

Dunsbury Hill Farm

Planning Statement

Portsmouth City Council

March 2012

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Definitions

For ease of reference, the following terminology has been used throughout this Planning Statement:

Term	Definition
The Proposed Development	As specified in The Application.
The Site	Land area of the Proposed Development.
Application	Hybrid application comprising an outline application for employment uses and a hotel with conference facilities and a detailed application 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.
Applicant	Portsmouth City Council (PCC)
Environmental Impact Assessment (EIA)	Assessment of the environmental effects of the Proposed Development.
TA	Transport assessment as presented in an accompanying document.
FRA	Flood risk assessment as presented in an accompanying document.
DAS	Design and Access Statement as presented in an accompanying document.
Borough Council	Havant Borough Council
County Council	Hampshire County Council

1. Introduction

The Submitted Application

- 1.1 This Planning Statement has been prepared to support a planning application 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 is owned by Portsmouth City Council (apart from a small area of land adjacent to Hulbert Road which is in the ownership of the Department of Transport) and is located east of Waterlooville within the Havant Borough. Atkins has been appointed by Portsmouth City Council (PCC) to prepare the planning application.
- 1.2 “The Site” is the land area of the Proposed Development which is a 39 hectare area of land located just east of the A3(M) a strategic motorway that links Portsmouth to London and to the west of Leigh Park, Havant. 20.2 hectares of the Site will be developed for a range of business and employment uses, with a hotel and conference facilities. The rest of the Site will provide supporting infrastructure and landscaped areas.
- 1.3 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 ancillary uses, 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.

Proposed Development

- 1.4 The Development Specification, which accompanies this planning application, provides the legal basis of the application and, subject to approval, ‘fixes’ key elements of the Proposed Development. Reserved matters applications for specific parts of the overall scheme will be formulated within these fixed parameters and principles. The scale of the development will require the whole scheme to be implemented in phases with reference to a planning framework contained in a series of Parameter Plans that will guide development over future years. The plans are included within the Development Specification.
- 1.5 The application parameters are set out in Table 2.1 of the Development Specification and illustrated in the Parameter Plans. They can be summarised as follows:
 - Employment uses (B1, B2 and B8) including an Enterprise Centre (52,024m²) over two phases;
 - A hotel with conference facilities (5,574m²);
 - 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;
 - Maximum building heights.

- 1.6 It is proposed that the development will evolve over two phases. Phase 1 (13.2ha) is located in the southern and central parcels of the Site. Phase 2 comprises of 7 ha of land to the north of the Site.

Structure of the Planning Statement

- 1.7 This Planning Statement is structured as follows:
- Chapter 2 sets out a summary of the planning application documentation;
 - Chapter 3 describes the application site and surroundings;
 - Chapter 4 summarises how the scheme has evolved;
 - Chapter 5 sets out the relevant development plan policy;
 - Chapter 6 describes the Proposed Development;
 - Chapter 7 describes the Community Benefits
 - Chapter 8 is the Consideration of the Scheme with Conclusions and presents the case to show how the application proposals meet planning policy objectives;

2. Summary of Planning Application Documentation

Plans and Illustrative Material

2.1 The hybrid planning application comprises the application form, plans and Development Specification and is accompanied by illustrative material and supporting documents as required by the Town & Country Planning (General Development Management Procedure) Order 2010 (GDMO). The GDMO together with ‘The Validation of Planning Applications: Guidance for Local Planning Authorities’ published by the Communities and Local Government Department require the following to be identified:

- **Use:** The use proposed for the development site with any distinct development zones within the identified;
- **Amount of development:** The amount of development proposed for each use;
- **Indicative layout:** An indicative layout;
- **Scale:** The height, width and length of buildings in relation to their surroundings;
- **Landscaping:** The overall treatment of private and public spaces including their function; and
- **Appearance:** The visual impression a development makes.

Application Material (for Approval)

2.2 The following are submitted for formal approval by way of this hybrid planning application:

- 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).

2.3 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. All of the above plans are contained in the Development Specification and Application Drawings document.

Indicative Drawings

2.4 The following are contained in the Design & Access Statement and submitted for illustrative purposes only:

- Indicative Masterplan;
- Landscape and Ecology strategy;

- Cross-sections;
- Building Illustrations.

2.5 The indicative material accompanying this application has been prepared to show one way in which the Site may be developed in compliance the defined parameters and development specification and is principally set out in the Design and Access Statement.

Supporting Documentation

2.6 The application proposals are described and assessed in further detail in a series of supporting documents as follows:

- 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.

Environmental Statement

2.7 This outline planning application is accompanied by an Environmental Statement in accordance with the Town & Country Planning Environmental Impact Assessment Regulations. HBC provided a Scoping Opinion on 18th April 2011 stating that the development falls under the provisions of the EIA Regulations, in particular Schedule 2 (10). The results of that scoping exercise have been taken into account in undertaking the environmental assessment.

3. The Application Site & Surroundings

- 3.1 This section summarises the Site, its surroundings, location and characteristics.

Havant

- 3.2 The Site is located on undeveloped land between Waterlooville and Leigh Park on the north western side of Havant Borough. The Site lies immediately to the east of the A3(M) motorway Junction 3, and the A3(M) runs along the western edge of the Site.
- 3.3 The residential area of Waterlooville lies to the west of the Site, while the Leigh Park estate lies to the east. Open countryside consisting of blocks of woodland and agricultural fields lie to the north of the Site. There is a further area of woodland and agricultural fields to the south of the Site, with superstores located further south on Purbrook Way.
- 3.4 The slip road leading off the A3(M) is the B2150 Hubert Road, which runs on the western side of the Site, and is proposed to provide access for the Proposed Development (see below).

Locational and Physical Characteristics

- 3.1 The Site gently rises from 20 metres AOD in the south to approximately 45 metres AOD in the north. The Site 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, levelling out to the Leigh Park area at circa 15m AOD.
- 3.2 The principle urban features are the western settlement edge of Leigh Park and a 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.
- 3.3 The Site comprises a series of extensive open fields enclosed with established hedgerows. It is dissected across the north east corner by Park Lane Bridleway which connects Waterlooville with the Leigh Park estate and runs south-east to north-west across the site and crosses the A3 (M) via a footbridge.
- 3.4 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 low to medium rise terraces and apartments, built as public housing stock.

Socio-Economic Characteristics

- 3.5 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*”.
- 3.6 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).

- 3.7 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

- 3.8 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.
- 3.9 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.
- 3.10 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

- 3.11 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

- 3.12 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.
- 3.13 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.

Agriculture

- 3.14 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

- 3.1 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.
- 3.2 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.
- 3.3 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).
- 3.4 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

- 3.5 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.
- 3.6 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.
- 3.7 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.

4. Evolution of the Proposed Scheme

Background

- 4.1 The ‘Statement of Community Involvement’ report, which accompanies this planning application, sets out a detailed record of community involvement undertaken as part of the pre-application process and the various contacts with statutory bodies and other stakeholders. Further details on the masterplanning process can be found in the Design and Access Statement.

Formation of the Proposals

- 4.2 The proposals for the development of employment uses at Dunsbury Hill Farm have been evolving for a number of years. 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 justification for additional employment land within the Local Plan was based on two important issues:

- A serious lack of supply of good quality employment sites to attract inward investment and provide for expansion of existing businesses; and
- Problems in the Havant economy evidenced by high out-commuting, higher than average unemployment (in some wards) and an over dependence on traditional manufacturing.

