

Planning Statement

Unit 100, Dunsbury Park, Fitzwygram Way, Havant,

PO9 4EE

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Project Reference: P25-1352

Prepared for:

Avison Young on behalf of Portsmouth
City Council

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Where great relationships yield the best property outcomes

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1 Introduction

- 1.1. Vail Williams is instructed by Avison Young on behalf of Portsmouth City Council to submit this planning statement on the proposed development of Unit 100 at Plot 1 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 site has already been partially developed, and the proposed Unit 100 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 1 and the building as Unit 100. However, it should be noted that other consultants refer to the same site as Plot 100; 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 1.

2 Site Location and Description

Site Context

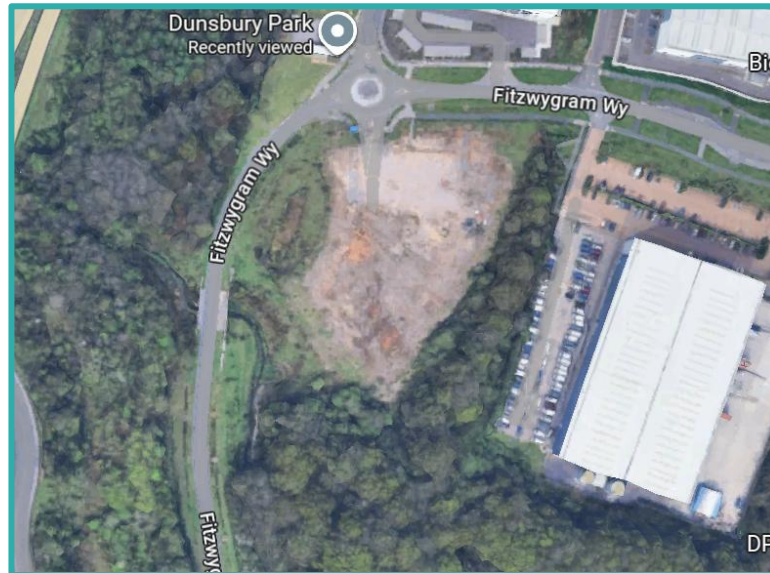


Figure 2: Site Location (Courtesy of Google)

- 2.1. The site is in the administrative area of Havant Borough Council, located Northwest of Havant in Leigh Park ward.
- 2.2. The site is located on in part previously developed land between Waterlooville and Leigh Park on the northwestern side of Havant Borough. The Site lies immediately to the east of the A3(M) motorway Junction 3, and the A3(M) runs along the western edge of the Site.
- 2.3. The site is located within Dunsbury Park, south of Fitzwygram Way. The land is currently consists of areas that have gone through ground remediation following what we know as the gravels from the highway development.
- 2.4. The residential area of Waterlooville is located to the west of the Site (beyond the motorway and main access to Dunsbury Park). To the east of the site are dense mature trees and large industrial buildings occupied by Fat Face, Breeze and DPD. Beyond the industrial buildings to the east is the Leigh Park residential estate. To the North there are industrial buildings occupied by Biopure Technology and within Unit 500-502, Righton Blackburns, Percussion Play, and Inchcape UK. These buildings are of similar height scale. There is a further area of woodland and agricultural fields to the south of the Site, with supermarket located further south on Purbrook Way.
- 2.5. The slip road leading off the A3(M) is the B2150 Hubert Road, which runs on the western side of the Site, and is proposed to provide access for the Proposed Development.
- 2.6. 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

- 2.7. According to the Historic England map, there are no heritage assets or listed buildings located on the site. The nearest listed building is approximately 1km from the site - Grade II listed building - Springwood Junior School.

