UNIT 100, DUNSBURY PARK, HAVANT

Transport Assessment

May 2026

Portsmouth City Council Ltd

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

COMMERCIAL SCHEME
UNIT 100
DUNSBURY PARK, HAVANT

TRANSPORT ASSESSMENT

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Prepared by:	Adam Ford	November 2025
Checked by:	Kim Hammonds	November 2025
Approved by:	Tom Fisher	November 2025

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Portsmouth City Council
Guildhall Square
Civic Offices
Portsmouth
PO1 2AL

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

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TRANSPORT ASSESSMENT

Contents

1. INTRODUCTION 3
2. POLICY 7
3. BREEAM ASSESSMENT 14
4. EXISITNG SITE CONDITIONS 17
5. SITE ACCESSIBILITY 27
6. PROPOSED DEVELOPMENT 35
7. TRIP GENERATION 38
8. JUNCTION MODELLING 47
9. SUMMARY AND CONCLUSIONS 55

Figures

Figure 1 - Site Location (Unit 100)
Figure 2 - LTP4 principles and policies
Figure 3 - AI Calculator
Figure 4 - Existing Site Conditions (Source: Google Maps)
Figure 5 – ATC Location
Figure 6 - Personal Injury Accident Data (Hampshire Constabulary)
Figure 7 - Public Rights of Way (PROW) in the vicinity of the site
Figure 8 - Cycle facilities located within the vicinity of the site (Extract from Havant Borough Council)

Tables

Table 1 - TRA02 Targeted Credits
Table 2 - Fitzwygram Road ATC Survey
Table 3 - Accidents Within Site Vicinity March 2020 – February 2025
Table 4 - Local Amenities and Facilities (Measured from the existing gated access to the proposed site)
Table 5 – Parking Requirements
Table 6 - Hybrid Application Proposed floor Areas (Taken from Table 4.1 of the TA)
Table 7 - Hybrid Application Proposed Development Trip Generation
Table 8 - Proposed Trip Generation
Table 9 - Net Impact Trip Assessment Unit 100
Table 10 - Unit 100 Parcel Distribution Traffic Generation
Table 11 - Unit 100 Net Impact Assessment Parcel Distribution
Table 12 - Traffic Distributions (Hybrid Application)
Table 13 - Traffic Distributions (2025 Survey)
Table 14 - Proposed Multi-Modal Trip Generation
Table 15 - TEMPro Growth Rates

Table 16 - Fitzwygram Way/Hulbert Road Roundabout Junction Modelling Results
Table 17 - Fitzwygram Way/Hulbert Road Roundabout Junction Modelling Results (Parcel Distribution Sensitivity Test)
Table 18 - Parcel Distribution Trip Generation Plot Breakdown

Appendices

Appendix A - Site Layout
Appendix B - Fitzwygram Way ATC Survey
Appendix C – Accident Data Report
Appendix D – Access Tracking
Appendix E – Visibility Splay Assessment
Appendix F – B2 Trip Rates
Appendix G – B8 Parcel Distribution Trip Rates
Appendix H – Fitzwygram Way Roundabout Turning Count Survey Data
Appendix I – B2 Multi Modal Trip Rates
Appendix J – B2 Distribution Diagrams
Appendix K - Fitzwygram Way/Hulbert Road Roundabout Modelling Results
Appendix L – Parcel Distribution Diagrams
Appendix M - Fitzwygram Way/Hulbert Road Roundabout Modelling Results (Parcel Distribution Sensitivity Test)
Appendix N – DfT Traffic Counter 39044 Raw Data

1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council to support an Outline planning application for the development of an industrial unit known as Dunsbury Park Unit 100 comprising 3,251m2 of B2/B8 commercial provision (area of building for illustrative purposes only).

1.2 Unit 100 is proposed within the existing Dunsbury Park commercial estate. Dunsbury Park is a 100-acre prime industrial and manufacturing business park, consisting of commercial units (B1/B2/B8 uses). This estate current comprises 7 built (6 occupied) commercial units with a wider masterplan of 12 units in total. The proposed development location in relation to the wider Dunsbury Park site is shown in **Figure 1**, with an indicative site layout within **Appendix A**.

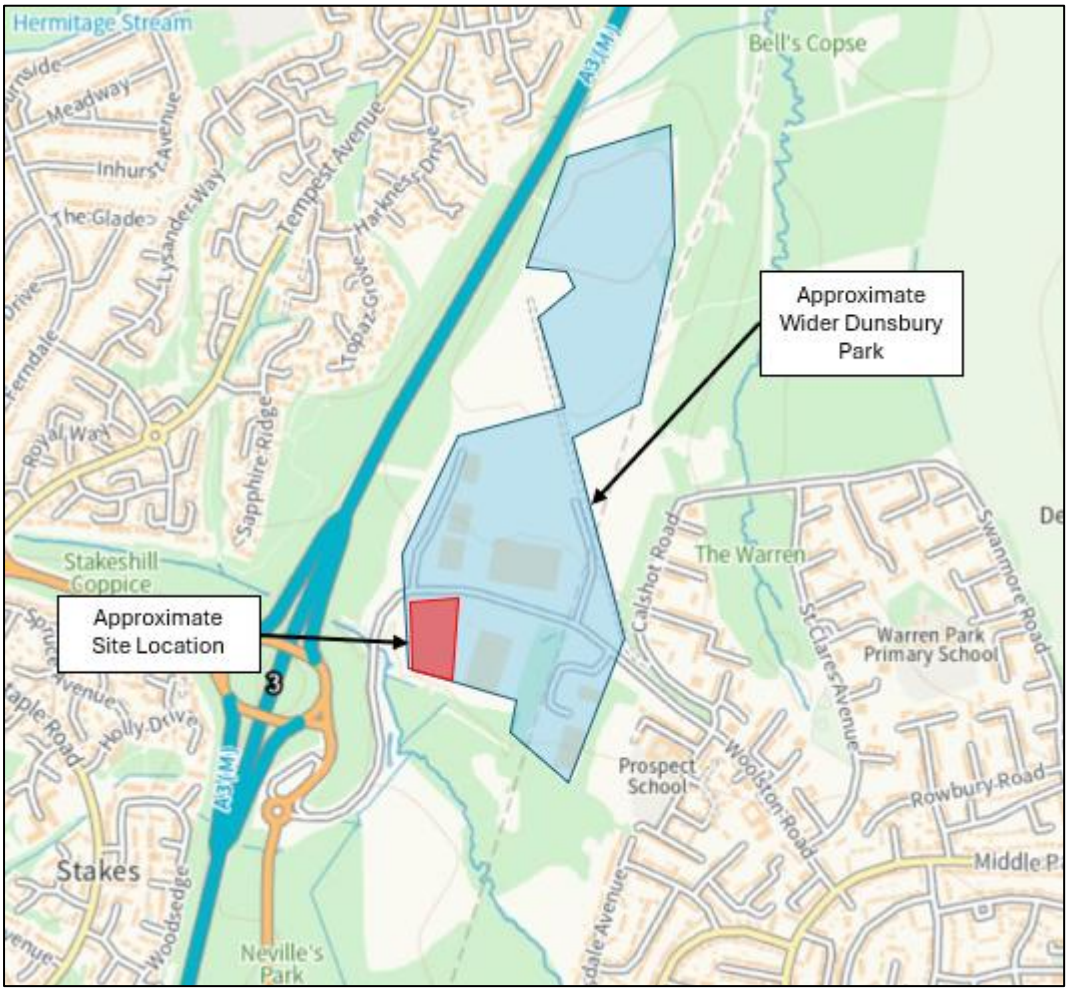

Figure 1: Site Location (Unit 100)

1.3 Unit 100 was previously proposed to be the site of a hotel, however, as part of this new application, the site is proposed to be a commercial unit operating under a B2/B8 land use with associated car and cycle parking, details of which will be confirmed as part of a subsequent Reserve Matters application. It is proposed that the unit will be accessed via the existing roundabout junction, within Dunsbury Park located immediately to the north of the proposed red line.

1.4 A Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) and Framework Travel Plan (FTP) have also been prepared for Unit 100 and should be read in conjunction with this report. The WCHAR identifies the existing opportunities for all non-motorised users in the development area, as well as identifying strategic opportunities for improvements to the existing network to be delivered in the future. The FTP has been based upon the existing Site Wide Travel Plan that is already in place for Dunsbury Park, but identifies baseline modal splits and travel targets specifically for Unit 100 as well as setting out a series of measures to help promote the use of sustainable travel modes by future site users.

1.5 A site visit was undertaken in July and October 2025 which covered all available pedestrian and cycle routes within the vicinity of the proposed development, including routes to the nearby local facilities as well as of the local road network. The findings from the site visit have helped to inform this report.

1.6 The scope of this TA therefore reviews existing site conditions and site accessibility, Personal Injury Accident (PIA) data, the development proposals, car and cycle parking requirements, visibility and access arrangements, servicing, trip generation, traffic impact and capacity assessment on the local road network (LRN) before drawing conclusions from the overall assessment.

1.7 This site seeks to achieve BREEAM 'Excellent' status under BREEAM New Construction 2018 Version 6. For the development to receive the required credentials, a TA and TP were identified as a requirement to meet the 2 credits associated with TRA01. Together, these documents have then been used to influence the site layout and built form, to confirm which measures under TRA 02 are to be met.

Planning History

1.8 A Transport Assessment was submitted as part of the hybrid planning application in 2012 (planning reference APP/12/00338) which was for: *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*. Following this a TA Addendum was submitted in 2013 following comments received from Hampshire County Council (HCC). The whole Dunsbury Park site

then received planning consent in 2014 which included for the construction of Fitzwygram Way (full plans) and the development of plots (outline).

1.9 Subsequently requests to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 were submitted (05.01.16) associated with application reference: APP/12/00338, whilst Reserved Matters planning applications were submitted for the separate parcels on the site. The first Reserved Matters application submitted for Plot 2, Phase 1 (reference APP/15/01156) was granted permission in December 2015. Further Reserved Matters applications have subsequently been approved, with 7 commercial units built and 6 of which currently occupied under the original planning consent.

1.10 The original application has now expired for the submission of Reserved Matters applications as Condition B2 of the Hybrid planning application required all Reserved Matters applications to be submitted within 10 years of approval (February 2014). A new Outline application associated with Unit 100, which this Transport Assessment supports, will now be submitted to allow the continued development of the site.

1.11 It is of note that the previous Transport reports, submitted as part of the original Hybrid application, considered the cumulative impact of developing the whole of Dunsbury Park, the development's impact on the strategic highway network (A3(M)) and this work was approved at planning, hence the subsequent development of 7 or the proposed 12 units (permission for 11 units plus hotel). Mitigation elements that were raised through that original application have also been implemented which include the bus gate on Fitzwygram Way. Both of these items are discussed further within this report.

Highway Works Delivered under Previous Planning Consent

1.12 The Section 106 agreement secured as part of the Hybrid consent secured a number of improvements to the local highway network in order to mitigate the expected impact of the wider Dunsbury Park development, as determined by that application's assessment. All of these improvements have now been delivered and are noted below, aside from the implementation of the bus gate and planned bus services, which are expected in Summer 2026:

- The access link road (Fitzwygram Way) road corridor and roundabout
- Internal shared footway/cycleway along the northern side of Fitzwygram Way
- The construction of bus stop laybys and a bus gate at the eastern end of the Access Link Road Corridor (awaiting the planned bus through the site).

- Improvements to the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue) roundabout to the south of the development.

1.13 The impact of the consented development for 12 units at Dunsbury Park, which included Unit 100, has therefore already been mitigated in its entirety through the delivery of these works, which provide strategic access into the site, enhance capacity at key junctions, and improve connectivity for public transport. These measures form an important baseline position for the current application, ensuring that the principal off-site improvements required to accommodate development traffic have already been implemented.

2. POLICY

2.1 This TA has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (2024);
- LTN 1/20 Cycle infrastructure Design (July 2022)
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'
- DfT Circular 01/2022
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- Hampshire County Council Local Transport Plan 4 (LPT4)
- Hampshire County Council's 'A Guide to Development Related Travel Plans (2025)
- Havant Borough Councils Adopted Core Strategy (2011-2026).
- The Havant Borough Local Plan (Allocations) document (2014)
- Havant Borough Council Emerging Local Plan

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. The following NPPF paragraphs are relevant to the proposed development:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
> a) making transport considerations an important part of early engagement with local communities;
> b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
> c) understanding and addressing the potential impacts of development on transport networks;
> d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
> e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
> f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
>
> ***(NPPF Para.109)***

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making ***(NPPF Para.110)***
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, including the National Design Guide and the National Model Design Code48; 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. ***(NPPF, Para. 115)***
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. ***(NPPF, Para. 116)***
Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. ***(NPPF, Para. 117)***
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 so that the likely impacts of the proposal can be assessed and monitored. ***(NPPF, Para. 118)***

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

2.4 It is also important to recognise a consultation draft of a revised NPPF was published in December 2025; however, this is yet to be adopted and thus this TA will continue to refer to the adopted December 2024 version.

