Planning Statement

Plot 6, Unit 600 and 601, 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 600 and 601 at Plot 6 Dunsbury Park Fitzwygram Way, Havant PO9 4EE.

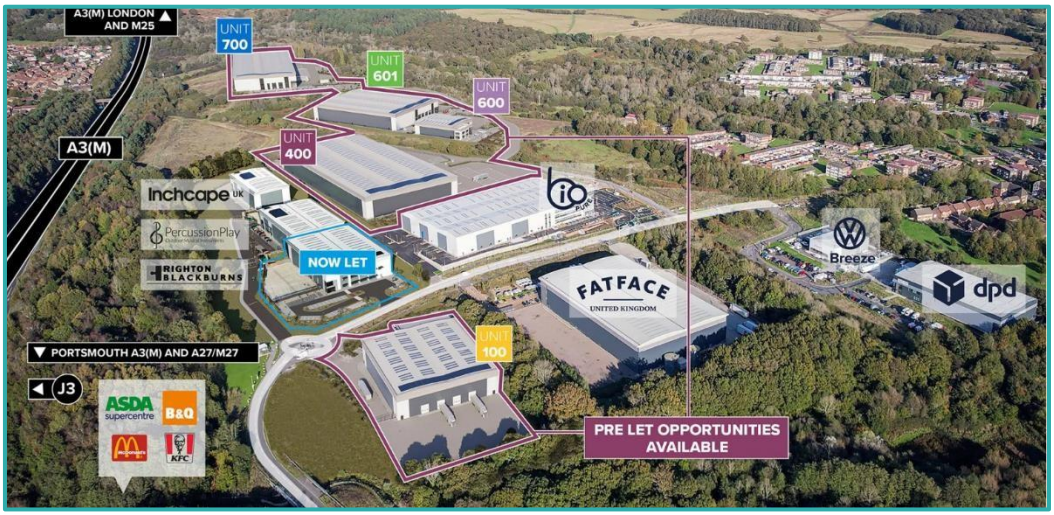


Figure 1: *Dunsbury Park (Courtesy of www.dunsburypark.co.uk)*

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 600 and 601 will represent a further addition to this established employment area.

1.3. The purpose of this Statement is to present this proposal and it's compliance with the planning policies and requirements throughout the planning process.

1.4. For clarity, this Statement refers to the site as Plot 6 and the building as Units 600 and 601. However, it should be noted that other consultants refer to the same site as Plot 600 and 601; 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 6.

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 within the northern parcel of Dunsbury Park and lies immediately to the east of the A3(M) Motorway at Junction 3. It is separated from the wider park by a public right of way known as Park Lane, which runs along the western side of the site. The site itself sits on the eastern side of Park Lane.

2.3. The site is enclosed by dense, high vegetation, consisting of unmanaged planting throughout. Electricity pylons run across the site from the north-east to the south-west.

2.4. To the north, the site is bordered by mature trees and agricultural land. To the east, there is further woodland and agricultural land, while the Leigh Park residential estate lies to the south-east. To the south-west are industrial buildings occupied by Biopure Technology and units 500–502, including Righton Blackburns, Percussion Play, and Inchcape UK. Further to the south-west are additional industrial buildings occupied by Fat Face, Breeze, and DPD, which are of a similar scale and height. The residential area of Waterlooville is located to the west of the site, beyond the A3(M) and Dunsbury Park.

2.5. Access to the site is currently only achieved on foot.

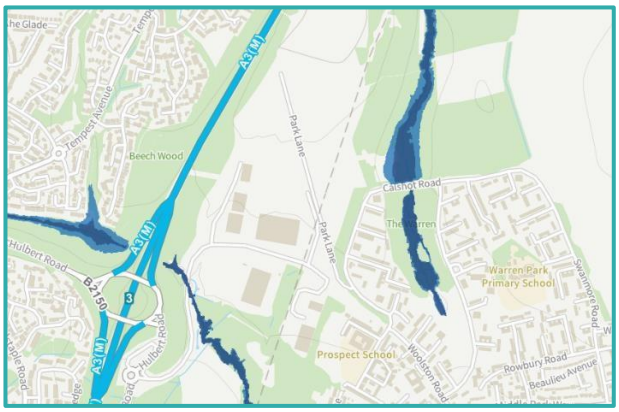
2.6. The nearest bus stop to the site is located on Calshot Road which is approximately 300m away from the site via Park Lane. The bus stop is only serviced by one bus route; the no. 22 bus connects west leigh to the Havant Town Centre which is serviced by further bus and rail services. There is a bus 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 or adjacent to the site.

