

Planning Statement

Plot 4, Dunsbury Park, Fitzwygram Way, Havant PO9 4EE

Report date: April 2026

Project Reference: P25-1352

Prepared for:

Avison Young on behalf of Portsmouth
City Council

Prepared by:

Ben Christian, BSc (Hons), MSc, MRTPI

M: 07789 912160

E: BChristian@vailwilliams.com

Abin John, BA (Hons) MA

M: 07880362951

E: AJohn@vailwilliams.com

Contents

1	Introduction	3
2	Site Location and Description	4
3	Proposed Development	6
4	Planning History	7
5	Planning Policy	8
6	Pre-Application Advice	16
7	Statement of Community Involvement	19
8	Development Considerations	20
9	Conclusions	26

Written by	Revision	Date
Abin John	1	20/02/26
Abin John	2	20/04/26
Abin John	2	24/04/26
Reviewed by	Revision	Date
Ben Christian	2	24/04/26
Ben Christian	3	30/04/26
Ben Christian	4 (following PCC review)	08/05/26

1 Introduction

- 1.1. Vail Williams is instructed by Avison Young on behalf of Portsmouth City Council to produce this planning statement on the proposed development of Unit 400 at Plot 4 Dunsbury Park Fitzwygram Way, Havant PO9 4EE.



Figure 1: Dunsbury Park (Courtesy of www.dunsburypark.co.uk)

- 1.2. Dunsbury Park has been allocated as a key employment site in the adopted Local Plan and continues to be identified as such in the emerging Draft Local Plan, underlining its strategic importance for economic development within Havant Borough. As shown in the image above, the Park has already been partially developed, and the proposed Unit 400 will represent a further addition to this established employment area.
- 1.3. The purpose of this report is to present comprehensive and up-to-date information to secure the necessary guidance for this proposal, ensuring full compliance with the council's policies and requirements throughout the planning process.
- 1.4. For clarity, this report refers to the site as Plot 4 and the building as Unit 400. However, it should be noted that other consultants refer to the same site as Plot 400; both references relate to the same property.
- 1.5. The design team are aware of the Design Code and Public Realm Strategy for Dunsbury Park, produced by BAM and Portsmouth City Council in 2010. The design principles of the Park have fed into the design of the proposed development at Plot 4.

2 Site Location and Description

Site Context



Figure 2: Site Location (Courtesy of Google)

- 2.1. The site is in the administrative area of Havant Borough Council, located on previously developed land (ground works) between Waterlooville and Leigh Park on the northwestern side of Havant Borough.
- 2.2. The site is located within Dunsbury Park, north of Fitzwygram Way. The land is currently consists of plateaus following the deposition of gravels from the Plot 5 development.
- 2.3. To the west of the site is the industrial development of Plot 5 Dunsbury Park and beyond this woodland, the A3(M) and then the residential area of Waterlooville. To the east of the site are mature trees along the Public Right of Way known as Park Lane and beyond this fields and the residential development along the eastern side of Calshot Road. To the North are fields and the continuation of Park Lane towards its crossing over the A3(M). To the south of the site are further industrial buildings including the large building occupied by Biopure Technology immediately adjacent to the southern boundary of the site. The industrial buildings to the south and west are of similar height and scale to the proposals for plot 4.
- 2.4. The access to the site is via a service road already constructed. The service road connects into the southeastern corner of the site and is shared by access to Biopure and any future development to the north (Plot 6). The service road is accessed from Fitzwygram Way which is the main arterial route through Dunsbury Park offering access to Leigh Park (only via a bus gate) and the A3(M).
- 2.5. The nearest bus stop to the site is located on Calshot Road which is approximately 400m away from the site. The bus stop is only serviced by one bus route; the no. 22 bus connects west leigh to the Havant Town Centre which is serviced by further bus and rail services. There is a bus stop located on Fitzwygram Way, though it is currently inactive; it is expected to become operational in 2026.

Site Constraints

- 2.6. According to the Historic England map, there are no heritage assets located on or adjacent to the site.

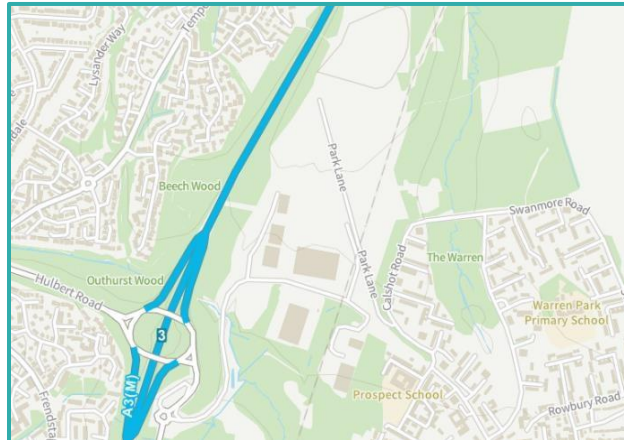
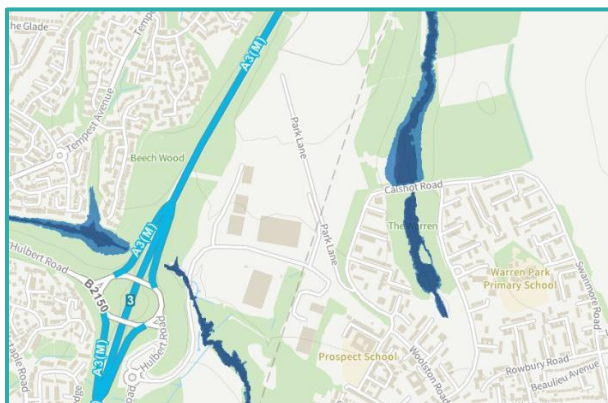
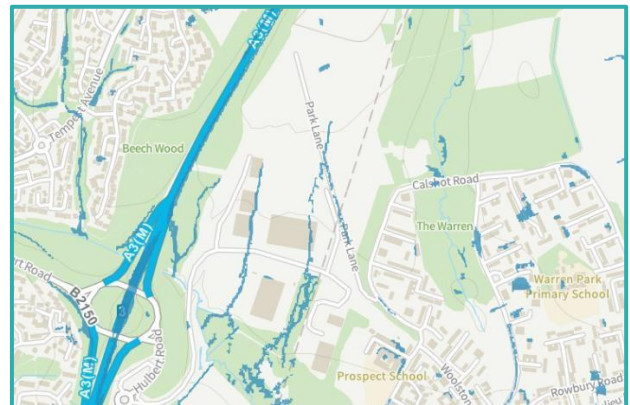


Figure 3: Historic England's Map

- 2.7. According to the DEFRA Magic Map, the site is not near any statutory ecological designations on or adjacent to the site.
- 2.8. The entire site is located within Flood Zone 1, as identified on the Government's Flood Map for Planning, indicating a low probability of flooding. However, areas of the site are seen to have surface water flooding.



Figures 4 and 5: Government's Flood Map (left: flooding from rivers and seas - right: surface water flooding)

3 Proposed Development

- 3.1. The development proposal involves the construction of a single employment building with associated yard, parking and landscaping on Plot 4 Dunsbury Park.

