

Dunsbury Hill Farm
Statement of Community Involvement

Portsmouth City Council

March 2012

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Appendix A Feedback Questionnaire

Executive Summary

This Statement of Community Involvement summarises the community consultation undertaken by Portsmouth City Council (PCC) to inform their proposals for employment uses and a hotel with conference facilities, 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 land at Dunsbury Hill Farm, Havant.

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.

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

PCC proposed the consultation strategy for the Site at the outset of its development proposals and agreed a detailed consultation process with HBC. HBC facilitated arrangements with Community Boards and the Development Consultative Forum and all presentations and exhibitions were prepared by Atkins, the consultants acting for PCC. Atkins also provided the information about the consultation for the HBC website.

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

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

PCC and their agents Atkins have analysed and sought to address the issues raised by the local community. The responses and comments are set out in Chapters 6 and 7.

The views expressed at the public exhibition, Community Boards and Development Consultative Forum and through the questionnaires 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 employment site. The main concern expressed related to the access arrangements off Hulbert Road. There is a general consensus that people want the development as there is a very significant need for increased employment in the area. The Proposed Development does not depart from the Core Strategy Profile of the Site and the application follows the site allocation policy.

The Design and Access Statement which accompanies this hybrid application demonstrates how the comments have been taken on board to inform the final scheme.

Following submission of the planning application Portsmouth City Council is committed to maintaining an on-going dialogue with all stakeholders and the local community to update them on the progress of the plans and to consider and address any future issues or concerns that may arise.

1. Introduction

- 1.1 This Statement of Community Involvement (SCI) summarises the community consultation undertaken by Portsmouth City Council (PCC) and Havant Borough Council (HBC) to inform their proposals for a business and technology Park development of up to 20.2 hectares on a 39ha site including hotel, conference facilities and associated infrastructure at Dunsbury Hill Farm, Havant.
- 1.2 This SCI summarises the pre-application consultation activity undertaken by PCC in relation to the Proposed Development, the subject of this planning application. The SCI is part of a suite of documents submitted as part of a hybrid planning application which includes an outline planning application for development on the whole of the Site and an application for a full planning permission in respect of the link road and Hulbert Road access. The requirement to submit an SCI is set out in HBC's validation checklist and is also an example of best practice guidelines set-out in National Government Guidance.
- 1.3 The Proposed Development which forms this planning application has been the subject of consultation with the local community and has also been the subject of discussion with a range of statutory authorities and other interested stakeholders. The proposals have been developed and refined based on those consultations.
- 1.4 HBC has led lengthy historic consultation relating to the proposals for the Site which has been derived from policy proposals that have emerged from draft and final development plan documentation.
- 1.5 The initial consultation for the development of the Site started with a review of the Site's function for the then Local Plan in 2002. The site at Dunsbury Hill Farm was first allocated for employment uses in the Revised Deposit Draft Havant Borough District-Wide Local Plan, February 2002. The Local Plan was revised to increase the supply of employment land at Dunsbury Hill Farm which was allocated as a suitable site in Policy EMP 1.10.
- 1.6 A masterplan for a business park at Dunsbury Hill Farm was produced and supported by an Environmental Statement (ES) which was published in February 2003. The masterplan was considered as part of the Local Plan Inquiry held between November 2002 and June 2003. The site was subsequently included in the Havant Borough District-Wide Local Plan (adopted by HBC in September 2005) as an Employment Site under Policy EMP 1.4.
- 1.7 In addition the Partnership for Urban South Hampshire (PUSH), a partnership of 11 Local Authorities in Hampshire, developed a Sub-Regional Strategy for South Hampshire under the South East Plan which recognised Dunsbury Hill Farm as a key strategic employment site.
- 1.8 The HBC Regeneration Strategy for Havant Borough and the Leigh Park Strategic Framework (July 2006) identified Dunsbury Hill Farm as a major development opportunity. The Site was considered important because it could deliver a considerable number of jobs next to Leigh Park which is a priority area for regeneration, as well as providing space for start-up businesses.
- 1.9 In June 2007 the 'Dunsbury Hill Farm Development Brief' was produced by HBC's Planning Policy and Development Teams to take the proposal further.
- 1.10 In 2010 the Site was consulted upon in the context of the Core Strategy and its supporting evidence bases and thereafter in 2011 in respect of the masterplan proposal for the Site. Following an examination in public the site policy (EMP1.4) was found to be sound.

