



Unit 400, 600 and 601 Dunsbury Park, Havant

Framework Travel Plan

May 2026

Portsmouth City Council Ltd



COMMERCIAL DEVELOPMENT
UNIT 400, 600 AND 601 DUNSBURY PARK
HAVANT

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

<i>Document No:</i>	273.0003/FTP/2 DP-PB-ZZ-XX-RP-TP-FTP-2	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
02	13.05.26	KCH	Updating report	TAF
3	22.05.26	ERG	Updates based on client comments	TAF

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COMMERCIAL DEVELOPMENT UNIT 400, 600 AND 601 DUNSBURY PARK HAVANT

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council (PCC) to support two Outline planning applications for the development of three commercial units known as Dunsbury Park Units 400 and Units 600 and 601. The floor areas of these comprise of 13,862m², 2,245m² and 9,290m² respectively, consisting of B2/B8 commercial provision. Therefore, the three units as a whole will consist of a total floor area of 25,397m² of B2/B8 commercial provision (building area identified for illustrative purposes only).
- 1.2 Units 400, 600 and 601 are proposed within the existing Dunsbury Park commercial estate which is situated adjacent to Junction 3 of the A3(M) at Waterlooville. 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 (permission for 11 units and a hotel). The proposed development location of the three commercial units in relation to the wider Dunsbury Park site is shown in **Figure 1**, with a site layout for each attached within **Appendix A**.

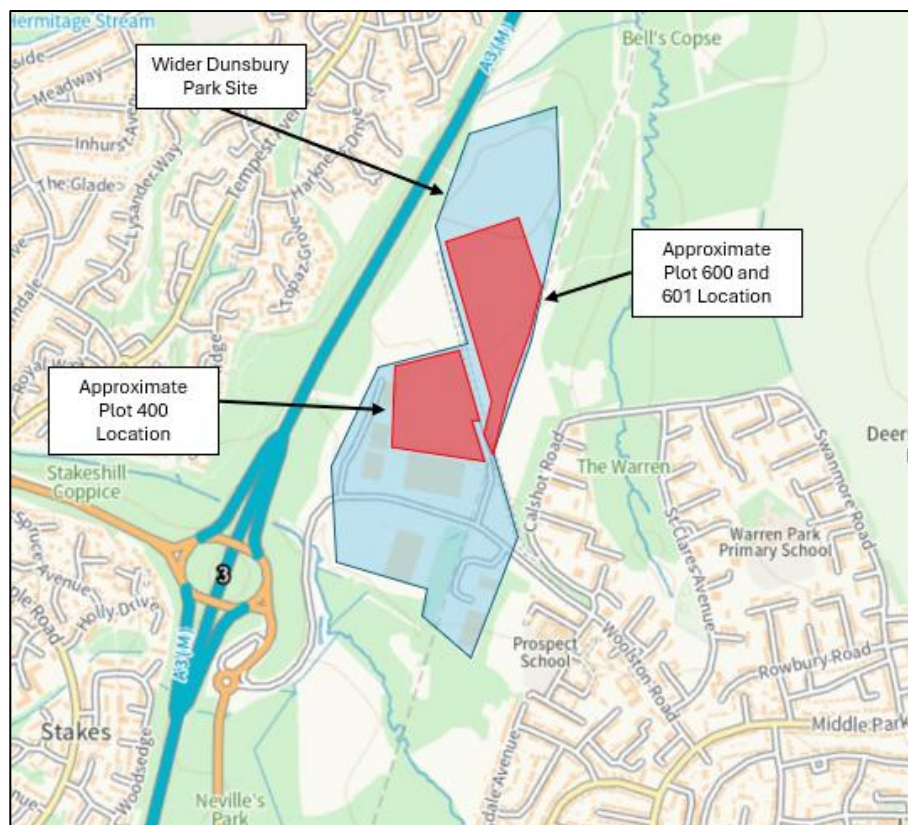


Figure 1: Site Location

- 1.3 This Framework Travel Plan has been produced to focus on the two Outline planning application for Unit 400 and Units 600 and 601, however it will reflect and take learning from the current Dunsbury Park Site Wide Travel Plan (SWTP) (June 2024). The SWTP was completed by Paul Basham Associates and submitted to Hampshire County Council (HCC) in line with the S106 agreement associated with the wider Hybrid application for the site (planning reference: APP/12/00338). The SWTP was written to support the staff which will be occupying the units at Dunsbury Park and was formally signed off by HCC in September 2025, along with unit specific Travel Plans for Units 500, 501 and 502.
- 1.4 This report will also be written in line with the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits related to TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures (2018 guidance), with the site seeking to achieve BREEAM 'Excellent' status.
- 1.5 It should be noted that the developer of the site is committed to the delivery of the Travel Plan. Not only will this include ensuring all occupants are aware of the need of a Travel Plan, similarly to the work already being completed on site for the 6 occupied units, but also through the instruction of Paul Basham Associates to deliver this document. Paul Basham Associates are currently acting as the Site Wide Travel Plan Coordinator for Dunsbury Park to deliver the existing SWTP, and therefore the delivery of this Framework Travel Plan for Units 400, 600 and 601 would come under their remit.

Planning History

- 1.6 A Transport Assessment was submitted as part of the Hybrid planning application in 2012 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 (planning reference APP/12/00338 for the construction of Fitzwygram Way (full plans) and the development of plots (outline).
- 1.7 Subsequently requests to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 were submitted (05.01.16) (application reference: APP/12/00338) whilst Reserved Matters planning applications were submitted for 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 units built and 6 of which currently occupied under the original planning consent.

- 1.8 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). New outline applications, which this Framework Travel Plan supports will now be submitted to support, allow the continued development of the site.
- 1.9 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 permitted 12 units. Mitigation elements that were raised through that original application have also been implemented, or are in the process of being implemented, which include the bus gate on Fitzwygram Way and shared footway/cycle infrastructure.

Purpose of the Travel Plan

- 1.10 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.11 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (PCC) and the Local Authorities (Hampshire County Council (HCC) and Havant Borough Council (HBC)). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.12 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.13 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Development Proposal
- Chapter 4 – Site Audit
- Chapter 5 – Aims, Objectives and Targets
- Chapter 6 – Travel Plan Strategy & Measures
- Chapter 7 – Action Plan
- Chapter 8 – Implementation and Monitoring
- Chapter 9 – Enforcement
- Chapter 10 - Conclusions

2. TRAVEL PLAN POLICY

2.1 This FTP 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 (2009 & 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. As defined in NPPF Annex 2: Glossary, a Travel Plan is 'a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Framework Travel Plan:

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)

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 therefore 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’ provide advice on when Travel Plans are required, and what they should contain.

DfT Circular 01/2022

- 2.8 The “Strategic Road network and the delivery of sustainable development” policy published by the DfT in December 2023 is the policy of the secretary of state in relation to the Strategic Road Network. It sets out how National Highways engages with the planning system and fulfils its remit to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. The relevant section of this document are set out below.

“Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.”

Transport Decarbonisation Plan (Department for Transport, 2021)

- 2.9 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”.

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

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

Hampshire County Council’s ‘A Guide to Development Related Travel Plans (2009 & 2025)

- 2.11 This Framework Travel Plan has been written in accordance with HCC’s current guidance document, including the format of the Travel Plan and its content, however it also reflects the work which has previously occurred in relation to the earlier travel planning work for the wider Dunsbury Park site, which reflected the previous 2009 guidance.

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

- 2.12 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”.

2.13 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 below.

LTP4 Principles and Policies

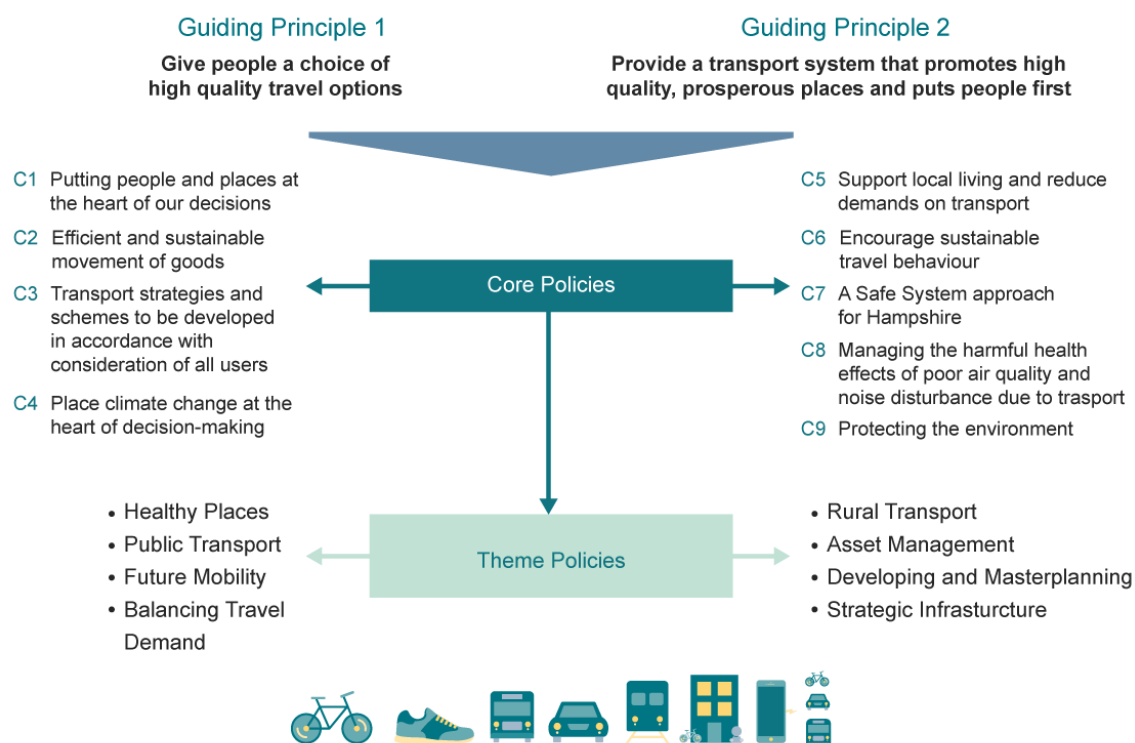


Figure 2: LTP4 principles and policies

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.
<p>Policy C1: Putting people and places at the heart of our decisions</p> <ul style="list-style-type: none"> • 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
<p>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:</p> <ol style="list-style-type: none"> 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.
<p>Policy C5: Support local living and reduce demands on transport</p> <ul style="list-style-type: none"> • 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;
<p>Policy C6: Encourage sustainable travel behaviour</p> <ul style="list-style-type: none"> • 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.