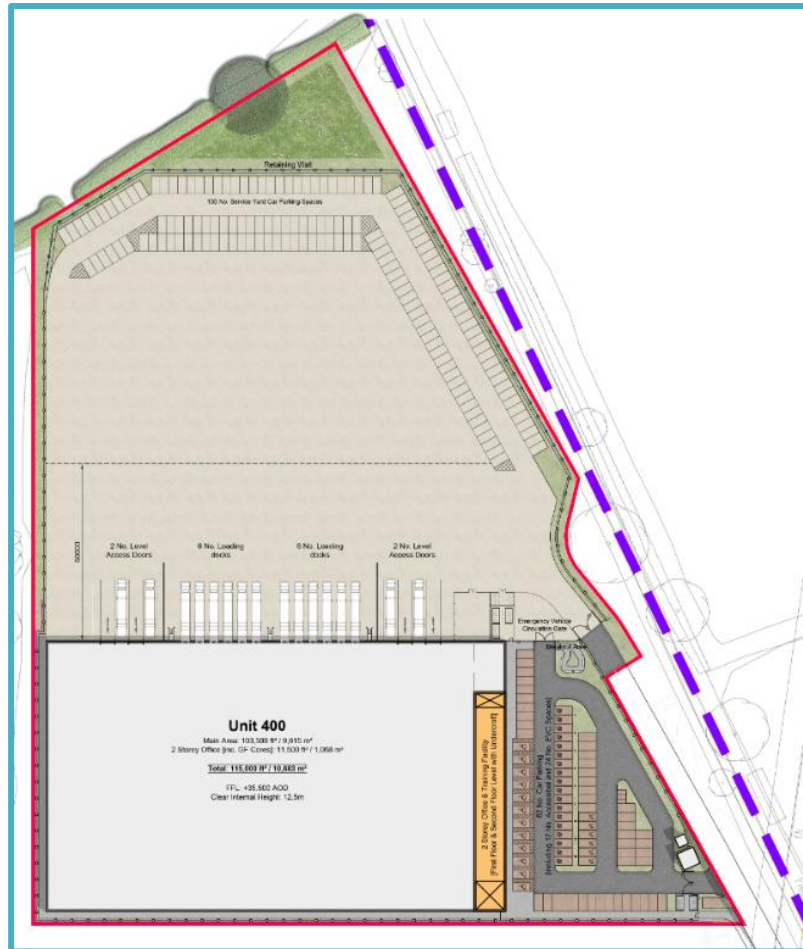


Figure 6: Proposed Site Plan

- 3.2. Access is achieved via the existing point of access from the Fitzwygram Way.
- 3.3. The proposed planning use classes for plot 4 are Class E(g)(ii) [Research and Development], (iii) [light industrial], B2 [general industrial] and B8 [storage and distribution].
- 3.4. The proposed development is detailed as follows:
- Erection for 10,683 sqm of employment floorspace with 12.5m internal height in the main area and provision of two storey ancillary office space accounting for approximately 10% of the floorspace.
 - Provision of 12no. loading docks and 4no. level access doors
 - 237 No. [12 Accessible, 24 EV Charging] parking spaces
 - Provision of cycle shelters
 - Provision of retaining wall features
 - Provision of yard and associated landscaping.
 - Provision of boundary fencing.

4 Planning History

- 4.1. According to the Havant Borough Council website, the following planning history records are of relevance to Dunsbury Park site. We have not included advertisement consents, minor permissions or discharge of condition applications as these are not considered relevant.
- 4.2. Main side wide permissions (Dunsbury Hill Farm, Park Lane, Cowplain, Waterloooville):
- Application Reference: APP/12/00338 | Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works. Approved 19 February 2014.
 - Application reference: APP/17/00228 | Variation of Condition No. A16 of Planning Permission APP/12/00338 to split A16 into 2 parts - 1) Plots 1,3,4,4a,5,5a to have a topsoil strip under supervision and watching brief; and 2) Plot 6 to remain as per original wording with full WSI required. Granted on 02 May 2017.
 - Application Reference: APP/15/00732 | Variation of Condition B6 of Planning Permission APP/12/00338 to change the maximum B8 floorspace from 12,356 square metres (20%) to 18,534 square metres (30%). Granted on 01 October 2015.
 - Application Reference: APP/17/00866 | Approval of Reserved Matters for Phase 1 of Planning Permission APP/15/00732 (Development for employment uses and a hotel with conference facilities; together with landscaping, infrastructure and associated works) relating to Condition B3 (i), and (ii) for plots access and layout ; and Condition B5 (c) for levels of proposed plots and building heights with a maximum height not exceeding 50m AOD contour on Plots 5 and 5a, and 45m AOD contour on Plot 4a (incorporating revisions to previously approved Parameter Plan forming part of the Environmental Statement dated March 2012). Granted on 29 November 2017.
 - Application Reference: APP/17/01324 | Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development, and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended. Granted 13 December 2018.
 - This planning application is the most recent application covering the whole site and includes the main planning conditions and legal agreement deed of variation. The opportunity to submit reserved matters expired in 2024 and therefore fresh planning permission is required for the undeveloped plots.
- 4.3. Plot 4 Planning History Records:
- Application Reference: GEN/25/00821 | Request for an EIA Screening Opinion for Unit 400, Dunsbury Park, Havant. | Decided on 06 November 2025.
 - It was concluded that the development would not be likely to have significant effects on the environment arising from its nature, size of the proposed work; and in cumulation with other existing developments and approved developments, that cannot otherwise be adequately considered through the planning process. Therefore, the proposal does not comprise as EIA development.

5 Planning Policy

- 5.1. The planning policy framework for Havant Borough Council is currently guided by the National Planning Policy Framework (NPPF) and the adopted Local Plan, which comprises the Core Strategy (2011) and the Allocation Plan (2014). The new HBC Local Plan is currently going through consultation stages. The Regulation 18 consultation closed on 1 July 2025. The next stage is the preparation and analysis of consultation responses by the Local Planning Authority, which will inform the drafting of the Regulation 19 Local Plan. Publication of the Regulation 19 consultation is currently anticipated in Quarter 3 of 2026.
- 5.2. **National Planning Policy Framework (NPPF December 2024)**
- 5.3. **Paragraph 8** outlines how sustainable development is achieved through three overarching objectives. These are the economic objective, social objective and environmental objective. These objectives should be delivered through the application of policies contained within this Framework and subsequent local plans. Delivery of development in accordance with adoptive policies achieves sustainable development where there is a presumption in favour of this.
- 5.4. **Paragraph 11** states plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 5.5. **Paragraph 39** encourages local planning authorities to approach decisions on proposed developments in a positive manner and work proactively with applicants to secure developments that will enhance the economic, social, and environmental conditions of the area.
- 5.6. **Paragraph 40** highlights that early engagement has significant potential to improve the efficiency and effectiveness of the planning application process for all parties. High-quality pre-application discussions foster better coordination between public and private resources, leading to improved outcomes for the community.
- 5.7. **Paragraph 48** states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations suggest otherwise. Decisions on applications should be made as quickly as possible, and within the statutory timescales, unless the applicant has agreed to a longer period in writing.
- 5.8. **Paragraph 85** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 5.9. **Paragraph 87** outlines planning policies and decisions that should make provision for storage and distribution operations at a variety of scales.
- 5.10. **Paragraph 96** states planning policies and decisions should aim to create a healthy, inclusive, and safe environment by promoting social interaction, ensuring secure and accessible layouts, and encouraging active travel and well-being through thoughtful design and infrastructure.
- 5.11. **Paragraph 109** stresses the importance of considering transport issues early in planning and development.
- 5.12. **Paragraph 112 & 113** states parking standards should consider accessibility, development type, public transport availability, local car ownership, and the need for charging spaces for ultra-low emission vehicles. Maximum standards should only be set to manage traffic or optimise development density in areas well-served by public transport, with a focus on improving parking quality and promoting pedestrian and cyclist accessibility in town centres.