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

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.



Figures 3: *Government's Flood Map (flooding from rivers and seas)*

3 Proposed Development

3.1. The development proposal involves the construction of industrial plot located within Dunsbury Park, known as Plot 6 (See image Below).

Figure 6: *Proposed Site Plan*

3.2. It is proposed that an outline planning permission will be sought for Plot 6, which includes detailed plans for its access and to set parameters for layout and scale. 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. A new site access will be created via a private road within Dunsbury Park, which is accessed from Fitzwygram Way. As the proposed road will pass through an existing Public Right of Way (PROW), an alteration to the PROW is therefore proposed. Detail on this crossing is provided within the Transport Assessment.

3.4. Car and cycle parking provision is provided within the illustrative designs.

3.5. The proposed planning use classes for plot 6 are Class E(g)(ii) [Research and Development], (iii) [light industrial], B2 [general industrial] and B8 [storage and distribution].

3.6. The proposed development is for 11,721sqm of employment floorspace and reaches the heights of 15.6m for Unit 600 and 17.6m for Unit 601.

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, Waterlooville):

- 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 6 Planning History Records:

- Application Reference: GEN/25/00821 | Request for an EIA Screening Opinion for Unit 600 and 601, Dunsbury Park, Havant. | Decided on 06 November 2025.

  - For this application, an Environmental Impact Assessment (EIA) was not required as it was 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 a 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 HBC interactive map the site falls into HBC Solent Recreation Mitigation Strategy 5600m Buffer, SPA Buffer Solent 5600m and it is also a strategic site allocation, policy CS18. The site is also included in the SHELAA(ED04) and is identified in the draft local plan – Building a Better Future Plan - (Allocation 27).

Havant Borough Core Strategy (2013)

5.23. **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 utilised previously developed land, generating local employment, and enhancing the economic output of an underutilised site.

5.24. **Policy CS3 Skills and Employability** supports development that enhances skills and employability, particularly by supporting skills provision on strategic sites and removing employment barriers.

5.25. **CS7 Community Support and Inclusion** promotes public consultation and seek for developments to be shaped by communities.

5.26. **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.

5.27. **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 SINCs 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.

5.28. **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.

5.29. **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'.

5.30. **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.

5.31. **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.

5.32. **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.

5.33. **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, aboricultural, 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.

5.34. **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.

5.35. **Policy CS21 Developer Requirements** states development will only be permitted where necessary on-site or off-site infrastructure is provided.

5.36. **Policy DM6 Coordination of Development -** Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.

5.37. **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.

5.38. **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.

5.39. **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.

5.40. **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.

5.41. **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)

5.42. **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.

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

5.44. **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.

5.45. **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.

5.46. **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.

5.47. **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

5.48. **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.

5.49. **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.

5.50. **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.

5.51. **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).

5.52. **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.

5.53. **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.

5.54. **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.

5.55. **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.

5.56. **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.

5.57. **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.

5.58. **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.

5.59. **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.

5.60. **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.

5.61. **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.