LTN 1/20 Cycle Infrastructure Design (July 2020)

2.5 LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- Transitions between carriageways, cycle lanes and cycle tracks
- Junctions and crossings

- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

2.6 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'

2.7 The Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements are required, and what they should contain, which has been applied as part of this submission.

DfT Circular 01/2022

2.8 DfT Circular 01/2022 (updated 23 December 2022) sets out the Secretary of State's policy for how National Highways (NH) engages with the planning system. It confirms the Strategic Road Network's (SRN) primary function—to enable safe, reliable, efficient long-distance movement of people and goods—and requires developments to be planned and designed to reduce private car dependence, with walking, wheeling, cycling and public transport as the natural first choice. NH supports vision-led "decide and provide/vision & validate" approaches that align with net-zero objectives (net-zero maintenance/construction by 2040 and road-user emissions by 2050), and expects robust Travel Plans with clear, monitored mode-shift targets.

2.9 For decision-taking, Transport Assessments should: (i) set a clear vision/outcomes; (ii) assess opening year and each phase with baseline growth and committed development; (iii) consider only high-certainty network improvements; and (iv) avoid blanket factoring by stating assumptions transparently. Where residual safety or cumulative SRN impacts would be severe, proportionate mitigation and phasing must be identified and secured.

Transport Decarbonisation Plan (Department for Transport, 2021)

2.10 The Transport Decarbonisation Plan sets the following strategic priority: "*Accelerating modal shift to public and active transport*" and outlines the aspiration to "*make active travel the natural first choice*

for all who can take it". As a result, this report is supported by a Travel Plan and WCHAR, which tackle this priority.

Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)

2.11 PPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements.

Hampshire County Council's Local Transport Plan 4 (February 2024)

2.12 LTP4 was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined in Figure 2.

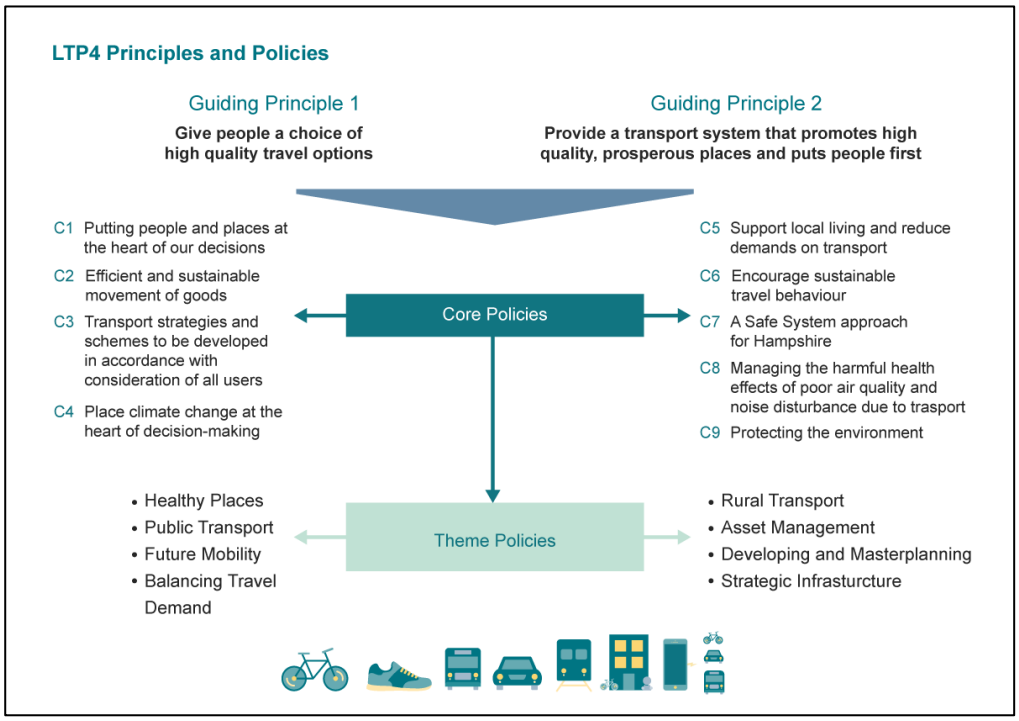

Figure 2: LTP4 principles and policies

Guiding Principle 1: Give people a choice of high-quality travel options.

- Provide a choice of high-quality travel options and reduce dependency on the private car by:
  - providing better walking, cycling and public transport choices
  - creating opportunities to 'live locally' (including homeworking)
  - owning fewer cars and using them less
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO2) with zero emission vehicles

- Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first. Planning for people and places means:

- Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

Policy C1: Putting people and places at the heart of our decisions

- Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where;
- Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location;
- Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability;
- Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and
- Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users.
Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework:

i. opportunities to reduce travel demand and the need to travel;
ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;
iii. people who walk;
iv. people who cycle and ride horses;
v. people who use public transport (bus, coach, rail, taxi, community transport);
vi. delivery of goods; and
vii. other motor vehicles.

Policy C5: Support local living and reduce demands on transport

- Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept);
- Enable local communities to deliver community-led place and transport improvements where there is funding to do so;
- Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;

Policy C6: Encourage sustainable travel behaviour

- Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;
- Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible);
- Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and
- Monitor the effectiveness of our approach and adapt it to changing transport needs.

2.13 LTP4 also sets the expectation that Healthy Streets will be utilised across all relevant areas of transport policy and therefore this Transport Assessment includes an appropriate assessment.

Havant Borough Councils Adopted Core Strategy (2011-2026)

2.14 Havant Borough Council's (HBC's) Core Strategy (2011) is a long-term strategy that seeks to shape and guide new developments within Havant Borough. The Core Strategy proposes a policy framework for new developments.

2.15 The Vision within the Core Strategy proposes the following:

"In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought-after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high-quality design developments and the stewardship of its natural and built environment..."

2.16 Further to this the following policy is of more relevance to the site and travel planning:

Policy CS20 Transport and Access Strategy states development will be permitted that:

- *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy;*
- *Does not increase congestion and promotes better use of existing transport networks;*
- *Improves accessibility to goods, services and employment and promotes equality in the transport system;*
- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users;*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/ frequency buses and includes walking and cycling where appropriate;*
- *Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.*

The Havant Borough Local Plan (Allocations) (2014)

2.17 The Local Plan Allocations document is part of the adopted Local Plan reports and should be read in conjunction with the Core Strategy. The Allocations document provides details about agreed site allocations as well as policies to encourage investment in new jobs, land for new homes and protection of special environments. A key transport related policy that relates to the operation of Dunsbury Park, is the cross-borough bus rapid transport route referred to in Policy AL5.

2.18 Policy AL5 states the following, *"Policy AL5 Cross-Borough Bus Rapid Transport Route Planning permission will be granted for development proposals that help deliver the Cross-Borough Bus Rapid Transport Route as shown indicatively on the Policies Map. Development proposals will not be permitted where they could prevent the future provision of this route".* The aim is to improve east-west transport

between Havant and Waterlooville, which will travel through Dunsbury Park and is proposed to be delivered by 2026. The bus gate and bus stop infrastructure within Dunsbury Park are currently being delivered.

Havant Borough Council Emerging Local Plan

2.19 Havant Borough Council (HBC) are currently preparing a new Local Plan following the withdrawal of the previous Emerging Havant Borough Local Plan (2036). The new plan, titled "Building a Better Future", has since been published and was the subject of a Regulation 18 consultation and Call for Sites exercise.

3. BREEAM ASSESSMENT

3.1 This section of the TA confirms how Unit 100 will meet the criteria within BREEAM New Construction (2018) for TRA 01 and TRA 02, with the intention of targeting 'excellent'. Overall, a total of 8 credits are currently sought under TRA 01 and TRA 02.

Criteria TRA 01

3.2 Under TRA 01 a minimum of two credits associated with the production of both a TA and the accompanying FTP are sought, and which have been prepared to support this planning application.

3.3 To obtain one credit within TRA01 this TA includes the following:

- Existing and predicted future travel patterns of the site;
- The local walking and cycling environment;
- Disabled access;
- The number and type of BREEAM amenities; and
- Cyclist facilities.

3.4 A FTP has also been prepared to support the second credit under TRA01. This document promotes sustainable patterns of traveling during the building's operation and use, with the measures in the FTP to be implemented in collaboration with the building's end-users/occupier.

Accessibility Index

3.5 The closest bus stop assessed from the building's main entrance, measured via a safe pedestrian route is approximately 700m away. This bus stop, known as Larkwhistle Walk, is located on Calshot Road and provides site users with access to the existing Stagecoach 22 bus service. This service has an average weekday frequency of 6 services per hour.

3.6 The closest train station is in excess of the minimum distances (1km) outlined by BREEAM in order to be a compliant node for Accessibility Index Calculations.

3.7 Overall, the site currently has an Accessibility Index (AI) of 1.90 with the calculations shown in **Figure 3**. Once the new bus route that will run through Dunsbury Park is implemented it is anticipated that the site's AI will increase further, although until service details are known this cannot be calculated.

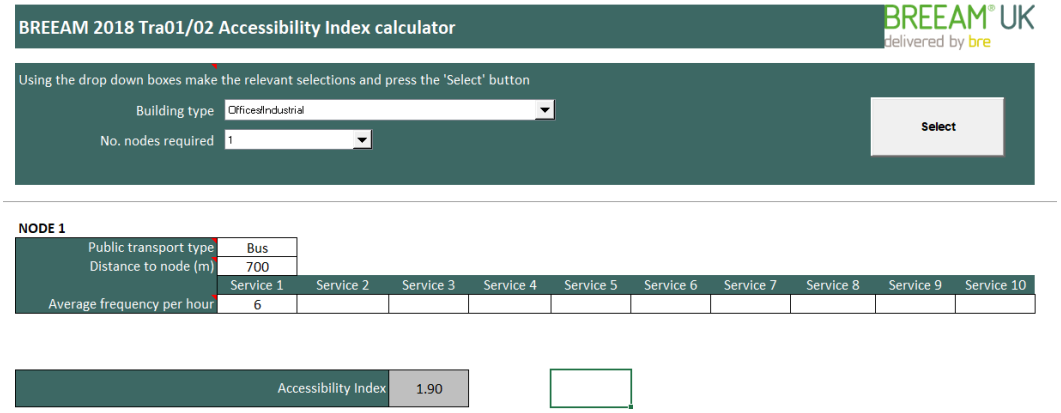

Figure 3: Accessibility Index

Criteria TRA02

3.8 Under TRA 02 a total of 8 points/credits are sought. Credits under TRA 02 are awarded based on the site's Accessibility Index (AI) and the implementation of a number of potential measures. As confirmed above, the site has an AI of 1.90 and therefore the credit associated with Option 1 cannot be obtained as the site's AI is not over 8. It should be noted that the AI score associated with the development will increase following the implementation of the bus gate and route which is expected in Summer 2026.

3.9 A summary of the credits targeted as part of TRA02 are shown within **Table 1**.

Assessment Option	Points	Comments
1	0	Accessibility Index Calculation = 1.90 – Less than 8.
2	1	As part of the outline application discussed within the introduction to this Transport Assessment, a bus gate was implemented along Fitzwygram Road. It is understood that the bus gate will be open in Summer 2026 and PCC's Transport team has confirmed that a bus operator will run a new service through the site once the bus gate is completed and opened.
3	0	No proposals for real time public transport information are proposed within the site.
4	0	EV Charging provision to be confirmed at the post planning stage. but is expected to be in line with building regs and HBC standards.
5	1	The Framework Travel Plan outlines that the site wide Travel Plan Coordinator will explore the opportunity to set up a car sharing group and raise awareness for this sharing scheme. Currently Liftshare is being proposed to the wider Dunsbury Park units. White lining will be implemented as part of the final parking layout at the appropriate stage to confirm which spaces will be allocated for carsharing. To meet the BREEAM credit this will require 5% (4 spaces) of the total

		parking provision to be designated for car-sharers and located close to the site entrance.
6	2	The application is supported by a WCHAR which assesses the existing walking and cycling facilities in the area. Enhancements for future delivery provision have been identified within this document.
7	1	Cycle parking will be provided in line with BREEAM and HBC standards. This provision will be confirmed at the RM stage.
8	1	Space will be allocated within the site layout for an eventual tenant to provide showers and changing facilities.
9	0	Existing accessible amenities within 500m of the main building entrance are outlined within **Table 4** but are not close enough to achieve credits.
10	2	As part of the development two new amenities are proposed these will be confirmed at the RM stage.