2. Context for the Consultation

- 2.1 Consultation is an essential requirement for major development projects, and is looked on favourably by both local and national Government. The Localism Act 2011 which is partially in force requires compulsory pre-application consultations between prospective developers and local communities with respect to their development impact. The Government reforms aim to ensure greater involvement of local communities in the planning process with a strong focus on 'localism' to give local people a significant influence in the determination of planning applications and development.
- 2.2 The consultation undertaken by HBC fully complies with the Statement of Community Involvement for developers in respect of undertaking community consultation on large scale development proposals, which include holding public consultation events and considering all feedback received.
- 2.3 PCC is firmly committed to continuing to build links with the local community and will keep local residents updated as the planning process progresses. Following submission of the planning application, a further period of consultation will follow to ensure local residents have the opportunity to view the finalised proposals. Consultation will also extend to the proposals regarding the application for reserved matters which will address the detail of the remaining development in the future may be led by the future developers.
- 2.4 PCC proposed the consultation strategy for the Site at the outset of its development proposals and agreed a detailed consultation process with HBC. HBC facilitated arrangements with Community Boards and the Development Consultative Forum and all presentations and exhibitions were prepared by Atkins, the consultants acting for PCC who also provided the information about the consultation for the HBC website.
- 2.5 The consultation programme has focused on proposals to develop a Business and Technology Park to include a hotel with conference facilities. The outline planning consent addresses the overall development principles across the Site and the full planning application relates to access and a new link road.

The Proposed Development

- 2.6 Details of what is being applied for are set out in the Development Specification. A summary of the Site characteristics, Proposed Development, and effects of the development are summarised in the Planning Statement and Non Technical Statement which summarises the Environmental Statement.
- 2.7 The consultation relates to a hybrid planning application, meaning an application that is in part outline and in part detailed. Outline permission is sought for employment uses and a hotel with conference facilities and a detailed permission is sought for a new link road to Hulbert Road and a link road with bus-gate to Woolston Road together with landscaping, infrastructure and associated works. These works comprise the "Proposed Development". All reserved matters will be addressed at a later stage on submission by developers to Havant Borough Council.
- 2.8 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 to 180m wide landscaped gap between the A3(M) and the development
Provision of woodland 'fingers' extending eastwards into the development from Beech Wood;
- Maximum building heights.

2.9 Other Site enhancements are proposed as follows:

- Accessible, safe and permeable environment fully integrated with its surroundings;
- Enhancement of Park Lane as a leisure route;
- Enhancement of green infrastructure links between Havant Thicket Reservoir and Dunsbury Hill Farm;
- Enhancement of the Hermitage Stream Corridor with a natural channel running through a new wetland feature.

3. Consultation Strategy

- 3.1 A carefully thought out planning application has been developed for Dunsbury Hill Farm as a direct result of the consultation undertaken. To gain input and feedback from local stakeholders PCC organised a consultation programme in consultation and agreement with HBC that aimed to:
- Consult statutory stakeholders at all stages of the design process in order to inform the pre-application process with local communities;
 - Develop and build positive relationships with local stakeholders;
 - Engage and seek the views of the local community on the future development plans for the site in advance of submitting a planning application;
 - Gain constructive input from the local community towards the formulation of the final scheme and plans; and
 - Inform and shape a development proposal that is sustainable and has support from the wider community.
- 3.2 HBC has set out guidance regarding appropriate “Consultation Techniques” for the pre-application process. These could include: press releases, leaflets, public exhibitions/displays, workshops and consultation with Community Boards and a Development Consultation Forum, as appropriate to the nature of the planning application. These consultation measures were introduced in line with the HBC’s Statement of Community Involvement in 2006. The Consultation Strategy followed this guidance.
- 3.3 A strategic working group was been set up to manage the planning application process. This group includes professional officers from Portsmouth City Council, Havant Borough Council, Hampshire County Council, Partnership for Urban South Hampshire and Transport for South Hampshire. This working group is required because of the strategic importance of the Site within the sub regional economy.
- 3.4 In addition to the above a statutory consultation procedure was carried out for the purposes of the EIA.