2.14 LTP4 also sets the expectation that Healthy Streets will be utilised across all relevant areas of transport policy and therefore this Framework Travel Plan includes an appropriate assessment.

Havant Borough Councils Adopted Core Strategy (2011-2026)

2.15 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.

2.16 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..."

2.17 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)

2.18 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.

- 2.19 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 Waterloooville, which crosses through Dunsbury Park and is proposed to be delivered by Summer 2026.

Havant Borough Council Emerging Local Plan

- 2.20 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.
- 2.21 This FTP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and HBC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. DEVELOPMENT PROPOSAL

- 3.1 This FTP supports the two Outline applications for Units 400 and Units 600 and 601, which are located within the wider commercial development known as 'Dunsbury Park' and are proposed to have floor areas of 13,862m², 2,245m² and 9,290m² respectively, and will operate under a B2/B8 commercial land use provision (building area identified for illustrative purposes only). Based on this, an indicative site layout plan is attached at **Appendix A**, which is discussed within this section.
- 3.2 Once the end occupiers are known Technical Note Travel Plans will be provided in line with the agreed plan for Dunsbury Park, outlined within the SWTP. This would reflect unit specific information related to the operation of the unit(s) and measures to encourage active travel for Units 400, 600 and 601.

Car Parking

- 3.3 Whilst this report supports two Outline applications Havant Borough Council Parking Supplementary Planning Document July 2016 (Partially updated September 2019) has been referred to for the car parking requirements and has been used to inform the site's masterplan. The details of parking would however be determined at the Reserved Matters stage.

Cycle Parking

- 3.4 Havant Borough Council Parking Supplementary Planning Document July 2016 (Partially updated September 2019) also sets out the proposed level of cycle parking. Cycle parking will be provided in line with these standards, with further details provided at the Reserved Matters stage.
- 3.5 As part of the Reserved Matters further information will be provided on the BREEAM requirements, as it is noted that to meet these that accessible WC / shower rooms and changing facilities should also be provided to accompany the cycle spaces.

Vehicular Access Arrangements

Unit 400

- 3.6 Access to Unit 400 will be taken via an extension of the existing internal unnamed estate road located on the northern side of Fitzwygram Way, which currently provides service access to Unit 5 (Biopure Technology). The extension will form part of the wider spine road connection that will ultimately serve Units 400, 600 and 601.
- 3.7 Unit 400 will be served by two vehicular accesses, providing clear separation between staff/visitor and servicing traffic. The primary access will be located on the western side of the unnamed road, to serve

the HGV service yard and will incorporate segregated entry and exit lanes controlled by a barrier system. Each lane will measure 4.0m in width, with kerb radii of 15m on the southern side and 6m on the northern side, providing sufficient geometry to accommodate two-way HGV movements in accordance with *HCC Technical Guidance TG2*.

- 3.8 A secondary access will be provided at the northern extent of the site, continuing the existing internal unnamed road's alignment to serve the staff and visitor car park. This layout maintains a clear functional distinction between operational and non-operational traffic areas, minimising potential conflicts and improving overall safety.
- 3.9 The separation of the car park and yard accesses also supports efficient circulation within the site, enabling servicing operations to occur independently of daily employee and visitor movements.

Unit 600 and 601

- 3.10 Units 600 and 601 will be served from an extension of the existing estate road that currently provides access to the Unit 5 service yard from Fitzwygram Way. The unnamed road is to be extended north to serve Unit 400 and will include a northeast spur forming the primary access to Units 600 and 601.
- 3.11 The extended access will cross the Park Lane bridleway (PRoW). A diversion of the bridleway was explored; however, following pre-application engagement, the Ramblers advised: *"This diversion is unnecessary and would likely make the road harder and more dangerous to cross. The junction should be redesigned so that the bridleway can continue on its current straight line and to make it clear by road markings or surfaces that there is a crossing point for the bridleway as the Plot 6 access road leaves the main road."* In response, the alignment of the bridleway will be retained on its current desire line with priority measures provided at the crossing.
- 3.12 An LTN 1/20-style priority crossing on a raised table was considered. Given the forecast HGV volumes associated with the operational nature of the commercial plots, this option was discounted on safety and maintainability grounds. Instead, a signal-controlled bridleway crossing (Pegasus-type) is proposed to prioritise equestrians, cyclists and pedestrians while providing positive control of vehicle movements.

Unit 600

- 3.13 Approximately 160m north of the proposed signal-controlled crossing, access to the car park serving Unit 600 is provided. This access measures 6.0m in width and is supported by 6.0m kerb radii on both

sides. A further 40m to the north, a separate access is provided to the HGV service yard, which measures 8.3m in width and is supported by 10.5m kerb radii on either side. The separation of car and HGV accesses ensures that light vehicles and delivery traffic operate independently, reducing potential conflict and improving operational safety within the estate.

Unit 601

- 3.14 Similarly to Unit 600, the car/van access and HGV access are segregated to minimise conflict and ensure efficient on-site operation. The car park access for Unit 601 is located approximately 31m north of the Unit 600 service yard access. This access measures 7.4m in width, supported by 3.0m kerb radius on the northern side and 5.0m on the southern side. A further 48m to the north, the HGV service yard access to Unit 601 is provided, measuring 9.5m in width with kerb radii of 9.0m (north) and 10.5m (south) respectively.

Pedestrian Access Arrangements

Unit 400

- 3.15 Pedestrian access for staff and visitors arriving by car or van will be provided via hardstanding routes within the main parking area, allowing safe movement between parking spaces and the building entrance.
- 3.16 For those arriving on foot from the south, pedestrian access will be taken via an extension of the existing 2.0 m-wide footway located on the western side of the internal access road leading up to Plot 400. This will provide a continuous route for pedestrians connecting to the wider Dunsbury Park network. Dropped kerbs and tactile paving will be provided across the yard access to facilitate movements to/from the car park.
- 3.17 Cycle access will be provided via the carriageway.

Units 600 and 601

- 3.18 Pedestrian access to Units 600 and 601 will be provided from the wider Dunsbury Park estate to the south, via an extension of the existing 3m wide shared footway/cycleway on the eastern side of the internal access road. This route will then turn east onto the new access road leading towards Units 600 and 601, with the 3m shared footway/cycleway continued onto this road.

- 3.19 Pedestrians and cyclists will utilise the Park Lane bridleway Pegasus crossing, described in above, to safely cross the new access road onto its northern side, where a 3.0 m-wide shared footway/cycleway is proposed.
- 3.20 From this point, Unit 601 will be accessed directly via the adjoining parking area, while pedestrians continuing along the northern footway/cycleway will reach Unit 600, where access is also provided through its associated parking area. Crossing of the access points to the various car parks and yards associated with these 2 units will be supported with tactile paving and dropped kerbs, located at each access.
- 3.21 In addition to this Framework Travel Plan, a Transport Assessment has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Along with this, a Walking, Cycling, Horse-Riding Assessment Report (WCHAR) has been produced, assessing the routes to local amenities and facilities within the vicinity of the site. Therefore, this Travel Plan should be read in conjunction with these documents.

BREEAM Assessment

- 3.22 This application will target 'excellence' under BREEAM New Construction 2018. As part of the transport credits a TP is identified as a requirement, therefore this FTP has been produced with this in mind and include reference to specific measures, where criteria have been met. Overall, a total of 10 credits are sought under TRA01 and TRA02.

Criteria TRA 01

- 3.23 Under TRA 01 a minimum of two credits associated with this TP and the accompanying TA are sought for both buildings, which have been prepared to support this planning application.
- 3.24 To obtain one credit within TRA01 this TP promotes sustainable patterns of traveling during the building's operation and use, with the measures in the TP to be implemented in collaboration with the building's end-users/occupier.
- 3.25 While the accompanying TA to obtain the second credit under TRA 01 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.

Accessibility Index

- 3.26 The closest bus stop assessed from the building's main entrance, measured via a safe pedestrian route is approximately 600m away. This bus stop is located on Calshot Road and provides site users with access to the Stagecoach 22 bus service. This service has average frequency of 6 services per hour. Unfortunately, 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. Overall, the site has an Accessibility Index (AI) of 2.07 with the calculations shown in **Figure 3**.

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Office/Industrial

No. nodes required: 1

Select

NODE 1

Public transport type	Bus								
Distance to node (m)	600								
Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6								

Accessibility Index: 2.07

Figure 3: Accessibility Index

Criteria TRA02

- 3.27 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 2.07, which is less than 8 and therefore no credits are sought for the AI. A summary of the credits targeted as part of TRA02 are shown within **Table 1**, however it should be noted that the AI score for the development will increase once the bus gate and bus stops have been implemented on Fitzwygram Way. This is expected to be completed in Summer 2026.

Assessment Option	Points	Comments
1	0	Accessibility Index Calculation = 2.07 – Less than 8.
2	1	As part of the outline application discussed within the introduction to this Framework Travel Plan, it is planned that a bus gate will be implemented along Fitzwygram Way. 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 for each unit to be confirmed at the post planning stage.
5	1	This Framework Travel Plan outlines that the SWTPC 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% of the total parking provision to be designated for car-sharers and located close to the site entrance. The exact provision will be confirmed at RM stage.
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 for each unit 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 2 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

3.28 As shown in **Table 1** and as discussed previously the scheme is currently aiming to achieve at least 8 credits associated with TRA02, however it is noted that there is potential to obtain further credits which will be discussed as part of any future RM application(s) for units 400, 600 and 601.