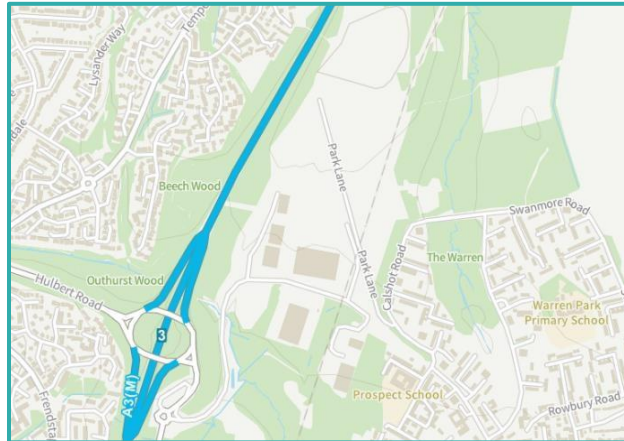


Figure 3: Historic England's Map

- 2.8. According to the DEFRA Magic Map, the site is not near any statutory designations that would affect the proposal.

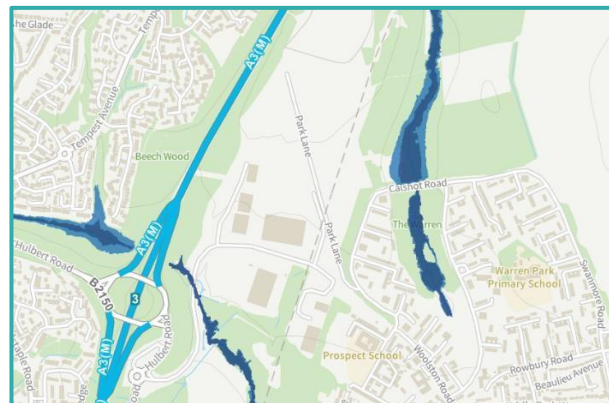


Figure 4: Government's Flood Map (flooding from rivers and seas)

- 2.9. 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.

3 Proposed Development

- 3.1. The development proposal involves the construction of industrial plot located within Dunsbury Park, known as Plot 1 (See image Below).



Figure 5: Proposed Site Plan

- 3.2. It is proposed that an outline planning permission will be sought for Plot 1, which includes detailed plans for its access and to set parameters for building height and floor space. The additional information at this stage should be considered indicative and will be formalised through reserved matters submission(s) once a tenant for the plot is identified.
- 3.3. Access is achieved via the existing point of access from the Fitzwygram Way roundabout.
- 3.4. The proposed planning use classes for plot 1 are Class E(g)(ii) [Research and Development], (iii) [light industrial], B2 [general industrial] and B8 [storage and distribution].
- 3.5. The proposed development is to the following parameters:
- Up to 3,251 sqm (Warehouse – 2,694 sqm, 2 Storey Office - 557sqm)
 - Up to 15m height
 - Up to 40 No. [2 Accessible, 4 EVC] car parking spaces
 - Up to 10 No. cycle parking spaces
 - 2.4m High Paladin Security Fence

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 1 Planning History Records:
- Application Reference: GEN/22/00213 | Request for an EIA Screening Opinion for Unit 100, Dunsbury Park, Havant. | Decided on 30 March 2022.
 - Application Reference: GEN/25/00821 | Request for an EIA Screening Opinion for Unit 100, Dunsbury Park, Havant. | Decided on 06 November 2025.
 - For both of these applications, an Environmental Impact Assessment (EIA) was not required. The most recent screening opinion (ref: GEN/25/00821) concluded that the proposed development “would not be likely to have significant effects on the environment, having regard to its nature and size, either individually or cumulatively with other existing or approved development, and that any impacts could be adequately assessed through the planning process.”

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 ended 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.

National Planning Policy Framework (NPPF December 2024)

- 5.2. **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.
- 5.3. **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.
- 5.4. **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.
- 5.5. **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.
- 5.6. **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.
- 5.7. **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.
- 5.8. **Paragraph 87** outlines planning policies and decisions that should make provision for storage and distribution operations at a variety of scales.
- 5.9. **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.
- 5.10. **Paragraph 109** stresses the importance of considering transport issues early in planning and development.
- 5.11. **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.
- 5.12. **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.