4. Methodology and Programme

Methodology

- 4.1 The consultation strategy aimed to achieve a thorough and comprehensive community consultation in advance of the submission of a planning application in March 2012. The strategy has followed distinct phases:
- Preliminary discussions and scene setting; a draft indicative masterplan illustrating the principles of development over the 39 ha site was used to take forward the broad principles within the Strategic Site Profile as set out within the Core Strategy;
 - The process of producing a draft masterplan ran in parallel to a separate process of drawing up a Development Specification to provide sufficient information to define the key parameters of the development in relation to a draft scheme description which also explained and illustrated how the development could be implemented across two phases;
 - The proposals were discussed with HBC Officers to ensure that the concept complied with Council policy and a discussion took place regarding a proposed red line boundary for the site to accommodate the development to be permitted;
 - Statutory stakeholders were invited to comment on the concept;
 - At the same time the Proposed Development was presented to Community Boards and a Development Consultative Forum and went through a process of wider public consultation including public exhibitions, meetings and a project website.
- 4.2 A series of technical meetings have also been held with HBC planning officers and other statutory consultees.

Consultation with Statutory Consultees

- 4.3 Statutory consultation started in March 2011 and included 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.

- 4.4 The evolution of the Scheme has been progressed through the environmental impact assessment (EIA) and Transport Assessment (TA) 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 TA includes the findings of the transport assessment work. This has helped to inform the appropriate design parameters and ensure that the necessary measures are in place to produce an environmentally sound scheme.
- 4.5 During the pre-application planning process the proposals were further developed in discussion with Hampshire County Council Highways Dept, the Highways Agency, the Environment Agency, Natural England, a Hampshire County Council Ecologist and officers of HBC.
- 4.6 Pre-application responses were sought from a number of statutory consultees and these responses were made available in a letter dated 12 July 2011 from Havant Borough Council. These are summarised in Chapter 5.

Programme

Consultation with Community Boards

- 4.7 The consultation strategy was agreed with the Borough Council at the start of pre-application discussions in February 2011. The first phase of community consultation was held between June and September 2011 when the draft Masterplan was presented to the following Community Boards:
- Leigh Park, Havant and Bedhampton on 20th June 2011;
 - Waterloo North and South on 29th June 2011 and
 - Warren Park Neighbourhood Forum on 22nd September 2011.
- 4.8 The proposals were presented by the PCC and Atkins team, project team members were available to provide answers to questions on planning, urban design, environmental impact assessment and transport, amongst other topics. Attendees of the Community Boards had the opportunity to ask questions, raise issues and make suggestions to the project team.

Consultation with the Development Consultative Forum

- 4.9 The draft Indicative Masterplan was also presented at a Development Consultative Forum (DCF) on 3rd October 2011 at The Studio Theatre, Havant College, Havant. The purpose of this evening event was to:
- Allow PCC to explain development proposals directly to Councillors, public and key stakeholders;
 - Allow Councillors and attendees to ask questions;
 - Identify any issues;
 - Enable PCC to shape an application to address community issues.
- 4.10 HBC set up a website to report on the outcome of the DCF: <http://www.havant.gov.uk/havant-12020#sixth>. The proposals were also reported on the PUSH website http://www.invest-in-portsmouth.co.uk/view_majordevelopment.php?ID=92 which is linked to the PCC website.

Public exhibitions

- 4.11 In addition unmanned public exhibitions were held at:
- The Hub in Leigh Park close to the Site between 3rd and 18th November 2011; and
 - The Plaza in the Atrium of the Havant Borough Council offices between 18th November and 7th December 2011.

Website

- 4.12 The project website was launched on the HBC website (<http://www.havant.gov.uk/havant-12052>) in October 2011. The site's content included:
- An overview of the proposals;
 - Feedback on the development proposal from the community boards and dcf;
 - Contact details for the project team;
 - Details of the public exhibition; and
 - An online feedback form.

- 4.13 In November 2011 a link from the front page of the Council's website directed viewers to this page.

- 4.14 PCC has promoted the scheme through the news section of its website. There are various links about the development the most recent of which is as follows:
http://www.portsmouth.gov.uk/yourcouncil/20694_23317.html

- 4.15 The website was updated throughout the consultation process. It will continue to be updated and provide information to residents on the planning process and progress of the hybrid planning application.