Table 1: TRA02 Targeted Credits

3.10 As shown in **Table 1** the scheme is currently aiming to achieve at least 8 credits associated with TRA02.

4. EXISITNG SITE CONDITIONS

4.1 The application site is currently undeveloped land within the Dunsbury Park site. The site is bordered by a roundabout providing access to Units 500, 501 and 502, and Fitzwygram Way to the north, Unit 2 (formally occupied by Fat Face) to the east and woodland to the south. The existing context of the site is shown in **Figure 4**.

Figure 4: Existing Site Conditions (*Source: Google Maps*)

4.2 The site is accessed via the southern arm of the roundabout directly to the north. This arm measures 9.3m with an entry kerb radius of 20m and egress kerb radius of 12m. Existing conditions on this roundabout are shown within **Photograph 1**.

Photograph 1: Access to Unit 100 from the roundabout (looking west)

Local Road Network

4.3 The site is located to the south of Fitzwygram Way, which is the spine road providing access through the wider Dunsbury Park site, and is subject to a 30mph speed limit. Fitzwygram Way runs in an east-west alignment in the vicinity of Dunsbury Park, measuring c.7.5m in width and therefore is sufficient to allow for two-way vehicle movements, including HGVs. Double yellow lines are also in place to prevent on-street parking.

4.4 At its western extent Fitzwygram Way connects to the B2150 via a roundabout junction. From here drivers can either travel c.500m north to reach the A3(M) Junction 3 roundabout and Waterlooville, or south to the Hulbert Way/Purbrook Way roundabout servicing Asda, Bedhampton and Junction 4 of the A3(M). At its eastern extent Fitzwygram Way is closed to through traffic, with bollards currently in place, however there are plans for a bus gate to be implemented by Summer 2026 (**Photographs 2-3**).

Photograph 2: Bollards to the south of Dunsbury Park on Fitzwygram Way

Photograph 3: Bollards to the south of Dunsbury Park near the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way)

Wider Local Road Network

4.5 To the east of the site, Woolston Road is subject to a 30mph speed limit and leads on from Fitzwygram Way. Footways measuring approximately 2m wide are provided on both sides of the road, while road markings on the carriageway indicate the carriageway is suitable for cyclists. The road also allows for parking with marked bays provided.

4.6 To the west of the site is the B2150 (Hulbert Road), which provides a route on a north-south alignment between Junction 3 of the A3(M) and the Purbrook Way roundabout that connects to Junction 4 of the A3(M). The B2150 is subject to a 40mph speed limit and currently does not provide any dedicated pedestrian or cycling infrastructure, however a recent Outline planning approval (ref: APP/20/00441) on Hulbert Road has the requirement to implement a pedestrian connection along Hulbert Road, between Fitzwygram Way and the Purbrook Way roundabout.

Baseline Traffic Flows

4.7 In order to establish the baseline traffic flows on the Fitzwygram Way, an ATC survey was undertaken on Fitzwygram Way between 8th July and 14th July 2025 (**Figure 5**). The ATC was located between the Fitzwygram Way roundabout and the Dunsbury Park units themselves. Using this data the 5-day average vehicle volumes and 85th percentile speeds have been reviewed. Five-day totals have been used due to the operational characteristics of the business park, as weekend data showed very limited activity and is therefore not considered representative of the typical weekday traffic conditions associated with employment uses. The results are summarised in **Table 2** with the outputs attached within **Appendix B.**

Figure 5: Fitzwygram Road ATC Location

		AM Peak 5-day average (0800-0900)	PM Peak 5-day average (1700-1800)	24-Hour (5-day) Average	85th percentile vehicle speeds (mph)
Fitzwygram Way	Eastbound	96 (14)	64 (14)	657 (217)	39.7
	Westbound	74 (19)	81 (24)	668 (259)	39.7

Table 2: Fitzwygram Road ATC Survey (HGV trips in brackets)

4.8 The ATC survey on Fitzwygram Way (**Table 2**) confirms that the internal spine road currently accommodates moderate two-way traffic flows, averaging approximately 170 vehicles during the AM peak (0800–0900) and 145 vehicles during the PM peak (1700–1800). Over a typical weekday, total daily (24hr) flows average around 1,325 vehicles.

4.9 HGVs account for roughly 15–20% of peak-hour movements, reflecting the site's established industrial and distribution character. The measured 85th percentile vehicle speeds of 39.7mph in both directions are consistent with the signed 40mph speed limit and demonstrate good compliance with speed management objectives. Overall, the data confirms that Fitzwygram Way is operating efficiently with capacity available to accommodate additional traffic associated with the remaining undeveloped plots, including Unit 100, which is discussed further in **Section 7**.

Personal injury Accident (PIA) Data

4.10 Personal Injury Accident (PIA) has been obtained from Hampshire Constabulary to consider the existing safety situation on the local road network, in the vicinity to the proposed development. The extent of this review is proportionate to the scale and nature of the Unit 100 proposal and is therefore smaller than the study area assessed as part of the previous Hybrid application. This is because the current application relates to a single parcel within the wider Dunsbury Park development, with the majority of associated vehicle trips expected to route directly to and from the Strategic Road Network (A3(M)) via Fitzwygram Way. As such, a more focused assessment of the local junctions and access routes is considered appropriate and sufficient to determine the highway safety context of the site.

4.11 The report obtained from Hampshire Constabulary details all accidents recorded between 1st March 2020 to 28th February 2025 (latest 5-year period). An overview of the data provided shown in **Figure 6**. The complete report of the accident data is attached within **Appendix C.**

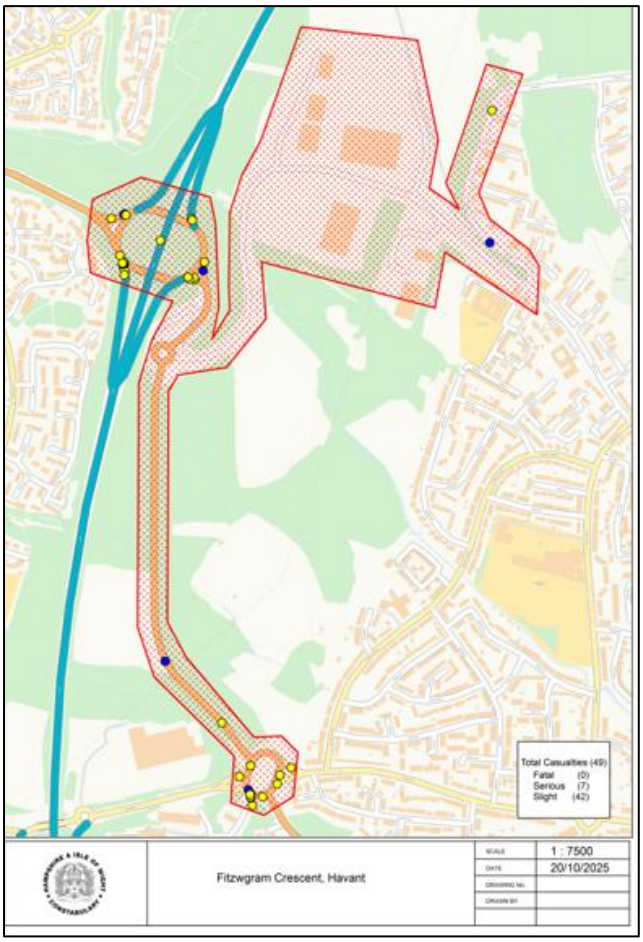

Figure 6: Personal Injury Accident Data (Hampshire Constabulary)

4.12 There has been a total of 41 personal injury accidents (PIAs) over the five-year period from 1st March 2020 to 28th February 2025 of which 7 were serious and 34 were slight, with no fatalities, as reported by Hampshire Constabulary. Of the 41 incidents one involved 3 pedestrians and 6 involved pedal cycle(s). There was also an incident where a taxi braking caused injury to the passengers within the vehicle. There were no reported injuries associated with equestrian use.

4.13 **Table 3** summarises all of the reported incidents in date order. This includes cycle and pedestrian related

4.14 PIA's as well as motor vehicles PIA's to enable a review of any trends.

Location	Date & Time	Severity	Description	Reported Possible Cause
Larchwood avenue, 23 meters of Hulbert Road roundabout, Havant, Hampshire	25.08.2020 09:30am	Slight	A vehicle is travelling SW along Larchwood Avenue and loses control and mounted the nearside pavement and collided with three pedestrians all travelling along the pavement.	Loss of control

A3(M) junction 3 northbound off slip junction with B2150, Waterlooville, Hampshire	26.08.2020 11:23am	Slight	Vehicle travelling north along the A3(M) off slip to junction 3 and fails to slow in time and collides with the rear of another vehicle in front which was stationary in traffic	Failed to look properly Failed to judge other persons path or speed
A3(M) northbound offs lip at junction with B2150, Waterlooville, Hampshire	28.08.2020 11:51am	Slight	Vehicle travelling north along A3(M) off slip fails to slow in time for stationary traffic and collides with rear of another vehicle in front.	Failed to look properly
B2150 Hulbert Road at junction with A3(M), Havant, Hampshire.	29.09.2020 09:00am	Slight	Vehicle travelling east along B2150 Hulbert Road and collided with rear of another vehicle travelling in front, which was stationary waiting in traffic to enter roundabout	Unknown
Larchwood Avenue at Junction with Purbrook Way, Havant, Hampshire	19.11.2020 16:45pm	Serious	Pedal cycle travelling southeast along the cycleway on Purbrook Way goes to cross Larchwood Avenue and is hit by a car that move off travelling northeast to join the roundabout.	Unknown
A3(M) slip roads at junction with Hulbert Road, Waterlooville, Hampshire	25.12.2020 00:30am	Slight	Motorcycle travelling southeast around roundabout and attempted to exit to travel southeast along Hulbert Road but hit the kerb and fell off.	Slippery road (due to weather) Travelling too fast for conditions
A3(M) northbound junction 3 off slip at junction with B2150 Hulbert Road, Waterlooville, Hampshire.	27.02.2021 16:07pm	Slight	Car travelling northeast along A3 off slip stationary and waiting to enter junction, another car is travelling behind car 1 and collides with the rear of car 1, as car 1 pulls away but stops suddenly.	Failed to look properly Sudden braking
Calshot road, 108 metres northwest of the junction with Newmew Court, Havant, Hampshire.	03.03.2021 23:43pm	Serious	Pedal cycle travelling along Larkwhistle Walk has enters Calshot Road and been struck by a car travelling southeast along Calshot Road, with the car failing to stop at the scene.	Impaired by drugs Impaired by alcohol
A3(M) slip roads at junction with Hulbert Road, Bedhampton, Hampshire	09.03.2021 06:55am	Slight	Van traveling north along Hulbert Road collides with the rear of a car travelling north along Hulbert Road which was stationary waiting to enter the roundabout.	Unknown
B2150 Hulbert Road roundabout at junction with Hulbert Road, Waterlooville, Hampshire	29.03.2021 11:00am	Slight	Car travelling north along Hulbert Road collided with rear of car travelling north along Hulbert Road in front which was stationary waiting to enter roundabout	Failed to judge other persons path or speed
B2150 Hulbert Road roundabout at junction with B2150 Hulbert Road, Waterlooville, Hampshire	20.02.2021 13:16pm	Slight	Van travelling northwest along B2150 Hulbert Road fails to give way and collides with the rear of a car which was stationary waiting to enter the roundabout at the give way line	Failed to look properly
A3(M) northbound marker post 3.7, Waterlooville, Hampshire	20.04.2021 11:42am	Slight	Car travelling northeast along A3(M) in lane 3 when driver may have had a medical episode causing the car to collide into another car in front, with car 1 then leaving the carriageway to the nearside and colliding with a goods vehicle which was stationary on the hard shoulder.	Illness or disability, mental or physical