- 5.13. **Paragraph 114** explains planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.
- 5.14. **Paragraph 115** highlights in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 5.15. **Paragraph 116 and 117** seeks development should only be refused on highways grounds if it would result in an unacceptable impact on safety or severe residual impacts on the road network. Proposals should prioritise pedestrian and cycle movement, support access to public transport, cater to all users including those with reduced mobility, ensure safe and efficient access for vehicles (including deliveries and emergency services), minimise conflict between users, and incorporate infrastructure for electric vehicle charging.
- 5.16. **Paragraph 118** states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment.
- 5.17. **Paragraph 124** states planning policies and decisions seeks to promote effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.18. **Section 12** of the NPPF encourages high-quality, sustainable design that aligns with local character and community needs. Development should incorporate early community input and demonstrate good design principles for long-term sustainability.
- 5.19. **Paragraph 163** seeks decisions to mitigate and adapt to climate change and taking into account the full range of potential climate change impacts.
- 5.20. **Paragraph 182** states proposals affecting site drainage should include sustainable drainage systems (SuDS) proportionate to the scale of development, managing flow rates and reducing runoff. Where possible, SuDS should also enhance water quality, biodiversity, and amenity. For major developments, they should:
 - a) consider advice from the Lead Local Flood Authority,
 - b) meet minimum operational standards, and
 - c) include long-term maintenance arrangements.
- 5.21. **Paragraph 187** states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising the impact on and providing net gains for biodiversity.
- 5.22. **Paragraph 192** emphasizes the protection and enhancement of biodiversity, outlining criteria for plans to ensure that development proposals consider and support biodiversity conservation.

Local Planning Policy Context

- 5.23. According to Havant Borough Council interactive map the site falls into, Solent Special Protection Area Buffer and has a strategic site designation (Policy CS18).
- 5.24. The site is included in the Havant Borough Strategic Housing and Employment Land Availability

Assessment (site reference ED04) and is identified as a development site in the draft local plan – Building a Better Future Plan (Allocation 27).

Havant Borough Core Strategy (2011)

- 5.25. **Policy CS2 Employment** seeks to deliver 75,000 sqm of B1 offices, 45,500 sqm of B2 manufacturing and 41,500 sqm of B8 warehousing floorspace by 2026. The policy aims to utilise previously developed land, generating local employment, and enhancing the economic output of an underutilised site.
- 5.26. **Policy CS3 Skills and Employability** supports development that enhances skills and employability, particularly by supporting skills provision on strategic sites and removing employment barriers.
- 5.27. **Policy CS7 Community Support and Inclusion** promotes public consultation and seeks for developments to be shaped by communities.
- 5.28. **Policy CS8 Community Safety** states planning permission will be granted for developments that prioritise community safety from the outset. This includes providing well-lit footpaths, cycleways, and roads that do not harm designated habitats or the landscape.
- 5.29. **Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough** states planning permission will be granted for development that protects and, where possible, enhances Havant's key landscape, biodiversity, and heritage assets. Proposals near locally designated sites such as SINC's must include appropriate mitigation to safeguard ecological value. Development should prevent habitat fragmentation, support species adaptation to climate change, and integrate land management practices that improve natural features. Partnership working with conservation bodies is encouraged to ensure biodiversity protection and public understanding, particularly near sensitive areas.
- 5.30. **Policy CS13 Green Infrastructure** states development will be permitted if it maintains and enhances the green infrastructure network, creates new green spaces where needed, and does not harm its integrity.
- 5.31. **Policy CS14 Efficient Use of Resources** states planning permission will be granted for non-residential development (greater than 500sqm) that unless proven to be financially or technically unviable, achieves BREEAM standard 'very good'.
- 5.32. **Policy CS15 Flood and Coastal Erosion Risk** states development should include a site-specific flood risk assessment showing no increased flood risk elsewhere. The policy goes on to state that development should ensure there is no net increase in surface water run off through incorporation of Sustainable Urban Drainage Systems where appropriate.
- 5.33. **Policy CS16 High Quality Design** states planning permission will be granted for high-quality development that respects local context, integrates with the landscape, promotes biodiversity, and ensures good connectivity. It should enhance safety, minimize traffic dominance, improve the public realm, and ensure accessibility. Developments must support mixed-use, higher densities, sustainable design, resource efficiency, and adaptation to changing needs and climate.
- 5.34. **Policy CS17 Concentration and Distribution of Development within the Urban Areas** supports development that makes efficient use of land by focusing on employment, and other uses within Havant's five urban areas: Havant, Leigh Park, Waterlooville, Emsworth, and Hayling Island. Priority is given to previously developed, underused, or derelict sites within these areas. Development outside the urban boundary is only permitted where it aligns with national countryside policies.
- 5.35. **Policy CS18 Strategic Site Delivery** supports development for Dunsbury Hill Farm. Site 3, which is allocated for Dunsbury Park, has the following development requirements:
 - An Environmental Impact Assessment (EIA) leading to the production of an environmental statement is required in accordance with Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulation 1999.

- The EIA is required to contain landscape, habitat, aboriginal, flood risk, noise and environmental health assessments.
- No more than 20% of the new employment floor space will be for B8 storage and distribution as defined in the Use Classes Order 2005.
- 80% of the new employment floor space can be split flexibly between B1 business and B2 general industrial uses as defined in the Use Classes Order 2005
- B1(a) uses will be acceptable on the site providing a sequential test has been carried out to ensure there are no suitable sites in the town centres
- Provision of a quality hotel with conference facilities
- Provision of start-up and move-on accommodation and flexible space
- Creation of an enterprise centre of at least one hectare
- A legal agreement will be sought for a scheme to train local people as one component of site delivery
- The Dunsbury Hill Farm development will be an exemplar for sustainable construction and design. All commercial buildings constructed on the site before 2012 will be required to achieve at least BREEAM 'very good' standard and all commercial buildings constructed after 2012 will be required to achieve at least BREEAM 'excellent' standard.
- The development will contribute to the PUSH target of delivering 100MW of renewable energy by 2020 by maximising on-site renewable energy production and resource efficiency
- The design of the new buildings, particularly their bulk and orientation, will respect and enhance the character of their woodland location outside the built-up area
- The layout of the site will provide an accessible, safe and permeable environment fully integrated with its surroundings
- Park Lane will be enhanced as a leisure route and be provided with a metalled surface for use by cyclists and pedestrians
- Green infrastructure links between Havant Thicket Reservoir and Dunsbury Hill Farm will be enhanced
- Entrance to the site from the A3(M) should incorporate a dramatic gateway feature
- A long-term management plan will manage operations both within the site and the surrounding area
- Provision of a minimum 150- to 180-metre-wide landscaped gap between the A3(M) and the development
- Provision of woodland 'fingers' extending eastwards into the development from Beech Wood
- Enhancement of the Hermitage Stream Corridor with a natural channel running through a new wetland feature
- Highway access and appropriate mitigation measures including demand management measures will be provided in accordance with the DfT Circular 02/2007
- A Transport Impact Assessment will be required in support of the development for access from A3(M)