- 4.3 As part of the Local Plan development process, HBC carried out a range of studies into the supply of and demand for employment land in the Borough. This work considered both the general need for employment land, and also the specific need for it in relation to given sites. A Background Paper No. 6, ‘Employment’, was produced by HBC as part of the Local Plan process, which notes from a 2000 survey of business property needs (Miller Associates, August 2000) that both the quantity and quality of available land had declined in the preceding decade and that at least 20 ha of new employment land was required to encourage existing businesses to expand and remain within the Borough, and to attract new employment. In addition, SEEDA commissioned work to investigate the potential for regeneration within the South Hampshire area, as part of the Agency’s regional development remit. The results of these studies are set out briefly in the ES Chapter 5 on Alternatives.

- 4.4 A number of alternative sites were considered in a study of the A27 Corridor, commissioned by SEEDA and produced by Grimleys and Vail Williams. This study concluded that, whilst other employment sites were available in the Corridor, none provided the opportunities for raising standards and facilitating inward investment in the way that Dunsbury Hill Farm provided and that other smaller sites had relatively poor infrastructure, were too small and could not offer a location able to create a ‘critical mass’ from employment land with higher skilled jobs. The then Revised Deposit Draft of the Local Plan was revised to increase the supply of employment land. Dunsbury Hill Farm was allocated as a suitable site in Policy EMP 1.10. Paragraph 282/12 of the Plan stated:

‘EMP1.10 is necessary due to the need for a large site, close to a motorway junction, providing the opportunity to create a comprehensively planned, modern business park which can develop an identity and range of facilities for businesses which is attractive to inward investors and expanding local businesses in a way which a scattered number of smaller sites would not be able to do. The site also has the potential for good communications links and the ability to access two large pools of labour, together with the ability to be in close proximity to the Leigh Park area suffering from high levels of deprivation and unemployment. The proximity to these areas also presents the opportunity to provide a sustainable transport link between those two areas in order to lessen the need for the use of the private car when travelling to work. A large

site in a single use of this nature also makes it easier to apply overall measures to control transport use, provide new transport services and manage the whole setting, mitigating the impact of the development. The site avoids all SSSIs, AONBs, and SINC's and its location provides the opportunity to create a better managed environment with greater public access and facilities for the greater enjoyment of this countryside setting than exist there at present.'

- 4.5 A masterplan for a business park at Dunsbury Hill 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 Inspector's report of 6th May 2004 noted that "some development with a reduced volume and spread of building could be accommodated at Dunsbury Hill Farm whilst ensuring the retention of the Strategic Gap function. However, in the absence of any information that a reduced scheme would be viable it is concluded that the land should revert to the Strategic Gap designation."
- 4.6 A study was consequently commissioned to revise the masterplan to address the comments made by the Inspector so that the site could be re-submitted into the Local Plan as a modification. This assessment is detailed in a report by Rummey Environmental Ltd, 'Dunsbury Hill Farm, Siting of Employment Allocation in the Strategic Gap, October 2004'.
- 4.7 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 - Land at Dunsbury Hill Farm, Park Lane, Havant/Waterlooville on the grounds that all other options considered were not as suitable for the use proposed or there were difficulties with the land ownership of other sites.
- 4.8 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 was underpinned by a goal to improve the sub-region's economic performance. PUSH recognised Dunsbury Hill Farm as a key strategic employment site in a number of evidence based studies including the Economic Development Strategy (PUSH 2006), Economic Drivers and Growth (DTZ for PUSH 2007) and Employment Floorspace Policy Framework, PUSH 2008 (currently being updated).
- 4.9 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 will 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.
- 4.10 In June 2007 the 'Dunsbury Hill Farm Development Brief' was produced by HBC's Planning Policy and Development Teams to take the proposal further. The Development Brief refers to the vision to create a high quality Business and Technology Park that will deliver economic and social benefits to Leigh Park and the wider area and respond to the opportunities presented by the global economic market.

Historic Consultation

- 4.11 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 scheme 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. For example the Site has been consulted upon in the context of the Core Strategy and other past iterations of the Local Plan, the supporting evidence bases, the 2007 Development Brief and, in respect of this planning application the 2011 masterplan proposal.

Pre-Application Consultation in 2011

- 4.12 A public consultation strategy was agreed with the Borough Council at the start of pre-application discussions in February 2011.
- 4.13 The Indicative Masterplan was presented at the following joint Community Boards:

- Leigh Park, Havant & Bedhampton (20/06/11);
- Waterloo North and South (29/06/11); and
- Warren Park Neighbourhood Forum (22/09/11).

- 4.14 The proposals were also presented at a Development Consultative Forum (DCF) on 3rd October 2011.
- 4.15 An unmanned public exhibition was held at The Hub in Leigh Park between 3rd and 18th November and in the Plaza in the Atrium of the Havant Borough Council offices between 18th November and 7th December 2011. Feedback questionnaires were provided at the exhibition.
- 4.16 The proposals were also included on the Havant Borough Council website <http://www.havant.gov.uk/havant-12052> and the PUSH website: http://www.invest-in-portsmouth.co.uk/view_majordevelopment.php?ID=92.
- 4.17 A full report of the consultation process is included in the Statement of Community Involvement which accompanies the planning application. The key messages that arose from that exercise and discussion with statutory and non-statutory stakeholders were very positive, the Community Boards and DCF support the proposed development of the Site for employment uses and it was considered that adverse impacts could be addressed through design and mitigation solutions.
- 4.18 Concerns raised about access from the A3(M) have been addressed through design discussions with Hampshire County Council, the Highways Authority. 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 provide a public transport link between Hulbert Road and Woolston Road into Leigh Park.
- 4.19 The proposals have been further developed in discussion with a wide range of interests including the Hampshire County Council Highways Dept, the Highways Agency, Environment Agency, Natural England, Hampshire County Council Ecologist and officers of HBC. All of this is recorded in presentations given and the feedback is also documented on the HBC website.

Environmental Impact Assessment (EIA)

- 4.20 The evolution of the Scheme has been progressed through the environmental impact assessment (EIA) process. The Site's position and sensitivity within the wider landscape and its location within a former strategic gap has driven a series of overarching themes that have been derived from site assessment work, the environmental assessment process and the design requirements set out in the Core Strategy and the Site Development Brief. An EIA has been carried out and its findings are referred to in the Environmental Statement. The EIA took a 'study area' for each topic identified as relevant to the EIA process due to the size of the site and the nature of the baseline environment. This has helped to inform the appropriate design parameters and ensure that the necessary measures are in place to produce an environmentally sound scheme.
- 4.21 The EIA Regulations enable an applicant to obtain a formal Scoping Opinion from the local planning authority on the scope of the EIA. A Scoping Report was submitted to Havant Borough Council on 4th March 2011. The scoping report was subject to statutory consultation and submitted to the following consultees:
- Havant Borough Council Officers;
 - Natural England;
 - English Heritage;
 - Environment Agency;
 - Hampshire Wildlife Trust;

- Hampshire Police;
- Hampshire County Council (HCC);
- Winchester City Council;
- East Hampshire District Council;
- Portsmouth City Council;
- Health and Safety Executive;
- Southern Gas Networks;
- Ofcom;
- DEFRA; and
- Secretary of State for Transport.