Local media

- 4.16 In addition to a newspaper advert providing details of the exhibitions, meetings were reported in the local press including the Portsmouth News in September 2011.

Consultation Questionnaire

- 4.17 The consultation feedback questionnaire was available at the public exhibitions and online via the project website. The feedback form aimed to get views from local people on a range of issues that would help inform and shape development proposals. At the consultation events it sought views from the local community on the following:

Q1. If you are an organisation or representing a group of people, how would you describe your group and its main interests?

Q2.If you are an individual, do you live within 20 metres of the development site boundary?

Q3. Do you support the proposal to redevelop Dunsbury Hill Farm as a Business Park?

Q4.What is your overall impression of the proposals?

Q5. Has this public exhibition been helpful in terms of giving you more information about the proposals?

Q6. Do you have any comments to make on this proposed development?

- 4.18 A copy of the consultation feedback form is attached in Appendix B.

5. Consultation Feedback

- 5.1 The consultation is recorded in presentations given and the feedback is also documented on the HBC website. The views expressed at the public exhibition, Community Boards and the Development Consultative Forum (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.
- 5.2 The headline outputs from the consultation feedback relate to traffic and access to and across the Site, employment issues, sustainability and the development, the effect on the Site's greenspace in terms of management of biodiversity.
- 5.3 Comments from the 10 individual questionnaires providing feedback also reflect the main themes expressed during consultation with Community Boards and broadly raise the same issues. A table of respondents' comments from the public consultation questionnaires Community Boards and DCF is set out below in Chapter 7 of this report.

Indicative Feedback from HBC Consultees

- 5.4 HBC internal officers also provided initial feedback regarding the Proposed Development from their own officers across a number of departments:
- Employment policy targets were confirmed.
 - The development is required to incorporate reference to the cross-borough transport route.
 - Environmental Health noted that conditions will be required regarding the ground contamination on the site and a gas assessment will be required. Ground contamination risk is considered to be low to low-negligible.
 - Conditions will be required in respect of air quality.
 - It was noted that significant areas of land might be required for SUDS drainage.
 - The proposed crossing over the Hermitage Stream will require detailed design and should not prejudice channel restoration works.
 - In terms of design it is acknowledged that detailed designs are not to be submitted for consideration. There was a recommendation for a design code and strategic high level design principles to be set out at the early stages. These principles are to reflect issues raised by consultees. They should indicate how the development will encompass sustainable construction and energy, how landscape features will be retained and how new landscaping and planting will be provided.
 - The Crime Prevention Design Officer recommended security at the Site during construction and early detailed consultation with him when the proposals are considered at reserved matters stage. He noted the proposal to create a number of pedestrian and cycle connections and to metal the Park Lane bridal path. Consideration will have to be given as to how to provide for the safety and security of those using these facilities.
- 5.5 PCC considered this feedback on the initial proposal for development to be very helpful. These comments also helped to set the scene for more detailed interaction with the Community Boards and individual residents living close to the area for subsequent meetings. Throughout all the stages transport and access has been a continuing theme and the design phase has been through a number of iterations to reflect the comments from statutory and non-statutory

stakeholders. The following section provides further details about Community Board Responses from June until September 2011.

Community Board Feedback

- 5.6 Key issues raised at the Leigh Park, Havant and Bedhampton Joint Community Board on 20th June 2011 included:
- Noise impacts on residents and land uses to the east and south-east;
 - Access for cyclists;
 - Building heights relating to topography;
 - Renewable Energy;
 - Access and traffic and public transport;
 - Wildlife management in open areas;
 - Access to the countryside;
 - Local employment opportunities.
- 5.7 At the DCF the Leigh Park Community Board representative made the following additional comments:
- Fully in favour of this development;
 - Any site that brings employment into Leigh Park will be welcome;
 - Although some flora/fauna will be impacted, it will survive and thrive. Development will enhance it (through lake), and increase biodiversity;
 - Would like to know numbers of employment. Also would like a stipulation that residents from Leigh Park can be guaranteed to work here;
- 5.8 The Warren Park Forum raised the following issues:
- HBC should liaise with local schools and colleges for aspiration to the skills needed for these jobs;
 - Traffic concerns;
 - Need high quality hotel.
- 5.9 There were concerns regarding the access road from Hulbert Road, off the A3(M). There are fears it will cause congestion further down Hulbert Road at the busy Asda roundabout in Bedhampton. Access to and around this roundabout was a major cause of concern. The Havant and Bedhampton Community Board representative made the following additional comments at the DCF:
- Much needed employment development. Has been a long time coming. Pre-dates the Local Plan of September 2005;
 - Generation of employment within the Borough (in particular Leigh Park) and of a wider area. New jobs are vital to economic growth;
 - Main development issues are problem of providing good traffic movement in and out of the site;
 - Possibly the development can take place without that road. Would like application to take place as soon as possible so revised bid can be made.