- A dedicated public transport link is to be provided between residential areas to the east and west
 - A green travel plan will be required to demonstrate the measures undertaken to maximise the proportion of journeys to and from and within the site made by public transport, cycling and walking
 - Water drainage, including a Sustainable Drainage System (SuDS) and flood defence, will be provided in accordance with advice from the Environment Agency.
- 5.36. **Policy CS20 Transport and access strategy** supports development if the transport strategy, reduces congestion, improves access, ensures safe road use, and enhances sustainable transport options, especially public transport, walking, and cycling.
- 5.37. **Policy CS21 Developer Requirements** states development will only be permitted where necessary on-site or off-site infrastructure is provided.
- 5.38. **Policy DM6 Coordination of Development** - Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.
- 5.39. **Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features** states development will be permitted if it protects natural features like trees, integrates existing features into the design, and provides new landscaping using local materials.
- 5.40. **Policy DM10 Pollution** states that development that may cause pollution will only be permitted where the health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.
- 5.41. **Policy DM11 Planning for more sustainable travel** states council will promote sustainable travel by securing measures for integrated non-motorised access, requiring safe parking facilities, improving public transport, and reducing informal parking that affects safety or capacity. New developments should be designed to encourage lower vehicle speeds and integrate with pedestrian, cycle, and public transport routes to support walking and cycling.
- 5.42. **Policy DM12 Mitigating the Impacts of Travel** states that new developments must mitigate travel impacts by providing transport infrastructure and submitting transport assessments and Travel Plans for major projects.
- 5.43. **DM14 Car and Cycle Parking on Development (excluding residential)** states development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

Building a Better Future Plan (Regulation 18)

- 5.44. **Policy 1: Spatial Strategy** the plan sets out a spatial strategy focused on sustainable and efficient urban development, prioritising housing and employment growth in brownfield and existing urban areas, reducing car dependency, and protecting green landscapes.
- 5.45. **Policy 2: Defined Urban Areas** states development within the designated urban area is acceptable in principle.
- 5.46. **Policy 6: Amount of Employment** highlights during the period 2023 - 2043, this Plan makes provision for at least 123,750 sqm of employment land floorspace (net) across the Borough.
- 5.47. **Policy 8: Health and Climate Change** states all developments must create high-quality, sustainable environments that improve health and wellbeing by minimising greenhouse gas emissions, reusing materials, incorporating low carbon technologies, managing surface water (e.g. via SuDS), and conserving green networks. Additionally, proposals should enable active travel and social interaction, provide safe access to public spaces, employment, and education, and larger developments (40+ homes or 1,000 sqm+ non-residential) must include a Health Impact Assessment to demonstrate these

outcomes. This assessment is covered by this Planning Statement and supporting documentation.

- 5.48. **Policy 10: Supporting a Prosperous and Sustainable Economy** states the local economy will be supported by allocating diverse employment land, including the strategic expansion of Dunsbury Park as part of the Solent Freeport, to attract investment and growth. Existing employment sites will be intensified and upgraded to meet modern business needs and promote sustainable job creation (**Policy 38**). Additionally, new or improved educational facilities will help build a skilled workforce for long-term economic resilience.
- 5.49. **Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development** commit to working proactively with applicants including through pre-application advice, community consultation, and Development Consultation Forums for larger projects to resolve issues early and enable timely consent for sustainable development
- 5.50. **Policy 12: High Quality Design** seeks all new developments to deliver high-quality, sustainable design that responds proactively to climate change, integrates with local character and landscape, and enhances amenity, safety, biodiversity, and public realm quality.
- 5.51. **Policy 15: Low Carbon Development** seeks all developments integrate the Energy Hierarchy by prioritising energy efficiency, reducing embodied carbon, and incorporating renewable energy sources. Residential projects resulting in a net gain of five or more dwellings must submit a Sustainability Statement detailing compliance with these principles, including adherence to Passivhaus design standards, achieving specified energy consumption targets, and conducting whole-life carbon assessments for larger development.
- 5.52. **Policy 17: Sustainable Construction Methods, Materials and Waste** require developments to use sustainable, locally sourced materials and minimize waste through reuse, recycling, and circular economy principles. Expansions must preserve local character, incorporate green infrastructure, and include a sustainability statement.
- 5.53. **Policy 18: Water Efficiency** requires developments to achieve high water efficiency. Planning permission will be granted for new non-residential buildings of 500sqm or more only if they meet at least one BREEAM credit for water consumption (Wat 01).
- 5.54. **Policy 19: Biodiversity Net Gain** requires that all developments subject to the Environment Act's Biodiversity Net Gain (BNG) obligations achieve a minimum of 10% net biodiversity gain, as measured using the latest DEFRA Biodiversity Metric.
- 5.55. **Policy 21: The Local Ecological Network** seeks development in Havant Borough to protect and enhance the Local Ecological Network, including designated, irreplaceable, and priority habitats, by assessing impacts, avoiding fragmentation, and providing mitigation or compensation with long-term management. Loss or degradation is only permitted in exceptional cases where benefits outweigh ecological value and equivalent habitats are secured through legal agreements.
- 5.56. **Policy 24: Protected and Notable Species** seeks development to protect protected and notable species with impact assessments and mitigation strategies, including species-specific features for birds and bats.
- 5.57. **Policy 26: Flood Risk** requires that development in areas at risk of flooding now or in the future due to climate change must pass both the sequential and, where needed, the exception test in accordance with national (NPPF/PPG) and local guidance.
- 5.58. **Policy 27: Drainage Surface Water** requires that all new developments fully consider current and future drainage needs, including climate change scenarios, ensuring that drainage systems are effective throughout the development's lifetime without increasing flood risk elsewhere.
- 5.59. **Policy 31: Trees, Hedgerows and Woodland** seek all new developments to conserve and enhance existing trees, hedgerows, and woodland, with protection during construction and mitigation planting where loss is unavoidable. Major schemes must include planting that supports visual amenity, climate adaptation, and biodiversity, and must secure long-term maintenance arrangements for landscaping and trees.

