



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

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To: Havant Borough Council (FAO Henrietta Owusu-Ansah)
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk
planning.development@havant.gov.uk

Council's Reference: APP/26/00453

Location: Plot 6 Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE

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

National Highways Ref: NH/26/16990

Referring to the consultation on a planning application dated 7 July 2026 referenced above, in the vicinity of the A3(M) that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

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

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

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

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

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

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

Signature:



Date: 20 July 2026

Name: Letty Askew

Position: Spatial Planner, Area 3

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

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

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

National Highways are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the proposed development, in this case on the A3(M), particularly at Junction 3.

The proposals are for 11,721 sqm employment floorspace. The applicant is proposing a mix of Research and Development (Class E(g)(ii)), Light Industrial (Class E(g)(iii)), General Industrial (Class B2), and Storage and Distribution (Class B8) uses. No proposals have been provided for the split of floorspace across the various use classes.

The site is located on currently undeveloped land within Dunsbury Park, approximately 1.5km from A3(M) Junction 3 and approximately 2.4km from A3(M) Junction 4. The development will be accessed via new internal private roads, connected to the local road network at Fitzwygram Way.

Planning History

Dunsbury Park was previously the site of a Hybrid planning permission (APP/12/00338) which granted outline consent for employment development and a hotel with conference facilities, and detailed consent for a new access link road with bus gate to Woolston Road. Under this consent, B8 floorspace was restricted to 12,356 sqm. Variation of Condition applications were subsequently submitted to increase this limit to 18,534 sqm (APP/15/00732, granted in October 2015) and then to remove the restriction entirely (APP/17/01324, granted in December 2018).

A Reserved Matters planning application for development of employment uses and a hotel with conference facilities, together with landscaping, infrastructure, and associated works (APP/17/00866) was granted in November 2017. The time limit for submitting further Reserved Matters applications under APP/12/00338 expired in 2024. Therefore, planning applications are required for development on the undeveloped plots.

Site Connectivity

The site is located close to a number of residential estates, which are connected to the development by cycleways and footways as well as road. Havant town centre is approximately 46 minutes away by walking/wheeling, 9 minutes by cycle, or 28

minutes by bus. Bedhampton Railway Station is approximately 9 minutes by cycle or 10 minutes by bus. Havant Railway Station is approximately 13 minutes by cycle or via train from Bedhampton Railway Station. Both stations provide cycle parking, but no car parking.

The closest bus stop is approximately 600m from the site, on Calshot Road. It is serviced by Stagecoach Route 22, providing an average of 6 buses per hour to Havant. An additional bus stop is planned on Fitzwygram Way, less than 300m from the application site. This is expected to be operational in 2026.

Trip Generation

National Highways considers that the trip generation provided for the previous planning applications is no longer relevant, due to the length of time which has passed since it was calculated and the fact that the previous planning permission is no longer extant. Therefore, we have confined our analysis of the trip generation to the updated TRICs outputs which have been provided in the Transport Assessment.

The planning application does not set out a specific split of floorspace across the proposed Use Classes. National Highways welcomes the provision of trip generation figures for 100% B8 parcel distribution use which, in our view, represents a worst-case scenario.

We have reviewed the TRICs outputs for the B8 use, and consider the trip generation to be acceptable. We note the low proportion of trips by active and public transport modes, and consider that these are reflective of other, comparable sites. We also consider that this presents a robust scenario in terms of the proportion of vehicular traffic. We note the current and proposed future connectivity to sustainable modes, and welcome the applicant's vision to increase the proportion of staff trips by public transport, walking, and cycling.

Trip Distribution

The applicant carried out a turning count survey at Fitzwygram Way roundabout in July 2025, to confirm the distribution of traffic to/from the Dunsbury Park development. This identified that the majority of traffic travels north towards the A3(M) J3. However, the trip distribution and traffic flow diagrams do not extend beyond the Fitzwygram Way/Hulbert Road Roundabout. **We require details of the trip distribution at A3(M) J3, to enable us to take an informed view of the potential impact of the development on the SRN.**

In view of the recently submitted applications for Plot 4 (LPA Ref APP/26/00361), for which we have requested further information, and Plot 1 (LPA Ref APP/26/00408), to which we responded with no objection, **the following trip distributions should be provided:**

- **Individual distributions for Plot 4 and Plot 6**
- **Cumulative distribution (Plot 1, Plot 4, Plot 6)**

The applicant has stated that, in the event of parcel distribution centre use, they envisage staff arriving at the site in the AM peak in their private vehicles and transferring to the company's vans for deliveries, then returning to site to collect their private vehicles and travel home in the PM peak. **We will need to see distribution flows for both the delivery vehicles and the employees' journeys between the site and home**, as the routes used for the two types of journeys could be quite different.

Impact on A3(M) J3

We note that the applicant is reliant on the assessment carried out for the Hybrid application in considering the need for analysis of impacts at A3(M) J3. However, **we need to see the trip distribution information requested above before we are able to confirm whether or not we consider that further analysis of the impact on A3(M) J3 is required.**

Recommendation

National Highways recommends that the Local Planning Authority does not grant planning permission for the application (Ref: APP/26/00361) until 20 October 2026 to enable us to provide the Local Planning Authority with comprehensive and informed advice. This does not prevent authority, if they so wish, to either refuse the application or agree an extension of time beyond 20 October 2026.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

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

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