A3(M) Northbound Junction 3 off slip at Junction with B2150 Hulbert Road, Waterlooville, Hampshire	23.04.2021 18:31pm	Slight	Car travelling north along A3(M) off slip approaching junction and driver believes that vehicle 2 in front which is stationary has moved off the roundabout, leading the car to collide with the rear of the vehicle 2 which was stopped at a give way marking for second time.	Failed to look properly Failed to judge other persons path or speed
A3(M) Northbound slip onto B2150 Hulbert Road (Junction 3 Roundabout), Waterlooville, Hampshire.	15.05.2021 12:55pm	Slight	Car travelling north along A3(M) slip road was stationary waiting to join the roundabout junction. Another vehicle travelling in the same direction fails to notice the car in front has stopped and collided with their rear.	Failed to look properly Failed to judge other persons path or speed
Purbrook Way at the Roundabout Junction with B2150 Hulbert Road, Havant, Hampshire.	18.06.2021 12:41pm	Serious	Car travelling north around the roundabout in lane 1 and tries to change land and collides with a motorcycle which was travelling west around the roundabout in land 2 and exiting to travel west along Purbrook Way.	Failed to look properly
Purbrook Way, At jJunction with Asda, Havant, Hampshire.	24.06.2021 13:27pm	Slight	Car travelling northeast out of Asda pulled onto roundabout without giving way to motorcycle which was already on the roundabout travelling west	Failed to look properly
A3(M) southbound off slip junction 3	11.09.2021 19:24pm	Slight	Car travelling north to south on A3 (M) is hit in the rear by another car which fails to slow in time, also travelling south on same road	Failed to look properly Following too close
Junction of Calshot Road/Hockhalm Court	27.10.2021 11:30am	Slight	Pedal cycle travelling southwest on Calshot Road is struck by a car travelling northwest pulling into junction from Hockham Court	Unknown
Roundabout at junction of B2150/Hulbert Road/Purbrook Way by Asda filling station	12.01.2022 15:15pm	Slight	Pedal cycle travelling across the road from northwest to southeast is struck by car travelling southwest to northeast on roundabout	Unknown
On slip at roundabout junction 3 Waterlooville	18.03.2022 17:00pm	Slight	Car travelling north towards roundabout at junction 3 M27 is struck in the back by another car also travelling north and they failed to slow in time.	Unknown
B2150 Hulbert Road at junction with Purbrook Way, Havant, Hampshire	17.06.2022 19:16pm	Slight	Taxi was travelling northwest on B2150 Hulbert Road and braked suddenly expelling passengers from the back seat to collide with the front seats causing injury.	Unknown
A3(M) at junction with B2147 Hulbert Road, Waterlooville, Hampshire	07.07.2022 19:17pm	Slight	Car traveling east along the B2147 Hulbert Road and they failed to slow in time on approach to the roundabout causing them to collide with the rear of another car which was travelling along the B2147 heading east in front of the first car.	Failed to judge other persona path or speed
A3(M) junction 3 off slip, at junction with B2150 Hulbert Road, Havant, Hampshire	16.09.2022 14:10pm	Slight	Car travelling south along the A3(M) off slip failed to slow in time and collided with the rear of another car which was in	Impaired by alcohol

			front and stationary waiting to enter the roundabout.	
B2150 Hulbert Road at junction with A3(M) slip road, Waterlooville, Hampshire	26.09.2022 19:11pm	Slight	Car travelling southeast along B2150 Hulbert Road failed to slow in time on approach to the roundabout and collided with the rear of the vehicle in front which was travelling southeast and was stationary waiting to enter the roundabout.	Unknown
Purbrook Way at junction with B2150 Hulbert Road, Havant, Hampshire	29.01.2023 13:45pm	Slight	Car was waiting at traffic lights on the roundabout to go southwest when another car failed to stop and collided with the rear of the car which was waiting.	Unknown
Purbrook Way 33 metres southeast of Hulbert Road Roundabout, Havant, Hampshire	09.03.2023 17:35pm	Slight	Motorcycle travelling southeast along Purbrook Way roundabout offslip failed to slow in time for traffic ahead and collided with the rear of a car infront.	Unknown
A3(M) northbound slip road at roundabout with B2150 Hulbert Road, Waterlooville, Hampshire	01.08.2023 10:36am	Slight	Van travelling north along A3(M) slip road failed to stop in time and collided with another car in front which was waiting to enter the roundabout.	Following too close
A3(M) junction 3 roundabout at junction with B2150 Hulbert Road, Purbrook, Hampshire	14.09.2023 21:47pm	Slight	Car travelling north from the A3(M) junction 3 offslip slowed and enter the roundabout intending to take the first exit for B2150 Hulbert Road, with another car travelling west of the roundabout collided with the rear of the vehicle.	Failed to look properly Failed to judge other persons path or speed
A3(M) northbound exit slip road at roundabout with B2150 Hulbert Road, Waterlooville, Hampshire	16.09.2023 17:07pm	Slight	Car travelling along A3(M) slip road believed that the car infront which was travelling north would going to enter the roundabout so they continued forward and collided with the rear of the vehicle infront, who had stopped at the entrance to the roundabout.	Failed to look properly Failed to judge other persons path or speed
A3(M) northbound junction 3 off slip at junction with B2150 Hulbert Road roundabout, Waterlooville, Hampshire	10.10.2023 14:53pm	Serious	Car travelling north along the A3(M) junction 3 offslip moved forward slightly at the roundabout at the top of the offslip. The car behind thought they had moved off completely and collided with the rear of the car.	Failed to look properly Failed to judge other persons path or speed
Purbrook Way at roundabout with Larchwood Avenue, Havant, Hampshire	15.11.2023 13:51pm	Slight	Car travelling northeast along Larchwood Avenue failed to give way at the roundabout and pulled out into the path of a motorcycle traveling west along Purbrook Way who was already on the roundabout, causing a collision.	Failed to look properly
B2150 Hulbert Road, 109 Meters northwest of roundabout with Purbrook Way, Havant, Hampshire	27.11.2023 09:13am	Slight	Van travelling northwest along Hulbert Road braked suddenly due to an oncoming vehicle on the wrong side of road, but the car behind the van was unable to stop in time and collided with the rear of the van.	Sudden braking Failed to judge other persons path or speed

B2150 Hulbert Road at junction 3 roundabout with A3(M), Waterlooville, Hampshire	06.02.2024 11:11am	Serious	Car travelling north along Hulbert Road approached the roundabout on the wrong side of the road and collided head on with another car which was travelling south along Hulbert Road exiting the roundabout.	Illegal turn or direction of travel
B2150 Hulbert Road at junction 3 roundabout with A3(M), Waterlooville, Hampshire	31.03.2024 19:41pm	Slight	Car travelling northwest on Hulbert Road entered the roundabout in lane 1 and cut across the lanes to get to lane 2 across the path of another car travelling northwest along Hulbert Road which was entering the roundabout in lane 2 causing the cars to collide.	Illness or disability, mental or physical
B2150 Hulbert Road at junction with A3(M) junction 3 roundabout, Waterlooville, Hampshire	13.04.2024 09:10am	Serious	Car travelling east along B2150 Hulbert Road stopped at the A3(M) junction 3 roundabout, while the car behind failed to stop in time and collided with the rear of the vehicle infront.	Unknown
Purbrook Way roundabout at junction with B2150 Hulbert Road, Havant, Hampshire	17.06.2024 18:45pm	Slight	Car travelling northeast on Purbrook Way roundabout changed lanes, with it noted the road markings were significantly rubbed out. This causes a motorcycle travelling behind the car to collide with its rear.	Following too close Inadequate/masked signs or road markings Poor turn or manoeuvre
B2150 Hulbert Road, 300 metres northwest of roundabout, Purbrook, Hampshire	20.09.2024 09:36am	Serious	Taxi travelling south along Hulbert Road has overtaken a pedal cycle travelling south along Hulbert Road too causing a collision and the ride to fall from the bike.	Impaired by alcohol Failed to look properly
B2150 Hulbert Road on roundabout towards Purbrook Way, Havant, Hampshire (reported as Hulbert Way but should be Hulbert road)	28.09.2024 19:25pm	Slight	Motorcycle travelling southeast along Hulbert Road has entered the roundabout in the left lane when a car is travelling southeast along the roundabout in the right lane but drifts into the left lane and causes a collision with the motorcycle.	Unknown
Purbrook Way at junction with B2150 Hulbert Road roundabout, Havant, Hampshire	18.10.2024 15:35pm	Slight	Car travelling east along Purbrook Way in lane 3 moved off at the B2150 Hulbert Road roundabout and collided with a pedal cycle at low speed which was travelling south on the pedestrian crossing	Failed to look properly Carless/reckless/in a hurry Failed to judge other persons path or speed Disobeyed pedestrian crossing facility
Hulbert Road at junction with A3(M), Waterlooville, Hampshire	20.11.2024 10:54am	Slight	Car travelling southeast on Hulbert Road, Havant Southampton stopped at roundabout onto A3(M). A van travelling	Unknown

			behind the car failed to stop in time and ran up the back of the car.	
A3(M) northbound junction 3 offslip at junction with B2150 Hulbert Road roundabout, Waterlooville, Hampshire	17.02.2025 11:54am	Slight	Van travelling north along A3(M) northbound junction 3 offlsip failed to brake in time and collided with the rear of another car infront which was stopping to give way at the B2150 Hulbert Road roundabout	Failed to judge other persons path or speed Failed to look properly Sudden braking

Table 3: Accidents Within Site Vicinity March 2020 – February 2025

4.15 Although some causes of incidents were unknown the majority were due to speeding, failing to look properly or judge distances, as well as medical instances. Developing upon this, out of the seven serious incidents three included pedal cyclist and reasons for these incidents included failure to look properly, impaired by alcohol/illegal driving and failing to judge other persons path or speed. Therefore, whilst these incidents are regrettable none of which were as a result of the design of the highway.

4.16 From a review of the other reported PIA's and the mapping there were a number of PIAs recorded on the A3(M) and it's slip roads (Junction 3), along with the Hulbert Road (B2150)/Purbrook Way roundabout. Almost all of these were reported as a result of failure to look properly/judge another's speed. Therefore, it is evident that the majority of incidents were a result of driver error, and not a consequence of the road conditions or highway design. There is one exception to this, which occurred on Purbrook roundabout on the 17th June 2024, and where the reason for the incident stated that there was inadequate or masked signs/road markings. Further details of what the road signage/marking conditions were at the time are unavailable. Despite this there is no pattern of incidents to reflect that the highway design is a key cause, and this particular junction has already undergone improvements.

4.17 This PIA assessment therefore shows that the current highway design does not have a safety concern and therefore the continued implementation of the proposed development (as part of Dunsbury Park's wider development) would not have a detrimental impact on highway safety in the context of paragraph 116 of the NPPF.

5. SITE ACCESSIBILITY

5.1 The site is well located in relation to the existing facilities within Havant Town Centre, which is located approximately 3.8km southeast of the site, accessible via a 47.5-minute walk, a 9.5-minute cycle (400m per minute) or 28-minute bus journey (including walking time to the bus stop). Amenities which may be useful to future site users and staff are outlined within **Table 4**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (400m per minute)
Fitzwygram Way Bus Stops (Pending)	160m	2 minutes	Less than a minute
Larkwhistle Walk Bus Stop (Calshot Road)	700m	9 minutes	2 minutes
Ramsdale Woods	1.2km	15 minutes	3 minutes
One Stop (Middle Park Way)	1.3km	16 minutes	3 minutes
The Warren Post Office (Strouden Court Precinct)	1.3km	16 minutes	3 minutes
The Swallow Public House (Dunsbury Way)	1.6km	20 minutes	4 minutes
Tesco Express (Tempest Avenue, Waterlooville)	2.1km	26 minutes	5 minutes
Brook Pharmacy	2.1km	26 minutes	5 minutes
Asda petrol station	2.2km	27.5 minutes	5.5 minutes
Leigh Fitness	2.5km	31.5 minutes	6 minutes
Asda Supercentre	2.6km	32.5 minutes	6.5 minutes
Sainsburys	2.8km	35 minutes	7 minutes
Bedhampton Train Station	3.7km	46 minutes	9 minutes
Havant Train Station	3.8km	47.5 minutes	9.5 minutes
Havant Town Centre (Boots, Tesco, Aldi, Marks & Spencer etc)	3.8km	47.5 minutes	9.5 minutes

Table 4: Local Amenities and Facilities (Measured from the existing gated access to the proposed site)

5.2 **Table 4** demonstrates that there are many facilities within a reasonable walking distance of the site including the local bus stop at the Larkwhistle Walk (Calshot Road) Bus Stop and the numerous amenities located c.3.8km away within Havant Town Centre. Numerous residential areas around the site are also within walking distance facilitating future staff of the site to walk.

5.3 CIHT states that developments should generally be within 400m of a bus stop for pedestrians to utilise them. The proposed site of Unit 100 is located approximately 700m from a bus stop (measured from the existing gated access to the proposed site). Furthermore, as discussed internally bus stops are

proposed on Fitzwygram Way as part of the future public transport connection through the site. This is proposed to be completed by Summer 2026, meaning that the Unit 100 will be located approximately 160m from the closest bus stop. Therefore, it can be expected that residents and visitors could utilise public transport services to access the development.

5.4 Within the locality of the site there are a number of local amenities and facilities within walking distance, with it also considered acceptable as part of the previous application for the wider site (Dunsbury Park) (planning reference APP/12/00338). Developing upon this, there are numerous residential areas around the site within walking distances to facilitate future staff of the site to walk.

Local Pedestrian Conditions

5.5 Fitzwygram Way benefits from both a 3m wide shared footway/cycleway on the northern side of the carriageway and a 2m wide footway on the southern side of the carriageway (**Photograph 4**) in the vicinity of the commercial units. Further west of the commercial units at Dunsbury Park, to the Hulbert Road roundabout, a new shared pedestrian/cycleway has been installed, along the south-eastern side of Fitzwygram Way.

5.6 Where crossing facilities are provided in the vicinity of the site location, these have been constructed to a high standard with tactile paving and dropped kerbs, and pedestrian refuges, where appropriate (**Photograph 5**).