4. SITE AUDIT

Site Location

- 4.1 As aforementioned, the site is part of wider commercial development known as 'Dunsbury Park' as shown in **Figure 1**, which is located adjacent to Junction 3 of the A3(M) at Waterlooville, with Units 400, 600 and 601 located to the north of the wider site. The wider site received Outline planning consent in 2014, with a number of reserved matters applications following this, resulting in 7 of the units being built of which 6 are currently occupied. However, the original application has now expired requiring the production of this Framework Travel Plan to support two outline applications for Units 400 and Units 600 and 601.
- 4.2 The application site (Unit 400 and Units 600 and 601) is currently undeveloped land within the Dunsbury Park site. The site as a whole is bordered by space currently earmarked for Dunsbury Park Unit 700 to the north, Unit 5 which is currently occupied by Biopure Technology to the south and occupied units to the west (Units 500, 501 and 502). Park Lane bridleway also runs through the site with Unit 400 located on the western side, with Unit 600 and 601 on the eastern side.

Local Road Network

- 4.3 The site is accessed via a currently unnamed road which benefits from double yellow line road markings, preventing parking, and a 30mph speed limit. The unnamed access road follows a north-south alignment and connects to the northern side of Fitzwygram Way via a priority junction. This junction is approximately 7.8m wide and is supported by kerb radii of 10.5m on the western side and 12m on the eastern side.
- 4.4 At the northern extent of the unnamed road is the access that will serve Units 400, 600 and 601, which is currently restricted by a gate across this access road, as shown within **Photograph 1**.



Photograph 1: Gated access to proposed Unit 400 location

- 4.5 To the south of the site is 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.
- 4.6 At its western extent Fitzwygram Way connects to the B2150 via a roundabout junction. From the roundabout junction drivers can either travel c.500m north to reach the A3(M) Junction 3 roundabout and Waterloooville, 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 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

- 4.7 To the east of the site, Woolston Road is subject to a 30mph speed limit and leads on from Fitzwygram Way. Footways 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.
- 4.8 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 does not provide any dedicated pedestrian or cycling infrastructure. However, it is important to note that 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.

Local Facilities

- 4.9 Given the locality of the site there are a number of amenities and facilities within a reasonable walking and cycling distance. Havant Town Centre is located approximately 3.7km southeast of Dunsbury Park, accessible via a 45-minute walk, a 9-minute cycle (400m per minute) or 28-minute bus journey (including walking time to the bus stop). Given that the Outline applications includes a large area consisting of three commercial units, measurements for the distance to local amenities and facilities have been measured from the existing gate access. Unit 400 is located c.250m northwest of the existing gated access, with Unit 600 c.200m and 601 located c.320m northeast of the existing gate access.
- 4.10 The Chartered Institution of Highways and Transportation's (CIHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes. While LTN 1/20 states that Urban cycling speed averages between 10mph and 15mph (4.5m/s – 6.7m/s or 268m per minute – 402m per minute). Based on this the range of amenities and facilities (including Havant Town Centre) have been reviewed within the vicinity of Units 400, 600 and 601, as summarised in **Table 2**. As aforementioned these have been measured from the existing gated access, which will provide a route to the proposed three commercial units.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (400m per minute)
Fitzwygram Way Bus Stop	280m	3.5 minutes	Less than a minute
Larkwhistle Walk Bus Stop (Calshot Road)	600m	7.5 minutes	1.5 minutes
Ramsdale Woods	910m	11.5 minutes	3 minutes
One Stop (Middle Park Way)	1.1km	14 minutes	3 minutes
The Warren Post Office (Strouden Court Precinct)	1.2km	15 minutes	3 minutes
The Swallow Public House (Dunsbury Way)	1.4km	17.5 minutes	3.5 minutes
Tesco Express (Tempest Avenue, Waterloooville)	1.6km	20 minutes	4 minutes
Brook Pharmacy	1.6km	20 minutes	4 minutes
Asda petrol	2.1km	26 minutes	5 minutes
Leigh Fitness	2.3km	30 minutes	6 minutes
Asda Supercentre	2.5km	31.5 minutes	6 minutes
Sainsburys	3.3km	41 minutes	8 minutes
Bedhampton Train Station	3.6km	45 minutes	9 minutes
Havant Train Station	3.7km	46 minutes	9 minutes
Havant Town Centre (Boots, Tesco, Aldi, Marks & Spencer etc)	3.7km	46 minutes	9 minutes

Table 2: Local Amenities and Facilities (Measured from the existing gated access to the proposed site)

4.11 As demonstrated in **Table 2**, Units 400, 600 and 601 are located within close proximity to a number of local amenities, which can be accessed on foot, bike or by public transport. Units 400, 600 and 601 benefit from being within a short walk from a handful of amenities including the local bus stops known as Larkwhistle Walk (Calshot Road) and within a reasonable distance/time to encourage cycling to a wider range of facilities and amenities.

- 4.12 CIHT states that developments should generally be within 400m of a bus stop for pedestrians to utilise them. The proposed sites of Unit 400, 600 and 601 are located approximately 600m from the Larkwhistle Walk bus stop (measured from the existing gated access to the proposed site). Furthermore, internally bus stops are being installed on Fitzwygram Way as part of the wider site's bus route delivery. The work associated with implementing the bus route is scheduled to be completed by Summer 2026, meaning that the three proposed commercial units (Unit 400, 600 and 601) will be located approximately 260m from the closest bus stop. Therefore, it can be expected that staff and visitors could utilise public transport services to access the development.
- 4.13 Within the locality of the site there are a number of local amenities and facilities within a reasonable walking distance, therefore the site can be considered to be well connected and sustainable, with the development considered acceptable as part of the previous application for the wider site (Dunsbury Park) (planning reference APP/12/00338).

Pedestrian Network

- 4.14 Units 400, 600 and 601 are located to the north of Dunsbury Park, with the unnamed road which will serve Unit 400 and provide a route onto a new road for Units 600 and 601. The unnamed road appears to benefit from a 3m wide shared footway/cycleway along its eastern side, whilst a 2m footway is provided along the western side.
- 4.15 At its southern extent the unnamed road connects with the provision on Fitzwygram Way. Fitzwygram Way benefits from both a 3m wide shared footway/cycleway on the northern side of the carriageway (**Photograph 4**) and a 2m wide footway on the southern side of the carriageway (**Photograph 5**). 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 6**). This accommodates for staff and visitors walking to site, including support the use of the local infrastructure by those with varying degrees of disability and/or visual impairment.



Photograph 4: Shared footway/cycleway within Dunsbury Park



Photograph 5: Footway connection towards Woolston Road (Heading East from Dunsbury Park)



Photograph 6: Pedestrian Crossing Point within Dunsbury Park

- 4.16 Heading west of the commercial units at Dunsbury Park, a new shared use footway/cycleway has been implemented along the south-eastern side of Fitzwygram Way, from the Brooklime Way roundabout to the Hulbert Road roundabout, where it currently terminates.
- 4.17 At the eastern extent of Fitzwygram Way, bollards are currently in place (**Photographs 2 and 3**), which extend over the footway and shared footway/cycleway preventing their full use. The plan however is for a bus gate to be implemented on this section of Fitzwygram Way, by Summer 2026, with the shared footway/cycleway then formalised near the roundabout. 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.

- 4.18 Woolston Road to the east of the site provides footways on both sides of the carriageway measuring approximately 1.2-1.5m 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, whilst providing a direct and continuous route towards further amenities and facilities within the locality of the site.
- 4.19 Further assessment of the local routes in relation to the site and walking and cycling infrastructure are provided within the WCHAR.

Public Rights of Way (PROW)

- 4.20 There is a number of PROW routes located within the vicinity of the site, the latest map of which is shown in **Figure 4**.

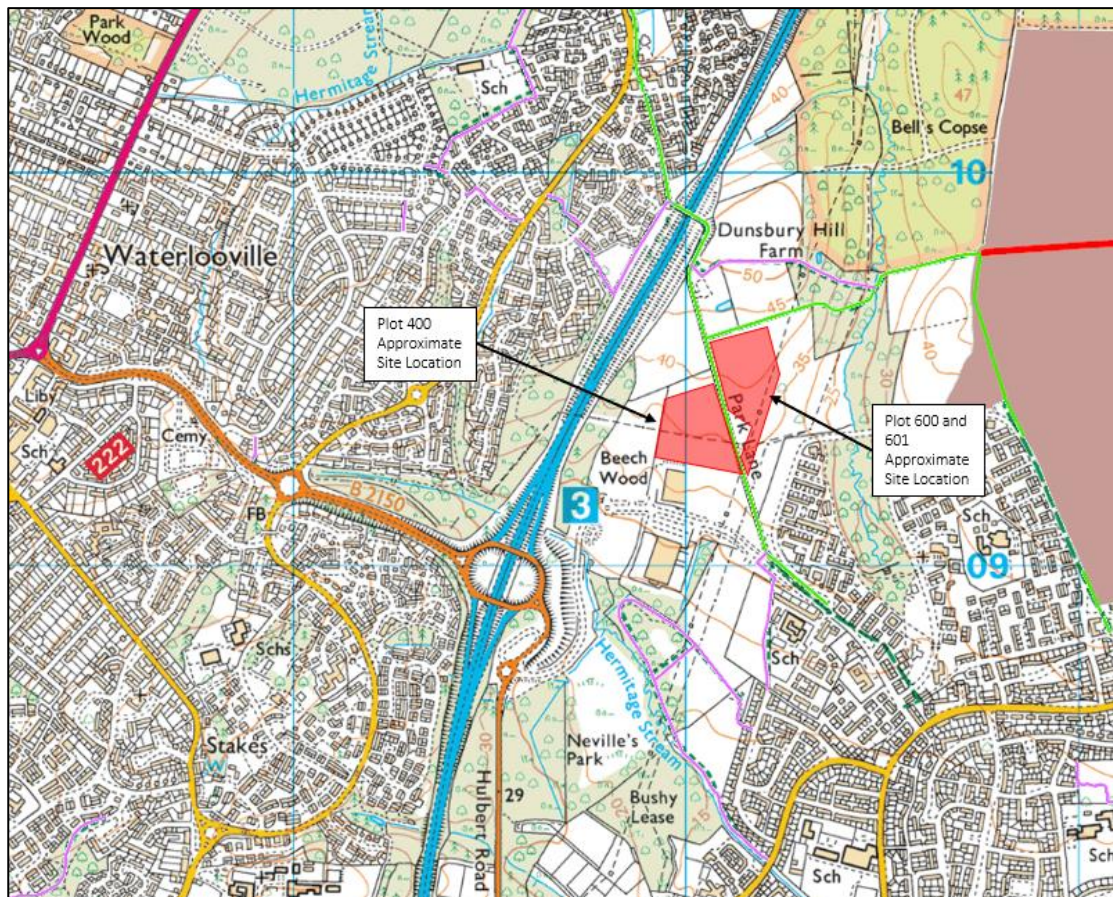


Figure 4: Public Rights of Way (PROW) in the vicinity of the site

- 4.21 A PRow bridleway route is provided to the northeast of the site, known as Park Lane, which allows for pedestrians and cyclists. 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 Calshot Road and provides connections to neighbouring residential roads. Existing conditions along Park Lane are shown in **Photographs 7 and 8**.