- 5.60. **Policy 38: Protecting Employment Uses** states existing employment areas, will be protected for office, industrial, storage, and distribution uses. Redevelopment, replacement, or intensification within these areas is encouraged, while proposals leading to the loss of employment floorspace will generally be resisted unless it can be demonstrated through active marketing that no reasonable employment offer exists or redevelopment is not financially viable, and the proposed use does not undermine the area's function.
- 5.61. **Policy 43: Amenity and Pollution** states development will be permitted if projected noise, odour, vibration, light, water, or air pollution is unlikely to significantly harm the amenity of site users, nearby residents, or the environment, or if appropriate mitigation measures are in place to reduce any such impacts to acceptable levels.
- 5.62. **Policy 44: Air Quality Offsetting Emissions** seeks major developments to minimize emissions and implement proportionate mitigation measures. Proposals with 1,000 sqm+ commercial floor space, or significant traffic impact will be permitted only if they do not significantly worsen air quality at sensitive locations or provide effective mitigation to reduce emissions to acceptable levels.
- 5.63. **Policy 45: Aquifer Source Protection Zones** seek non-householder developments in Aquifer Source Protection Zones must assess key risks such as contamination, drainage, and chemical storage early on. Where risks are identified, suitable mitigation and ongoing management, including possible groundwater monitoring, must be provided.
- 5.64. **Policy 46: Contaminated Land** states where development is proposed on sites likely affected by contamination, planning permission will only be granted if the applicant either demonstrates no risk exists or submits a comprehensive risk assessment and remediation strategy prepared by competent professionals.
- 5.65. **Policy 47: Accessibility, Transport and Parking** states proposals must follow a transport hierarchy that prioritises reducing the need to travel, supporting vulnerable users, walking, cycling, and public transport before private car usage. Planning permission will only be granted if all transport modes are accommodated where safe access is provided for all users, layouts encourage permeability and low vehicle speeds, appropriate parking and servicing arrangements are included, and residual impacts are addressed through Transport Statements or Travel Plans.
- 5.66. **Policy 53: Employment and Skills Plans** state commercial developments of 2,000 sqm or more will be permitted only if they include a site-specific Skills and Employment Plan to help local residents access jobs and training
- 5.67. **Policy 55: Future Management and Management Plans** states planning permission for developments with new common areas, infrastructure, ecological mitigation, or similar assets will require sustainable management arrangements, either through full compliance with adopting authority standards and lifetime maintenance payments, or via a legally secured Management Plan detailing ongoing management. Where needed, a Sustainable Drainage Bond will be held for 12 months after practical completion.
- 5.68. Within the Building a Better Future Plan, the site is designated as Allocation 27. The detailed requirements for this site are shown in the image below.

Allocation Requirements

Development of about 42,600 sqm will be permitted where proposals:

- a) Provide a comprehensive biodiversity strategy for the overall site
- b) Provide an ecologically sensitive lighting strategy
- c) Surface water risk on site will need to be considered as part of a site specific Flood Risk Assessment.
- d) Produce a 50% betterment on the pre-development rate of run-off flow (Phase 1 and 2)
- e) Surface water management systems should ensure that the post development rate of flow is restricted to the greenfield run-off rate (Phase 3)
- f) Provide infrastructure improvements to the site's accessibility by all modes

Design and Layout

- g) Avoid the loss and fragmentation of habitats
- h) Enhance habitat connections wherever possible
- i) Avoid and/or minimise loss of grassland habitat
- j) Provide native-led landscaping taking into account local distinctiveness and conservation priorities
- k) Avoid areas at risk of flooding wherever possible
- l) Provide landscape buffers to offset development from the Public Right of Way.

Figure 6: Extract from Building a Better Future Plan

Other supplementary Planning Documents

- 5.69. The Borough **Design Guide Supplementary Planning Document** supplements Policy CS16 of the Havant Borough Core Strategy aims to raise the standard of design across the borough. It sets out the council's design expectations with regard to new development and helps to identify and define the distinctive character and qualities of the borough that should be respectfully improved and enhanced through development.
- 5.70. For B2 and B8 the parking requirements are outlined in the Parking Supplementary Planning Document adopted in July 2016 (see image below).

TABLE 2			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

Figure7: Extract from the council's Parking SPD

6 Pre-Application Advice

- 6.1. Pre-application advice was received on 30th October 2025 from planning officer Henrietta Owusu-Ansah, application referenced GEN/25/00701.
- 6.2. The advice states that in principle this development on this site is acceptable. The site had been granted planning approval in 2014 for similar development, including industrial development on Plot 4, which led to several sites being developed in Dunsbury park. This permission alongside the employment use site allocations establishes the principle of employment use.
- 6.3. The Employment Land Review identifies an unmet need of 55,000sq m which equates to around 30% of overall need and provides a clear drive for demand of industrial uses including logistics.
- 6.4. The Local Planning Authority (LPA) advised that the recent variation of condition approval (APP/17/01324) permitted an unrestricted amount of B8 floor space across Dunsbury Park, with the exception of the previously approved hotel and conferencing use. Given that the current proposal omits the hotel and conferencing facility, the LPA noted that a greater proportion of B8 floor space could be delivered compared to the historic consent.
- 6.5. The LPA requested that the Planning Statement clearly explains the impact of the proposed development on the overall employment floorspace mix at Dunsbury Park, including details of permitted, constructed, and proposed uses. In particular, justification is required where unrestricted B8 use is proposed, to enable assessment against Development Plan policy.
 - *In response, this application provides robust justification for the proposed employment floorspace mix demand and the lack of demand for a hotel through a market report submitted as part of this application.*
- 6.6. It is stated the layout of the scheme should be informed by a proposed landscaping strategy.
 - *In response, a landscape strategy is submitted as part of this application.*
- 6.7. The LPA raised concerns regarding the scale, massing, and increased height of the proposed units in the context of the site's sloping topography, noting the potential for adverse landscape and visual effects at both local and wider levels. A Landscape and Visual Impact Assessment (LVIA) was therefore requested to assess these impacts and identify appropriate mitigation measures.
 - *In response, an LVIA has been prepared and submitted as part of this application.*
- 6.8. The Design and Access Statement should clearly reference the precedent of designs arising from the original outline and how the new proposals respond to that context.
 - *In response to this a Design and Access Statement has been prepared and submitted as part of this application.*
- 6.9. The County Archaeologist advised that the application should be supported by an Heritage and Archaeological Assessment addressing below-ground archaeological potential and informed by previous evaluation works.
 - *In response, the required assessments and supporting documentation have been prepared and submitted as part of this application.*
- 6.10. It has been advised that the site's tree strategy should address both the retention of existing trees and the provision of new planting to support the overall landscaping approach.
 - *In response, a comprehensive tree strategy has been prepared and submitted as part of this application, incorporating both retention and new planting proposals.*
- 6.11. While the site benefits from a degree of existing screening from nearby residential areas, the proposed

development must ensure that there is no unacceptable impact on neighbouring amenity in accordance with Policy CS16. Key considerations include noise, traffic, lighting, air quality, and general activity associated with the development.

- *In response, the supporting documentation for this planning application addresses the consideration of nearby residential amenity.*

6.12. The LPA confirmed that a Noise Assessment will be required to assess the impact of traffic and industrial operations (including potential B2 uses), and that appropriate mitigation measures should be incorporated.

- *In response, a Noise Assessment accompanies this planning application.*

6.13. A Construction Environmental Management Plan (CEMP) will be required to manage construction impacts, including measures for noise, dust, vibration, traffic management, and waste control. The CEMP should also include a site-specific dust management plan in accordance with relevant guidance. In addition, an Air Quality Assessment will be required to consider any potential impacts arising from the proposed development.

- *In response, the application is supported by the relevant technical assessments and a CEMP can be provided through a relevant planning condition.*

6.14. It is expected that the application will be supported by a Transport Assessment, Travel Plan Technical Note, and a Walking, Cycling and Horse-Riding Assessment (WCHAR). Hampshire County Council, as Local Highway Authority, noted that further engagement should be undertaken through their formal pre-application service, and their input will be key in shaping the proposals.