- 4.22 The detailed comments provided by consultees are attached in Appendix 2.2 of Volume 3 of the Environmental Statement (ES).
- 4.23 HBC provided a Scoping Opinion on 18th April 2011 stating that the development falls under the provisions of the EIA Regulations, in particular Schedule 2 (10). The Opinion stated that the project is likely to have significant environmental impacts, based on the character of the project, its location and character of potential impacts, which given the size of the development are likely to be permanent.
- 4.24 Subsequent to this initial stage of scoping, further discussions were held with appropriate statutory and non-statutory bodies during the various component assessments which together comprise the EIA; these are listed where relevant in the ES.

Overview

- 4.25 The views raised through the public exhibition, Community Boards and DCF and the comments received from the statutory and non statutory stakeholders indicate significant support for the Site to be developed in line with its designation as a Strategic Site for employment uses. This hybrid application will:
- Deliver a range of employment purposes that has been safeguarded in the Local Plan for this purpose so fulfilling a Core Strategy commitment;
 - Meet the HBC apportionment of employment floorspace requirements in accordance with the PUSH Employment Floorspace Policy Framework and the regional requirements for South Hampshire;
 - Provide a range of jobs that will improve skill levels and employability in this area of Hampshire;
 - Meet the development requirements of the strategic site and is considered to be fit for that purpose;
 - Provide important infrastructure including a new road corridor linking the Site from access points across the north, south east and west boundaries of the Site;
 - Facilitate the proposed Cross Borough Public transport route;
- 4.26 It can therefore be demonstrated that PCC has, in preparing this planning application:
- Followed the statutory development plan process;

- Undertaken wide discussions and consultations with a range of statutory bodies and other parties; and
- Involved the local community during the preparation of this application and responded to views expressed where possible.

5. The Proposed Development

Introduction

- 5.1 The Parameters Plans and Development Specification outline the main land use components. These components are as follows:
- 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;
 - Maximum building heights.
- 5.2 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.
- 5.3 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.
- 5.4 Phase 1 of the development is located in the southern and central portions of the Site and, in line with the requirements of the Core Strategy, comprises 13.2 ha of land which will accommodate 46,450m² of employment floor space (Use Classes B1, B2 and B8), that will include 10,000m² for an Enterprise Centre and 5,574m² of hotel floor space. Phase 1 also includes other ancillary uses required to support the site and its employment uses.
- 5.5 Phase 2 of the development comprises 7 ha of land and is located in the northern portion of the site. Phase 2 will provide an additional 15,329m² of employment floor space with B1, B2 and B8 Uses.
- 5.6 The hotel is located on the south western side of the Site to enable the creation of a high quality entrance and landmark feature. Parameter Plan 2 indicates that this facility will be located to the south west of the Proposed Development close to junction 3 with the A3(M) and the southern spur road that forms an extension to Hulbert Road (the B2150) in a northerly direction.

Site Layout

- 5.7 The hotel and conference facility is to the south west of the Site. Phase 1 employment land (B1, B2 and B8) is to the south of the Site and to the east of the hotel facility. Phase 2 employment is located to the north of the Site (B1, B2 and B8 uses).
- 5.8 In line with the requirements in the Core Strategy, a maximum of 20% of the employment floorspace will be for B8 storage and distribution, with the remainder of the floorspace 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.

Landscape Buffer

- 5.9 The Proposed Development will include a 150-180m wide landscaped buffer between the employment uses and the A3(M). Existing important trees, particularly protected trees, and hedgerows, within the Site will be retained. The proposals also seek to preserve the Site's important habitats and features of ecological value as far as possible.
- 5.10 The Proposed Development includes the enhancement of the Hermitage Stream Corridor through the restoration of a section of the Stream and provision of a new wetland feature to provide both wildlife benefits and increased flood storage capacity. Appropriate sustainable drainage system (SUDS) techniques will be incorporated to ensure that greenfield run-off rates are achieved.

Access and Movement

- 5.11 Access is provided by a new link road which originates at a junction with Hulbert Road. The new link road will pass through the Site and connect with the existing roundabout stub at the Woolston Road roundabout within Leigh Park. It 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.
- 5.12 The implementation of a bus gate at the Woolston Road roundabout will prevent access to the development by general traffic.
- 5.13 The Proposed Development will also include a range of cycle and pedestrian linkages connecting the development with the surrounding areas.

Highways Requirements

- 5.14 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.

- 5.15 The layout has been designed to avoid any perceived coalescence between Havant/Leigh Park and Waterloo/Cowplain urban areas with careful consideration of the integration of built form within the landscape such that built form is screened by the established and proposed landscape structure

Building Scale

- 5.16 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.
- 5.17 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.

Appearance

- 5.18 The Design and Access Statement discusses potential appearance of the Proposed Development based on the development principles. In terms of development character, the built form will be generally organic with the lengths of building footprints limited in order to integrate the development into the wider landscape. Design will consider natural surveillance and seek to create active busy spaces.
- 5.19 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. 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.

Phasing

- 5.20 The development is anticipated to be phased as follows:
- Link road – construction to commence in 2013;
 - Phase 1 – construction to commence in 2014 with occupation from 2016 onwards; and
 - Phase 2 – construction to commence in 2020 with occupation from 2022 onwards.

Sustainable Urban Drainage (SUDS)

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

6. Planning Policy

Introduction

- 6.1 This section outlines the planning policy framework of relevance to this application. It sets out national, regional and local planning policy outlining how the proposed development responds to policy objectives at each level.

The Development Plan

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
- 6.3 In terms of this planning application, the current Development Plan comprises of:
- The South East Plan; and
 - The Havant Core Strategy adopted March 2011.
- 6.4 Other documents that are relevant, but have not been formally adopted by the Council, form material considerations.

Development Plan Definition

- 6.5 At the time of preparing this Planning Statement there is a possibility that the South East Plan (SEP) will be revoked by the effect of Section 109 of the Localism Act 2011, a Section which came into force immediately upon Royal Assent in November 2011. The power in Section 109 of the Localism Act cannot be exercised until a satisfactory Strategic Environmental Assessment has been carried out regarding the effect of the revocation of the South East Plan. This means that less weight is attached to the SEP as a Development Plan Document (DPD) although it is still part of the Development Plan until it is revoked. If the SEP is revoked at the time of the planning decision it should not materially change the planning decision process as the Core Strategy has incorporated key strategic policies for South Hampshire from the SEP.

National Planning Guidance

- 6.6 The existing national planning policy framework is contained in a series of planning policy statements and complementary guidance. For the purposes of this chapter we refer to national policy guidance in Planning Policy Statements (PPS). These are material at the date of submission of this planning application.
- 6.7 The PPSs are likely to be superseded by one document in 2012 called the National Planning Policy Framework. The draft National Planning Policy Framework was published on 25 July 2011. The draft National Planning Policy Framework is a key part of the Coalition Government’s reforms which aim to make the planning system less complex and more accessible, and to promote sustainable growth.

Draft National Planning Policy Framework (NPPF)

- 6.8 The draft NPPF contains a number of references to the presumption in favour of sustainable development and, the need to support economic growth through the planning system. It defines Sustainable Development as:
- **Planning for prosperity (an economic role)** - use the planning system to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and

by identifying and coordinating development requirements, including the provision of infrastructure.

- **Planning for people (a social role)** - use the planning system to promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being.
- **Planning for places (an environmental role)** - use the planning system to protect and enhance our natural, built and historic environment, to use natural resources prudently and to mitigate and adapt to climate change, including moving to a low-carbon economy (para 10).