- Development should not damage or worsen road infrastructure. Traffic impact will be far wider than the A3(M) Junction;
- ASDA Roundabout already congested. Hulbert Road crosses that junction;
- Development should be given wide support but impact must be taken into account on residents either side of A3(M) in terms of traffic.

Waterlooville North and South Joint Community Board

- 5.10 On 29th June 2011 PCC gave a presentation to a Waterlooville North and South joint Community Board. The main issue of concern arising out of the discussion of the Site concerned access and traffic. The Board expressed the following concerns:
- Initially disappointed with access arrangements. More concerned as time progressed. Access is dangerous. Hulbert Road is single carriageway; dangerous. Not suitable for public transport/cycling;
 - Suggest that only safe access is direct onto A3(M);
 - Would urge a re-think of access proposals.
- 5.11 Although the development was described as controversial in the Portsmouth press in September 2011, the feedback from the Boards and DCF demonstrated some concerns but general support and no opposition. Portsmouth City Council believes this is a prime site for a range of good businesses due to its location on the route to London and the opening of the Hindhead tunnel which will provide better access north and south within the borough.

Feedback to the Development Consultative Forum

- 5.12 The refined draft Indicative Masterplan was presented at a Development Consultative Forum (Forum 17) on 3rd October 2011 at The Studio Theatre, Havant College. The consultation event presented the revised proposals which were developed in light of further assessment work and informed by feedback received from the Community Boards. The statutory stakeholders provided important feedback which is summarised in the remainder of this Section.
- 5.13 Journalists from the Portsmouth News also attended the meeting and wrote a report for The News dated 4 October 2011. This feedback has also been documented in the Portsmouth Press and has been widely circulated.
- 5.14 Our response to feedback from the Community Boards, DCF and questionnaires is summarised in Table 6.1

Consultation with Statutory Consultees

- 5.15 Feedback from the non statutory and statutory consultees was summarised and presented to the DCF on 3rd October 2011.

Transport and access

Hampshire County Council Highways

- As site is vacant, no trips are currently generated.
- Proposed use would create significant transport demands.
- Site is likely to be accessed from a point on Hulbert Road. Current scheme includes a new road on an east-west alignment to connect Hulbert Road with Woolston Road. Woolston Road connection would be for bus use only.
- Site well located for access to motorway network.
- Next stage of testing will be for a much more detailed local assessment.

- Work is underway on the design of the site access junction on Hulbert Road. At this stage a large new roundabout is proposed. Difficult to achieve an access due to site conditions.
- Highways Agency reluctant to introduce new accesses to their network.
- Design work is underway with the aim of creating a route which is both a transport corridor and contributes to the overall vitality of the development.
- Control of vehicles (buses only) onto Woolston Road is important.

Highways Agency

- Prime consideration is the impact on safety and congestion on the Strategic Road Network.
- Concern over unacceptable air quality arising adjacent to stressed junctions/sensitive sites.
- From previous discussions, it is unlikely to generate significant submissions from the Highways Agency at this stage.
- Aside from Purbrook Way/Hulbert Road/ASDA Roundabout, local road access is reasonable. Access on foot, by cycle and bus is not possible due to open land use.
- Initial testing results (done through the Transport for South Hampshire Sub-Region Regional Transport Model) have shown that the development is likely to draw people (and travel demands) in from A3(M) and Havant itself and could produce 1400 new trips.
- HA has since sent a letter of support for the scheme.