- *In response, engagement with highway specific statutory bodies is discussed within the accompanying transport documentation.*

6.15. National Highways, as the Strategic Highway Authority, raised concerns regarding the potential impact of the development on the Strategic Road Network, particularly the A3(M) Junction 3. Key considerations include the effect of development-generated traffic, including HGV movements, on safety, capacity, and congestion during both construction and operation.

- *In response, the application is supported by the relevant transport assessments, which consider the impact on the local and strategic highway network and incorporate appropriate mitigation where necessary.*

6.16. LPA had advised that the site is ecologically sensitive, with potential for protected species and proximity to designated Sites of Importance for Nature Conservation (SINCs). A coordinated approach is required to address ecological linkages across the site.

6.17. Updated ecological surveys are required, including bat surveys (or agreed alternatives), alongside mitigation for reptiles and birds, and a sensitive lighting strategy to minimise impacts on bats.

- *In response, an Ecology Report and Lighting Strategy has been produced and submitted as part of this application.*

6.18. The development must deliver Biodiversity Net Gain (BNG) in accordance with statutory requirements, including submission of a Biodiversity Gain Plan. Unit 400 contains a large extent of brownfield habitat (Open Mosaic Habitat in BNG language). This is a high value habitat in BNG and needs to be replaced on a like-for-like basis. There are no off-site options available for Open Mosaic Habitat in the Borough nor anywhere close. However, the Local Planning Authority is able to agree to a bespoke BNG package, providing habitat with a similar function to Open Mosaic Habitat.

- *In response, the application is supported by ecological assessments and sets out a strategy for mitigation and BNG provision.*

- 6.19. Further articulation should be introduced to the north and south elevations to break up the building line.
- *In response, the submitted proposals incorporate a more articulated design approach, including varied fenestration, material changes, and external projections to create visual interest.*
- 6.20. The LPA emphasised that material selection would be critical, particularly in ensuring integration with the wider site, durability, and compliance with fire safety requirements. Concerns were also raised regarding the potential for staining and biological growth on textured render.
- *In response, a detailed Design and Access Statement has been developed, including assessment of proposed materials. The Design and Access Statement is submitted as part of this application*
- 6.21. The LPA noted that the proposed height should align with the approved parameter plans and should not exceed these limits.
- *In response, the scale of the proposed building is justified through the Design and Access Statement and the Landscape Visual Impact Assessment accompanying this planning application.*
- 6.22. Concerns were raised regarding the limited separation distance to the southern boundary, with recommendations to incorporate fire safety measures and ensure adequate security, lighting, and natural surveillance.
- *In response, a detailed Design and Access Statement has been developed and is submitted as part of this application.*
- 6.23. The LPA highlighted the need for enhanced landscaping and green infrastructure, particularly in relation to the large rear car parking area, and encouraged the incorporation of measures in line with Policy CS13 and sustainability objectives. The potential inclusion of photovoltaic panels and green/biodiverse roofs (in line with Policy CS14) was also suggested.
- *In response, a comprehensive landscaping scheme and a sustainability statement accompanies this planning application.*
- 6.24. LPA advised that there is potential for contaminated land on site and that further investigation will be required.
- *In response, the application is supported by a two phase contamination assessment..*
- 6.25. The LPA encourages the delivery of net zero carbon and exemplar sustainability standards for the site and expects an Energy Statement/Sustainability Report to support the application, targeting BREEAM 'Excellent'.
- *In response, a Sustainability Statement and BREEAM pre-assessment have been prepared and submitted as part of this application.*
- 6.26. The LPA has stated due to the size of the sites; the development would require a Flood Risk Assessment which would also tie in with the Sustainable Urban Drainage System (SUDs) for the sites.
- *In response a Flood Risk Assessment and Drainage Strategy has been produced and submitted as part of this application.*
- 6.27. Bespoke pre-application discussions have or are being undertaken directly with their relevant counterparts in respect of ecology, trees and archaeology. Further information about this discussion can be found in the relevant reports produced by the consultants.

7 Statement of Community Involvement

- 7.1. Public engagement took place during the preparation of this planning application and involved a public information event on Tuesday 30 September 2025 between 2:30pm and 7:00pm at Leigh Park Centre, Havant.
- 7.2. Invites were issued prior to the event to 808 properties surrounding the site. In addition to this, the six local ward councillors were also invited (Cllr Richard Brown, Cllr Amy Redsull, Cllr Vicky Rhodes, Cllr Neil Bowdell, Cllr Andrew Briggs and Cllr David Keast).



- 7.3. At the public information event on 30 September, 4 attendees were recorded, and 1 feedback form was received. The feedback stated that whilst it was a shame the area was used for commercial buildings in the first place, it makes more sense to continue the development, maximise use of the location for commercial buildings and boost the economy.
- 7.4. While community engagement was limited, the four interactions at the public engagement indicated that the site is considered a key opportunity area for employment use and is viewed as beneficial to the local community.

8 Development Considerations

Principle of Development

- 8.1. The proposed development aligns with the National Planning Policy Framework's presumption in favour of sustainable development (NPPF Paragraph 11) by continuing the delivery of development of a site allocated for employment use, within the Core Strategy (Policy CS18) and Building a Better Future Plan (Allocation 27).
- 8.2. The proposal demonstrates the economic objective of sustainable development by providing new high-quality employment floor space in a well-connected location, thus supporting growth, innovation and productivity.
- 8.3. Situated within Dunsbury Park, which has already seen partial build-out, this development will integrate into the local context and has no material adverse environmental impact because the land is previously disturbed (deposition of gravels from the Plot 5 development). The site lies adjacent to two residential areas and has the potential to serve not only those local communities but also the wider Havant area; this potential can only be realised through the expansion of Dunsbury Park.
- 8.4. Therefore, the proposal should be supported in principle. It is located sustainably and contributes to the three overarching objectives of sustainable development identified in NPPF paragraph 8: economic, social and environmental.

Employment Need

- 8.5. The current Local Plan (Policy CS2) requires the provision of 45,500 sqm of B2 (general industrial) and 41,500 sqm of B8 (warehousing) floor space by 2026. The Building a Better Future Plan (Policy 6) outlines a target of at least 123,750 sqm of employment land floorspace across the borough. This plan also notes, through the Strategic Housing and Employment Land Availability Assessment (SHELAA), that the primary employment demand is focused on the industrial and warehouse sectors.
- 8.6. This need is further justified through pre-application discussions where Havant Borough Council advised that the Employment Land Review identifies an unmet need of 55,000sq m and provides a clear drive for demand of industrial uses including logistics.
- 8.7. The proposed development at Dunsbury Park supports these identified needs by delivering industrial and warehouse floorspace in a sustainable and well-connected location. This includes:
 - Contributing to employment provision
 - Within an established employment allocation- reducing delivery risk
 - Near existing transport infrastructure – accessibility for various companies
 - Contributing to the floorspace identified as the primary demand in SHELAA

Hotel and B8 Use

- 8.8. The Planning and Marketing Report submitted in support of this application concludes that the site's planning history, up-to-date market evidence, and previous pre-application advice collectively demonstrate that there is no longer an economic or policy-based requirement for hotel and conferencing facilities at Dunsbury Park.
- 8.9. The proposed removal of the restriction on B8 use, along with the requirement for hotel provision, is therefore justified having regard to current planning policy, market demand, and prevailing economic conditions affecting the site.
- 8.10. The site remains a strategically important employment location identified in both the adopted and emerging Local Plans. However, the adopted policy framework is increasingly outdated, and the emerging

Local Plan no longer includes references to either B8 restriction or a hotel use within the site allocation. This change reflects a clear and deliberate shift in policy direction.