- 6.9 The current national planning policy framework is contained in a series of planning policy statements and complementary guidance, of which the most relevant are as follows:

PPS1 Planning Policy Statement 1: Delivering Sustainable Development (2005)

- 6.10 PPS1 ensures better integration of all strategies and programmes to support the government's aim for sustainable economic development including provision of infrastructure and services and promotion of investment opportunities. It highlights the importance of high quality and inclusive design to create mixed and integrated developments. Part 5 of PPS1 highlights that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

"making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; ensuring that development supports existing communities".

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)

- 6.11 The PPS1 Supplement supports PPS1 by outlining how planning should contribute to reducing emissions and stabilising climate change. In doing so Local Authorities should prepare an appropriate statement and integrate a response to climate change in the Regional Spatial Strategy. The statement recognises the need to monitor and review progress to secure action to tackle climate change.
- 6.12 The PPS1 Supplement confirms that tackling climate change is a key Government priority for the new planning system and central to positive planning.

Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)

- 6.13 The Government's overarching objective is sustainable economic growth. Regional planning bodies and local planning authorities should ensure that their development plan creates policies that accord with the following approach:

Policy EC2: Planning for Sustainable Growth

- 6.14 This Policy ensures development has a clear economic vision and strategy and proactively encourages sustainable economic growth identifying priority areas with high levels of deprivation to be prioritised for regeneration investment. Policy EC2 requires local authorities to:
- positively plan for the location, promotion and expansion of clusters of networks of knowledge driven or high technology industries. The regional level should set criteria for, or identify the general locations of strategic sites, ensuring that major greenfield sites are not released unnecessarily through competition between local authority areas.

- seek to make the most efficient and effective use of land, prioritising previously developed land which is suitable for re-use and, subject to the specific policy requirements of this PPS for town centres, reflects the different location requirements of businesses, such as the size of site required, site quality, access and proximity to markets, as well as the locally available workforce
- identify, protect and promote key distribution networks, and locate or co-locate developments which generate substantial transport movements in locations that are accessible (including by rail and water transport where feasible), avoiding congestion and preserving local amenity as far as possible
- plan for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development at the local level, where necessary to safeguard land from other uses, identifies a range of sites, to facilitate a broad range of economic development, including mixed use. Existing site allocations should not be carried forward from one version of the development plan to the next without evidence of the need and reasonable prospect of their take up during the plan period.
- Determining Planning Applications for Economic Development: Policy EC10: 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.

6.15 EC5.1 Local planning authorities should identify an appropriate range of sites to accommodate the identified need, ensuring that sites are capable of accommodating a range of business models in terms of scale, format, car parking provision and scope for disaggregation. An apparent lack of sites of the right size and in the right location should not be a reason for local planning authorities to avoid planning to meet the identified need for development. Local planning authorities should:

- base their approach on the identified need for development;
- identify the appropriate scale of development, ensuring that the scale of the sites identified and the level of travel they generate, are in keeping with the role and function of the centre within the hierarchy of centres and the catchment served;
- apply the sequential approach to site selection (see policy EC5.2);
- assess the impact of sites on existing centres (see policy EC5.4);
- consider the degree to which other considerations such as any physical regeneration benefits of developing on previously-developed sites, employment opportunities, increased investment in an area or social inclusion, may be material to the choice of appropriate locations for development;

6.16 Having identified sites for development, local planning authorities should allocate sufficient sites in development plan documents to meet at least the first five years identified need. Where appropriate, local development frameworks should set out policies for the phasing and release of allocated sites to ensure that those sites in preferred locations within centres are developed ahead of less central locations.

Policy EC10: Determining Planning Applications for Economic Development

6.17 EC10.1 states that local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.

6.18 EC10.2 All planning applications for economic development should be assessed against the following impact considerations:

- whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change;
- the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured;
- whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions;
- the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives;
- the impact on local employment.

PPS9 Biodiversity and Geological Conservation (2005)

6.19 The overarching aim of PPS9 is to ensure that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible. In moving towards this vision, the Government's objectives for planning are:

- To promote sustainable development;
- To conserve, enhance and restore the diversity of England's wildlife and geology; and
- To contribute to rural renewal and urban renaissance.
- In particular, the planning system has a significant part to play in ensuring that developments takes account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

Planning Policy Guidance 13: Transport (2001)

6.20 PPG13 sets out the Government's policies on transport. The guidance is based upon recognition of the importance of land use planning in achieving the Government's aim of an integrated transport system. The judicious siting of new development, together with opportunities to rebalance existing land uses through redevelopment, have an important role to play in reducing the need to travel (particularly by car) and in creating environments where it is safer and easier to access jobs, shopping, leisure facilities and services by modes of transport other than the private car. The main objectives of the guidance relevant to the proposal are to:

- Promote more sustainable transport choices for people and for moving freight;

- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

6.21 The Policy supports the maximum use of the most accessible sites, such as those in town centres and other which are, or will be, located close to major transport interchanges.

6.22 Development comprising jobs, shopping, leisure and services should offer a realistic choice of access by public transport, walking, and cycling. Such development should not be designed and located on the assumption that the car will represent the only realistic means of access for the vast majority of people.

6.23 PPG 13 states that conditions may legitimately be used to require on-site transport measures and facilities as part of development or to prohibit development on the application site until an event occurs, including new or improved junction and road layouts. The PPG states that particular care is needed in the drafting of conditions relating to some of these measures to ensure they are enforceable.

Planning Policy Statement 22: Renewable Energy (2004)

6.24 The PPS requires local planning authorities and developers to consider the opportunity for incorporating renewable energy projects in all new developments and potential impacts. Renewable energy installations will be considered at the reserved matters stage of the planning application.

PPS25: Development and Flood Risk (2010)

6.25 PPS25 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 Planning Policy

Regional Spatial Strategy for the South East of England (2009)

6.26 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.

6.27 Many of the key policies of South East Plan have been incorporated into the Core Strategy which is the key document in terms of the Development Plan. Key policies are summarised below:

Strategic policies include:

- SP4 Regeneration and Social Inclusion - The Policy highlights the joint workings between local authorities and other national, regional and local partners to align policies and programmes to reduce significant spatial disparities in socio-economic deprivation across the region. The Policy seeks to address extensive regeneration needs within the sub-region of South Hampshire and implement appropriate actions.

Cross cutting policies:

- Policy CC2 Climate Change - The policy outlines the importance of measures to mitigate and adapt to current and forecast effects of climate change.

Economic development policies:

- Policy RE1 Contributing to the UK's Long Term Competitiveness.
- Policy RE2 Supporting Nationally and Regionally Important Sectors and Clusters - The development of nationally and regionally important sectors and clusters will be supported through collaborative working between local authorities, local strategic and economic partnerships, SEEDA and the business community.

PUSH South Hampshire Sub-Regional Strategy (2005)

- 6.28 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.
- 6.29 The PUSH strategy is to achieve higher rates of economic growth within South Hampshire of 3 to 3.5 per cent per annum over the next twenty years. This improvement in economic performance would reduce the gap in performance with the region as a whole and is required to achieve the successful economic regeneration of the area, including investment in infrastructure.

Approach to Local Planning Policy

- 6.30 The Core Strategy is the key development plan document for this application. Its policies are divided into strategic policies and development management policies. The development management policies must be used in conjunction with the strategic policies identified in the Core Strategy (CS1 to CS21) when determining planning applications. The development management policies complement the strategic policies with locally relevant detail that is not found in national planning policy and former regional planning policy. All references to Policies in the Core Strategy begin with 'CS'. The development management policies in the Core Strategy begin with DM.

