



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
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To: Havant Borough Council (FAO Henrietta Owusu-Ansah)
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Planning.development@havant.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: APP/26/00408

Location: Plot 1 Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE

Proposal: Outline permission for the erection of a building for employment purposes with associated parking and landscaping. All matters reserved except access, layout parameters and scale parameters.

National Highways Ref: NH/26/16487

Referring to the consultation on a planning application dated 26 June 2026 referenced above, in the vicinity of the A3(M) that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);**
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B **is/is not** relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 2 July 2026

Name: Letty Askew

Position: Spatial Planner, Area 3

National Highways:

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways was appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the strategic road network, in this case the A3(M), particularly Junction 3.

The proposals are for 0.96 ha employment floorspace with all matters reserved except for access and layout and scale parameters. The site is made ground located within Dunsbury Park, approximately 900m from A3(M) Junction 3. The development will be accessed via the existing roundabout on Fitzwygram Way.

Dunsbury Park was previously the site of a Hybrid planning permission (APP/12/00338) which granted outline consent for employment development and a hotel with conference facilities, and detailed consent for a new access link road with bus gate to Woolston Road. Under this consent, the site now identified as Plot 1 was allocated for 5,574 sqm hotel use. The time limit for submitting Reserved Matters applications under APP/12/00338 expired in 2024. Therefore, new planning applications are required for development on the undeveloped plots.

We have reviewed the documents associated with this planning application. The Planning Statement and Transport Assessment referenced proposed B2/B8 use. However, trip generation is only provided for B2 use. We have undertaken our own analysis of 100% B8 (parcel distribution centre) use as a worst-case scenario using TRICS 8.26.6. This has identified that, if the development were wholly occupied as a parcel distribution centre, it would generate approximately 12 two-way trips in the AM peak and 16 two-way trips in the PM peak. Therefore, we are content that the development will not have a significant impact on the A3(M) Junction 3.

Offer No Objection – Reasons

We are satisfied that the development will not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT Circular 01/2022, and MHCLG NPPF 2024 paragraphs 115-118) in this location and its vicinity.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift

away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.