Photographs 7 and 8: Existing conditions on Park Lane

- 4.22 It should 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 4** as a route with a Temporary Closure in place, and this will remain whilst the Reservoir works are being undertaken.
- 4.23 To understand the walking distance of up to 2km from the site a walking isochrone map has been produced and is shown in **Figure 5**, based on a central location on Fitzwygram Way, in relation to the proposed site (Units 400, 600 and 601) and Dunsbury Park as a whole.

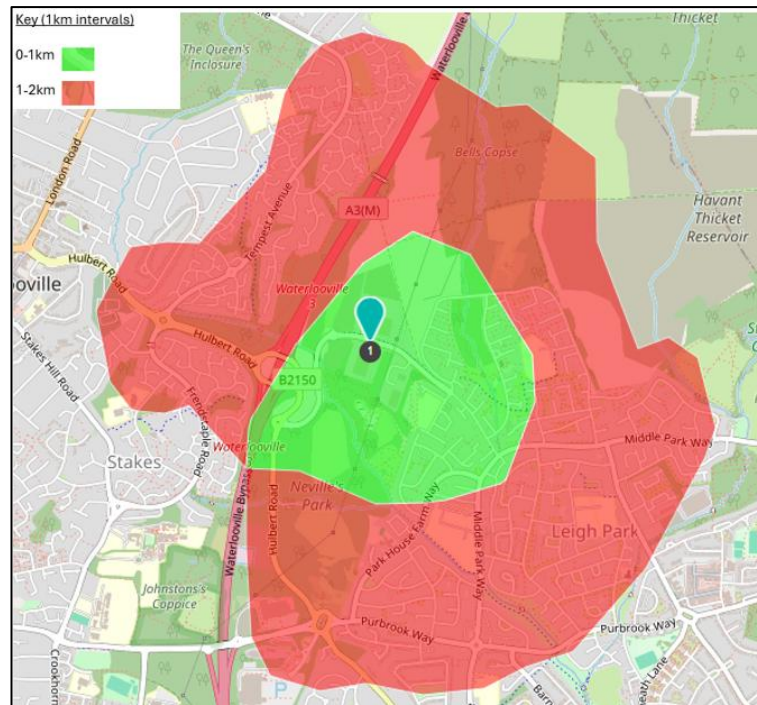


Figure 5: Walking Isochrone Map

4.24 **Figure 5** shows the areas accessible within 0-2km of the site. This reflects CIHT guidance that a 2km walking distance for commuting is reasonable. We do note however that the walking route utilising Hulbert Road to the west and south is unlikely due to the lack of pedestrian facilities, but there is a route to the north via Park Lane and to the south-east via Woolston Road and Middle Park Way. The site is therefore within a reasonable walking distance for potential staff, in line with NPPF and CIHT guidance.

Cycle Network

4.25 Fitzwygram Way as discussed provides a shared footway/cycleway from Hulbert Road Roundabout, along the south-eastern side of the carriageway and around the roundabout junction serving Unit 100. It then continues east, along the northern side of the carriageway. Once out of Dunsbury Park (east) there is Park Lane bridleway which travels to the north and there are also a number of cycle routes which provides access south-east to Havant Town Centre, which are shown in **Figure 6**.



Figure 6: Cycle facilities located within the vicinity of the site

- 4.26 **Figure 6** shows the site is located near a number of cycle routes and byways, as well as near residential streets. The residential streets provide suitable routes for cyclists given their width, which is sufficient to allow passing by a vehicle, low vehicle speeds and topography. This includes the Park Lane route into Waterlooville, as well as additional routes to the south and east to Leigh Park and Havant.
- 4.27 Within the surrounding vicinity of the site the residential streets provide clear signage for cyclists on the routes available in the area shown in **Photograph 9**.



Photograph 9: Cycle Route Signage

- 4.28 In terms of National Cycle Routes (NCR), routes 222 and 22 are located in the surrounding area, with route 222 located to the west and route 22 to the east of the site. Route 222 runs along the A3 Portsmouth/London Road located approximately 2.6km west of the site, while route 22 can be accessed to the east of Leigh Park on Petersfield Road located approximately 2.5km east of the site.
- 4.29 Furthermore, CIHT's 'Planning for Cycling' (2015) document suggests that the majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3.2km). To understand the proximity of the cycle routes to the site an isochrone map has been produced and is shown in **Figure 7**, based on a central location on Fitzwygram Way, in relation to the proposed site and Dunsbury Park as a whole.

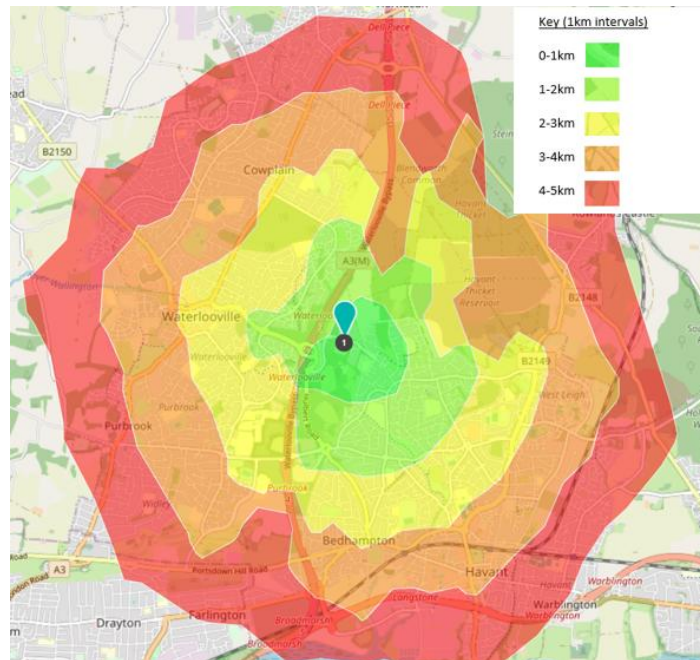


Figure 7: Cycle Isochrone Map

4.30 Therefore, based on the information within **Figure 7** there is potential for a number of facilities to be accessed by cycling including both Bedhampton and Havant train stations.

Healthy Streets Assessment

4.31 As part of Hampshire's latest guidance on producing Travel Plans (2025) it is requested that a Healthy Streets assessment is provided. The Healthy Streets approach is a holistic framework, based around ten Healthy Streets Indicators, for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability. Hampshire County Council's Technical Guidance Note TG10 – Pedestrian and Cycle Facilities states that the Healthy Streets approach should be considered and embedded in every footway and cycle facility project, which includes new developments.

4.32 The Healthy Streets Design checklist has been undertaken for the proposed layout. A review has also been undertaken of the existing Dunsbury Park site given that 6 units are currently occupied, with a number of amenities and facilities implemented or planned prior to the proposed development, as part of the wider Dunsbury Park development.

4.33 The full results are attached at **Appendix B**, whilst **Table 3** summarises the Healthy Streets score.

Healthy Streets Score	Existing Layout Score	Proposed Layout Score
Everyone feels welcome	78	78
Easy to Cross	75	75
Shade and Shelter	33	33
Places to Stop and Rest	67	67
Not too noisy	67	67
People choose to walk and cycle	78	78
People feel safe	82	82
Things to see and do	44	44
People feel relaxed	78	78
Clear air	58	58

Table 3: Healthy Streets Assessment

4.34 **Table 3** shows the proposed development is likely to achieve a Healthy Streets score of 66, which also reflects the existing conditions of Dunsbury Park. This is because Dunsbury Park's infrastructure is already largely in place, and because Units 400, 600 and 601 are not proposing anything additional, beyond the red line boundary of the site. This means that future staff of the three proposed commercial units will benefit from direct walking routes provided within the vicinity of the site to local amenities and facilities. This will be supported through the promotion material which will be provided through the TPC works which are currently being undertaken as part of the wider Dunsbury Park site, and will subsequently support the occupation of Units 400, 600 and 601, as discussed later in the report.

Active Travel England Toolkit

4.35 As the proposals (Units 400, 600 and 601) are for in excess of 7500m² of commercial floorspace, Travel England (ATE) are to be consulted as part of the application, to review the proposed active travel infrastructure. To reiterate though the building area identified at present is for illustrative purposes only. The guidance indicates the importance of moving away from 'predict and provide' and towards 'vision and validate'/'decide and provide' which is also supported by the DfT Circular 01/2022. The ATE Planning Assessment Toolkit checklist, which can be found in **Appendix C** is summarised below.

4.36 The checklist noted that pedestrian and cycling accessibility could be further enhanced. While the development sits within an established employment area, meaning that everyday amenities such as food shops and schools are beyond 800m, the existing footways within the estate were acknowledged as meeting *National Design Guide* standards and providing safe, direct connections to nearby bus stop. Similarly, the inclusion of a shared-use path along Fitzwygram Way, secured through the earlier hybrid application, was highlighted as a positive feature supporting cycle accessibility. However,

opportunities remain to strengthen off-site cycling connections and to provide greater network continuity to the wider Havant area.