Havant Borough Core Strategy (March 2011)

- 6.31 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 Havant Borough Core Strategy was prepared in the context of Regional Planning Guidance for the South East (RPG9) and the regional planning documentation.
- 6.32 In preparation for the Core Strategy HBC carried out assessments including an Employment Land Review (ELR) and a Strategic Housing Land Availability Assessment (SHLAA) which showed that the existing developed areas in the Borough could not carry forward the employment and housing targets. The Council concluded that urban areas must be extended in order to meet the development requirements. The Employment Land Review assessed 77 possible employment sites in the Borough for designation and possible allocation of employment space outside town centres including Dunsbury Hill Farm. Strategic sites for employment and housing that are critical to achieving the Borough's Core Strategy vision were consulted upon and designated and include the site at Dunsbury Hill Farm. They are shown in the Spatial Distribution Map (Key Diagram) Figure 8.1 of the Core Strategy. The ELR principles regarding the spatial distribution of strategic sites as they affect Havant have been taken forward in the Core Strategy so that certain Strategic Sites that can be permitted should proposed developments make an effective use of the land.
- 6.33 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.

- 6.34 Leigh Park District Centre has a high level of vacant retail units and the area is characterised by high levels of social rented housing and unemployment. 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 very important.
- 6.35 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.

Local Policy

Dunsbury Hill Farm as a Strategic Site

- 6.36 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." (Core Strategy, Strategic Site Profile, pages 95 and 96).
- 6.37 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 places marked on the Proposals Map. This includes Leigh Park where there is some significant deprivation which the development of the Site will help to address. Development that assists with connectivity of Leigh Park is to be supported.
- 6.38 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).
- 6.39 Policy CS2 Employment states that the Council will seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:
- 75,000 square metres of B1 offices;
 - 45,500 square metres of B2 manufacturing; and
 - 41,500 square metres of B8 warehousing.
- 6.40 Policy CS3 Skills and Employability states permission will be granted for development proposals that provide and tackle skills shortages to raise skill levels and provide childcare facilities within or in close proximity to employment sites.
- 6.41 Policy CS6 Regeneration of the Borough emphasises the need 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.
- 6.42 The proposals map outlines the particular focus for each area, as set out below.
- Leigh Park, with particular focus on Leigh Park Centre, improved car parking, public realm and a sustainable mix of uses;

- A balanced housing market;
- Supporting healthy lifestyles;
- Community safety;
- Connectivity with the rest of the borough; and
- Training and employment opportunities.

- 6.43 Site allocation, regeneration and planning for employment sites are all key in the planning of sustainable development and communities.
- 6.44 Core Strategy Strategic sites are not only strategic due to their size but also because they are strategically important to seven key themes of the Core Strategy and so ‘are critical to achieving the borough’s vision up to 2026’ (para 8.06 page 87). 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 when it is focused in the places shown on the Proposals Map.
- 6.45 The spatial distribution of key sites is important. Policy CS17 provides policy on the Concentration and Distribution of Development within Urban Areas. Development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new employment within the five urban areas of Havant and Leigh Park as shown on the Proposals Map. Policy CS 18 refers to Strategic Site Delivery and states the development will be permitted where it is in accordance with the Development Requirements set out in the strategic site profiles including Dunsbury Hill Farm.
- 6.46 Policy CS17 Concentration and distribution of development within the urban areas promotes the effective use of land in the borough by concentrating and broadly distributing new housing, employment, retail, leisure and other development within and between the five urban areas. The Policy prioritises development on previously developed land.
- 6.47 In terms of the site allocation in the Core Strategy, the Proposed Development also satisfies themes that apply to strategic site allocations as the site is essential for regeneration and new business and new job creation will contribute to the well-being of the Community. Policy CS18 provides the policy justification for the permission of the development in terms of the development principle.

Assessment

- 6.48 The aspects of the physical and social connectivity of the Proposed Development to Leigh Park, Havant and the wider area of the sub-region are relevant to the site’s significance as a Strategic Site in addition to its size and development potential which enables it to meet the policy requirements regarding employment floorspace.
- 6.49 Dunsbury Hill Farm has been allocated for employment use because it is important in relation to the majority of the seven key priorities of the CS including the promotion of Havant Borough’s economy (Theme 2). This part of South Hampshire is also in a growth point in the South East Plan and is designated as a ‘Diamond for Investment for Growth’ in the Regional Economic Strategy which has accompanying phased allocation of funds for key projects. Although the Proposed Development is not in a town centre the sequential test in PPS 4 need not apply as this Site is designated for employment purposes in CS18 and is in an up to date Local Plan. The strategic site will help to meet the employment objectives set out in Policy CS2. Thus the requirements of Policy EC2 in PPS 4 will be met subject to the development proposal meeting the criteria in Policy EC10.2 regarding sustainability. This planning application should therefore be treated favourably because it will bring sustainable economic growth as stated in Policy EC10.1.

Delivery Strategy: Employment

- 6.50 The Core Strategy recognises that addressing the skills gap is a priority for the regeneration of the area and matching the provision of new employment facilities in the area will help to meet that requirement. As a

strategic site the employment floorspace requirements also take into account the wider needs of the borough and the requirement to accommodate commuters from as far as Portsmouth.

- 6.51 The employment floorspace requirements have evolved from the South East Plan. The apportionment reflects the economy led strategy for this part of the sub-region. Policy CS2 Employment includes a Table *Employment Floorspace Requirements in Havant Borough 2006–2026* (Table 3.1) setting out a detailed division of the proposed new employment floorspace into the three major business types phased into five year periods from 2006 to 2026 in the borough. This breakdown has been taken from the PUSH Employment Floorspace Policy Framework.
- 6.52 The target of providing 75,000 square metres of new office floorspace during the plan period reflects the council's aspirations for a knowledge-based economy. Approximately 57,000 square metres of new employment floorspace is expected to be provided at the Proposed Development. The Core Strategy states that 91% of the new employment floorspace will be located in Havant and Leigh Park because “*of the strategic employment site of Dunsbury Hill Farm is located on the edge of Leigh Park*” (para 3.16) and so will play a critical role in delivering this step-change in office development.
- 6.53 Policy CS2 links the issues of employment accommodation with the planning of sites and jobs and states that planning permission will be granted for development proposals that promote local employment and training initiatives on new employment sites particularly with regard to construction skills and safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses, amongst other things.
- 6.54 Policy CS2 takes a flexible approach to the allocation and approval of land for employment, and the council will avoid designating sites for restrictive use classes wherever possible. This is in line with government policy set out in PPS4. Inevitably, some variation to the phasing set out in Table 3.1 (Employment Floorspace Requirements in Havant Borough 2006-2026) may be expected, to reflect changes in the global, national and local economy.
- 6.55 Dunsbury Hill Farm is seen as a strategic site that will be able to offer opportunities for training initiatives. Policy CS3 addresses Skills and Employability and states that planning permission will be granted for development proposals that promote skills provision in emerging growth sectors such as sustainable construction methods and for development proposals that provide and tackle skills shortages to raise skill levels and provide childcare facilities within or in close proximity to employment sites.

