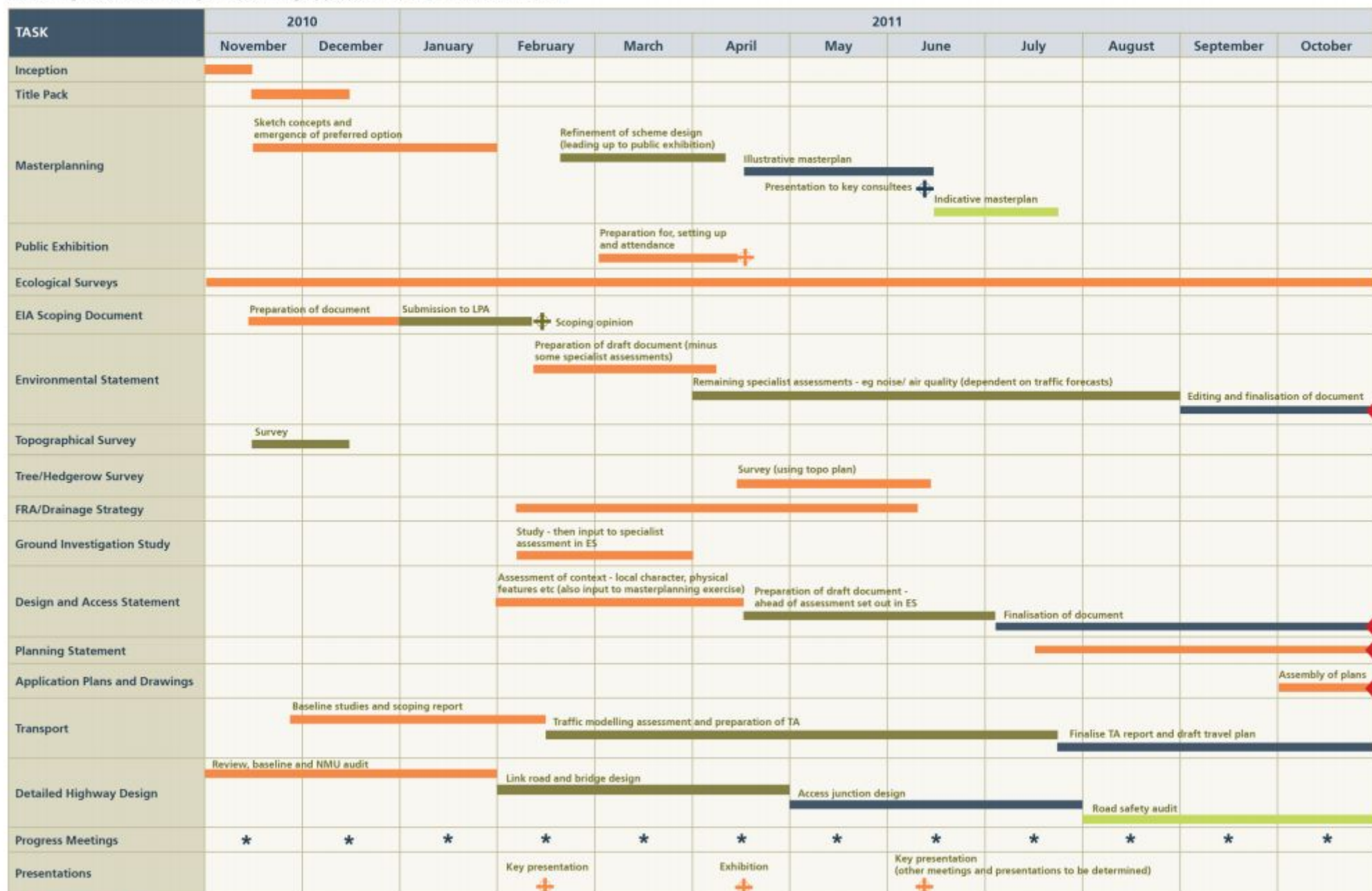
- Develop trip generation gravity matrix profile based on confirmed land use mix;
- Inputs will be informed from the Masterplan work and the feasibility report already undertaken;
- Identify and inform on key transport benefits linked to layout design for sustainable modes, including consideration for BRT;
- Development of a VISSIM model to cover the key junctions in the area, including the A3(M), Tempest Avenue junction, Purbrock roundabout junction and the proposed new access junction. VISSIM has been identified as the preferred impact analysis tool to assess the impacts of blocking back and any resultant interaction between the junctions. Three peak hours (AM, IP and PM) will be assessed for up to 9 scenarios, existing year, opening year and future year scenarios;
- Consideration to be given to information obtainable from the Sub-Regional Transport Model (SRTM), at this time the availability of data or the model is uncertain in relation to the Dunsbury Hill planning application timescale. It is noted that should traffic data be available then this will be assumed to be provided and used to inform a base network and the future year assessments. Should the data become available then the requirement for comprehensive traffic surveys would be revised;
- Support to Atkins Highways in consideration for final junction access configuration to be progressed for planning application;
- Input into EIA traffic chapter and provide traffic data to support Noise and Air assessments;
- Development of a Workplace Framework Travel Plan.