- 8.11. Market evidence demonstrates strong demand for modern storage and distribution floorspace, alongside a clear absence of identified need for hotel accommodation at this location. Retention of the existing restrictions would consequently inhibit the efficient, viable, and sustainable use of the site.
- 8.12. In conclusion, the proposed development represents an acceptable and justified departure from Policy CS18, having regard to the age of the policy, the aspirations of emerging planning policy, and current local market needs.

Design

- 8.13. The design proposals thoughtfully respond to the site's context, delivering well-proportioned buildings that balance functionality and aesthetics while meeting the client's brief and local design policies.
- 8.14. Emphasis is placed on creating safe, legible layouts that separate pedestrian, cycle, and vehicle routes to enhance movement and accessibility. Buildings are oriented to maximize natural daylight and ventilation, respond to topography and reduce energy use. The architectural approach breaks down large building masses through thoughtful articulation and active frontages, integrating landscaping to soften views and provide natural buffers.
- 8.15. Security is embedded through natural surveillance, secure materials, and carefully designed lighting, promoting a safe environment.
- 8.16. Waste and servicing areas are discreetly located to maintain visual quality. The scheme incorporates future-proofing elements, allowing adaptability for emerging technologies such as electric vehicle charging. Overall, the design achieves a high-quality, sustainable development that respects its context and delivers long-term value.
- 8.17. Further information on the design is provided within the accompanying design and access statement.

Sustainability

- 8.18. Unit 400 is being designed to target a BREEAM 'Excellent' rating. The pre-assessment evidencing this target accompanies this planning submission.
- 8.19. Sustainability Statement has been prepared for Unit 400. These statements outline the key sustainability features as follows:
 - The total reduction in carbon emissions resulting from energy efficiency measures and the installation of renewable technology
 - A water consumption target of 40% improvement over baseline building water consumption through the implementation of water efficiency measures.
 - The inclusion of sustainable transport options such as secure cycle storage;
 - A sustainable materials procurement policy and an efficient waste strategy on site;
 - The implementation of health and wellbeing measures through design and operational procedures, including daylight, optimum indoor air quality and thermal comfort; and
 - Protection of ecology on site during construction and biodiversity enhancement measures

Flood Risk and Drainage

- 8.20. A flood risk assessment and drainage strategy has been prepared by Perega Ltd on the development of an industrial and commercial building at Unit 400.
- 8.21. The site is located in Flood Zone 1 which is the lowest risk of flooding. There is, however, a narrow strip

along the centre of the site which is identified as at risk of surface water flooding. The proposed development will incorporate measures to manage this surface water risk.

- 8.22. The surface water runoff is proposed to be collected via a series of gullies and linear drainage channels, treated by petrol interceptors and stored in attenuation tanks. The water stored in attenuation tanks will be discharged at rates proportional to their respective catchment areas. Discharge is proposed into the existing surface water sewer to the east of the site at a combined restricted rate of 31.7 l/s.
- 8.23. Private sewers are proposed to convey the foul water to connect into a private foul sewer from adjacent existing buildings that go southwards to discharge into public sewer. This is proposed to connect to the existing foul sewer onsite to the south.
- 8.24. The proposed development is considered acceptable in flood risk and drainage terms.

Trees

- 8.25. An Arboricultural Impact Appraisal, undertaken by Barrell on 18 December 2025, assesses the implications of the proposed development on existing trees within and adjacent to the site. The appraisal confirms that the development would require the removal of one individual tree and parts of two small tree groups, all of which are of low quality and limited landscape value. Their removal would not result in any significant harm to visual amenity or the character of the surrounding area.
- 8.26. The report identifies that construction activity has the potential to affect retained trees if not appropriately managed. However, it concludes that, subject to the implementation of suitable tree protection measures and an Arboricultural Method Statement, retained trees can be adequately safeguarded throughout the construction process. Both of these reports accompany this planning application.
- 8.27. The appraisal also confirms that there is sufficient space within the site to accommodate replacement tree planting and landscaping. The details of these aspects, proposed in the landscaping drawings can be secured through an appropriately worded planning condition.
- 8.28. Overall, the report concludes that, with the recommended mitigation and management measures in place, the development would have no unacceptable arboricultural impacts and would be acceptable in tree terms.

Ecology

- 8.29. Eight Versa was appointed in August 2025 by Portsmouth City Council to conduct a Preliminary Ecological Appraisal (PEA), including a desktop study and 'extended' UK Habitat Survey for the proposed development of Unit 400.
- 8.30. The PEA concludes that the site has the potential to support a range of protected and notable species, including bats (for roosting, foraging, and commuting), breeding birds, reptiles, hazel dormouse, terrestrial invertebrates, and hedgehogs. As a result, a mitigation strategy accompanies this planning application outlining the approach to mitigating for any impacts on protected species. This mitigation strategy has been discussed in depth with the Local Planning Authority ecologist (Tristan Norton [Senior Ecologist with Hampshire County Council]).
- 8.31. The mitigation strategy is an a strategy for the entirety of Dunsbury Park and includes additional bat surveys and translocation of reptiles under ecologist supervision.
- 8.32. The PEA recommends a series of enhancement measures to address the loss of ecological features and to enhance biodiversity value on the site. These measures are intended to align with Havant Borough Council's biodiversity policies and deliver an overall net gain for biodiversity as part of the proposed development.

Biodiversity Net Gain

- 8.33. The Statutory Biodiversity Metric identifies a significant on-site loss of habitat units, primarily due to the removal of high distinctiveness open mosaic habitat on previously developed land and lowland

mixed deciduous woodland, resulting in a net loss of 39.29 habitat units (-97.76%). As such, the metric trading rules cannot be met onsite.

- 8.34. To address this, the development proposes the creation of a habitat bank within the wider Dunsbury Park area or, if this is not possible, purchase statutory credits. Either approach or a combined approach will deliver a minimum 10% biodiversity net gain.

Landscape

- 8.35. The Landscape and Visual Appraisal concludes that the proposed development at Unit 400 would result in limited adverse effects on landscape character and visual amenity.
- 8.36. Views from the Park Lane public footpath are the highest sensitivity within the context but much of these views are contained by dense vegetation but where there are gaps Unit 400 will be seen. These views are in the context of existing similar buildings and therefore users of Park Lane will be familiar with the industrial setting.
- 8.37. The scheme has evolved to respond to these sensitivities through boundary adjustments, retention of key vegetation, and the incorporation of native planting and landscape enhancements. While some localised adverse effects are identified, particularly in relation to vegetation loss and changes to the sense of rurality near Park Lane, these are mitigated through design and planting.
- 8.38. Overall, development is considered acceptable in landscape and visual terms particularly due to the setting of the proposed development within an industrial context.

Transport

- 8.39. A comprehensive transport strategy has been developed to support the planning application for Plot 4 Dunsbury Park.
- 8.40. The application is supported by a Transport Assessment, Travel Plan and a Walking, Cycling and Horse-Riding Assessment (WCHAR).