Assessment

- 6.56 The size of the employment space that the Site will offer will enable this Strategic Site to plug a skills gap so increasing skills and employability in the Borough.
- 6.57 The assessment of the socio-economic impacts of the Proposed Development in the Environmental Statement (ES) focuses on the number of jobs to be created and supported by the scheme (both directly and indirectly) as employment creation is expected to be the key output of the scheme and the main rationale for its justification.

Transport and Access Strategy

- 6.58 Policy in the Core Strategy seeks to ensure development does not increase congestion and promotes better use of existing transport networks. Policy CS20 Transport and Access Strategy seeks to support transport management measures and maintain and improve the range of transport modes accessible to all users and is particularly relevant to the design of the Proposed Development. Development will be permitted that:
1. Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.
 2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

6.59 Policy DM11 Planning for more sustainable travel seeks to increase the integration of sustainable travel modes and availability of non-motorised modes by appropriate measures, including:

- Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes;
- Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards;
- Securing appropriate movements to public and community transport (including infrastructure requirements);
- Proposals for reducing opportunities for informal parking in the area surrounding the development; and
- Ensuring that new developments are located and designed at the outset to encourage lower vehicles speeds, and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes.

6.60 Policy DM12 Mitigating the impacts of travel emphasises the need for new developments to mitigate their travel impact, including the environmental impacts of travel and impacts on amenity, health and climate change.

6.61 Policy DM14 Car and cycle parking on development (excluding residential) ensures development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with relevant standards. Parking provision must be appropriately located in relation to the development and be practical for its intended use.

Assessment

6.62 Chapter 8 of the ES indicates that the nature of the works for the Proposed Development can be delivered within the policy requirements set out above. The impact on Hulbert Road and its new access junction, the link road and its dedicated public transport link to connect the site to Leigh Park, and the two new roundabouts have been addressed through a range of highway design planning solutions. These take into account the detailed modelling.

Infrastructure Provision

- 6.63 Policy CS19 Effective provision of infrastructure, states development will be permitted where it makes the most effective use of existing infrastructure and it is proven that there is a need for additional infrastructure.
- 6.64 The Policy promotes the creative multifunctional use of existing and proposed facilities and safeguards the requirements of infrastructure providers.

Assessment

- 6.65 The Site is identified as a key strategic employment site for the borough and the wider sub-region, which will aims to form a new business gateway to South Hampshire from the A3(M). The Site is considered as a major new employment site focused on knowledge-based businesses and a quality hotel with conference facilities.

Environmental Enhancement

- 6.66 Policy CS11 Protecting and enhancing the special environment and heritage of Havant Borough, ensures that statutory and non-statutory designated landscape, habitats and features of biological, hydrogeological or geological interest are protected and enhanced. The Policy has particular regard to the hierarchy of nature conservation designations within the borough.
- 6.67 Policy CS13 Green Infrastructure, promotes the maintenance and management of the network of green infrastructure identified at the sub regional and local levels. The Policy also promotes the creation and incorporation of additional resources to green infrastructure.
- 6.68 Policy DM8 Conservation, protection and enhancement of existing natural features, seeks to ensure development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and ensures the following criteria are addressed:
- Protection of natural features of nature conservation and/or amenity importance on the site;
 - Sympathetic incorporation of existing features into overall design of the scheme;
 - Provision of new landscape works that integrate successfully with the environment and existing natural features; and
 - Maintenance and protection of sequences of greenspaces and visual amenity of green open spaces which contribute to the identity of the borough.

Assessment

- 6.69 The development proposal is not within an area of national or international nature conservation designated sites. Chapter 15 of the ES refers to the findings regarding the species/bat population close to the site and effects on vegetation. The operational effects of the development are considered to be neutral. The design of the Site takes into account its environmental sensitivities in terms of the protection and enhancement of its existing natural features.

Sustainable Construction

- 6.70 The Planning Policy Statement Supplement to Planning Policy Statement 1: Planning and Climate Change (2007) outlines how planning should contribute to reducing emissions and stabilising climate change. The PPS1 Supplement confirms that tackling climate change is a key Government priority for the new planning system and central to positive planning. The statement recognises the need to monitor and review progress to secure action to tackle climate change. The supplement sets out how planning should contribute to reducing emissions and stabilising climate change. The following key objectives are set out:

- Contribute to delivering the Government's Climate Change Programme and energy policies;
- Secure the highest viable resource and energy efficiency and reduction in emissions in providing for the homes, jobs and services and infrastructure needed by communities;
- Deliver growth that helps secure the fullest use of sustainable transport;
- Secure new development that minimises vulnerability and provides resilience to climate change; and
- Encourage competitiveness and technological innovation in mitigating and adapting to climate change.

Design

- 6.71 Policy CS14 Efficient use of resources, seeks to locally contribute to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised.
- 6.72 On completion, unless proven to be financially or technically unviable, non-residential development over 500m² must also meet the BREEAM standard 'very good'.
- 6.73 Policy CS16 High quality design – the Policy seeks to ensure development is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design responds to and draws inspiration from and respects local context, as well as producing a positive relationship between buildings, street and spaces both existing and proposed.
- 6.74 The Policy promotes inclusive design and seeks to maximise opportunities for mixed use developments, particularly in town and district centres, and encourages higher densities where appropriate.

Assessment

- 6.75 A site-wide Energy Efficiency and Renewable Energy Strategy will be required as part of reserved matters applications, this will demonstrate how a minimum of 10% or higher target for renewable and low carbon energy will be met. This should consider such renewable and low carbon energy technologies presently available on the market as:
- Solar - solar hot water and photovoltaics;
 - Wind – wind turbines;
 - Biomass - biomass single room heaters, stoves; biomass boilers; biomass community heating scheme Combined Heat and Power (CHP) and micro CHP with natural gas and biomass; and
 - Heat pumps – air source heat pumps, ground source heat pumps and geothermal heating systems.

Consultation

- 6.76 CS7 Community Support and Inclusion - Planning permission will be granted for development that has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement. A Statement of Community Involvement has been prepared to meet the requirements of CS7.

Other Material Consideration: Dunsbury Hill Farm Development Brief (2007)

6.77 In June 2007 the ‘Dunsbury Hill Farm Development Brief’ was produced by the Borough Council’s Planning Policy and Development Teams. It sets out the following concept for the development:

“The development concept is for a prestigious high quality Business and Technology Park development in a generous landscape setting. The development should represent a flagship of sustainable design and construction within a strong framework of environmental management in relation to all buildings and land within the site and adjoining land.”

6.78 The Development Brief states that the vision is to create a high quality Business and Technology Park that will deliver economic and social benefits to Leigh Park and the wider area and respond to the opportunities presented by the global economic market

6.79 The Development Brief refers to the development concept which is for a prestigious high quality Business and Technology Park development in a generous landscape setting. The development should represent a flagship of sustainable design and construction within a strong framework of environmental management in relation to all buildings and land within the site and adjoining land.