Submission to Havant Borough Council

- 3.16. We will collate the hybrid planning application package for submission to Havant Borough Council. The statutory timescale for determining planning applications accompanied by an EIA is 16 weeks.
- 3.17. We have assumed a 12 month programme up to submission of the planning application which is illustrated in Figure 3.1.

Figure 3.1 - Dunsbury Hill Farm – Indicative Project Programme: Key Tasks

Assuming submission of hybrid planning application to HBC in Autumn 2011



◆ Target submission date

4. Study Team

- 4.1. The overall team structure for undertaking the work will require a multi-disciplinary team drawn from the resources of Atkins. Key team members are as follows:

Project Director

- 4.2. Peter Rohr has 24 years transport planning experience encompassing both technical and managerial roles on a wide-range of multi-disciplinary studies covering all modes of transport. Peter's role is to ensure that this project is delivered to the quality and ethos expected of the Partnership

Project Manager

- 4.3. **Senthuran Sritharan BEng, MSc CENG MICE MIHT CILT** has over thirteen years experience of transport planning and is our development and regeneration managing consultant in Epsom. He has worked in both the public and private sectors where his work has included development planning commissions for a range of land uses, and management of several large scale transport planning studies. Senthuran was the Project Manager for the Portsmouth Western Corridor studies and understands the local and regional issues relating to Portsmouth and South Hampshire. Senthuran will take lead on the Transport Assessment works and also overall responsibility for delivering the project to programme and budget.

Planning Application Lead

- 4.4. **Paul White MA MSc MRTPI** will act as overall Planning Application lead. He is a Director of Planning, Landscape and Heritage based in the Atkins Epsom office. He has over 30 years of international planning experience in local government, the London Docklands Development Corporation and in consultancy. He has particular expertise in the management of multi discipline and planning projects and in development planning, planning appraisals and environmental impact assessment. He is also an experienced expert witness having given planning evidence at public inquiries relating to a whole range of development proposals.
- 4.5. Paul was responsible for co-ordinating the Environmental Impact Assessment of the London 2012 Olympic, Paralympic and Legacy Facilities located in the Lower Lea Valley. To accompany the planning application, an Environmental Statement was prepared. The application represented one of the largest ever planning applications in Europe at over 10,000 pages. Paul will take overall responsibility for the delivery of the Planning Application including delivery to programme and technical quality.