- 5.13. **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.
- 5.14. **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.
- 5.15. **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.
- 5.16. **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.
- 5.17. **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.
- 5.18. **Paragraph 163** seeks decisions to mitigate and adapt to climate change and taking into account the full range of potential climate change impacts.
- 5.19. **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.
- 5.20. **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.
- 5.21. **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

- 5.22. According to Havant Borough Council interactive map the site falls into, Solent Special Protection Area Buffer and has a strategic site designation (Policy CS18).
- 5.23. 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 (2013)

- 5.24. **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.
- 5.25. **Policy CS3 Skills and Employability** supports development that enhances skills and employability, particularly by supporting skills provision on strategic sites and removing employment barriers.
- 5.26. **Policy CS7 Community Support and Inclusion** promotes public consultation and seek for developments to be shaped by communities.
- 5.27. **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.
- 5.28. **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.
- 5.29. **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.
- 5.30. **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'.
- 5.31. **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.
- 5.32. **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.
- 5.33. **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.
- 5.34. **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, abiotic, flood risk, noise and environmental health assessments.

- No more than 20% of the new employment floorspace will be for B8 storage and distribution as defined in the Use Classes Order 2005.
- 80% of the new employment floorspace can be split flexibly between B1 business and B2 general industrial uses as defined in the Use Classes Order 2005
- 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.

- 5.35. **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.
- 5.36. **Policy CS21 Developer Requirements** states development will only be permitted where necessary on-site or off-site infrastructure is provided.
- 5.37. **Policy DM6 Coordination of Development** - Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.
- 5.38. **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.
- 5.39. **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.
- 5.40. **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.
- 5.41. **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.
- 5.42. **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)

- 5.43. **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.
- 5.44. **Policy 2: Defined Urban Areas** states development within the designated urban area is acceptable in principle.
- 5.45. **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.
- 5.46. **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.
- 5.47. **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.

- 5.48. **Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development** commits 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
- 5.49. **Policy 12: High Quality Design** seeks all new development 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.
- 5.50. **Policy 15: Low Carbon Development** seeks all development 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.
- 5.51. **Policy 17: Sustainable Construction Methods, Materials and Waste** requires 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.
- 5.52. **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).
- 5.53. **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.
- 5.54. **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.
- 5.55. **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.
- 5.56. **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.
- 5.57. **Policy 27: Drainage Surface Water** requires that all new development 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.
- 5.58. **Policy 31: Trees, Hedgerows and Woodland** seek all new development 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.
- 5.59. **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.

- 5.60. **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.
- 5.61. **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.
- 5.62. **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.
- 5.63. **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.
- 5.64. **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.
- 5.65. **Policy 53: Employment and Skills Plans** states 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
- 5.66. **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.
- 5.67. 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:
<ul style="list-style-type: none">a) Provide a comprehensive biodiversity strategy for the overall siteb) Provide an ecologically sensitive lighting strategyc) 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
<ul style="list-style-type: none">g) Avoid the loss and fragmentation of habitatsh) Enhance habitat connections wherever possiblei) Avoid and/or minimise loss of grassland habitatj) Provide native-led landscaping taking into account local distinctiveness and conservation prioritiesk) Avoid areas at risk of flooding wherever possiblel) 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