6.80 Many of the Development Brief principles have been carried forward in the Core Strategy. However, certain matters with respect to layout and design remain important in terms of the level of detail the guidance offers. Certain key principles are referred to below:

- Sustainability. Sustainability must be satisfied both in terms of construction of buildings and protection of natural resources. The design and layout of development should minimise its impact on the environment, make most efficient use of land, protect natural resources and enhance biodiversity.
- Impact on the Strategic Gap. This must be kept to a minimum: the buildings must be sensitively designed and built to a very high standard. They must respect and enhance the character of their woodland and countryside setting. They must blend with their surroundings in a way that creates a distinctive sense of place and character.
- Varied built form to be created to reflect the variety in the function, types and sizes of units. The built form should be predominantly low rise (2 - 3 storeys), designed not to protrude excessively above the tree canopy.
- Key landmark buildings must be very carefully sited to mark junctions and activity nodes. Landmark buildings should conform to the low rise character of the development.
- Materials should be carefully selected to complement the setting. Materials such as hardwoods, natural stone, stainless steel, or other natural or high quality materials are acceptable. Large expanses of artificial cladding materials or extensive elevations of blank brickwork should be avoided.
- Creative use of large areas of glazing is an effective way of allowing buildings to become part of the environment.
- The layout should provide an accessible, safe and permeable environment fully integrated with its surroundings, providing a choice of safe and convenient routes for all users, including cyclists and pedestrians.

- A high quality public realm should be created through high quality paving materials, street furniture, boundary treatments and planting. Materials appropriate to the setting should be selected.
- Natural landscape features such as water and specimen trees should be emphasised through the design of buildings and the use of landscaping.

6.81 These principles have been taken forward in the Design and Access statement which accompanies this planning application.

Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006)

6.82 A Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006) identified Dunsbury Hill Farm as a major development opportunity capable of delivering 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. This is only relevant as a background document in terms of the decision making process.

Draft Development Delivery (Allocations) Plan 2011

6.83 The Proposed Development will contribute to economic development and also enhance the urban regeneration objectives of the Council as this development will also enable the potential release of other industrial sites within urban areas for redevelopment. These sites are currently being considered for a further development plan document called the Development Delivery (Allocations) Plan illustrating the importance of the Site to the Council's Delivery Strategy to grow the Borough economy and raise the level of employability overall. The development of this Site therefore has consequences for other development proposals in the Borough. No or very little weight attaches to this consultation document but it puts the importance of the Site development into a borough wide context.

Overview

6.84 The Proposed Development has taken forward key policy principles in national and local policy all of which indicate that the development should be permitted subject to design considerations. The Proposed Development has been tested over the past ten years through a number of policy and evidence based documents which justify this type of development in this location on a local and sub-regional basis. Local Plan policy is up to date and conforms with national policy aims. There is a strong case for development on policy grounds.

6.85 There are no other material considerations that may be relevant to the decision making process that conflict with the policy framework for this development. If the draft National Planning Policy Framework is issued at the time of the planning application none of its policy guidance will conflict with the local policy framework. At the time of the planning consideration some weight may be attached to the guidance as it is a material consideration. In this case the most relevant policy consideration is that there should be a presumption in favour of sustainable development, which this is in terms of its economic, environmental and social sustainability benefits.

6.86 The Proposed Development satisfies key tests in PPS 4 in terms of its Site Location and in terms of the Local Plan its Site Allocation as a strategic employment site. That allocation has been carefully tested and is supported by 11 Local Authorities in Hampshire.

6.87 Economic development and employment creation are identified as key policy objectives at the local and regional level. The need to provide high quality land and buildings for employment development is highlighted in both the Havant Core Strategy and the Employment Land Review and Dunsbury Hill Farm is singled out as a strategic site critical for the delivery of the area's economic development and regeneration vision.

- 6.88 In conclusion the key Core Strategy Policies which indicate the permission will be granted for this type of development to be applied are CS 17, 18, CS2, CS3 and CS19 (strategic site and employment), CS20 transport and access strategy), and the key Development Management policies are DM 11, 12 and 14 (Transport). In terms of conservation the key policies are CS11, CS13 and DM8. In terms of design and efficient resources the key policies are CS14 and CS16. In terms of sustainability the Proposed Development meets key criteria for transport as expressed in PPG 13 and Policies DM 11, 12 and 14.

7. Community Benefits

Community Benefits

- 7.1 Should the Borough Council be minded to grant outline planning permission for this application, then a Section 106 Agreement (s106) will be completed between the applicant, the Borough Council and the County Council. The Borough Council is currently consulting on its Community Infrastructure Levy (CIL) and it is expected that this will inform negotiations on appropriate s106 obligations. The Proposed Development will in itself bring a wide range of benefits to the existing communities of this area.

Socio-Economic Benefits

- 7.2 The Proposed Development will contribute significantly towards the area's economic development and regeneration objectives. It will generate significant numbers of jobs during both the construction and operational phases and will provide high quality employment land to meet the needs of local businesses over the period to 2026.
- 7.3 The scheme will provide a significant opportunity for local skills and learning providers to develop the skills and qualifications of local people and address the existing skills gap. Furthermore, the major investment project will help the regeneration of a deprived area by lifting community and investor confidence in the area.
- 7.4 During the operational phase the provision of new employment space will support the creation of a large number of new jobs. Employment floorspace is converted to number of full time equivalent (FTE) jobs in accordance with the HCA's Employment Densities Guide, 2nd Edition (2010).
- 7.5 Overall, the Proposed Development could create some 3,500 FTE jobs over the two phases of development. The ES notes that this will be a permanent beneficial employment effect of large significance.
- 7.6 The net additional jobs created by the Proposed Development are expected to be 1,272 at the local level and 1,893 at the regional level. In simple terms, this takes account of the purchases made as a result of the development and further purchases associated with linked firms alongside the supply chain as well as local expenditure as a result of those who derive incomes from the direct and supply linkage impacts of the development.
- 7.7 In order to further maximise the employment benefits of the construction phase, local skills and learning providers face the unique opportunity and the important challenge of working closely with the developers and local construction firms to ensure that more local people develop the necessary skills to work in the construction of the scheme. This could include training courses and apprenticeships aimed at developing local people's skills relevant to the construction industry.
- 7.8 An already strong construction labour pool in the local area and the further development of local people's relevant skills in combination with a recruitment policy that focuses on attracting local workers would ensure that a large portion of construction jobs would be taken up by local people. This would minimise the impacts on the provision of social services such as health and education and the need for new housing as the construction labour force would be made up primarily by local people already living in the area.

Transport Benefits

- 7.9 A number of transport enhancements will be provided including pedestrian and cycling links and a key link for east-west Public Transport. The development has been designed in order to minimise the need to travel by car.
- 7.10 There are plans for a Havant Cross Borough Bus Service connecting Waterlooville to the west and Leigh Park to the east of the A3(M) corridor. It is envisaged that this bus route will use the Hulbert Road access

and the Woolston Road bus-only link and cross the Site. This will substantially reduce the journey time between Leigh Park and Waterloooville. In addition these access points will enable the existing local bus routes to enter and leave the Site from either the east or west of the A3(M) without needing to travel through the Site. New bus infrastructure on the link road in the form of a bus turn round will ensure that the Site can be served by the Cross Borough Service and the existing local bus services. The Proposed Development therefore provides the opportunity for a direct link to connect into the existing bus routes 39 and 23.

- 7.11 Opportunities for walking and cycling will be improved. The detail of new pedestrian routes and cycleways will be addressed as part of Reserved Matters applications with the aim of providing enhanced links between the new development areas and Leigh Park and Havant and the wider countryside.

Landscape and Ecology

- 7.12 The landscape and ecology strategy will create a new 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. Significant existing trees, woodland and hedgerows as far as practicable will be retained and a new landscape structure will be created for the proposed link Road.
- 7.13 Development within the Site should be positioned so that any potential visual impact is reduced and the landscape should be structured with a series of east – west 'green fingers'.
- 7.14 The restoration of Hermitage Stream 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.
- 7.15 Local biodiversity will be improved as part of the works for the link road and wider masterplan area with a series of species specific ecological measures refuge areas. The proposals provide an opportunity to reinforce woodland, particularly boundary planting, helping to mitigate the effects with careful location of proposed buildings within an overarching landscape structure.