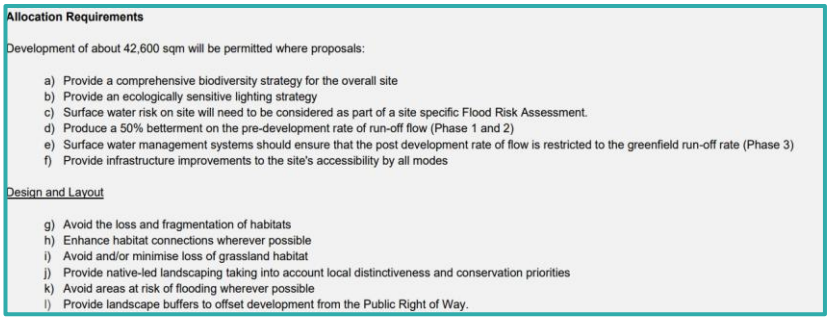
5.62. **Policy 46: Contaminated Land** states where development is proposed on sites likely affected by contamination, planning permission will only be granted if the applicant either demonstrates no risk exists or submits a comprehensive risk assessment and remediation strategy prepared by competent professionals.

5.63. **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.

5.64. **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

5.65. **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.

5.66. 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

5.67. 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.

5.68. For B2 and B8 parking requirements are outlined in the Parking Supplementary 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

Figure 7: 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.

- *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—particularly Units 6 (600/601)—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.*

6.9. 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.

- *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. Concerns were raised regarding the proposed access arrangements across Park Lane, with emphasis on minimising intrusion, maintaining the alignment of the bridleway where possible, and ensuring safe crossing points. Best practice requires that any crossings prioritise users of the Public Right of Way (PROW), with appropriate design measures such as road markings and signage.

- *In response, the design of the Park Lane crossing has been carefully designed and further information is available in the Transport Assessment.*

6.18. Hampshire County Council (HCC) Countryside Access Team advised that PROW must be clearly shown on all plans and assessed as part of the application. Any impacts should be mitigated through appropriate design, potential enhancements (including surfacing and widening), and, where necessary, legal agreements. Construction impacts on the PROW must also be managed through a Construction Traffic Management Plan.

- *In response, the application has been designed to minimise impacts on Park Lane, and supporting information demonstrates how the proposals prioritise user safety, maintain connectivity, and incorporate appropriate enhancements in line with policy requirements.*

6.19. 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. Further to this, 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.*

6.20. The development must deliver Biodiversity Net Gain (BNG) in accordance with statutory requirements, including submission of a Biodiversity Gain Plan.

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

6.21. 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.*

6.22. 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, an Energy Statement and Sustainability Report have been prepared and submitted as part of this application.*

6.23. 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. A Flood Risk Statement will also be required.

- *In response a Flood Risk Assessment and Drainage Strategy has been produced and submitted as part of this application.*

6.24. Bespoke pre-application discussion 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.

Figure 8: Extent of Public Consultation Invites

7.2. Invites were issued prior to the event to 808 properties surrounding the site. In addition to this, the six local ward councilors 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 undergone partial build-out, the proposed development of Plot 6 will integrate with the established employment context. The site currently comprises an area of unmanaged vegetation and is not actively contributing to the function of the wider business park as per the policy allocation. Its development will represent a logical extension of the existing employment area, bringing forward a well-planned use of available land and supporting the continued growth and consolidation of Dunsbury Park as a key employment location.

8.4. The site lies adjacent to a residential area to the east, and the development has the potential to support the local community through the continued expansion and consolidation of Dunsbury Park as a key employment location within the wider Havant area. The principle of the proposed development has been established through the pre-application advice received, as set out in Section 6 of this Planning Statement.

8.5. 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

8.6. 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.

8.7. Although Dunsbury Park initially included within the allocation a hotel use, evidence now demonstrates that such provision is no longer justified. The accompanying Market Demand Report identifies that the market no longer requires a hotel at this location, whereas demand exists for employment uses such as B2 (general industrial), B8 (warehousing) and E(g)(ii)/(iii) (flexible industrial/warehouse). Thus the proposed change of use is fully aligned with current market realities and would better serve local economic objectives.

8.8. 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

8.9. 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.

8.10. 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.

8.11. 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 allocation. This change reflects a clear and deliberate shift in policy direction.

8.12. 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.

8.13. 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

8.14. 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.

8.15. 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.

8.16. Security is embedded through natural surveillance, secure materials, and carefully designed lighting, promoting a safe environment.

8.17. 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.