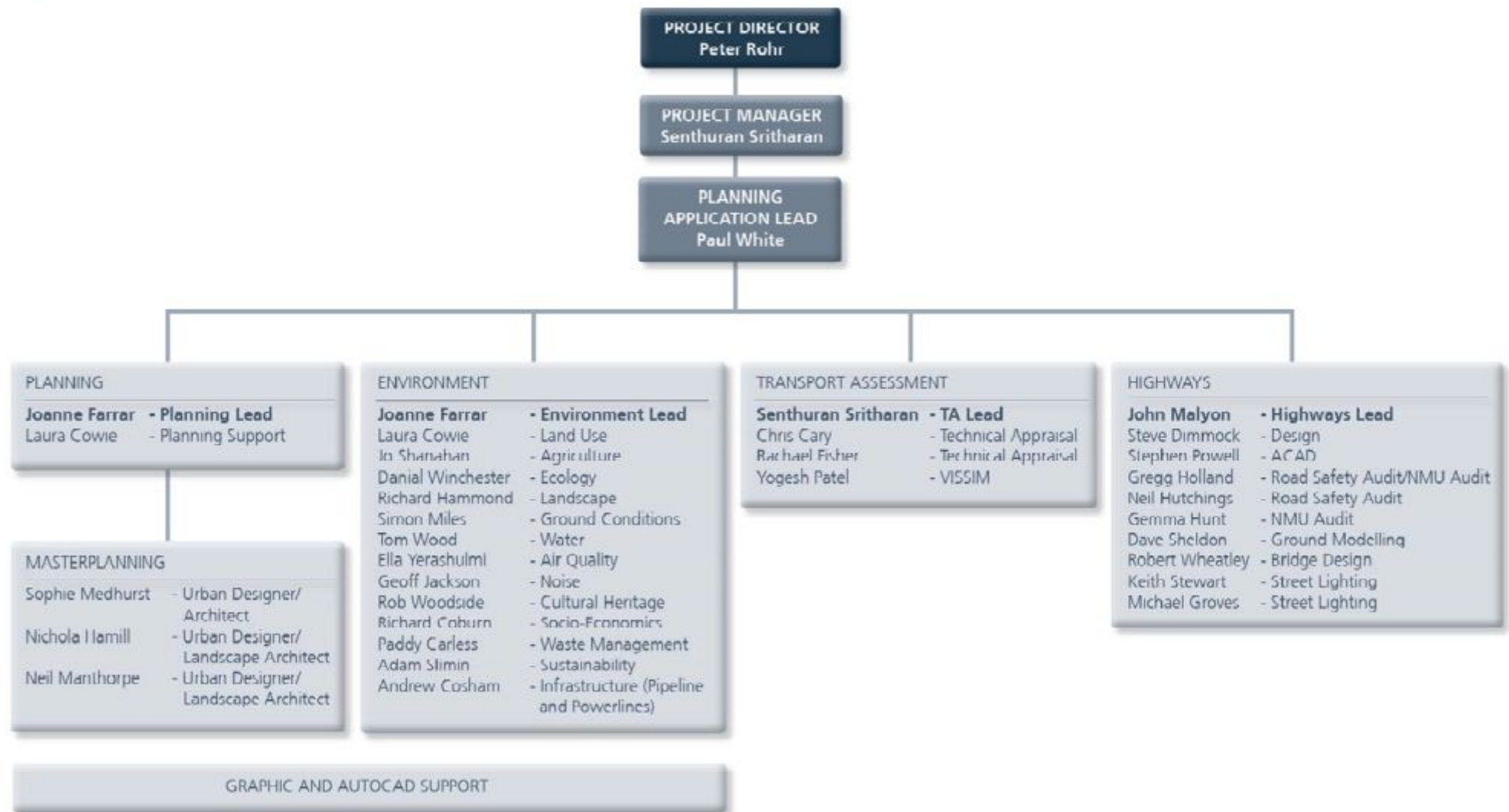
Planning and EIA Lead

- 4.6. **Joanne Farrar BA (Hons) MCD MRTPI** will lead the Planning, Masterplanning and EIA teams. Joanne is an Associate Planner with over 16 years planning experience in local government and consultancy. Joanne has co-ordinated EIAs and planning applications for a number of successful major schemes including: Osprey Quay Marina in Portland, a 26 storey mixed use landmark tower in Stratford, Newham, a reservoir in Kent and a mixed use urban extension in Grantham.

Highways Lead

- 4.7. **John Malyon (BA Hons)** is a Senior Consultant with over eight years experience in transport planning and traffic engineering. His range of project experience covers corridor studies, bus priority, traffic management and transport aspects of major developments including town centre and interchange improvements, which encompass designs for all modes. As project manager he is responsible for scheme preparation from feasibility and preliminary design to public consultation.
- 4.8. The proposed Study Team is illustrated in Figure 4.1. Curricula Vitae of all key team members can be supplied on request.

Figure 4.1 - Team Structure



The first part of the paper discusses the importance of the research and the objectives of the study. It highlights the need for a comprehensive understanding of the subject matter and the role of the researcher in this process. The second part of the paper presents the methodology used in the study, including the data collection methods and the analysis techniques. The third part of the paper discusses the results of the study and the conclusions drawn from the data. The final part of the paper provides a summary of the findings and offers suggestions for future research.

The research was conducted in a systematic and rigorous manner, following the principles of scientific inquiry. The data was collected from a large sample of participants, ensuring the representativeness of the findings. The analysis was conducted using advanced statistical techniques, allowing for a detailed examination of the data. The results of the study are presented in a clear and concise manner, highlighting the key findings and their implications. The conclusions drawn from the data are based on a thorough understanding of the subject matter and the results of the analysis. The summary of the findings provides a comprehensive overview of the study, and the suggestions for future research offer valuable insights into the field.

The study has several strengths, including the use of a large sample size and the application of advanced statistical techniques. However, there are also some limitations to the study, such as the potential for bias in the data collection process. Despite these limitations, the study provides a valuable contribution to the field and offers a comprehensive understanding of the subject matter. The findings of the study are presented in a clear and concise manner, making it easy for readers to understand the results and their implications. The conclusions drawn from the data are based on a thorough understanding of the subject matter and the results of the analysis. The summary of the findings provides a comprehensive overview of the study, and the suggestions for future research offer valuable insights into the field.

- Tree survey is based on 250 individual trees;
- The fee does not include any equipment hire costs or accommodation costs;
- Fee assumes no archaeological field evaluation is required;
- 1D Hydraulic model is available from the Environment Agency with no additional survey requirements or model runs (other than those already within the model);
- There is no cost associated with using the EA flood model (usually the case where local authority is client);
- No floodplain compensation is required for bridge structures;
- LiDAR and data costs are free (usually the case where local authority is client);
- No CDM-C included, although the project would be notifiable and would require CDM input at the detailed design stage;
- Traffic survey expenses are subject to confirmation and agreement relating to neutral month;
- Supplementary Ground Investigation costs are not included as this will take place post planning if required. For information costs are likely to be in the region of £36,000;
- Fees include for monthly progress meetings between the commission PM, Planning application lead the Client Group. It is assumed meetings will alternate between Atkins and client office;
- The Highway Engineer to attend three monthly progress meetings;
- Attendance at one stakeholder meeting and one public exhibition;
- Two meetings with HBC Planning officer;
- Transport fees include for one meeting with the Highways Agency two meetings with HBC highways departments;
- It is assumed that any illustrative materials or leaflets for the public exhibition will be prepared and printed by PCC or HBC and that PCC and HBC will arrange the venue; and
- Five copies of the draft and final planning application documents will be printed plus one electronic version on a CD;
- The consultants fees do not include the planning application fee.



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