HBC Highways Officer

- Highway Authority will require a Transport Assessment based on a Work Place Travel Plan that will need to identify use of sustainable transport, and identify solutions to parking issues.
- Mitigation works will be required by off-site works.
- Road Closures to enable development to take place must be identified at the application stage.
- Application must show satisfactory servicing arrangements in terms of parking/construction.
- Phasing of development must be adequately demonstrated.

Green infrastructure

5.16 Issues regarding employment and green infrastructure were as follows:

Drainage Officer

- Flood Risk Assessment and ground work has covered the implementation of Sustainable Urban Drainage Systems. Requirement to drain to green field standards.

Environment Agency – Flood Risk

- Majority of the development site is within Flood Zone 1; low probability of flooding.
- Southern extent of site (near to Hermitage Stream) is Flood Zone 3; high probability of flooding.
- Sequential risk approach should see development directed to areas with lowest risk of flooding.
- Flood Risk Assessment required that should include a sustainable drainage strategy and measures to mitigate surface water runoff.

Environment Agency – Ecology & Water Quality

- Supportive of enhancement and creation of new wetland habitats
- Recommend that opportunities to enhance water quality to Hermitage Stream are undertaken as part of site development.
- Supportive of restoration of the Hermitage Stream.
- Water efficiency is key to the sustainability of this development.

Natural England

- Development is some distance away from Designated Sites (Langstone/Chichester Harbour/Solent Maritime).
- Due to watercourse on site, potential for some impact; measures should ensure no adverse impact occurs.
- Site is adjacent to numerous SINCS and parts of the development site are likely to contain protected species.
- Neville's Park East Wood lies close to the link road. Ancient Woodland is irreplaceable and the development must avoid negative impact.
- Potential for increased air pollution may affect nearby Designated Sites and the Butser Hill SAC to the north.
- Visual impact of the development must be considered in respect of South Downs National Park and Chichester Harbour AONB.

Hampshire County Council Ecologist

- Generally satisfied with information submitted to date.
- Main ecological issues are likely to be habitat loss/ fragmentation, disturbance to protected species, impacts on Designated Sites.
- SINCS within and adjacent to the site contain UK BAP Priority habitats. Development must not harm these SINCS and connectivity must be maintained between these areas and habitats retained/created on site.

Core Strategy Policy Issues

5.17 The HBC Internal Consultee Comments focused on the Core Strategy issues of planning policy and employment:

Planning Policy

- The site is allocated for employment as a Strategic Site in policy CS18.3 of the Havant Borough Core Strategy adopted in March 2011.
- The application needs to comply with all the development requirements set out in policy CS18.3.
- The development of a high quality business park on this site is critical to delivering sustainable economic growth both in Havant Borough and the wider South Hampshire sub-region.
- A Skills and Employability Plan will be required to ensure that local people can access jobs and training at the new business park including at the construction phase.

Economic Development Officer on Employment Issues

- Strongly supports.
- Will address lack of jobs in the Borough.

- Currently only 62 jobs for every 100 residents of working area, under average for South East.
- Male unemployment in Leigh Park wards is high 8-9%.
- High quality development would create jobs and benefit local businesses.
- Comparable to Langstone Technology Park.

Environmental Health

- No adverse comments.

5.18 The next Section details responses to the feedback received from the Community Boards, DCF and Questionnaires.

6. Responding to the feedback

- 6.1 This section sets out how the applicant, Portsmouth City Council, has responded to the feedback received via the community consultation process to inform the further evolution of the Indicative Masterplan and Parameter Plans.