Photograph 4: Footway on southern side of Fitzwygram Way.

Photograph 5: Typical crossing point

5.7 At the eastern extent of Fitzwygram Way bollards are currently in place (**Photograph 2-3**) preventing through-traffic; however, these would be replaced by a bus gate in Summer 2026. This will ensure pedestrian, cycle and bus access only onto the Calshot Road/Woolston Road/Freeley Road roundabout and the surrounding residential area of Leigh Park, located to the east of Dunsbury Park.

5.8 Woolston Road to the east of the site provides footways on both sides of the carriageway measuring c.2m in width, accompanied by dropped kerbs and tactile paving at crossing points. This leads onto Middle Park Way which provides footways on both sides of the carriageway, which gives a direct and continuous route towards further amenities and facilities within the locality of the site.

5.9 Further assessment of the local routes, in relation to the site, are provided within the WCHAR.

Public Rights of Way (PROW)

5.10 The site is located in the vicinity of a number of PRoW routes, the latest map of which is shown in **Figure 7**. Within **Figure 7**, PRoW footpaths are shown in purple and bridleways shown in green.

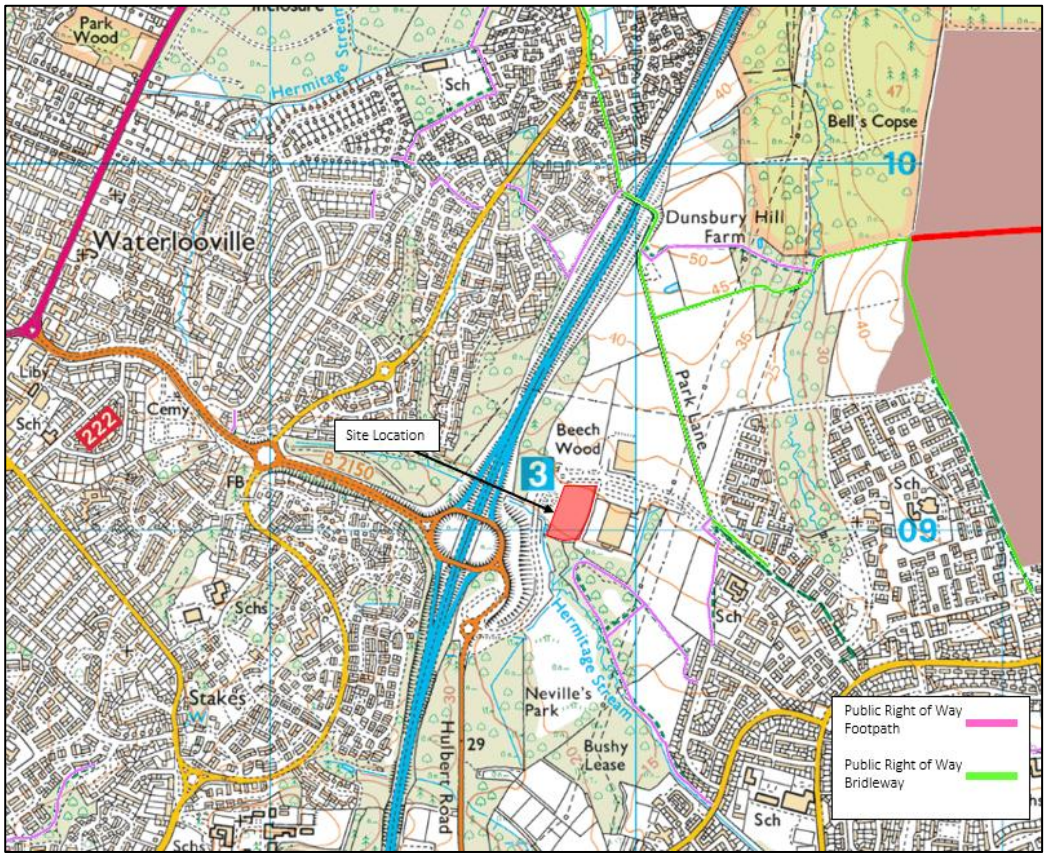

Figure 7: Public Rights of Way (PROW) in the vicinity of the site

5.11 A PRoW bridleway route is provided to the northeast of the site, known as Park Lane. This route allows for pedestrian, cyclist and equestrian movements although it should be noted that no equestrian uses have been observed. This route extends north, crossing the A3(M) and providing a connection from the site to residential areas within Waterlooville to the northwest. Park Lane terminates at Grassmere Way, approximately 1.4km north of its start point at Calshott Road and provides connections to neighbouring residential roads. Existing conditions along Park Lane are shown within **Photographs 6-7**.

Photograph 6-7: Existing Conditions on Park Lane

5.12 It should also be noted that to the east of the site, Havant Thicket Reservoir is being constructed and will provide significant additional PRoW routes and leisure routes within the area. This is currently shown on **Figure 7** as a route with a Temporary Closure in place, and which will remain whilst the Reservoir works are being undertaken.

Cycle Network

5.13 In addition to the footway/cycleway discussed above, there are also a number of signposted cycle routes (including both on and off-road provision) which provide access south to Havant Town Centre, which are shown in **Figure 8.**

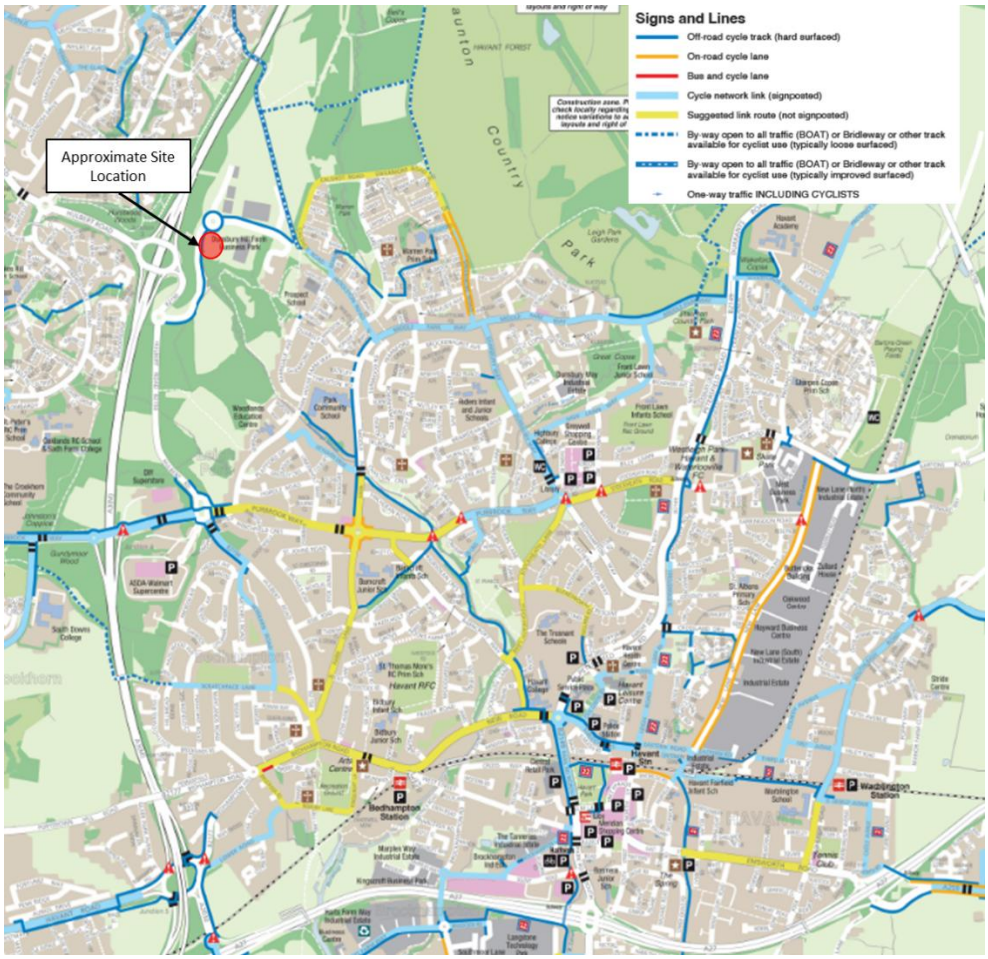

Figure 8: Cycle facilities located within the vicinity of the site (Extract from Havant Borough Council)

5.14 **Figure 8** shows the site is located near a number of cycle routes and byways, as well near residential streets enabling connections into Waterlooville, to the north and to the south and east to Leigh Park and Havant.

Public Transport Provision

Bus Network

5.15 Dunsbury Park has provision for an east and westbound bus service, with 2 bus stop laybys provided on Fitzwygram Way, shown in **Photographs 8** and **9**. These are due to be implemented in Summer 2026 when the bus gate is complete and the new bus service is implemented.

Photograph 8: Bus stop on Fitzwygram Way (Eastbound)

Photograph 9: Bus stop on Fitzwygram Way (Westbound)

5.16 In the interim the nearest bus stop is located to the east of Dunsbury Park, on Calshot Road, known as 'Larkwhistle Walk', which is a 5-minute walk from Unit 100. The bus stop consists of sheltered seating and a flagpole. Existing conditions at the bus stop are shown within **Photograph 10**.

Photographs 10: Bus Stop on Calshot Road

5.17 The stop provide access to the Stagecoach 22 service which travels between Havant Bus Station and Warren Park approximately every 20 minutes. On weekdays the service runs between 00:03am – 23:33pm. Similar services are provided on the weekend too, though the frequency is between 30 minutes and an hour.

5.18 Within Havant Town Centre there is also Havant Bus Station (c.3.8km) which is centrally located. The station is operated by Stagecoach and provides a greater array of services to destinations including Southsea, Portsmouth, Petersfield and Chichester.

5.19 Stagecoach within their fleet, provide low floor, easy access buses which are indicated on the timetables when these are available and users of the Stagecoach App can get real time passenger information about the location of buses along the route, to enable ease of use.

5.20 It should be noted that Dunsbury Park has provision for an east and westbound bus service, with 2 bus stops provided on Fitzwygram Way. Details of the service are yet to be confirmed but as outlined within Policy AL5 of the Adopted Local Plan the intention is that the service will travel between Havant and Waterlooville. This is due to be implemented in Summer 2026 when the bus gate is complete.

Rail Network

5.21 Bedhampton Train Station is located approximately 3.7km southeast of the site, accessible within a 9-minute cycle (400m per minute) or a 10-minute journey via the Stagecoach 22 bus service (including walking time to the Larkwhistle Walk bus stop on Calshot Road). The station does not have any car parking but provides 20 cycle parking spaces.

5.22 Havant Train Station is situated slightly further southeast of Dunsbury Park than Bedhampton Train Station; approximately 3.8km from the site and can be reached within a 9.5-minute cycle (400m per minute) or via a short rail connection from Bedhampton Station. The station provides 92 cycle parking spaces, partial step-free access, a ramp for train boarding and wheelchair availability.

5.23 Bedhampton Station is operated by South Western Railway and provides regular hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea.

5.24 Havant Station provides more frequent services, including up to 3 trains per hour to Brighton, 2 per hour to Southampton Central, 4 per hour to Portsmouth Harbour, 5 per hour to Portsmouth & Southsea, 2 per hour to London Waterloo and 2 per hour to London Victoria.

Summary

5.25 The site is situated approximately 3.8km northwest of Havant Town Centre and c.500m south-east of Junction 3 of the A3(M).

5.26 The local road network around the wider Dunsbury Park site is conducive to both vehicle and non-vehicle travel. Carriageway widths within Dunsbury Park allow for two-way vehicle movements, including HGV movements, and are supported with a 30mph speed limit within the vicinity of the site. A future bus connection will be available through Dunsbury Park, but in the meantime the bus stop on Calshot Road is c.700m from Unit 100 and provide frequent services to Havant Town Centre.

5.27 The wider Dunsbury Park site is pedestrian and cycle friendly with a 2m footway and a 3m shared footway/cycleway provided along Fitzwygram Way. Public Rights of Way and cycle routes are also provided within the locality of the site, providing car free access to north Waterlooville via Park Lane and on-highway connections to Havant and Bedhampton to the south and east.

5.28 To summarise, Dunsbury Park is well located to connect to both the strategic highway network but also supports pedestrian and/or cycle connections to residential areas in both Waterlooville and Havant. Whilst the bus link through Dunsbury Park is still to come forward, the Larkwhistle Walk bus stop is well served by a 20-minute frequency service that also provides a linked connection to Havant Train station, ensuring future staff to make sustainable travel choices from the first occupation of the site.

6. PROPOSED DEVELOPMENT

6.1 The development proposals consist of the construction of a new industrial unit comprising 3251m2 of B2/B8 use (building area identified for illustrative purposes only) and associated works yard, parking and landscaping. Based on this, an indicative site layout plan is attached at **Appendix A**, which is discussed within this section.