8.18. Further information on the design is provided within the accompanying design and access statement.

Sustainability

8.19. Units 600 and 601 have been designed to target a BREEAM 'Excellent' rating. The pre-assessment evidencing this target accompanies this planning submission.

8.20. Sustainability Statement has been prepared for Units 600 and 601. 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

8.21. A Flood Risk Assessment and Drainage Strategy has been prepared by Perega Ltd on behalf of Portsmouth City Council to support the proposed development of Plot 6.

8.22. The site is located within Flood Zone 1 and is at low overall risk of flooding. While a narrow central strip is identified as having a surface water flood risk, the majority of the site lies within areas of very low flood risk. There are no on-site surface water features and the site experiences a notable fall in topography from north to south.

8.23. Ground investigations confirm the presence of low-permeability London Clay, with groundwater recorded at shallow to moderate depths. Infiltration testing demonstrated negligible infiltration rates, and as such, infiltration-based drainage (e.g. soakaways) is not considered feasible.

8.24. Surface water runoff will be managed through a combination of drainage systems, including gullies, linear channels and swales, with flows directed to an attenuation feature prior to discharge from site. Water from trafficked areas will be treated via petrol interceptors prior to discharge.

8.25. Foul water will be managed via a private sewer network, connecting to the wider drainage system serving Dunsbury Park. The final drainage design remains subject to confirmation of existing on-site infrastructure and agreement with Southern Water.

Trees

8.26. A Preliminary Arboricultural Impact Assessment by Tyler Grange accompanies this planning application.

8.27. The tree survey identified a mix of trees, groups, and hedgerows ranging from large specimens of high arboricultural value to areas of low-value young self-seeded trees and scrub. The majority of trees are located around the site boundaries or off-site, with only one low-value Category C group situated internally within the centre of the site.

8.28. The proposed development requires the removal of one small section of a Category B group, together with the removal of one Category C group and one Category C tree. The trees proposed for removal are not considered to provide significant amenity value in the context of local planning policy.

8.29. All remaining trees will be retained and appropriately buffered from the proposed development. The proposed losses can be mitigated through new tree planting, with opportunities identified within the open spaces shown on the proposed site plan, particularly along the eastern edge of the proposed HGV parking area.

8.30. Further work is recommended, including the preparation of an Arboricultural Method Statement to accompany any subsequent reserved matters application and/or the discharge of appropriately worded planning conditions, should consent be granted.

Ecology

8.31. Greengage was appointed in July 2025 by Portsmouth City Council to conduct a Preliminary Ecological Appraisal (PEA), including a desktop study and 'extended' UK Habitat Survey, to inform people about the proposed development of Unit 600 and 601.

8.32. The Preliminary Ecological Appraisal (PEA) identified several ecological constraints on the site, including the confirmed presence of reptiles, cinnabar moth larvae, and dormice within adjacent habitats. The site also offers moderate suitability for nesting birds and low suitability for bats, hedgehogs, and invertebrates.

8.33. Further updated bat and reptile surveys are recommended, alongside the preparation of a reptile mitigation strategy and obtaining a dormouse licence from Natural England prior to site clearance. Mitigation, compensation, and biodiversity enhancement measures will be required and should be secured through the site's Construction Environmental Management Plan (CEMP) and Ecological Management Plan (EMP).

8.34. Further information on the proposed approach to the site's contribution to Dunsbury Park wide

strategic mitigation of protected species is provided within the accompanying overall mitigation strategy. This includes measures around sensitive lighting, translocation and general biodiversity enhancement.

Biodiversity Net Gain

8.35. Greengage Environmental Ltd was commissioned by Portsmouth City Council in March 2026 to undertake a Biodiversity Net Gain Assessment (BNGA) for Plots 600–601 at Dunsbury Park, using the Statutory Biodiversity Metric.

8.36. The site extends to 3.14 hectares and comprises predominantly modified grassland, with a single oak tree and areas of bramble scrub. The baseline biodiversity value is calculated at 6.98 Habitat Units (HU) and 0.06 Hedgerow Units (HeU). To achieve the statutory requirement of 10% Biodiversity Net Gain (BNG), targets of 7.678 HU and 0.066 HeU are required.