Table 6.1 – Response to Key Questions

Theme/ Comments	Comment and Response
Query over the size of Development Area	The developable area is within the Core Strategy. The plan does show the Phase 1 and Phase 2 areas, which are defined in the Core Strategy.
Highways and Vehicular access	
Vehicular access is a big concern. It was discussed a long time ago that there would be access for this development off the A3M. Is this still an option?	A comprehensive Transport Assessment (TA) has been prepared to support the planning application working closely with Hampshire County Council (HCC). Access off Hulbert Road is a stipulation of the Highways Agency and HCC.
Did you look at any other area for access? Is there the possibility of moving it further south?	Location was discussed with HCC at length. This was considered the optimum location for the access. Site is on PCC land. The highways assessment work considered it suitable.
I live on the edge of this new development site and the area is really busy now with traffic. This can only get worse with the plans.	HBC has made it clear that they only want one route through the Leigh Park area. The planning authority will want plans for travel addressed. There will be specified routes into the site and everything will be looked at in detail to ensure that roads are safe and not congested.
How can the access be funded?	PCC looking at every avenue to secure funding but cannot give firm details.
ASDA Roundabout; historically Highways wanted a larger roundabout. Can this be addressed at this stage?	This is a wider issue. HCC is looking at strategic wider issues. Transport assessment work has been undertaken in consultation with HCC. The application will include off-site highway works to address any effects of the Proposed Development on the surrounding transport network.
If people in Leigh Park are to be employed will they have to go round to main access?	It is anticipated that people from Leigh Park can use the sustainable methods of accessing the site (on foot/cycle) but if car-based modes are used, that will have to be the case.
If cyclists as well as buses were allowed to access this via that route, it would reduce stress on Hulbert Road. Suggest that this is considered.	The proposed link road will incorporate cycle and pedestrian facilities. We want to encourage more sustainable methods (pedestrian and cycling) of transport/access
Bridleway	
The bridleway is banked on both sides by mounds of earth. If that was opened up, that would enhance the	Comment is noted. Detailed design of bridleway improvements will be addressed at reserved matters stage.

bridleway.	
How will you stop motorcycles using enhancements to the bridleway?	Safety is of paramount importance. This will be taken on board when detailed design is drawn up.
Original site was south of bridle path. Site now encompasses it. Why was it moved? HCC and HBC recently enhanced it; what will they do to further enhance it?	The site reflects the adopted core strategy site policy. The detail will be handled within the detailed planning application at reserved matters stage (subject to further consultation). Enhancement of this bridleway is identified in Core Strategy as an objective.
Cycling	
A Cycling Tourist Club (CTC) Right To Ride Respondent raised concerns regarding cycle routes through and out of the site and their connectivity to other South Hampshire cycle routes. Suggested that directing cycle access from the south to the site via Woolston Road would be impractical for users. CTC suggested: A cycle access from Park Lane Bridleway close to the A3(M) giving a quick route into the site for those cycling from Cowplain/Horndean. A cycle access from the south east of the site roughly following Hermitage Stream. There are existing footpaths and roads linking this part of the employment site to Middle Park Way close to Park Community School. From here there is a newly opened and very good standard off road cycle route to Havant College. There may be plans to extend this into Havant Town Centre (about 300m) and to link up to the Hayling Billy Cycle Route and the cycle routes to Emsworth.	At this outline stage the focus is on how the Site would connect to the residential areas to the east and west. The main pedestrian / cycle access would be from the east at the Woolston Road bus gate. Connection to the west of the A3(M) would be via the Park Lane bridleway. The secondary routes and access to the development will be incorporated at the detailed design phase. The transport assessment work raises the issue that integration between the Park Lane bridleway and the development is important to encourage travel by sustainable modes and will be part of the detailed design. In terms of the suggested routes mentioned (in bullet points) these could be considered as above. A third route (connecting to Portsmouth via Rusty Cutter Junction, Farlington Marsh route and Eastern Road) is quite a distance from the Site and we did not think this could be incorporated. Regarding a fourth route recommended (connecting to Stakes Hill area and Purbrook west of the A3(M)) this has not been considered as there is already an off-road cycle path on Purbrook Way leading to other on-road suggested routes to the site and a route across Junction 3 is not recommended – as access will be recommended via the bridleway slightly further north.
Parking	
Will the site itself have some on-site parking provision? If yes, will that be contained within the 20.2 hectares or outside that (within the overall 43 hectares)?	Yes it will have onsite parking. This will be within the land identified for development (20.2 hectares) and not the areas for structural landscaping.
Bus routes	
Have you spoken to the bus company re the route?	Yes. In discussions with HCC and bus operators. Details of bus routes are still to be firmed up.
Employability	
What is the level of employment?	1500 during construction; 3000 anticipated when the development is finished.
How can we ensure through	Havant will impose conditions on developer re skills and