- 4.37 The site's relationship with public transport was assessed favourably, achieving a *Pass* rating. The checklist recognised that a new bus gate and associated bus stops along Fitzwygram Way were secured as part of the hybrid consent and that, by the time of occupation, these services are expected to be operational. This will ensure that the development benefits from regular, convenient public transport connectivity for staff and visitors.
- 4.38 The assessment recorded *Pass* ratings for placemaking, cycle parking and travel planning, recognising the inclusion of clear, legible on-site routes with good visibility, natural surveillance, and appropriate lighting. Cycle parking provision meets *LTN 1/20* and local policy standards, while this Framework Travel Plan demonstrates a clear commitment to encouraging modal shift towards active and sustainable travel.
- 4.39 The assessment therefore concluded that the development performs strongly in several key areas, achieving 'Exemplar' ratings for both *Trip Generation and Assignment* and the *Active Travel Route Audit*. Multi-modal trip rates were provided within the Transport Assessment, demonstrating that the proposal appropriately forecasts movement by all modes, not solely by private car. The inclusion of a detailed *Walking, Cycling and Horse-Riding Assessment and Review (WCHAR)* was also recognised as best practice, providing a comprehensive review of the existing active travel network and how it integrates with the site. The site passes 7 of the 10 criteria within the checklist.
- 4.40 Once active travel users leave the red line boundary of the site and tie into existing infrastructure, it should be noted that these routes have been assessed against a different standard and were approved prior to the release of the ATE toolkit and active travel guidance.
- 4.41 The proposed walking and cycling routes are direct and linear which will be more attractive to active travel users.
- 4.42 It should be noted that the previous application which provided outline consent to Dunsbury Park was not subject to this review and therefore infrastructure within the business park has been designed, and approved by Hampshire County Council, to the standards that were applicable at the time of that application.

Public Transport Provision

Bus Network

- 4.43 It is important to note that this Framework Travel Plan for the staff at Units 400, 600 and 601 has been produced prior to the commencement of the planned cross-borough bus service that will travel through Dunsbury Park, however it is expected that this will be completed prior to the completion of Units 400, 600 and 601. As part of this provision at present Dunsbury Park has provision for an east and westbound bus service, with 2 bus stops provided on Fitzwygram Way, shown in **Photographs 10 and-11**. These are due to be implemented in Summer 2026 when the bus gate is complete, and a new bus service implemented.



Photograph 10: Bus stop on Fitzwygram Way (Eastbound)



Photograph 11: Bus stop on Fitzwygram Way (Westbound)

- 4.44 As the bus gate into the development is yet to be completed, the closest bus stop to Dunsbury Park is currently the Larkwhistle Walk stop, located 600m from the existing gate access located to the south of the proposed site (Units 400, 600 and 601). The bus stop is located on Calshot Road and is approximately a 5-minute walk. The bus stop consists of sheltered seating and a flagpole as shown in **Photograph 12**.



Photograph 12: Bus Stop on Calshot Road

4.45 The location of the bus stop and other bus stops within the locality of the site are shown in **Figure 8**.

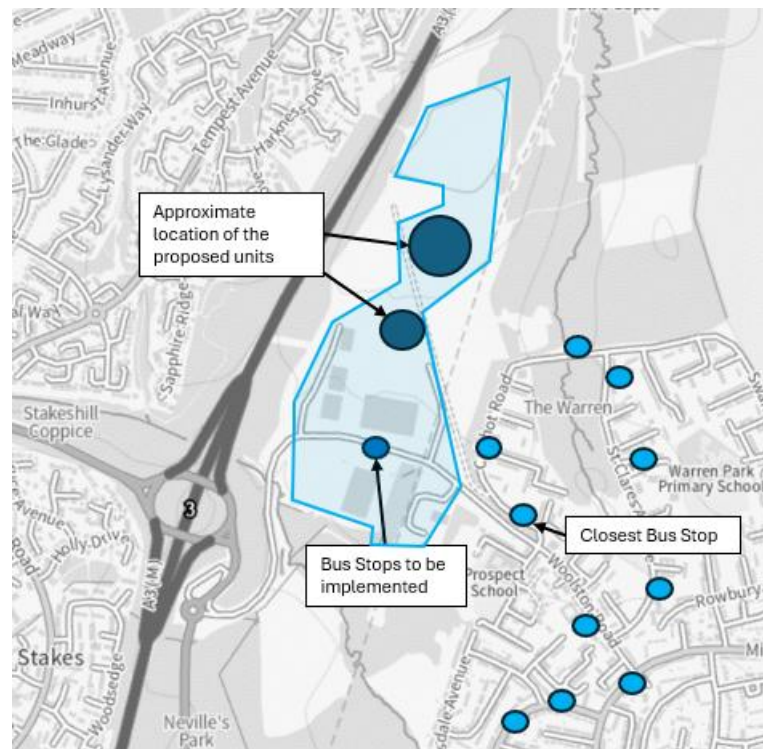


Figure 8: Bus Stops within the vicinity of the site

4.46 Following on from this, the route to the Larkwhistle Walk bus stop via the main road is shown in **Figure 9**.



Figure 9: Route to Calshot Road Bus Stop

- 4.47 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.
- 4.48 Within Havant Town Centre there is also Havant Bus Station (c.3.7km) 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.
- 4.49 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.
- 4.50 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

- 4.51 Bedhampton Train Station is located approximately 3.6km 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.
- 4.52 Havant Train Station is situated slightly further southeast of Dunsbury Park than Bedhampton Train Station; approximately 3.7km from the site and can be reached within a 9-minute cycle 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.
- 4.53 Bedhampton Station is operated by South Western Railway and provides regular hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea.
- 4.54 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

- 4.55 The site is situated approximately 3.7km northwest of Havant Town Centre and c.500m north of the A3(M) Junction 3 roundabout and Waterlooville. 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 Larkwhistle Walk bus stop on Calshot Road is approximately 600m from Unit 400 and provide frequent services to Havant Town Centre.
- 4.56 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.
- 4.57 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, in line with the NPPF.

5. AIMS, OBJECTIVES AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

5.2 For Units 400, 600 and 601 and in line with the wider Dunsbury Park this aim specifically relates to staff travel to and from the site, rather than the business operations being undertaken e.g. distribution operations.

Travel Plan Objectives

5.3 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Ensure the site users are aware of the Travel Plan;
- Identify and maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.4 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.5 To establish the baseline travel patterns, a review has been undertaken of the data provided as part of the SWTP to understand how employees currently travel to work, which were agreed by HCC. An initial baseline travel survey for Dunsbury Park which undertaken in 2024, however the response rate was lower than acceptable and therefore the data collected was not considered to represent the whole site's current trips accurately.

5.6 Therefore, the baseline data included in the SWTP has been used, which was obtained from 2011 'Method of Travel to Work' Census data (details of which can be found at **Appendix D**). The baseline modal splits are presented in **Table 4**, utilising E02004767: Havant 006.

Mode of Travel	Indicative Baseline
Car Alone	69%
Car Share	10%
Train	2%
Bus	4%
Cycle	2%
Walk	12%
Motorcycle	1%
Other	1%
Total	100%

Table 4: Indicative Baseline Splits Based on 2011 Census Data (Obtained from SWTP)

- 5.7 It is proposed that to determine the ‘actual’ travel patterns, surveys would be completed, within 3 months of each of the units being occupied, and then this would build upon the Site Wide Travel Plan Coordination works which have as aforementioned already undertaken a site wide baseline travel survey. This would also enable a sufficient sample size to update the baseline travel information for Units 400, 600 and 601 whilst also providing the opportunity to embed the Travel Plan within the business, building upon the actions undertaken already as part of the SWTPC works. It would also be hoped that this will enable the specific staff travel behaviours for Units 400, 600 and 601 to be observed and monitored.
- 5.8 Once the ‘actual’ baseline modal splits have been established for Units 400, 600 and 601; the Site Wide Travel Plan Coordinator (SWTPC) and HCC Travel Plan Officer (TPO) should discuss the acceptability a 10-percentage point mode shift target, in relation to Units 400, 600 and 601, as well as the wider site TPC works.

Travel Plan Targets

- 5.9 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.
- 5.10 This Travel Plan proposes two targets which will be implemented and will be managed and monitored over the lifetime of the TP. These are set out in **Table 5**

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Car Alone	69%	67%	64%	59%
Car Share	10%	10%	11%	13%
Train	2%	2%	2%	2%
Bus	4%	5%	6%	8%
Cycle	2%	2%	3%	4%
Walk	12%	13%	13%	15%
Motorcycle	1%	1%	1%	1%
Other	1%	1%	1%	1%

Table 5: Travel Plan Targets

5.11 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY AND MEASURES

- 6.1 A Travel Plan is a useful tool produced to encourage staff and visitors to use alternative modes of transport to single occupancy vehicle journeys. Dunsbury Park's location means that it is more likely to attract businesses which require easy and quick access to the strategic highway network (A3(M)) and as a result a number of the businesses are car or delivery based. Therefore, in line with the SWTP this Travel Plan for Units 400, 600 and 601 will have a focus not only on reviewing travel to and from each unit by staff on-site, but also visitors. Thus, the following provides a summary of the measures to target users of the development site (staff and visitors).

Measures Package

- 6.2 As part of Dunsbury Park as a whole as footways, cycling and bus stops infrastructure have been implemented or are planned. With it noted as part of the applications for Unit 400 and Units 600 and 601 that further pedestrian infrastructure will be implemented to tie into the existing provision, including a Pegasus-type crossing. Therefore, this section proposes a package of soft measures (promotions based) to be implemented and refined by the SWTPC over the lifetime of the SWTP's implementation (including Units 400, 600 and 601). The measures proposed are strongly influenced by the site location, the aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy, with the consideration to the wider site and the potential for achieving a 10-percentage point modal shift against the current baseline, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, as well as the Site Wide Travel plan submitted as part of the original application for Dunsbury Park.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation of Units 400, 600 and 601; as outlined within the site's Action Plan (**Appendix E**). These include:
- Appoint a Travel Plan Coordinator (developer) (Completed as part of the SWTPC)
 - Develop upon the Travel webpage which is for the use of all staff at Dunsbury Park
 - Produce Staff Welcome Pack for each unit (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Train Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following 3 months of this Travel Plan being approved

- 6.5 It is proposed that the TP period would become fully active 3 months after first occupation of each unit and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to occupants of Dunsbury Park.
- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and visitors. Such measures would be determined by the TPC in dialogue with occupants of the site, HCC, HBC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Costed Action Plan which is included in **Appendix E**.