8.37. The proposed development results in a shortfall, delivering 1.83 HU and no hedgerow units, equating to a net loss of biodiversity on-site. While the scheme accords with the BNG Trading Rules, the required net gain cannot be achieved within the site boundary.

8.38. As such, off-site habitat provision will be required to meet the statutory 10% BNG requirement. A suitable receptor site within the control of Portsmouth City Council is being explored. A Biodiversity Gain Plan will be submitted and agreed with the Local Planning Authority, including details of off-site compensation and registration.

8.39. On-site ecological enhancements and management measures will be secured through a Landscape and Ecological Management Plan (LEMP). Subject to these measures and delivery of off-site BNG, the development will comply with relevant legislation and planning policy.

Landscape Visual

8.40. A landscape and visual assessment accompanies this planning submission. The assessment concludes that the proposed development of Plot 6 would have limited localised landscape and visual impacts from selected locations on adjoining footpaths, including Park Lane and informal footpaths to the north. The main effects relate to changes in landform and occasional views from nearby footpaths, although existing vegetation and proposed tree protection measures help reduce visual impact. Overall, the identified effects are considered inevitable as part of developing the allocated site.

8.41. The submitted landscaping proposals are indicative, as landscaping is a reserved matter. A detailed landscaping scheme will be prepared and submitted at the Reserved Matters stage.

Transport

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

Travel Plans

8.43. The Framework Travel Plan (FTP) supports the proposed development of Units 600 and 601 at Dunsbury Park and promotes sustainable travel in line with planning policy.

8.44. The site is considered well located for walking, cycling, and public transport, with existing and future bus connections, nearby cycle routes, and links to local train stations. Future reserved matters applications will review cycle parking and electric vehicle charging provision to meet both operational needs and BREEAM requirements.

8.45. The Travel Plan includes measures to encourage sustainable travel, coordinated by a site-wide Travel Plan team. A key target is to reduce single-occupancy car trips by 10%, supported through staff travel information, monitoring surveys, and annual reporting once the units are occupied.

8.46. Overall, the report concludes that the development is well supported in highway and sustainable transport terms.

Transport Assessments

8.47. The Transport Assessment, accompanying this planning application, concludes that the proposed development of Plot 6 Dunsbury Park is acceptable in transport and highway terms and aligns with national and local planning policy.

8.48. The site benefits from existing infrastructure and mitigation secured through the wider Dunsbury Park Hybrid consent, including road improvements, pedestrian and cycle connections, bus infrastructure, and sustainable travel measures. New accesses, internal layouts, and a Pegasus crossing for the Park Lane bridleway have been designed to current safety standards.