employability contract that there will be jobs for local people? Clarification please over types of jobs. Will HBC liaise with local schools and colleges for aspiration to the skills needed for these jobs?	training. Reserved Matters applications will control end users. In terms of types of skills/uses HBC has stipulated the type of uses they prefer B1/B2 (office, research, industry) mainly with some B8 (warehousing).
Other areas of the Borough with equally high (indeed even higher) unemployment than Leigh Park. Would be unfortunate if these areas are ignored.	Noted. Scheme must be specific so that it includes Borough wide scope.
There are two local skills and employment partnerships with linkages. Keen to be proactive to develop skills to meet local job requirements. Please make developers aware so that they are not put off by any concerns that there may be a low skill base in the area.	Noted.
What type of jobs will there be on site?	There will be office and general industrial jobs created. The hotel will also offer employment. It is envisaged that the park will attract high quality businesses such as finance companies and other ranges of jobs will be available. It will also be an innovative centre offering units for start up businesses.
Any expression of interest?	Yes. We have had incredible interest from front line developers.
Hotel	
Which hotel is going to be on the site?	We are looking at a top end hotel and this will be good to tie in with the motorway link to the ferry port and motorway links. Now that the Hindhead tunnel has opened it gives a better faster transport link. PCC as a landowner is looking for a high quality hotel with conference facilities to create job opportunities for catering skills.
Noise	
Will there be noise barriers? Also will the units be heavy industrial units or just light?	There will be a whole range of planning conditions around the whole site. We are in the building block stage of the planning with footprints of the area and then the detailed plans of the site will be submitted for the finer points for planning and for the public consultation. It is planned for light industry only.
Housing	
Has the new "Bellway Housing Area" been taken into account? There is no impact assessment on the way these properties are affected. Difficult to find that information.	We will update the plans to show the new development. As part of the EIA process we have assessed impact of proposals on this development.
If PCC has a change of administration, what guarantee can there be that the development will	In terms of housing, the site is governed by the Core Strategy. No aspiration at present for housing on that site.

continue. Is there any housing planned for this site?	
I know it is early on but will there be community facilities at the site too? There is very little up here for people. With the new Bellway housing development in the area it would be good to incorporate community facilities.	Under section 106 of planning regulations, HBC will need to look at this. However, business developments do not normally give rise to impacts on existing community facilities which would lead to the requirement for improvements of these facilities.
The draft national planning framework	
How will the draft national planning framework affect the final shape of this development?	Not considered to affect this application as the Site is within the Core Strategy.

- 6.2 The key messages that arose from that exercise and discussion with statutory and non-statutory stakeholders were very positive. Overall Community Boards support the establishment of the Site for employment uses but had concerns over access and transport.
- 6.3 The Site is considered to be well located for access to the motorway network although there is concern about the impact on safety and congestion on the Strategic Road Network. There was considerable support for the east-west alignment to connect Hulbert Road with Woolston Road into Leigh Park.
- 6.4 Concerns raised about access from the A3(M) have been addressed through design discussions with Hampshire County Council, the Highways Authority. It is considered that potential adverse impacts have been addressed through design and mitigation solutions.
- 6.5 The comments from individual questionnaires reflect the main themes expressed during consultation with Community Boards and are included in Table 6.1 above. Relatively few written responses were received from completed questionnaires. Of those responding only two respondents did not support the Proposed Development. The local Friends of the Earth member did not support the scheme. This representative lives within 20 metres of the Site boundary and will be directly affected by the Proposed Development.

7. Conclusions

- 7.1 The views expressed at the public exhibition, Community Boards and Development Consultative Forum and through the questionnaires 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 employment site. The main concern expressed related to the access arrangements off Hulbert Road. There is a general consensus that people want the development as there is a very significant need for increased employment in the area. The Proposed Development does not depart from the Core Strategy Profile of the Site and the application follows the site allocation policy.
- 7.2 The Design and Access Statement which accompanies this hybrid application demonstrates how the comments have been taken on board to inform the final scheme.
- 7.3 Following submission of the planning application Portsmouth City Council is committed to maintaining an on-going dialogue with all stakeholders and the local community to update them on the progress of the plans and to consider and address any future issues or concerns that may arise.

Contact information

For further information on this document please contact:

Joanne Farrar
Mob: +44 (0)7808 765495
Email: joanne.farrar@atkinsglobal.com

Appendix A

Questionnaire Feedback Form