- 5.68. The Borough **Design Guide Supplementary Planning Document** supplements Policy CS16 of the Havant Borough Core Strategy and 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.
- 5.69. For B2 and B8 parking requirements are outlined in the Parking Supplementary Planning Document (SPD) 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. The pre-app advice received on 30th October 2025 by the planning officer Henrietta Owusu-Ansah, application referenced GEN/25/00701.
- 6.2. It has been stated that in principle the site has been granted planning approval in 2014 which led to several sites being developed in Dunsbury park, which has established the principle of employment purposes under the allocation policy CS 18.
- 6.3. The Employment Land Review identifies an unmet need of 55,000sq m which equates to around 30% of overall need and 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) permits 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. Additionally further justification would need to show that the facilities approved within the original application (hotel and conferencing facility including the food retail and gym) are no longer required and why.
 - *In response, this application provides robust justification for the proposed employment floorspace mix, supported by a market report submitted as part of the application.*
- 6.6. The LPA advised that the original outline permission required the submission of reserved matters within a 10-year period. While the LPA indicated that a bespoke timeframe for the submission of reserved matters and implementation could be agreed in principle, this would need to be clearly justified. In particular, the LPA requested that any extension of time is supported by evidence explaining the need for additional flexibility, including how it would assist with phasing and delivery.
- 6.7. It is stated the layout of the scheme should be informed by a proposed landscaping strategy.
 - *This is submitted as part of this application.*
- 6.8. The LPA raised concerns regarding the scale, massing, and increased height of the proposed units, where a Landscape and Visual Impact Assessment (LVIA) was requested to assess these impacts and identify appropriate mitigation measures.
 - *In response, an LVIA has been prepared and submitted as part of this application.*
- 6.9. The Design and Access Statement(s) 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.*
- 6.10. The County Archaeologist advised that the application should be supported by an Archaeological Assessment, a Mitigation Strategy, and a Heritage Statement addressing below-ground archaeological potential and informed by previous evaluation works.
 - *In response, the required assessments and supporting documentation have been completed and a Heritage and Archaeology Note submitted as part of this application.*
- 6.11. 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.*
- 6.12. 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.*
- 6.13. 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. It is also anticipated that controls over hours of operation and HGV movements may be secured by condition.
- *In response, a Noise Assessment accompanies this planning application.*
- 6.14. 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 framework CEMP to address these matters.*
- 6.15. 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.*
- 6.16. 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.*
- 6.17. 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 has been produced and submitted as part of this application.*
- 6.18. LPA advised that there is potential for contaminated land on site and that further investigation will be required. A phased approach to assessment and remediation is likely to be secured by condition. As a minimum, a site walkover and desk-based study forming part of a Preliminary Land Contamination Assessment should be submitted with the application.
- *In response, the application is supported by the necessary contamination assessment, with further investigation to be undertaken as required.*
- 6.19. 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 Report have been prepared and submitted as part of this application.*

6.20. Bespoke pre-application discussions has been undertaken directly with their relevant counterparts in respect of ecology, trees and archaeology. Further information of 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, initial interactions 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 (comprising gravel from motorway 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 B2/B8 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

Havant 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, improving occupant comfort and reducing 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 and renewable energy. 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 100 is being designed to target a BREEAM 'Excellent' rating. The pre-assessment evidencing this target accompanies this planning submission.
- 8.19. A Sustainability Statement has been prepared for Unit 100. 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

- 8.20. The site is located within Flood Zone 1, which means a low probability of flooding from rivers and the sea and as the site is less than 1Ha it does not require a Flood Risk Assessment.

Drainage

- 8.21. A Drainage Strategy Report has been prepared by Perega Ltd on behalf of Portsmouth City Council to support this outline planning application for Plot 1 and the conclusions of the report are discussed below.
- 8.22. The Ground investigations confirm the site is underlain by Bognor Sand over London Clay. Groundwater was recorded between 1.3–11.5m bgl. Infiltration testing indicated very low permeability, confirming that soakaways and infiltration systems are unsuitable, although limited infiltration may assist with attenuation.
- 8.23. The site is located within Flood Zone 1 and is at low risk of surface water flooding. Surface water will be managed via a below-ground attenuation tank, with runoff collected from all hard surfaces, treated via a petrol interceptor, and discharged at a controlled rate (9.3 l/s) to the existing sewer network.
- 8.24. Foul drainage will involve diversion of an existing sewer around the building, with a new foul system serving the development and connecting to the existing network.
- 8.25. The proposed drainage strategy is subject to confirmation of existing on-site sewers and pre-planning applications with Southern Water.

Trees

- 8.26. A Preliminary Arboricultural Impact Assessment was undertaken by Tyler Grange on 23 September 2025. The survey identified seven individual trees all of either high or moderate value, one large high value group, one moderate value group and two low value groups. All these trees were located offsite behind palisade fencing.
- 8.27. The higher value trees provide a high degree of visual amenity and arboricultural value to site's locality. No tree removals are required to facilitate the proposed development. Suitable buffers are provided between the development and the boundary trees to safeguard their long-term retention.
- 8.28. Opportunities for new tree planting are available on the western edge of the site. While no trees are being removed, new tree planting is recommended to enhance the site should this be possible.
- 8.29. Further work is recommended to include an Arboricultural Method Statement to accompany a subsequent reserved matters application and / or discharge of suitably worded planning conditions should consent be granted. At this outline planning stage, the development is considered consistent with both the Havant Borough Core Strategy 2011 and Havant Borough Design Guide SPD. This is subject to the protection and the retained trees during construction.