Modal Measures: Walking and Cycling

- 6.7 This FTP has summarised the local walking and cycle networks and the facilities which this FTP would promote to staff. These will be detailed to staff in their welcome packs and through the biannual newsletters (as discussed later in the report). This would also include promoting the proposed connection to Park Lane bridleway.
- 6.8 The accessibility review and baseline modal splits (from Census Data) indicate that walking is a key travel mode for existing staff in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.
- 6.9 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting.
- 6.10 Moreover, the TPC will promote free health apps including (but not limited to) NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Public Transport

- 6.11 The baseline modal splits indicate that 4% of existing staff in the local area currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode. Therefore, the TPC will promote the Stagecoach app and Trainline to staff in line with BREEAM TRA02, as they both provides real-time public transport information. In

addition, noticeboard/newsletter material will be provided to staff regarding bus services and stops near them.

- 6.12 The attractiveness of the bus services, particularly those from Larkwhistle Walk would be supported and promoted through tailored promotions and once further details are known regarding the cross-boundary bus route, which will travel between Waterloooville and Havant this will be circulated and promoted to all staff.
- 6.13 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Staff Welcome Pack and biannual newsletters.
- 6.14 The TPC will promote rail services from Bedhampton and Havant stations as well as the potential link-trip afforded by the 22-bus service which operates between Havant station and Larkwhistle Walk bus stop.

Modal Measures: Car Sharing

- 6.15 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.
- 6.16 Liftshare is a well-established scheme and would be promoted to staff through newsletters, welcome pack and the website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing. To meet the BREEAM credit the site will provide 5% of the total parking provision for each unit, to be designated for car-sharers and located close to the site entrance.

Modal Measures: Sustainable Private Vehicle Use

- 6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

- 6.19 In addition to promoting the on-site electric vehicle charging provision which will be included for Units 400, 600 and 601 within the Staff Travel Welcome packs, Zap Map (or equivalent) will also be promoted to highlight other charging locations in the local area.

Modal Measures: Home/ Remote Working and Other Modes

- 6.20 Working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines. Once the occupiers of Units 400, 600 and 601 are confirmed this aspect can be explored if it is relevant for staff members. As well as this, if the occupiers, as part of their work undertakes meetings, we would promote the use of web and teleconferencing facilities to reduce the need to travel.
- 6.21 Should monitoring exercises and communication with staff identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC's Travel Plan Officer.

Personalised Travel Planning

- 6.22 Upon starting their new job, staff at Units 400, 600 and 601 will be offered free personalised Travel Planning advice as part of their Staff Welcome Packs. This will be provided by the SWTPC and will inform staff on how they can travel to work more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

- 6.23 To ensure the ongoing promotion of the Travel Plan to staff, over its life a number of marketing and communication elements would be implemented.
- 6.24 A dedicated Travel Plan webpage (<https://tpc-paulbashamassociates.com/dunsbury-park-havant/>) is already active. This provides staff with up to date information and latest changes to travel services, news and events. This would be reviewed by the SWTPC biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.25 The SWTPC would also produce biannual newsletters which will also provide staff with updated sustainable travel information, details of any national events and offer personalised travel planning information.

Local Area and Other Site Users

6.26 The TP will promote the local area's facilities whilst actively engaging with staff and visitors.

Visitors and Deliveries

6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff positive sustainable travel experiences should have a knock-on effect to visitors.

7. ACTION PLAN

- 7.1 A costed Action Plan has been provided at **Appendix E** which outlines the work proposed to delivery the Travel Plan, throughout its life.

Travel Plan Coordinator

- 7.2 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on first occupation of each unit, with it noted that the SWTPC is already active.
- 7.3 Paul Basham Associates have been appointed as the SWTPC for Dunsbury Park, which will include for Units 400, 600 and 601 when these are developed. The SWTPC is being led by Kim Hammonds and the team can be reached at:
- travelplan@paulbashamassociates.com
 - 01329 711000
- 7.4 The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.5 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support:
 - Liaising with public transport operators, local interest groups, HCC:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Attending relevant networking events:
 - Organising travel-based events:
 - Acting as the point of call for all TP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

8. IMPLEMENTATION AND MONITORING

Implementation

- 8.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as the monitoring costs, expected to be £15,000, required by HCC.
- 8.2 A Travel Plan bond will also be secured through the Section 106 agreement and will need to be paid prior to first occupation of the units.

Surveys and Feedback

- 8.3 It is important that a consistent approach to data collection and feedback is implemented in line with the ongoing SWTPC, in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by staff and visitors beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 8.1 The monitoring structure for Units 400, 600 and 601 will follow the SWTP approach which has been agreed with HCC.
- 8.2 This will include a staff questionnaire being issued to Units 400, 600 and 601 within 3 months of each unit's occupation. The survey will then be repeated in line with the agreed SWTP monitoring schedule which reflects future TPC staff surveys to be repeated at the ends of Years 1, 3 and 5.
- 8.3 It is proposed that the survey will be completed electronically, although paper/postal surveys may also be used depending on each business's requirements. The proposed staff survey is included in **Appendix F**.
- 8.4 HCC have requested that a 50% response rate is achieved with any questionnaire to provide statistically significant data. The surveys should be completed during a neutral monitoring period and repeated at the same time of the year (as appropriate). The SWTPC is aware of the previous issues with obtaining sufficient survey responses from the existing units at Dunsbury Park and will be

reviewing how to increase response rates ready for the next round of surveys.

- 8.5 The results of the survey will be available for staff to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 8.6 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

9. ENFORCEMENT

- 9.1 Mismanagement can become a potential barrier to the successful implementation of TPs. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC TPO will ensure that mismanagement does not occur.
- 9.2 Whilst specific remedial measures have not been identified such remedial measures would be identified through discussions with HCC's TPC. The 5-year budget would be sufficient to ensure that remedial measures could be implemented. For example, if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed (subject to cost).
- 9.3 The Site Wide Travel Plan obligations also require the SWTPC to be in post "for not less than the period from the date of first Occupation of the first Reserved Matters Area until five years after the first Occupation of the last Reserved Matters Area to be developed in accordance with the Permission;" [sic]. Therefore, the SWTPC will still be operating on Dunsbury Park after Units 400, 600 601's original obligations have been met.

Community Embedding and Handover

- 9.4 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with staff over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP etc.
- 9.5 Local engagement and a gradual handover are embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

10. SUMMARY AND CONCLUSIONS

- 10.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council (PCC) to support two Outline planning applications for the development of three commercial units known as Dunsbury Park Units 400 and Units 600 and 601. The floor areas of these comprise of 13,862m², 2,245m² and 9,290m² respectively, consisting of B2/B8 commercial provision (building area identified for illustrative purposes only). Dunsbury Park is situated adjacent to Junction 3 of the A3 at Waterloooville, with the three proposed units located to the north of the wider site
- 10.2 This Framework Travel Plan supports the applications for Units 400 and Units 600 and 601, given that the original application consented in 2014 has now expired for the submission of Reserved Matters Applications.
- 10.3 The site is located in a suitable location to promote sustainable travel, with a number of walking and cycling routes in close proximity. Along with this, a bus stop is located on Calshot Road (Larkswistle), with future stops and services planned from Fitzwygram Way, enabling link trips to the nearby train stations.
- 10.4 As part of future Reserved Matter applications, the level of provision of cycle parking and electric vehicle charging provision will be reviewed for Unit 400 and Units 600 and 601 and will be promoted within the Staff Welcome Packs which will be produced for each unit as part of the TPC works. These elements are also required to meet BREEAM criteria for the site.
- 10.5 Additional measures and promotional activities are also outlined within the report and will be delivered by the Site Wide Travel Plan Coordination team from Paul Basham Associates, led by Kim Hammonds, once Units 400, 600 and 601 are occupied.
- 10.6 A target to reduce single occupancy car trips by 10 percentage points is identified in line with the approach for the SWTPC. To monitor this a staff questionnaire is proposed to be undertaken three months after the approval of this TP and then every other year in line with the SWTP monitoring strategy. Monitoring reports for Dunsbury Park as a whole will be produced annually setting out the TPC works for the year and reviewing the travel plan targets,
- 10.7 Therefore, we ask Hampshire County Council and Havant Borough Council to look favourably upon the development in regard to highways.



Key

Ownership Boundary	291.25 ac	117.86 ha
Plot 4 Area	8.25 ac	3.34 ha

Schedule of Accommodation Unit 400

Warehouse	141,750 m ²	13,169 m ²
2-Storey Office	7,460 m ²	693 m ²
Total	149,210 m ²	13,862 m ²

Level Access Doors	2
Dock Loading Doors	14
HGV Parking	34
Parking	
Standard Car Parking Spaces	131
Accessible Spaces Included In Total	8
EVC Spaces Included In Total	16
Total Parking Provision	155

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
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Unit 400, Site Plan_1:500

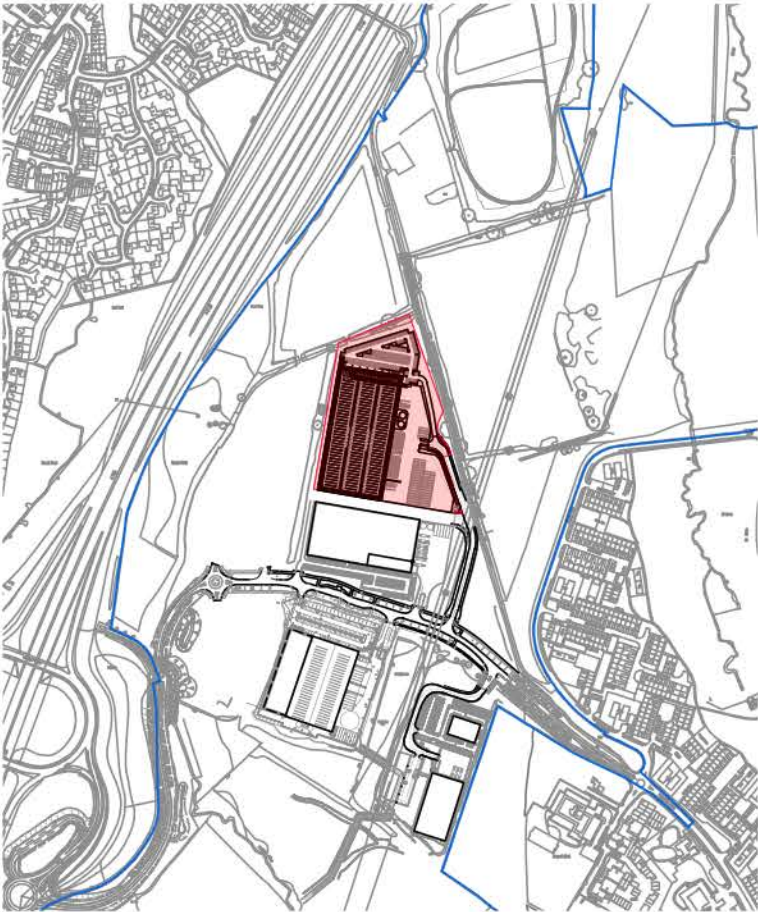
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North



Document Scale(s)



Key Plan_ 1:10,000

Layout subject to confirmation of site levels and undertaking of cut and fill assessment to site.