Vehicular Access Arrangements

6.2 The site is to be accessed via the southern arm of the roundabout on Fitzwygram Way, directly to the north of the site boundary. This arm measures 9.3m wide with an entry kerb radius of 20m and egress kerb radius of 12m. Existing conditions on this roundabout are shown within **Photograph 1**.

6.3 Approximately 10m south of the roundabout a Give Way junction is proposed on the eastern side of the access road, which would serve the site's main car park. The access road would then continue south for a further 70m providing a separate service access.

6.4 The access into the car park would measure 6m wide and be supported by a kerb radius of 4m on the northern side and 6m on the southern side. This access would serve an area of parking for bicycles, cars and vans, located to the north of the main building. The second vehicular access would serve the HGV yard and is indicatively proposed 60m south of the roundabout access, measuring 6.8m wide. This second access would continue in a straight alignment into the site therefore kerb radii are not expected in this location, although the access would be supported by security gates.

6.5 The separation of the car park entrance and yard entrance will reduce the risk of conflict between delivery vehicles and car traffic, as well as separating pedestrian and cycle movements from delivery vehicle movements.

6.6 A swept path analysis of the accesses has been completed to ensure two-way vehicle movements for articulated vehicles is achievable. This is demonstrated within **Appendix D**.

Visibility Assessment

6.7 In order to assess visibility at the proposed car park access location, a visibility splay assessment has been made based on the design speeds of 20mph along the currently unnamed road service road. Using Manual for Streets Guidance and HCC's TG3 document, the visibility splay would need to be 2.4m x 27m in both directions, which is achievable. This visibility splay assessment is attached within **Appendix E**.

Pedestrian Access Arrangements

6.8 Pedestrian access will be provided via a connection to the existing pedestrian infrastructure adjacent to roundabout arm that provides vehicular access.

Car and Cycle Parking

6.9 Havant Borough Council's (HBC) 'Parking Supplementary Planning Document' (July 2016) has been reviewed to identify the likely parking requirements which will be confirmed at the Reserved Matters stage. The end user is currently unknown although the planning submission is for B2 and/or B8 uses. Using the site area the parking requirements for B2 General Industry have been consulted and are outlined in Table 5.

Land Use	Minimum Car Parking Standard	Cycle Parking Standard	
		Long Stay	Short Stay
B2 General Industry	1 space per 45sqm	1 space per 350sqm	1 space per 500sqm
3,251sqm	72	9	7

Table 5: Parking Requirements

6.10 The details of parking would however be determined at the Reserved Matters stage but will include electric vehicle charging infrastructure to meet BREEAM requirements as well as blue badge parking provision in accordance with guidance. Based on the standards, a minimum of 72 car parking spaces would be required to meet HBC standards for a B2 land use. With regard to cycle parking, 9 short stay parking spaces and 7 long stay parking spaces would be required. These standards will be considered at the reserved matters stage when the internal layouts are agreed.

WCHAR Outcomes/Off-Site Measures

6.11 As part of the WCHAR it was noted that a number of the routes had been noted within the LCWIP where there were opportunities for the delivery of improvements to the wider network in the future: These include:

- Extending footway along the eastern side of Calshot Road from the Larkwhistle Bus Stop to Park Lane's access if no connection is provided within Dunsbury Park to Park Lane;
- LCWIP improvements to Park Lane
- LCWIP improvements to Woolston Road
- LCWIP improvements to Park Lane/Middle Park Way roundabout
- Implementing tactile paving on
    - Grassmere Way junction with Park Lane

- Locksheath Close/Middle Park Way junction
- Great Copse Drive/Dunsbury Way junction
- Sparsholt Close/Park House Farm Way junction (northern side only)
- Purbrook Way pedestrian crossing to west of Park House Farm Way junction

7. TRIP GENERATION

7.1 The following section considers the potential trip impact of Unit 100 firstly against the originally permitted hybrid application, then against the current operation in the context of both a compared vehicle trip impact and then against a multimodal trip generation, in support of a 'Decide and Provide' approach that aligns with HCC's LTP4 guidance.

7.2 The plot is currently a vacant parcel of land and therefore does not generate any existing trips. The original hybrid application also considered the impact of Dunsbury Park as a whole (all 12 units including Hotel). Whilst this did not specifically review individual units Unit 100 was originally proposed as the location of the hotel and therefore the original traffic generation assessment did consider the development at Unit 100 as a separate item to the rest of Dunsbury Park. The proposal for a hotel on Dunsbury Park has now changed and therefore the site of Unit 100 is now proposed as an additional commercial unit. Details of the permitted trips are therefore discussed later in this section.

Consented Trip Generation

7.3 As outlined previously, the traffic impact of the Dunsbury Park development (all 12 units) was previously assessed and agreed through the 2012 hybrid planning application (APP/12/00338) and subsequent TA Addendum (2013). As part of the application the following unit mix was considered applicable for the site (shown in **Table 6** and taken from Table 4.1 of the original TA).

Land Use	Phase 1 m2 GFA	Phase 2 m2 GFA	Total m2 GFA
B1 (Business)	18,580	6,132	24,712
B2 (General Industrial)	18,580	6,132	24,712
B8 (Storage and Distribution)	9,290	3,065	12,356
C1 (Hotel)	5,574	-	5,574
Total	52,024	15,329	67,354

Table 6: Hybrid Application Proposed floor Areas (Taken from Table 4.1 of the TA)

7.4 As part of that process, vehicle trip rates were derived and agreed with HCC to establish the scale of traffic that could be accommodated on the local road network following the delivery of the Section 106 highway works. The original consented vehicle trip rates and resultant traffic generation have been taken from Table 4.5 and 4.8 of the TA associated with this hybrid application and are summarised in **Table 7**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
B1 (Business Park) Trip Rate	1.895	0.165	0.229	1.519
B1 (Business Park) Traffic Generation	468	41	57	375
B2 (General Industrial) Trip Rate	0.679	0.315	0.168	0.526
B2 (General Industrial) Traffic Generation	168	78	42	130
B8 (Storage or Distribution) Trip Rate	0.225	0.107	0.093	0.225
B8 (Storage or Distribution) Traffic Generation	28	13	11	28
C1 (Hotel) Trip Rate	0.429	0.580	0.481	0.328
C1 (Hotel) Traffic Generation	24	32	27	18
Trip Generation (Fully Occupied Dunsbury Park)	**688**	**164**	**136**	**551**

Table 7: Hybrid Application Proposed Development Trip Generation

7.5 **Table 6** and **7** shows that the approved traffic generation for the full build-out of Dunsbury Park was based on a mix of B1, B2, B8 and C1 land uses.

7.6 The ATC survey on Fitzwygram Way (**Table 2**) confirms that the internal spine road currently accommodates moderate two-way traffic flows, averaging approximately 170 vehicles during the AM peak (0800–0900) and 145 vehicles during the PM peak (1700–1800). Therefore, the road is well within its designed operational capacity, which as shown in **Table 7** was expected to be 852 vehicles during the AM peak hour and 687 vehicles during the PM peak hour.

7.7 In relation to the application site, Unit 100 was originally considered for the site of a C1 Hotel land use, with a floor area of 5,574m2, with its associated vehicle traffic generation summarised in **Table 7**. This confirmed that Unit 100 had previously been expected to generate 56 and 45 two-way vehicle movements during the AM and PM peak hours, respectively.

Previous Assessment of Highway Impact and Subsequent Mitigation

7.8 The potential highway impact of developing the Dunsbury Park site, reflected in **Table 7** above, has already been the subject of strategic assessment and mitigation through the consented hybrid application (APP/12/00338). As part of that earlier Hybrid planning permission, a package of off-site works was secured and delivered via S106, namely:

- Fitzwygram Way – the primary spine road providing strategic access to the business park;
- A bus gate at the eastern end of Fitzwygram Way to support cross-borough bus connectivity; and

- Capacity improvements at the ASDA roundabout (Purbrook Way/Hulbert Road/Larchwood Avenue).

7.9 Those works were specifically designed to accommodate development-related traffic associated with the build-out of the masterplan plots, including Unit 100, while also enhancing active travel and public transport permeability across the site. They form the baseline upon which this application is assessed.

7.10 In addition, the internal estate layout (Fitzwygram Way cross-section, junction geometry and pedestrian/cycle provision) was conceived to safely accommodate large vehicles and peak-hour staff flows.

Proposed Trip Generation

7.11 To support this application for Unit 100, this Transport Assessment has used updated TRICS outputs to confirm the impact of the proposed Unit 100 scheme, as a B2 land use, in the context of more recent survey data than the previous consented operation. This provides a transparent benchmark, ensuring that the impact of the proposed Unit 100 scheme can be understood in the context of what was previously agreed as part of the previous hybrid application. Vehicle trip rates have therefore been generated using the following parameters:

- Land Use – Employment;
- Sub Land Use – Industrial Unit;
- Sites in England and Wales (Excluding Greater London);
- Sites with no Travel Plan;
- Sites with a GFA of 1 – 20,000m^2;
- Edge of Town and Suburban Areas; and
- Surveys Monday – Friday.

7.12 **Table 8** shows the resultant vehicle trip rates and the associated traffic generation. These trip rates have been undertaken using a B2 land use to represent the anticipated operational peak hour traffic generation and are based on the area of building which is currently utilised for illustrative purposes for Unit 100. The full trip rates can be found attached within **Appendix F**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Updated B2 Vehicle Trip Rate (per 100m2	0.334	0.036	0.073	0.268
Updated Vehicle Traffic Generation (3251m2)	11	1	2	9

Table 8: Proposed Development Trip Generation

7.13 **Table 8** shows that based on an updated B2 trip rate, Unit 100 would generate 12 vehicle trips in the AM peak and 11 vehicle trips in the PM peak.

Net Impact of Vehicular Trips

7.14 The comparison of the proposed vehicle traffic generation, to the original hybrid application traffic generation is presented in **Table 9**, illustrating the net change in traffic flows between the previously approved and updated scenarios.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Hybrid Application Hotel Vehicle Traffic Generation (5,574m2) (per 100m2)	24	32	27	18
Proposed B2Vehicle Traffic Generation (3251m2)	11	1	2	9
Net Change in Traffic Generation	-13	-31	-25	-9

Table 9: Net Impact Trip Assessment for B2 operation at Unit 100

7.15 **Table 9** demonstrates that the updated TRICS vehicle traffic generation associated with Unit 100 results is materially lower vehicle movements associated with Unit 100 than those accepted as part of the Hybrid application. In the AM peak hour, the updated assessment forecasts a total of 12 trips compared to 56 previously consented, while in the PM peak the updated assessment forecasts 11 trips compared to 45 previously consented. This indicates that the proposed development would operate well within the envelope of traffic that has already been tested, agreed and mitigated for through the Hybrid consent for Dunsbury Park. The comparison confirms that the consented vehicle trip rates remain a robust upper bound, and that the current assessment provides additional confidence that the impact of Unit 100 will be less than originally envisaged and previously permitted.

B8 Parcel Distribution Trip Rates – Land Use

7.16 To provide further context, it is acknowledged that the original Hybrid application for Dunsbury Park already accounted for a quantum of B8 (Storage and Distribution) land use within its overall assessment, as summarised in **Table 7** earlier in this section. Those vehicle flows were inherently lower than the equivalent B2 (General Industrial) trip rates, reflecting the operational nature of distribution uses where vehicle activity is typically concentrated around goods movements rather than peak-hour staff trips.

7.17 For robustness, and in response to expectations from National Highways an updated assessment has been undertaken using the latest TRICS database to determine vehicle trip rates specifically representative of modern B8 parcel distribution operations. The parameters applied included:

- Land Use: Employment – Parcel Distribution Centres
- Sites in England and Wales;
- Sites with GFA between 1,000–30,000 m²;
- Edge-of-town and suburban context;
- Surveys undertaken Monday–Friday.

7.18 The resulting vehicle trip rates are summarised in **Table 10** with the full trip rate outputs included within **Appendix G**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Parcel Distribution Trip Generation (per 100m2)	0.478	0.473	0.415	0.645
Unit 100 Traffic Generation	16	15	13	21

Table 10: Unit 100 Parcel Distribution Traffic Generation

7.19 **Table 10** shows that if Unit 100 were to operate as a dedicated parcel distribution centre, it would generate approximately 31 trips in the AM peak and 34 trips in the PM peak.

Net Impact of Vehicular Trips

7.20 In order to compare the potential impact of a parcel distribution occupier against the traffic generation assumptions previously agreed through the 2012 hybrid planning consent, a direct comparison has been undertaken between the approved B2 trip rates associated with the Hybrid application and the updated B8 parcel distribution trip rates derived from the latest TRICS dataset. This is shown in **Table 11**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Hybrid Application Hotel Vehicle Traffic Generation (5,574m2)	24	32	27	18
Updated Vehicle Traffic Generation – Parcel Distribution (3251m2)	16	15	13	21
Net Change in Traffic Generation	-8	-17	-14	+3
	-25		-11	

Table 11: Unit 100 Net Impact Assessment Parcel Distribution

7.21 When compared against both the original C1 Hotel Trip rates applied within the 2012 Hybrid consent, the updated B8 parcel distribution flows are 25 vehicles less during the AM peak and 11 vehicles less in the PM peak.