8. Consideration of the Scheme and Conclusions

- 8.1 The Core Strategy states that 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. There is insufficient scope within South Hampshire's urban areas and current allocations to meet the long term needs of employment growth in the context of existing employment space shortage and combined with the anticipated growth in housing development and the demand for jobs.
- 8.2 This hybrid planning application comprises of an outline planning application for the whole of the Site including the physical elements of a proposed high quality Business and Technology Park with first class employment floorspace for start-up and growing businesses and hotel and conference facilities. A full planning application is submitted for the proposed link road. All reserved matters will be addressed at a later stage on submission by developers to Havant Borough Council.
- 8.3 The Core Strategy Site allocation has evolved from an early designation in the Local Plan 2002. HBC and PCC considered the evidence available to justify the allocation of this Site for a concentration of employment uses that will support the growth aspirations of South Hampshire. The Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006) identified Dunsbury Hill Farm as a major development opportunity capable of delivering 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.
- 8.4 Havant prepared a Development Brief in 2007 and the Site was taken forward as a Strategic Site in the Core Strategy 2011. Employment growth at the Site has been supported by the former RSS, the South East Plan, which has identified this Site for growth. Specifically, this application responds to Core Strategy Policies CS17, and CS18, CS2, CS3 and CS19. Of these Policy CS18 is the most important because this policy specifically permits development on this strategic site. The Core Strategy recognises that the provision of new employment facilities and addressing the skills gap are priorities for the regeneration of the area.
- 8.5 Other Site options for employment uses have been considered through the development plan process but no other sites within Havant are suitable for the use proposed on this scale nor can they be delivered due to difficulties with land ownership. The project will contribute to economic development and also enhance the urban regeneration objectives of the Council as this development will also enable the potential release of other industrial sites within urban areas for redevelopment. These sites are currently being considered for a further development plan document called the Development Delivery (Allocations) Plan illustrating the importance of the Site to the Council's Delivery Strategy to grow the Borough economy and raise the level of employability overall.

Sustainability

- 8.6 The Proposed Development will contribute to sustainable development objectives through the proposals for economic development, environmental improvements, and sustainable transport links to residential areas.

Economic development

- 8.7 The Proposed Development will generate job opportunities in an area with a high degree of out-commuting and unemployment due in part due to a lack of employment land. The Site also has access to large pools of labour, in particular from Leigh Park which suffers from high levels of deprivation and unemployment.
- 8.8 It will provide 46,450m² of employment floor space (Use Classes B1, B2 and B8), that will include 10,000m² for an Enterprise Centre and 5,574m² of hotel floor space and 15,329m² of employment floor space with B1, B2 and B8 in Phase 2 which represents 91% of the total amount of employment floorspace in the borough up to 2026. Phase 1 also includes other ancillary uses required to support the site and its

employment uses. If the level of floorspace cannot be delivered on these sites during the plan period, there will be a significant impact on the demand and supply balance over the period to 2026.

- 8.9 The employment floorspace figures translate into a proposed scheme that could create some 3,500 full time employment jobs and over 3,000 net additional jobs.
- 8.10 The Employment Land Review 2010 states that the 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).
- 8.11 In conclusion the Strategic Site will help to meet the employment objectives set out in Policy CS2. Thus the requirements of Policy EC2 in PPS 4 will be met. This planning application should therefore be treated favourably because it will bring sustainable economic growth to the locality and the wider region.

Environmental Design

- 8.12 The Proposed Development has been designed on the basis that this large site should continue to function as a strategic gap between Waterlooville and Havant. The Parameters take into account the environmental sensitivities of the Site in terms of the protection and enhancement of its existing natural features. The operational effects of the Proposed Development are considered to be neutral. The development will respect and enhance the local distinctiveness of the Dunsbury Hill landscape and the wider character of this part of Havant. Dunsbury Hill and Bell’s Copse and the planting to the east of Park Lane Stream will screen views into the Site. The Design and Access Statement provides guidance on how to achieve a ‘High Quality’ employment site.
- 8.13 The built form will be sensitively designed and built to a very high standard and respect and enhance the character of the woodland and countryside setting. To achieve this objective, the design has minimised perceived coalescence between Havant/Leigh Park and Waterlooville/Cowplain urban areas with careful consideration of the integration of built form within the landscape such that built form is screened by the proposed and established landscape structure and is of an appropriate height and scale to maximise the topography of the Site.
- 8.14 The restoration of Hermitage Stream 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.
- 8.15 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.
- 8.16 The Environmental Statement indicates that any potential adverse effects can be mitigated through design and conditions, and in relative terms these effects can be absorbed by the Site development due to its size and through the treatment approach as a strategic gap.

Sustainable transport

- 8.17 Sustainable transport provision will be enhanced through provision of additional infrastructure and improved routes both north and south, east and west and through sustainable means of transport. 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.
- 8.18 A new access will be provided via a link to the B2150 Hulbert Road to the west from which traffic can distribute north to the A3(M) Junction 3 and south to Purbrook Way. A further link will be provided to the east into Leigh Park. This will operate as a bus only link enforced via a bus gate and will also serve to provide a second point of access in emergencies. Existing public transport routes should be enhanced to enable greater bus connectivity across the Site and to the north and south.

- 8.19 Better access and proper provision for cyclists has been integrated into the highway design. Cycling 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).

Consultation

- 8.20 The Proposed Development 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.
- 8.21 The S106 Agreement and appropriate conditions will provide for sustainable transport measures and enhanced landscaping.

Summary

- 8.22 To conclude:
- This application is in line with the adopted Core Strategy and the objectives of the County's growth aspirations supported by 11 South Hampshire Local Authorities;
 - It is considered that the development conforms to broad national policy objectives as set out in PPS1 and its Supplement on Climate Change, PPS3, PPS4, PPS9, PPG13, PPG17, and PPS22 and the development principles are also supported in the policy framework of the draft National Planning Policy Framework.
 - The Proposed Development meets the objectives of the HBC's strategic and development management policies;
 - The Proposed Development is appropriate in meeting the employment needs of the immediate and wider community in South Hampshire.
 - The proposals are timely and deliverable in respect of achieving the growth aspirations for Havant.
- 8.23 In the light of the above it is considered that this application complies with the Development Plan and with current national planning guidance and the Council is invited to approve the planning application.

Appendix A - Abbreviations , Acronyms and Terminology

AOD	Above Ordnance Datum
CIL	Community Infrastructure Levy
CS	Core Strategy
DNPPF	Draft National Planning Policy Framework
DPD	Development Plan Document
EA	Environment Agency
EIA	Environmental Impact Assessment
GDMPO	Town & Country Planning (General Development Management Procedure) Order 2010
ha	Hectare
HBC	Havant Borough Council
Km	Kilometre
LDF	Local Development Framework
NPPF	National Planning Policy Framework
PCC	Portsmouth City Council
PPGs	Planning Policy Guidance Notes
PPS	Planning Policy Statements
PUSH	Partnership for Urban South Hampshire
RSS	Regional Spatial Strategy
SUDs	Sustainable Drainage Systems
S106	A legal agreement under Section 106 of the Town and Country Planning Act 1990
TA	Travel Assessment
SPD	Supplementary Planning Document