8.49. Detailed drawings of the Pegasus crossing are included within the appendices of the Transport Assessment.

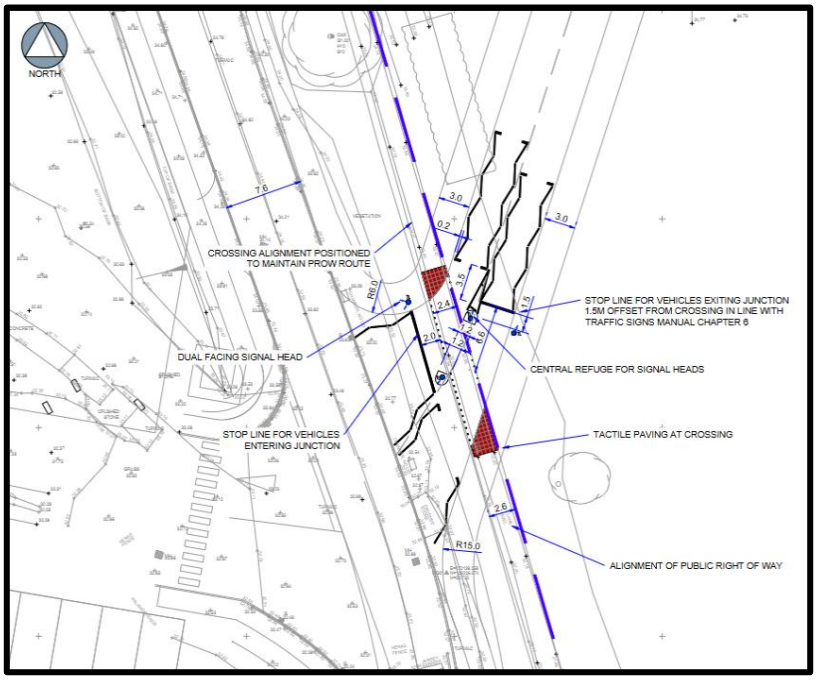


Figure 9: Pegasus Crossing

8.50. The assessment confirms that the development would generate fewer vehicle trips than previously assessed within the approved Dunsbury Park masterplan, with local junctions and the wider highway network expected to continue operating within capacity. Sustainable travel opportunities are well supported through walking, cycling, horse-riding, and future bus service improvements.

8.51. Overall, the report concludes that the proposals would not result in severe transport or highway impacts and should therefore be supported by the relevant highway and planning authorities.

Walking, Cycling and Horse-Riding Assessments

8.52. Although not required at the time of the original consent, a WCHAR has been produced as part of this application to reflect current guidance.

8.53. 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.

8.54. Whilst this proposal would include for the continuation of the pedestrian and cycle connections from Fitzwygram Way to serve the proposed units, and the implementation of a Pegasus crossing and connections to Park Lane, associated with the Unit 600/601 application, no additional improvements are proposed outside of the application boundary.

Planning Obligations Statement

8.55. 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.

8.56. 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

8.57. 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 6 from the geo-environmental assessment perspective that could not be mitigated.

8.58. If further investigations and/or remediation are required then these can be managed via condition.

8.59. It is not considered that this topic should prevent planning permission being issued.

Lighting

8.60. A Lighting Environmental Impact Assessment (LEIA) by Ramboll accompanies this planning submission. The assessment evaluates the potential effects of artificial lighting and identifies mitigation measures to minimise impacts.

8.61. 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.

Air Quality

8.62. Eight Versa has undertaken an Air Quality Assessment which accompanies this planning application. 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.

8.63. The site lies outside any Air Quality Management Area and monitoring data confirm continued compliance with national air quality objectives for NO_2, PM_{10} 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.

8.64. The proposed development is considered acceptable from an air quality perspective.

Reserved Matters Submission Time

8.65. 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

8.66. Stantec have produced a Noise Assessment to support this planning. 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.

8.67. The assessment identifies construction noise impacts which can be mitigated via a Construction Environmental Management Plan (CEMP) secured via condition.

8.68. Operational assessments indicate that predicted increases in road traffic noise 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.

8.69. 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.

8.70. The proposed development is considered acceptable in noise terms.

Utility

8.71. A Utilities Report accompanies this planning application.

8.72. The report identifies that power, water and data/comms connections are all available for the proposed development. This follows engagement with utility providers.

8.73. 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.

Heritage and Archeology

8.74. A Heritage and Archaeology note accompanies this planning application.

8.75. From a heritage perspective, there are no assets within 1km of Plot 6 Dunsbury Park and therefore it is considered that the current proposals will not have a negative impact upon any known built heritage assets.

8.76. From an archaeology perspective, there are no assets within 1km of Plot 6 Dunsbury Park and under previous planning permissions archaeological trial trenching investigations were undertaken in 2018. Archaeological features were found in four of the eleven trenches but these were considered of limited character and therefore no subsequent archaeological mitigation would be required.

8.77. Overall, the proposed development will therefore not have a negative impact on heritage / archaeological assets and no further archaeological fieldwork is required. The proposed development is therefore considered acceptable from a heritage / archaeology perspective.

9 Conclusions

9.1. The proposed development at Plot 6 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 where necessary.

9.6. The proposed development is considered acceptable in respect of national and local policies and should be approved.

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