Ecology

- 8.30. Eight Versa was appointed by Portsmouth City Council to conduct a Preliminary Ecological Appraisal (PEA), including a desktop study and 'extended' UK Habitat Survey, to inform the proposed development of Plot 1.
- 8.31. The site comprises artificial unsealed surface and offers negligible habitat potential for protected or notable species. However, it lies adjacent to an area of lowland mixed deciduous woodland, which has potential to support species including bats (roosting, foraging and commuting), breeding birds, reptiles, badger, hazel dormouse, terrestrial invertebrates and hedgehog.
- 8.32. As such, the proposed works have potential to cause indirect impacts to the adjacent habitats and associated fauna. Precautionary measures are therefore recommended, particularly in relation to hazel dormouse, reptiles and bats. Recommendations have been made to mitigate against the loss of ecological features, and to enhance the site in line with Havant Borough Council's biodiversity policies, with the aim to provide a net gain for biodiversity on the site.
- 8.33. Further information is provided within the accompanying overall mitigation strategy.

Biodiversity Net Gain

- 8.34. The proposed development qualifies for the de minimis exemption under the mandatory biodiversity net gain framework because it will not impact any onsite priority habitat and is located entirely on previously developed, hard-surfaced land with a baseline biodiversity value effectively zero. Additionally, no measurable loss of biodiversity units arises, and the requirement for a full biodiversity net gain calculation is not triggered in this instance.

Landscape

- 8.35. The hard and soft landscaping proposals will be developed to reflect local character and respond to the findings of the Landscape and Visual Impact Assessment. The design will ensure sensitive integration of the development into its surroundings, including collaboration with arboricultural and ecological specialists to protect habitats and biodiversity. Details of hard and soft landscaping proposals will be provided within the reserved matters process.
- 8.36. The Landscape and Visual Impact assessment concludes that the proposed development of Plot 100 would result in limited adverse effects on landscape character and visual amenity, with no impacts of major or major/moderate significance identified. The most sensitive features include woodland to the south, mature vegetation to the east, and views from nearby informal footpaths; however, any effects on these receptors would be minimised through appropriate tree protection and ongoing management. Views from surrounding public rights of way and local residential roads would generally be distant and partially screened by existing development and vegetation within Dunsbury Park, resulting in only low adverse effects overall.

Transport

- 8.37. This application is supported by a Transport Assessment, Framework Travel Plan and a Walking, Cycling and Horse-Riding Assessment (WCHAR).

Framework Travel Plan

- 8.38. A Framework Travel Plan has been produced and it demonstrates that the proposed Plot 1 development at Dunsbury Park is well located to support sustainable travel, benefiting from existing and planned walking, cycling, and public transport infrastructure.
- 8.39. The development will incorporate measures such as cycle parking, electric vehicle charging, and promotional initiatives through a staff welcome pack, alongside ongoing support from a Travel Plan Coordinator. With a clear target to reduce single-occupancy car trips and a robust monitoring strategy aligned with the site-wide Travel Plan, the proposal will contribute to more sustainable travel behaviour.
- 8.40. Accordingly, the development is considered acceptable in terms of transport and should be supported by Hampshire County Council and Havant Borough Council.

Transport Assessments

- 8.41. A Transport Assessment has been produced in support of an outline planning application for Plot 1 at Dunsbury Park.
- 8.42. The site forms part of an established employment estate whose strategic transport impacts were already assessed and mitigated through the 2012 Hybrid application, with key infrastructure delivered including the spine road, roundabout improvements, and public transport measures.
- 8.43. The proposal aligns with national and local transport policy and is supported by a Framework Travel Plan and WCHAR to promote sustainable travel.
- 8.44. Access arrangements will safely separate staff and HGV movements, and trip generation is expected to be low, with forecasts significantly below the previously consented use. Updated surveys and modelling confirm that surrounding junctions, including the A3(M) Junction 3, will continue to operate within capacity, with substantial headroom remaining.