Travel Plans

- 8.41. A Travel Plan accompanies this planning application for Plot 4 and discusses promoting the opportunities of utilising this sustainable travel location including nearby bus routes, cycle and electric charging facilities offered alongside the Park wide sustainable travel promotions outlined in the Site Wide Travel Plan.
- 8.42. The Travel Plan targets reducing single occupancy travel by 10% in line with the Site Wide Travel Plan and will be monitored through staff questionnaires.
- 8.43. Sustainable travel will be promoted by the Site Wide Travel Plan Coordination team from Paul Basham Associates.

Transport Assessments

- 8.44. Transport Assessment has been prepared and reviews accessibility, access arrangements, and the transport implications of Plot 4 Dunsbury Park in the light of the baseline highways position provided by the improvements implemented by the previous site wide planning consent.
- 8.45. Parking provision aligns with the Havant Borough Council standards and access points to the site have been reviewed to ensure visibility and swept paths are achieved.
- 8.46. Trip generation has been reviewed and found to be acceptable for the highway network.
- 8.47. The proposed development is considered to be acceptable in transport and highway terms.

Walking, Cycling and Horse-Riding Assessments (WCHRA)

- 8.48. Although not required at the time of the original consent, a WCHRA has been submitted with the application to reflect current guidance. These assessments follows the scope of the 2011 Non-Motorised User Audit previously undertaken for the site, focusing on key desire lines and pedestrian/cycle access to and from the east of the site. The detailed scope has been discussed with Hampshire County Council and includes opportunities for improvement.

Planning Obligation Statement

- 8.49. Planning obligations were secured through a Section 106 Agreement on previous site-wide permissions, the majority of which related to the initial delivery of the Park as a greenfield allocation and the provision of strategic park infrastructure. These obligations have now been implemented.
- 8.50. Any site-specific planning obligations, beyond the requirements of the Community Infrastructure Levy, have been discussed with the Local Planning Authority through the Planning Performance Agreement process and this is on going. It is acknowledged that appropriate obligations will be secured as part of the current application, where necessary, in accordance with relevant policy and guidance.

Noise

- 8.51. Stantec have produced a Noise Assessment to support the detailed planning application for Unit 400 at Dunsbury Park, Havant. The assessment considers potential noise and vibration impacts during both the construction and operational phases, in line with relevant planning policy and British Standards, and with reference to the proposed site layout.
- 8.52. The assessment identifies construction noise impacts which can be mitigated via a Construction Environmental Management Plan (CEMP) secured via condition.
- 8.53. Operational assessments indicate that predicted increases in road traffic noise from Unit 400 would be minor to negligible, resulting in no significant effects at nearby receptors. Industrial noise from the proposed development is also predicted to have no significant impact on existing receptors.
- 8.54. For proposed noise-sensitive uses within the development, acceptable internal noise levels can be achieved through standard façade treatments, including double glazing and appropriate ventilation.
- 8.55. The proposed development is considered acceptable in noise terms.

Contamination

- 8.56. Phase 1 (Desk Study) and Phase 2 (Ground Investigations) reports accompany this planning application outlining that physical investigations have been undertaken and identified no specific risks to human health associated with Plot 4 from the geo-environmental assessment perspective that could not be mitigated.
- 8.57. If further investigations and/or remediation are required then these can be managed via condition.
- 8.58. It is not considered that this topic should prevent planning permission being issued.

Lighting

- 8.59. A lighting strategy accompanies this planning application.
- 8.60. The strategy includes a concept lighting design that mitigates the spill of light across all boundary lines. The lighting is designed to respond sensitively to the local context and ecological constraints, ensuring minimal impact on surrounding environments.

Heritage and Archeology

- 8.61. A Heritage and Archaeology note accompanies this planning application.

- 8.62. From a heritage perspective, there are no assets within 1km of Plot 4 Dunsbury Park and therefore it is considered that the current proposals will not have a negative impact upon any known built heritage assets.
- 8.63. From an archaeology perspective, there are no assets within 1km of Plot 4 Dunsbury Park and under previous planning permissions archaeological investigations and monitoring were undertaken between 2017 and 2018. Features identified through the monitoring were limited to land drains and modern disturbance. No deposits of archaeological interest were recorded. Based on this and the subsequent groundworks Plot 4 is considered to be archaeologically sterile.
- 8.64. The proposed development will therefore not have a negative impact on heritage/archaeological assets and no further archaeological fieldwork is required.

Utility

- 8.65. A Utilities Report accompanies this planning application.
- 8.66. The report identifies that power, water and data/comms connections are all available for the proposed development. This follows engagement with utility providers.
- 8.67. The development does not result in any significant diversions or modifications to existing utility services but care is required during construction to maintain safe working distances from the existing services.

Air Quality

- 8.68. Eight Versa has undertaken an Air Quality Assessment for the proposed warehouse and office development at Dunsbury Park, Unit 400. The report concluded that the construction-phase impacts would present a medium risk without mitigation but, with the implementation of an Air Quality and Dust Management Plan, residual effects are assessed as not significant. This Plan would be delivered through the Construction Management Plan.
- 8.69. The site lies outside any Air Quality Management Area and monitoring data confirm continued compliance with national air quality objectives for NO₂, PM₁₀ and PM_{2.5}. Dispersion modelling demonstrates that operational impacts are not significant, and the development will not expose nearby receptors to unacceptable pollutant levels. While no additional mitigation is required, the scheme incorporates design measures to optimise air quality for future occupants.

9 Conclusions

- 9.1. The proposed development at Plot 4 Dunsbury Park aligns with the NPPF and relevant local policies (particularly CS2, CS3 and CS18 of the Havant Core Strategy and Allocation 27 of the Draft Building a Better Future Plan). The proposals build on the employment allocation of Dunsbury Park by providing the next stage of the planned development.
- 9.2. The proposed development supports sustainable economic growth for the local area through the delivery of high- quality employment floorspace within a well-connected location.
- 9.3. The proposed development has local community support.
- 9.4. The design integrates key sustainability principles, targeting BREEAM 'Excellent' ratings and incorporating measures to reduce carbon emissions, enhance water efficiency, promote sustainable transport, and enhancement for the local ecology.
- 9.5. Comprehensive assessments accompany this planning application outlining how the proposed development meets statutory requirements and mitigates potential adverse impacts.
- 9.6. The proposed development is considered acceptable in respect of national and local policies and should be approved.

Our Offices and Regions:

Gatwick

Crawley
Brighton

London

London

Midlands and North

Birmingham
Leeds

South Coast

Southampton
Portsmouth
Bournemouth

Surrey

Woking

Thames Valley

Heathrow
Oxford
Reading

Our Services

- Building Consultancy
- Business Rates Consultancy
- Commercial Property
- Investment
- Lease Advisory
- LPA Receivership
- Marine and Leisure
- Occupier Advisory
- Property Acquisition and
- Disposal
- Property Asset Management
- Property Development
- Consultancy
- Property Planning Consultancy
- Property Valuation



Vail Williams LLP, a Limited Liability Partnership, registered in England (number OC319702). Registered office: Savannah House, 3 Ocean Way, Ocean Village, Southampton, SO14 3TJ. Any reference to a Partner means a Member of Vail Williams LLP or an employee or consultant with equivalent standing and qualifications. A full list of Members is open for inspection at the registered office.

Regulated by RICS

www.vailwilliams.com



Vail Williams



@vailwilliams



Vail Williams