Steelwork shown indicatively only.
Refer to Structural Engineers Design & specification for Details.

Project Name

Plot 4, Dunsbury Park, Portsmouth

Employer	Project Address		
Portsmouth City Council	Dunsbury Park Havant, Portsmouth		
RIBA Workstage	Suitability		
3 - Spatial Coordination	S3 - Review & Comment		
Drawn	Checked	Created	Size
KS	DS	29.09.2025	A1
UMC Project Reference		Scale	LOD LOI
25101		As Indicated	1 1

Document Title

Plot 4, Site Plan

Document Reference

DP - UMC - 0400 - SI - DR - A - 0603

Revision Note

Clear internal height amended from 15 metres to 12.5 metres at Client's request

Issue Date Status Current Revision

13.10.2025 PLANNING



Key

Ownership Boundary	291.25 ac	117.86 ha
Plot 6 Area	8.13 ac	3.29 ha

Schedule of Accommodation Plot 6

Unit 600		
Warehouse	21,750 m²	2,021m²
Mezzanine Office [inc. GF Core]	2,415 m²	224 m²
Total	24,165 m²	2,245 m²

Level Access Doors	3
--------------------	---

Parking	
Standard Car Parking Spaces	30
Accessible Spaces Included In Total	2
EVC Spaces Included In Total	4
Total Parking Provision	36

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
-----------------------	--------

Unit 601		
Warehouse	95,000 m²	8,826 m²
Mezzanine Office [inc. GF Core]	5,000 m²	465 m²
Total	100,000 m²	9,290 m²

Level Access Doors	2
--------------------	---

Dock Loading Doors	8
--------------------	---

HGV Parking	25
-------------	----

Parking	
Standard Car Parking Spaces	85
Accessible Spaces Included In Total	5
EVC Spaces Included In Total	10
Total Parking Provision	100

Cycle Spaces	10
--------------	----

Clear Internal Height	12.5 m
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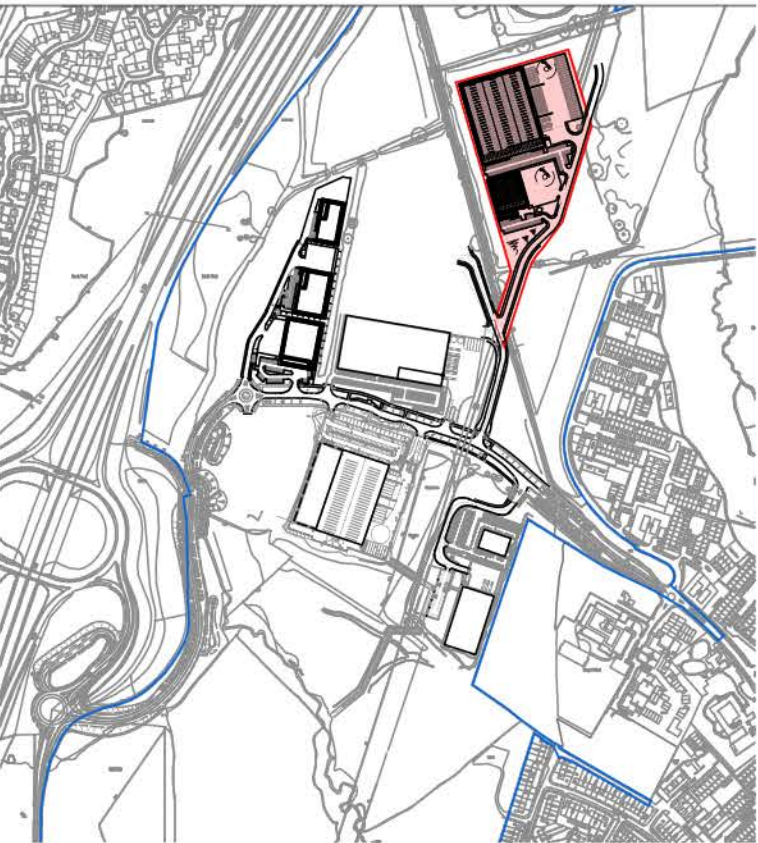
North



Document Scale(s)

10m	SCALE 1:500
100m	SCALE 1:10000

Key Plan



Project Name

Plot 6, Dunsbury Park, Portsmouth

Employer	Project Address
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Portsmouth City Council	Dunsbury Park Havant, Portsmouth
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RIBA Workstage	Status
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3 - Spatial Coordination	S3 - Review & Comment
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Drawn	Checked	Created	Size
KS	DS	26.09.2025	A1
UMC Project Reference		Scale	LOD LOI
25102		As Indicated	1 1

Document Title

Plot 6, Site Plan

Document Reference

DP - UMC - 0600 - SI - DR - A - 0601

Revision Note

Clear internal height amended at Clients request

Issue Date	Package	Current Revision
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13.10.2025	PLANNING	
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P1.1

Scoring

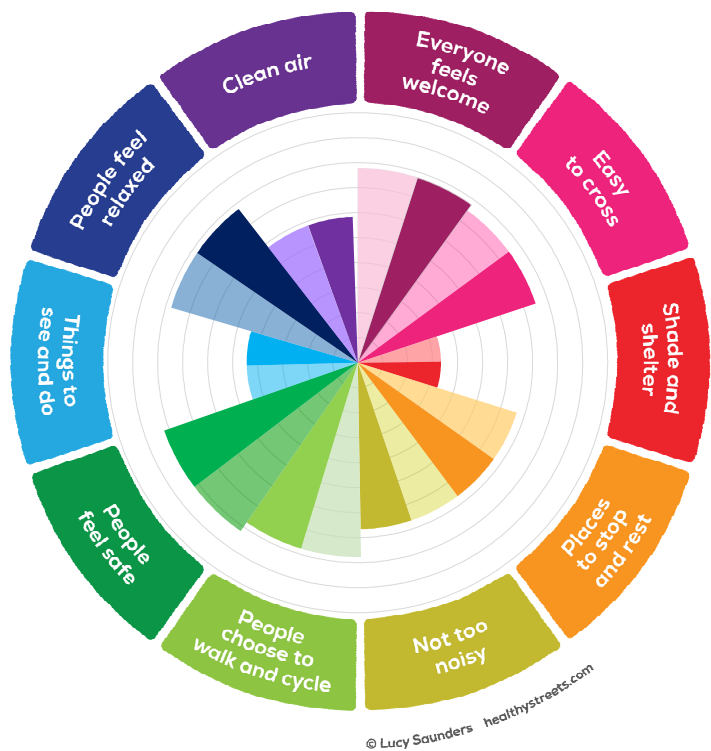
	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	Motorised vehicle speed	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	1		1	
2	Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	2		2	
3	Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	1		1	
4	Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (JATN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	3		3	
5	Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	3		3	
6	Ease of crossing between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	info	3		3	
7	Priority of crossing at junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	3		3	
8	Navigation of crossings for people with visual impairments	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	2		2	
9	Quality of the footway surface	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	3		3	
10	Space for walking	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2.2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2.2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	3		3	
11	Quality of the carriageway surface	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	3		3	
12	Space for cycling	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate, at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	2		2	
13	Public seating	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	0		0	
14	Cycle parking	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	3		3	
15	Trees	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	1		1	
16	Green infrastructure	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, one green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	3		3	
17	Lighting	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides no street lighting over the footways on this street	info	3		3	
18	Reducing convenience of driving short journeys	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	3		3	
Are there any bus services running on this street? Yes/No										
19	Bus stops	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the waiting space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the waiting space, the bus stop has seating, rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop has seating and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info	3		3	

Healthy Streets Score

Name of street

Name of street at start junction

Name of street at end junction



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	66	66
Everyone feels welcome	78	78
Easy to cross	75	75
Shade and shelter	33	33
Places to stop and rest	67	67
Not too noisy	67	67
People choose to walk and cycle	78	78
People feel safe	82	82
Things to see and do	44	44
People feel relaxed	78	78
Clean air	58	58