Summary of Vehicle Trip Rates to be Used

7.22 In summary, two vehicle trip generation scenarios have been considered for Unit 100 to provide a robust and proportionate assessment of its potential impact on the local highway network. The first scenario represents the core assessment for the proposed B2 use, derived from the latest TRICS dataset for comparable industrial sites. These levels are lower than those previously assumed under the hybrid planning application, confirming that the traffic impact associated with Unit 100 would be modest and well within the parameters of the consented development envelope.

7.23 A second scenario has been undertaken as a sensitivity test, reflecting a potential occupier operating as a parcel distribution centre within the permitted B-class use. This test, based on up-to-date TRICS data for B8 parcel distribution sites, forecasts approximately 31 two-way trips in the AM peak hour and 34 two-way trips in the PM peak hour. While this represents a higher intensity of operation compared with the B2 scenario, it remains within the levels of traffic already tested and mitigated through the 2012 hybrid application for Dunsbury Park, associated with the permitted hotel use.

Trip Distribution

Permitted

7.24 To understand how vehicle movements associated with Unit 100 would interact with the local highway network, the assessment first considers the trip distribution assumptions established and agreed as part of the Dunsbury Park Hybrid planning application (APP/12/00338). These consented distributions were previously used to determine forecast turning movements at the Fitzwygram Way / Hulbert Road Roundabout, which serves as the principal point of access between Dunsbury Park and the wider highway network.

7.25 Under the Hybrid application, it was agreed that all development traffic would route via the western access at Fitzwygram Way, as the eastern bus gate restricts general vehicle movements. The distribution of trips from this access onto the wider network was determined through the Hybrid Application Transport Assessment, based on the expected proportions of traffic travelling north toward the A3(M) and south toward Havant. The agreed directional splits are summarised in **Table 12**.

	AM		PM	
	Arrivals	Departures	Arrivals	Departures
North	60%	62%	56%	57%
West	0%	0%	0%	0%
South	40%	38%	44%	43%

Table 12: Traffic Distribution (Hybrid Applications)

Observed Distributions

7.26 To verify and update the previously agreed traffic distribution assumptions, a turning count survey was undertaken at the Fitzwygram Way roundabout on Tuesday 8th July 2025 between 0700–1000 and 1600–1900 peak periods. This survey captured the actual directional movements of vehicles entering and exiting the existing development, enabling a direct comparison with the distributions established under the original 2012 Hybrid application (APP/12/00338). The raw data for this turning count survey can be found within **Appendix H,** whilst **Table 13** below presents the summary information.

AM	Arrivals	Departures	PM	Arrivals	Departures
North	79%	81%	North	76%	82%
West	0%	0%	West	0%	0%
South	21%	19%	South	24%	18%

Table 13: Traffic Distributions (2025 Survey)

7.27 The updated survey results demonstrate a higher proportion of vehicle movements travelling north via Fitzwygram Way/Hulbert Road Roundabout, which reflects the current operational profile of the business park and the attractiveness of strategic routes to the A3(M) and wider network. Conversely, the proportion of traffic travelling south has reduced.

7.28 Accordingly, it is the updated traffic distributions derived from the recent 2025 survey that are taken forward for the modelling and capacity assessment presented within this Transport Assessment. This ensures that the assessment accurately reflects the current operation of Dunsbury Park and provides a robust representation of how traffic associated with Unit 100 and the remaining undeveloped plots are likely to route through the local highway network.

Proposed Multi Modal Trip Generation

7.29 In accordance with the principles of the NPPF, Hampshire County Council's LTP4, Active Travel England guidance, and BREEAM assessment requirements, this Transport Assessment also considers all modes of travel rather than focusing solely on vehicular trips. A full multi-modal assessment has therefore been

undertaken to estimate the proportion of trips likely to be made by walking, cycling and public transport, recognising the sustainable accessibility credentials of Dunsbury Park and the improvements already secured under the hybrid consent.

7.30 To ensure consistency with the forthcoming vehicular trip rates the following parameters have been used to calculate the anticipated multi modal trip generation using the TRICS database (version 8.25.6). For reference these are:

- Land Use – Employment;
- Sub Land Use – Industrial Unit;
- Sites in England and Wales (Excluding Greater London);
- Sites with no Travel Plan;
- Sites with a GFA of 1 – 20,000m^2;
- Edge of Town and Suburban Areas; and
- Surveys Monday – Friday.

7.31 The results of the TRICS assessment are detailed in **Table 14** with the full outputs of all modes included within **Appendix I**.

TRICS	AM Peak (0800- 0900)			PM Peak (1700 – 1800)			TOTAL Daily
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (cycles) per 100m2	0.004	0.000	0.004	0.013	0.009	0.022	0.116
Cycle Trip Generation 3251 m2	0	0	0	0	0	1	4
Trip Rate (Public Transport) per 100m2	0.021	0.000	0.021	0.006	0.028	0.034	0.467
Total Trip Generation 3251 m2	1	0	1	0	1	1	15
Trip Rate (Pedestrians) per 100m2	0.011	0.006	0.017	0.036	0.026	0.062	0.378
Total Trip Generation 3251 m2	0	0	1	1	1	2	12
Total (Active Modes & Public Transport)	**1**	**0**	**2**	**1**	**2**	**4**	**31**

Table 14: Proposed Multi-Modal Trip Generation

7.32 **Table 14** identifies that the proposed development is anticipated to generate approximately 31 daily trips by active and public transport modes, equivalent to around 2 trips in the AM peak and 4 trips in the PM peak. While these numbers represent a modest proportion of the total trip demand, they are

consistent with observed travel behaviour for comparable employment sites and are expected to grow over time as sustainable travel initiatives embedded within the Travel Plan are implemented. In addition to this, the implementation of the new bus service through Dunsbury Park, as well as a proposed footway connection to the west, on Hulbert Way, will further enhance opportunities for sustainable travel.

Multi Modal Distributions

7.33 Given the location of Unit 100 and Dunsbury Park in the context of Havant and current infrastructure, the majority of active travel and public transport trips are expected to route southwards, connecting to the pedestrian, cycle and bus networks serving Havant Town Centre and the wider urban area. A smaller proportion of trips may utilise Park Lane and the associated rights of way network, particularly for leisure or commuting trips towards Waterlooville. Trips to the west, towards Waterlooville Town Centre are also hoped to increase once the future bus link is operational.

7.34 The networks assessed earlier within this TA, alongside the supporting Framework Travel Plan and Walking, Cycling and Horse-Riding Assessment and Review (WCHAR), confirm that the surrounding infrastructure has sufficient capacity and quality to accommodate these movements without detriment. Furthermore, the proposed development will ensure that multi-modal accessibility is prioritised in line with the vision-led principles of HCC's LTP4 and the wider Dunsbury Park masterplan. This approach accords with the National Planning Policy Framework paragraph 109, which seeks to promote sustainable transport modes and prioritise walking, cycling and public transport opportunities for all users.

8. JUNCTION MODELLING

8.1 To assess the operational impact of the development traffic, junction capacity modelling has been undertaken at the Fitzwygram Way / B2150 Hulbert Road roundabout, which forms the primary point of access between the Dunsbury Park estate and the wider highway network. To present a robust assessment, the modelling has been undertaken using updated TRICS outputs but with a parcel distribution sensitivity test. This approach ensures that the assessment tests the network under a worst-case scenario and provides confidence that the roundabout remains suitable to accommodate the forecast development traffic. The modelling also utilises updated distributions calculated from the MMC survey undertaken at the roundabout. This also present a robust assessment as a greater number of vehicles will travel north and therefore undertake right turns at the roundabout.

Baseline Surveys

8.2 A Manual Classified Count (MCC) survey was completed on Tuesday 8th July 2025 between the hours of 0700-1000 and 1600 – 1900 at the Fitzwygram Way / B2150 Hulbert Road. This provides the baseline data for the modelling assessment and can be found within **Appendix H**.

8.3 This baseline survey included 5 occupied units at Dunsbury Park; DPD, VW Breeze, Biopure, Percussion Play and Group One Auto Chappel Gate Motors (Inchcape).

TEMPro Traffic Growth

8.4 To account for background traffic growth, forecasts have been derived from TEMPro using the Havant 006 output area, which encompasses the Dunsbury Park site. The growth factors cover the period 2025–2030, reflecting a standard five-year future year assessment and are shown within **Table 15**.

TEMPRO	Growth Factor	
2025-2030	AM	1.0682
	PM	1.0693

Table 15: TEMPro Growth Rates

8.5 These factors have been applied to the baseline turning counts at the Fitzwygram Way/Hulbert Road Roundabout to generate 2030 background flows.

Committed Developments

8.6 As set out in Section 1, the Dunsbury Park site was originally granted hybrid consent in 2014 (APP/12/00338) for a master-planned business park comprising up to 11 commercial units and a hotel. The masterplan was designed as a comprehensive scheme, with the trip generation and highway impact of the entire development assessed and agreed with HCC and National Highways as part of this original application. The supporting mitigation package, secured via Section 106, was specifically formulated to accommodate the full build-out of these units and has since been delivered.

8.7 It is therefore important to reiterate that the strategic impact of all masterplan units, including those which have not yet been built, has already been accounted for in terms of highway capacity and mitigation. This includes provision for Unit 100, 400, 600, 601 and 700, which do not currently benefit from a detailed planning consent but were nonetheless included as part of the original Hybrid consent. In addition, Unit 500, which is currently occupied by Righton Blackburns was not occupied at the time of the survey and therefore is included within the committed development modelling scenario.

8.8 For the junction modelling exercise these units are considered within the committed development assessment as a fully occupied Dunsbury Park scenario to show that the highway network has been designed to accommodate the full build-out scenario, not just the incremental impact of an individual unit. This ensures the modelling is robust, transparent, and directly comparable with the strategic testing undertaken as part of the hybrid application. The floor areas for these units have been obtained from the Dunsbury Park website which contains anticipated floor areas on the site-wide masterplan.

Junction Capacity Assessment Scope

8.9 The following modelling scenarios have been considered to provide a robust assessment of both the baseline and future conditions:

- 2025 Baseline – current traffic conditions, including traffic associated with the already occupied units within Dunsbury Park.
- 2030 Baseline – future year assessment incorporating TEMPro growth factors to reflect background traffic growth over a standard five-year period.
- 2030 Baseline + Committed Development – as above, but with the addition of all consented and proposed units within the Dunsbury Park Masterplan excluding Unit 100 (B2 land use).
- 2030 Baseline + Committed Development + Unit 100 – as above but including the forecast traffic from Unit 100 (B2 Land Use). This allows an assessment to be made on the impact of Unit 100 on the operation of the roundabout.

- **2030 Baseline + Committed Development (Parcel Distribution Sensitivity Test)** – Assumes all consented/proposed units within the Dunsbury Park Masterplan excluding Unit 100 operate as a parcel distribution site.
- **2030 Baseline + Committed Development + Unit 100 (Parcel Distribution Sensitivity Test)** - Assumes all consented/proposed units within the Dunsbury Park Masterplan operate as a parcel distribution site.

Junction Modelling Software

8.10 The capacity of local junctions has been assessed using Junctions 11 software. Junctions 11 is the industry standard software package for assessing roundabouts and priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 11 software also provides values for junction delay (in seconds) and queue length in vehicles.

8.11 All modelling has been completed using PCUs and, as such, the traffic flow diagrams (**Appendix J**) are presented in PCUs. In order to provide a robust assessment, a 10% HGV proportion has been applied throughout. While the observed turning count data indicates that the majority of movements comprise between 0–3% HGVs, the AM peak hour includes up to 9% HGVs entering Fitzwygram Way from the north and 12% exiting to the north. Applying a consistent 10% HGV proportion across all modelled movements is therefore considered an appropriate assumption, reflecting the typical operational profile of industrial developments and ensuring that any localised peaks in HGV activity are robustly captured within the junction capacity assessment.

Modelling Results

Fitwaygram Way/Hulbert Road Roundabout

8.12 The results of the modelling assessment are provided in **Table 16**, with the full outputs included in **Appendix K**.

Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Baseline 2025						
Hubert Road (N)	1.1	5.59	0.51	1.4	6.26	0.56
Fitzwygram Way	0.0	2.67	0.02	0.1	2.89	0.06
Hubert Road (S)	0.7	3.35	0.40	0.7	3.34	0.39
Lay-by Parking Area	0.0	5.42	0.02	0.0	5.47	0.02
Baseline 2030						
Hubert Road (N)	1.3	6.03	0.55	1.6	6.88	0.60
Fitzwygram Way	0.0	2.74	0.02	0.1	2.98	0.06
Hubert Road (S)	0.8	3.52	0.43	0.8	3.51	0.42
Lay-by Parking Area	0.0	5.65	0.02	0.0	5.69	0.02
Baseline 2030 + Fully Occupied Dunsbury Park (minus Unit 100)						
Hubert Road (N)	1.4	6.20	0.55	1.7	6.93	0.60
Fitzwygram Way	0.0	2.77	0.03	0.2	3.29	0.15
Hubert Road (S)	0.9	3.65	0.44	0.8	3.76	0.43
Lay-by Parking Area	0.0	5.84	0.02	0.0	6.19	0.02
Baseline 2030 + Fully Occupied Dunsbury Park (Including Unit 100)						
Hubert Road (N)	1.4	6.21	0.55	1.7	6.94	0.60
Fitzwygram Way	0.0	2.77	0.03	0.2	3.32	0.16
Hubert Road (S)	0.9	3.66	0.45	0.8	3.78	0.44
Lay-by Parking Area	0.0	5.86	0.02	0.0	6.24	0.02

Table 16: Fitzwygram Way/Hulbert Road Roundabout Junction Modelling Results

8.13 **Table 16** demonstrates that the existing Dunbury Park junction would operate well within capacity with a maximum RFC value of 0.60, queues of less than 2 vehicle and worst delays of just under 7 seconds. Therefore, there are no capacity concerns as to the functioning of the roundabout as a result of the proposed development.

Parcel Distribution Sensitivity Test

8.14 In addition to the core assessment, a sensitivity test has been undertaken to consider a worst-case operational scenario in which all remaining undeveloped plots within Dunsbury Park, including Unit 100, are occupied by B8 parcel distribution operators. The purpose of this test is to ensure that the highway

network, and in particular the Fitzwygram Way / Hulbert Road Roundabout, can accommodate the highest realistic level of traffic generation that could occur across the business park. The same traffic growth assumptions, routing patterns and network parameters as the core model have been applied, with only the trip rates updated to reflect the parcel distribution land use scenario.

8.15 The results of this sensitivity test are summarised in **Table 17** below, with the distribution diagrams and detailed modelling outputs provided in **Appendix L** and **M** respectively. These results demonstrate the robustness of the highway design and confirm that the roundabout continues to operate within capacity, even under this highly conservative scenario.

Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Baseline 2030 + Fully Occupied Dunsbury Park (minus Unit 100) – Parcel Distribution Sensitivity Test						
Hubert Road (N)	1.4	6.27	0.56	1.7	7.19	0.61
Fitzwygram Way	0.2	3.23	0.17	0.4	3.86	0.28
Hubert Road (S)	1.0	4.11	0.48	1.0	4.30	0.48
Lay-by Parking Area	0.0	6.75	0.02	0.0	7.24	0.02
Baseline 2030 + Fully Occupied Dunsbury Park (Including Unit 100) - Parcel Distribution Sensitivity Test						
Hubert Road (N)	1.4	6.29	0.56	1.7	7.22	0.61
Fitzwygram Way	0.2	3.28	0.18	0.5	3.95	0.29
Hubert Road (S)	1.0	4.17	0.48	1.0	4.37	0.48
Lay-by Parking Area	0.0	6.85	0.02	0.0	7.39	0.02

Table 17: Fitzwygram Way/Hulbert Road Roundabout Junction Modelling Results (Parcel Distribution Sensitivity Test)

8.16 The results of the parcel distribution sensitivity test confirm that the Fitzwygram Way / Hulbert Road Roundabout would continue to operate well within capacity, even under this highly robust development scenario. Across all tested arms, RFC values are below 0.62, with queues under two vehicles and maximum delays of 7 seconds.

8.17 This demonstrates that the junction has sufficient residual capacity to accommodate the highest foreseeable traffic demand associated with the full build-out of Dunsbury Park, including a scenario where every remaining undeveloped plot is occupied by parcel distribution operators. The findings therefore provide additional reassurance that the junction design and previously delivered mitigation

measures are robust and future-proof, and that no further off-site highway improvements are required to support the proposed development.

Consideration of the A3(M) Junction 3

8.18 The original Hybrid planning application (APP/12/00338) for Dunsbury Park assessed the full development quantum across all masterplan plots and included detailed capacity modelling of A3(M) Junction 3. This assessment was done against the total traffic generation associated with the full build-out of the site, as reflected in the vehicle trip rates and traffic flows agreed with both National Highways (then Highways England) and HCC at that time.

8.19 A comparison between the original hybrid application vehicle trip generation, the turning count survey and the updated parcel distribution sensitivity test (assuming all remaining undeveloped plots at the time of the survey are occupied by parcel distribution operators) is shown in **Table 18** below.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Parcel Distribution Trip Rate (per 100m2)	0.478	0.473	0.415	0.645
Plot 100 (3251m2)	16	15	13	21
Plot 400 (13862m2)	66	66	58	89
Plot 500 (3085m2)	15	15	13	20
Plot 600 (2245m2)	11	11	9	14
Plot 601 (9290m2)	44	44	39	60
Plot 700 (13935m2)	67	66	58	90
Total (All Remaining Units Parcel Distribution)	**219**	**218**	**190**	**294**
Fizwygram Way Turning Count Survey	63	23	38	78
Turning Count Survey + All Remaining Units Parcel Distribution	**282**	**241**	**228**	**372**
Hybrid Application Total Vehicle Traffic Generation	688	164	136	551

Additional trips assessed as part of original application in addition to observed trips and worst-case occupation of remaining units	406	-77	-92	179
	329		87	

Table 18: Parcel Distribution Trip Generation Plot Breakdown

8.20 As shown in **Table 18**, even under the worst-case assumption that all remaining undeveloped plots within Dunsbury Park operate as parcel distribution centres, the previous Hybrid consent had considered a further 329 vehicle trips occurring during the AM peak and for a further 87 vehicle trips in the PM peak hour.

8.21 On this basis, the capacity assessment undertaken for the highway network as part of the Hybrid application remains a suitable and robust basis for assessing strategic network performance. The current proposals do not generate a material increase in overall traffic demand or result in a greater network impact than was previously assessed.

8.22 Further context is provided by a review of Department for Transport (DfT) traffic count data for the A3(M) corridor. The nearest permanent count site (Count Point 39044), located immediately south of Junction 3, indicates that baseline traffic volumes have not experienced significant growth since the time of the original Hybrid application. Average Annual Daily Traffic (AADT) flows recorded at this location show 75,703 vehicles in 2019 (pre-pandemic) compared with 74,122 vehicles in 2024, representing a slight reduction of around 2%. This confirms that traffic on the A3(M) has broadly returned to pre-2020 levels rather than exceeding them, suggesting that wider background traffic growth along the corridor has not materialised as previously forecast, likely due in part to the sustained effects of changing travel behaviour following the COVID-19 pandemic. The raw traffic data can be found attached within **Appendix N**.

8.23 On this basis, there is no evidence to suggest that the operational capacity of the A3(M) has been adversely affected by increased background demand since the time of the Hybrid consent. The previously agreed mitigation package and highway design therefore remain appropriate, and the proposed Unit 100 development can be accommodated without any material impact on the strategic road network.

Vision Led

8.24 This Transport Assessment has been prepared in accordance with Hampshire County Council's Local Transport Plan 4 (LTP4) and the principles of a vision-led, 'decide and provide' approach to transport planning. LTP4 promotes a transport system that places people and place at its heart, prioritising

walking, cycling and public transport, and encouraging sustainable behaviour change through high-quality travel options and well-designed, inclusive environments.

8.25 The Dunsbury Park masterplan already reflects many of these objectives through the delivery of strategic off-site and on-site infrastructure secured via the original Hybrid consent. This includes the Fitzwygram Way spine road, the bus gate and bus stops supporting direct public transport connectivity, and the Purbrook Way roundabout improvements, all of which enhance sustainable accessibility and mitigate development-related trips. In addition, the accompanying Framework Travel Plan provides an outline for ongoing behavioural change through targeted measures, that align with the Site Wide TP for the existing Dunsbury Park units.

8.26 Consistent with LTP4 and national guidance, a vision-led approach would typically apply trip reduction factors to reflect the anticipated uptake of sustainable modes, reflecting the shift away from "predict and provide" methodologies. However, given the assessment undertaken for the original application and for robustness, this assessment has not applied any reduction in trip generation. Instead, the highway network has been tested under an absolute worst-case scenario, assuming that all remaining undeveloped plots operate as B8 parcel distribution centres, a use with one of the highest trip rates within the employment sector. This ensures that the resulting analysis provides a conservative upper-bound view of traffic impact, while still aligning with the long-term LTP4 objective of creating a sustainable, well-connected and low-carbon employment destination.

8.27 A revised modal split associated with multimodal trips has not been applied as part of this application, for a single commercial unit, due to the previous planning work which has gone before which included mitigation elements to support the operation of Dunsbury Park, as a whole. The Site Wide Travel Plan already includes for a 10% reduction in staff vehicle trips over the life of the Travel Plan, and this is already being implemented. It is expected therefore that whilst a full Vision Led approach has not been undertaken, the vehicular impact of Unit 100 is not considered to represent a severe cumulative impact to the local highway network, in the context of Paragraph 116 of the NPPF and Dunsbury Park's existing permitted operation and S106 works support multimodal trips already.

9. SUMMARY AND CONCLUSIONS

9.1 This Transport Assessment (TA) supports an outline planning application by Portsmouth City Council for Unit 100, Dunsbury Park; 3251 m² of flexible B2/B8 floorspace and associated access (area of building for illustrative purposes). The unit sits within an employment estate, known as Dunsbury Park, whose strategic transport effects were assessed and mitigated through the 2012 Hybrid application (APP/12/00338) and TA Addendum (2013), which was consented in 2014 for 12 commercial units.

9.2 The scheme accords with national and local policy, including the NPPF, DfT Circular 01/2022, HCC LTP4 (vision-led "decide & provide", Healthy Streets and mode hierarchy), and Active Travel England expectations. A Framework Travel Plan (FTP) and Walking, Cycling & Horse-Riding Assessment and Review (WCHAR) accompany the TA and set out measures to increase sustainable mode share.

9.3 Off-site mitigation secured and delivered via the hybrid consent (Fitzwygram Way spine road, Purbrook roundabout capacity improvements and the eastern bus gate and internal bus stops) provides the baseline network within which Unit 100 will operate. The site benefits from a continuous footway/shared use path along Fitzwygram Way, connections to Park Lane (PRoW bridleway) and access to nearby bus service. The expected implementation of the cross-borough bus, which would travel through Dunsbury Park, will also be a welcome addition to the on-site mitigation for all users of Dunsbury Park.

9.4 Access arrangements for Unit 100 separate staff/visitor traffic from HGV operations, with compliant visibility and swept paths.

9.5 Vehicle trip generation has been derived from updated TRICS datasets. The initial assessment uses B2 industrial trip rates showing 12 two-way AM and 11 two-way PM vehicle trips for Unit 100. This is materially lower than the hybrid consent rates for the C1 Hotel use (5,574m2) which Unit 100 had previously been permitted as.

9.6 A new turning survey confirms more northbound routing via Hulbert Road towards the A3(M) than assumed as part of the original hybrid consent therefore these observed distributions from 2025 have been used for modelling. Using Junctions 11, the Fitzwygram Way / B2150 Hulbert Road roundabout operates well within capacity in all scenarios, including under a parcel distribution sensitivity test.

9.7 With regard to A3(M) Junction 3, the Hybrid consent previously assessed the full build-out of Dunsbury Park, including the cumulative traffic demand associated with all development plots. The comparison between the original consented vehicle trip generation and the updated parcel distribution sensitivity test confirms that there remains substantial headroom in both AM and PM peak hour traffic flows. This conclusion is further supported by the observed operation of the existing occupied units at Dunsbury Park, as evidenced by recent ATC and MCC data, which demonstrate that actual trip generation is materially lower than that assumed in the Hybrid assessment. In addition, Department for Transport traffic count data for the A3(M) south of Junction 3 (Count Point 3904) indicates that average annual daily traffic has remained broadly stable, with flows of 75,703 vehicles in 2019 compared with 74,122 vehicles in 2024, evidencing that background traffic growth on the corridor has not increased beyond pre-pandemic levels. On this basis, the previously approved strategic modelling and mitigation package remain appropriate, and no further strategic assessment of the A3(M) Junction 3 or the wider network is considered necessary.

9.8 The proposed development is acceptable in transport and highway terms. The local junctions are forecast to operate with ample reserve capacity under conservative assumptions, and the strategic impacts remain well within the previously tested and mitigated range established through the hybrid consent. In accordance with Paragraph 116 of the National Planning Policy Framework, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe. On this basis, the proposed development does not give rise to any such impacts and should therefore be supported by Hampshire County Council, National Highways, and Havant Borough Council.