- 8.45. As such, the development would not result in severe impacts on the highway network and is considered acceptable in transport and highway terms.

Walking, Cycling and Horse-Riding Assessments

- 8.46. Although not required at the time of the original consent, a WCHAR has been produced as part of this application to reflect current guidance.
- 8.47. Overall, the necessary infrastructure and mitigation works have already been delivered as part of the wider Dunsbury Park development, and these were designed to accommodate the full build-out of the site, including Plot 1.
- 8.48. As such, no additional off-site highway or access improvements are required to support the proposed development. While the WCHAR identifies a number of potential localised enhancements to walking and cycling infrastructure, these are not essential to mitigate the impact of the scheme and instead represent opportunities for future network improvements.
- 8.49. Additional connectivity benefits are anticipated through separate approved schemes, including enhanced pedestrian links along Hulbert Road. Accordingly, the proposed development is considered acceptable in terms of accessibility and transport infrastructure.

Planning Obligations Statement

- 8.50. 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.
- 8.51. 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.

Contamination

- 8.52. The ground investigation reports, undertaken by Stantec, accompany this planning application outlining that physical investigations have been undertaken and identified no specific risks to human health associated with Plot 1 from the geo-environmental assessment perspective that could not be mitigated.
- 8.53. If further investigations and/or remediation are required then these can be managed via condition.
- 8.54. It is not considered that this topic should prevent planning permission being issued.

Lighting

- 8.55. Ramboll was commissioned by Portsmouth City Council to prepare a Lighting Environmental Impact Assessment (LEIA), including a concept lighting design, for Plot 1 at Dunsbury Park.
- 8.56. The assessment considers the nature of the proposed development and evaluates the potential effects of artificial lighting and identifies mitigation measures to minimise impacts.
- 8.57. The concept lighting design demonstrates that light spills can be effectively controlled at site boundaries and neighbouring receptors, while providing safe and appropriate illumination across the site. It is proposed that the lighting strategy is secured by condition and developed further at detailed design stage.

Reserved Matters Submission Time

- 8.58. As identified in application APP/17/01324, a minimum 10-year time period for the submission of reserved matters is necessary to provide adequate time to secure an appropriate tenant and bring forward a reserved matters application.

Noise

- 8.59. Stantec have produced a Noise Assessment to support the planning application for Plot 1 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.
- 8.60. The assessment identifies construction noise impacts which can be mitigated via a Construction Environmental Management Plan (CEMP) secured via condition.
- 8.61. Operational assessments indicate that predicted increases in road traffic noise from Plot 1 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.
- 8.62. 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.
- 8.63. The proposed development is considered acceptable in noise terms.

Utility

- 8.64. A Utilities Report accompanies this planning application.
- 8.65. The report identifies that power, water and data/comms connections are all available for the proposed development. This follows engagement with utility providers.
- 8.66. 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 service

Air Quality

- 8.67. Eight Versa has undertaken an Air Quality Assessment for the proposed warehouse and office development at Plot 1 Dunsbury Park. 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.
- 8.68. 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.

Heritage and Archeology

- 8.69. A Heritage and Archaeology note accompanies this planning application.
- 8.70. From a heritage perspective, there are no assets within 1km of Plot 1 Dunsbury Park and therefore it is considered that the current proposals will not have a negative impact upon any known built heritage assets.
- 8.71. From an archaeology perspective, there are no assets within 1km of Plot 1 Dunsbury Park and under previous planning permissions archaeological investigations and monitoring were undertaken between 2017 and 2018. Based on archaeological monitoring via a watching brief and the subsequent groundworks Plot 1 is considered to be archaeologically sterile.
- 8.72. The proposed development will therefore not have a negative impact on heritage/archaeological assets and no further archaeological fieldwork is required.

9 Conclusions

- 9.1. The proposed development at Plot 1 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.

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