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	<p>Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only.</p> <p>Forecasted trip generation is limited to motor vehicle traffic or peak hours only.</p> <p>Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.</p>	Exemplar	Multi modal trip rates provided with TA	
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	<p>Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20).</p> <p>Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes.</p> <p>Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes:</p> <ul style="list-style-type: none">• Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate);• PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12);• LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool);• the government's Walking Route Audit Tool; and• any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Exemplar	WCHAR provided as part of application documents	
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	<p>Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points.</p> <p>There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians.</p> <p>Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Design Guidance
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	<p>Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities.</p> <p>The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians.</p> <p>There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.</p>	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	LTN1/20
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	<p>There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances.</p> <p>Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles.</p> <p>Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	<p>The application fails to identify necessary, directly related and proportionate improvements or contributions to:</p> <ul style="list-style-type: none">• footpaths/ways in line with the design standards identified in criteria 3 and 5;• cycling routes in line with LTN 1/20 standards identified in criteria 4; or• public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. <p>The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment.</p> <p>Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.</p>	Pass	Improvements were secured as part of the previous application	
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	<p>Opportunities have been missed to maximise accessibility for active travel modes, including:</p> <ul style="list-style-type: none">• the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development;• routes for pedestrians and cyclists are not at least – and preferably more direct – than the equivalent by car;• routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths);• inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Steets 2 Section 9.3);• pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13);• priority junctions have radil that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4);• there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20;• signalised junctions do not have pedestrian aspects on some arms;• where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection);• there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or• cycleways within commercial sites are not continuous through to cycle parking areas. <p>Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.</p>	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	<p>The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking).</p> <p>Aspects of the proposed design give rise to personal and highway safety concerns, including:</p> <ul style="list-style-type: none">• streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting;• the requirements of disabled people have not been appropriately considered;• the development includes 'blind-spots', sharp turns or high-sided boundary treatments;• the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or• residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). <p>There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.</p>	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be consistent with the Manual for Streets.</p>	
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	<p>Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels).</p> <p>For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking:</p> <ul style="list-style-type: none">• internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors;• a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or• high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). <p>The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.</p>	Pass	<p>Cycle parking provided in line with standards</p>	
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	<p>A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed).</p> <p>Where the appropriate travel plan has been submitted:</p> <ul style="list-style-type: none">• targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030;• mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development;• there is an absence of travel plan targets for all uses proposed within the application site as appropriate;• the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or• there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	Pass	<p>Travel Plan provided as part of the application docs</p>	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE
Summary of proposal	Construction of a commercial unit comprising 10,683m2
ATE reference	
Local authority reference	
Local planning authority	
Local highway authority	
Completed by	AJF
Date (DD/MM/YY)	30.09.25
Application type	Full planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Exemplar	Multi modal trip rates provided with TA	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Exemplar	WCHAR provided as part of application documents	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;

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Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
3. Pedestrian access to local amenities	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; National Design Guidance
4. Cycling accessibility	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; LTN1/20
5. Access to public transport	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;

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Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
6. Off-site transport infrastructure	Pass	Improvements were secured as part of the previous application	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;
7. Site permeability	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be managed in line with Manual for Streets guidance to ensure a safe environment for pedestrians and cyclists.</p>	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;

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Active
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England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
9. Cycle parking and trip-end facilities	Pass	Cycle parking provided in line with standards	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;
10. Travel planning	Pass	Travel Plan provided as part of the application docs	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;

Appendix D

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population All usual residents aged 16 to 74 in employment in the area the week before the census
units Persons
date 2011

Method of travel to work	E02004767 : Havant 006 %	
All categories: Method of travel	855	
Underground, metro, light rail o	0	0
Train	16	2
Bus, minibus or coach	29	4
Taxi	5	1
Motorcycle, scooter or moped	5	1
Driving a car or van	519	69
Passenger in a car or van	67	9
Bicycle	16	2
On foot	91	12
Other method of travel to work	7	1
	755	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E

Unit 400, 600 & 601 - DUNSBURY PARK TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
Appoint a TPC for the site	unit 400, 600 & 601/TPC	Three months Prior to first occupation
Relevant TP logo and identity established	unit 400, 600 & 601/TPC	Prior to first occupation
Development and distribution of Unit 400, 600 & 601 Staff Information Packs to include: <ul style="list-style-type: none">oWalking and cycling routes;oBus stop locations, prices and times;oRail Station information;oElectric charging information;oCar sharing information and benefits; andoDetails of the TPC.	TPC	Prior to first occupation
Offer Personal Journey Planning for staff	TPC	Prior to first occupation
Prepare TP action database for logging/recording	TPC	Prior to first occupation
Monitoring Stages - Surveys and Feedback		
Baseline Staff Travel Surveys	TPC/ Site Manager	Completed 3 months post occupation
End of Preliminary Phase Report and revise targets where necessary	TPC	End of Preliminary Phase
Prelim Stage:		£3,000

Actions	Responsibility	Timescale	Year 1 (start within 3 months of occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liasion with staff								
Produce biannual travel information leaflets (TPC) which include recent travel changes such as: <ul style="list-style-type: none">- Promote Car Sharing- Provide bus and rail information- Provide taxi information- Any changes to the walking / cycle routes	TPC	Biannual	£3,500.00	£3,500.00	£3,500.00	£3,500.00	£3,500.00	£17,500.00
Outcomes of the biennial travel survey								
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Life of Travel Plan						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Life of Travel Plan						
Cooperation and coordination with local, regional and national campaigns and events on car sharing, cycling, walking and the use of public transport	TPC	Life of Travel Plan						
Promote Bike Week and local cycling routes to staff and visitors	TPC	Life of Travel Plan						
Update the Dunsbury Park travel webpage	TPC	Biannual						
Monitoring Stages - Surveys and Feedback								
Progress Review/Monitoring report	TPC	Annually	£ 500	£ 250	£ 500	£ 250	£ 500	£ 2,000
Staff Travel Surveys (Timescales in line with SWTP)	TPC	Years 1, 3 and 5	£ 250	£ 250	£ 250	£ 250	£ 250	£ 750
Handover	TPC	End of Year 5					£ 250	£ 250
Year Estimates			£ 4,250	£ 3,750	£ 4,250	£ 3,750	£ 4,500	£ 20,500
						Preliminary Stage + Year Estimates		£ 23,500

Project Details	
Scheme	unit 400, 600 & 601, Dunsbury Park, Havant
Commercial Unit	unit 400, 600 & 601
Consent Date	TBC
Occupation Target	TBC
Applicant	Portsmouth City Council Hampshire County Council & Havant
Local Authority	Borough Council
LA Travel Plan Officer	HCC
Travel Plan Author	ERG
Travel Plan Co-ordinator	TBC

Disbursements:	Amount (per survey)	TOTAL
Printing/Postage/Mileage	TBC	TBC

Version	Date	TPC Author	Comment
1	Nov-25	ERG	

Appendix F

Dunsbury Park Travel Plan - Preliminary Year Survey

As part of the Travel Plan Coordination works for Dunsbury Park we would like to understand your current travel habits.

By filling out this survey you will help us to understand how you travel to/from work and what would encourage you to travel in a more sustainable way, if you don't already.

1. For the last week, please indicate how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
Car Alone	☐	☐	☐	☐	☐	☐	☐
Car Share	☐	☐	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Motorcycle	☐	☐	☐	☐	☐	☐	☐
Scooter	☐	☐	☐	☐	☐	☐	☐
Worked from Home	☐	☐	☐	☐	☐	☐	☐
N/A (Weekend/Not Working)	☐	☐	☐	☐	☐	☐	☐

Other (please specify)

2. Please could you tell us the first part of your home postcode (eg P04)
(This is to inform us of your likely journey route and is optional to answer)

3. Do you work full time or part time?

- ☐ Full Time (35 + hours per week)
- ☐ Part Time (Less than 35 hours per week)

4. What time do you usually arrive at work?

- ☐ Between 6am-7am
- ☐ Between 7am-8am
- ☐ Between 8am-9am
- ☐ Between 9am-10am
- ☐ Other (please specify)

5. What time do you usually finish work?

- ☐ Between 3pm-4pm
- ☐ Between 4pm-5pm
- ☐ Between 5pm-6pm
- ☐ Between 6pm-7pm
- ☐ Other (please specify)

6. Please tell us why you choose to travel by your primary method of travel (most common method over the 7 day period) (Please tick all that apply)

- ☐ Quickest form of travel
- ☐ Most convenient
- ☐ Most reliable
- ☐ Safest way to travel
- ☐ Environmentally friendly
- ☐ Most comfortable way to travel
- ☐ Only option available to me
- ☐ Health reason
- ☐ Cheapest way to travel
- ☐ I have to make other trips before/after/during working hours
- ☐ Other (please specify)

7. If you could not travel to work by your primary travel mode, how would you travel to work?

- ☐ Car alone
- ☐ Car share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Motorcycle
- ☐ Scooter
- ☐ Other (please specify)

8. Would any of the following encourage you to walk/cycle to work? (select all that apply)

- ☐ Cycle training/safety courses
- ☐ Safer walking/cycling routes
- ☐ Better cycle equipment
- ☐ Route maps
- ☐ Vouchers/discounts
- ☐ Cycle to work scheme
- ☐ Someone to walk/cycle with
- ☐ Access to a bike
- ☐ Nothing
- ☐ Other (please specify)

9. Would any of the following encourage you to travel to work by public transport based on current provision? (select all that apply)

- ☐ More direct routes
- ☐ Better provision of services
- ☐ Better facilities at stops/station
- ☐ Better connection from home to station/bus stop
- ☐ Vouchers/discounts
- ☐ Nothing
- ☐ Other (please specify)

10. Would any of the following encourage you to car share? (select all that apply)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ If I had similar journeys to others
- ☐ If it did not impact on my daily routine
- ☐ If I knew about databases to find a lift/offer a lift
- ☐ A guaranteed ride home
- ☐ Nothing
- ☐ Other (please specify)

11. Are there any reasons that prevent you from utilising sustainable travel and why?

12. Please indicate whether you own/have access to any of the following.

- ☐ I have access to/own a bike
- ☐ I have access to/own an electric vehicle
- ☐ None of the above

13. Cycle Storage is provided, as well as access to electric vehicle charging. Please indicate which you have used and/or intend to use.

- ☐ I have used the Electric Vehicle Charging Points
- ☐ I intend to use the Electric Vehicle Charging Points
- ☐ I have used the cycle storage
- ☐ I intend to use the cycle storage
- ☐ Other (please specify)

- ☐ None of the above

14. Do you take part in any Tax relief schemes at your place of work?

- ☐ Cycle to Work Scheme
- ☐ Electric Vehicles
- ☐ Company Car
- ☐ No
- ☐ Other (please specify)

15. Is there anything else your company can do to encourage you to travel more sustainably?

16. Were you aware that there is a Travel Plan for Dunsbury Park?

- ☐ Yes
- ☐ No

17. Please leave any further comments you may have about travel to work.



Thank you for taking the time to fill out this questionnaire.

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