

DELEGATED OFFICER REPORT

Site Address:	8 Wellington Retail Park, 2 Hambledon Road, Waterlooville, PO7 7FG		
Proposal:	Variation of Condition 1 of APP/13/00214 to remove the restriction on the sale of food in relation to part of Unit 8 known as 8A.		
Application Type:	Variation/Relief of Condition		
Application No:	APP/25/00158	Expiry Date:	09/06/2025
Applicant:	BL Wellington Limited		
Agent:	Harry Manners	Case Officer:	Denise Sheath
	Montagu Evans		
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 **Site Description**

Wellington Retail Park is located to the west of Waterlooville town centre. The park consists of a number of large superstores with car parking to the centre of the site. The stores are of steel frame construction with feature canopies over the main entrances.

2 **Planning History**

01/54013/005 - 2 illuminated fascia signs and 3 non illuminated poster signs to front elevation. NFA - 02/11/2012

APP/14/01247 - Installation of 1No. new display window to front elevation. PERM - 20/01/2015

APP/15/00380 - Display of 2No. illuminated fascia signs; 2No. existing non-illuminated fascia signs recovered to match. PERM - 22/05/2015

APP/24/00501 - Application for Variation of Condition 2 of Planning Permission

APP/23/00661 relating to external alterations to elevations. PERM - 18/09/2024

APP/24/00554 - Subdivision and external alterations to Unit 8 comprising the removal of existing entrance and replacement with two new entrances, additional changes to fenestration and doors, and associated works. PERM - 29/11/2024

APP/25/00463 - Non Material Amendment to Planning application APP/24/00554 (Permitted 29/11/2024). Amendments to doors, bollards and ramps at the rear elevation of Unit 8A. - PERM

3 **Proposal**

Variation of Condition 1 of APP/13/00214 to remove the restriction on the sale of food in relation to part of Unit 8 known as 8A.

4 **Policy Considerations**

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS4	()
CS6	(Regeneration of the Borough)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM21	(Shopfronts, Signs, Security Shutters and Advertisements)
AL3	(Town, District and Local Centres)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Economic Development

No Comments Received

Environment Agency

No comments received

Environmental Health Manager, Community Group

Thank you for consulting the Environmental Protection Team on this application. We recommend that planning consent is granted subject to inclusion of the following condition in order to control noise from the site,

"The rating level of the noise emitted from any fixed plant at the site (including kitchen extract plant) introduced as a consequence of variation of condition 1 of APP/13/00214, will be controlled to at least 5 dB(A) below the lowest representative existing background sound level. The assessment shall be carried out in accordance with British Standard 4142:2014+A1(2019) at a position 1 metre outside any habitable window of any residential or other noise-sensitive property. The scheme shall be fully implemented in accordance with the approved details and shall be retained and maintained for its designated purpose thereafter. The baseline noise survey must cover a period sufficient to accurately represent the prevailing noise climate at the nearest noise-sensitive premises during the plants operating hours. In most cases this will cover survey during both the weekday and weekend period. The typical minimum background sound level should be defined as the 10th percentile value for the daytime (07:00-23:00) and night-time (23:00-07:00) when the plant may operate.

The assessment must include valid predictions and valid assessment of any acoustic features.

We also note that the original planning permission 99/54013/003 for the site contains the following conditions in respect of odour control arising from cooking and food preparation on site,

6. Equipment shall be installed to suppress and disperse fumes and/or smell produced by cooking and food preparation and the equipment shall be effectively operated for so long as the use continues. Details of the equipment shall be submitted to, and approved by, the Local Planning Authority and the equipment shall be installed and be in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use.

7. The extraction equipment installed in pursuance of Condition 6 above shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

Therefore, where food preparation and/or cooking is to be carried out the applicant will need to provide the details as required by Condition 6.

Officer Comment:

Highways Authority

Variation of Condition 1 of APP/13/00214 to remove the restriction on the sale of food in relation to part of Unit 8 known as 8A.

Thank you for your re-consultation on the above planning application. In response to previous comments dated 30 June 2025 the applicant has provided a Trip Generation Assessment which the Highway Authority have reviewed and have the following comments to make.

Trip Generation

The applicant has utilised the TRICS database to establish trip generation associated with both the lawful existing and proposed used with a net traffic impact provided outlining the differences in trip generation for such uses. A number of hourly periods have been provided however the Highway Authority are particularly interested in the AM and PM peak periods, Saturday peak and daily periods with this forming the basis of the assessment work within this response.

Existing Use: it is noted that the TRICS outputs provided for a non-food superstore include a site surveyed in 2021 at the time of Covid-19 lockdown restrictions. The Highway Authority have therefore re-run the TRICS assessment removing this site which provides higher trip rates.

These are therefore utilised as a basis to form the assessment work.. The daily trip rate has also been provided as this is important when considering the change of use on daily trip patterns:

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
	Arr.	Dept	Arr.	Dept		Arr.	Dept	
Trip Rate	0.142	0.064	0.888	0.940	19.112	2.526	2.580	50.131
Trip Generation (232 sqm)	0	0	2	2	44	6	6	116

Proposed Use: TRICS outputs have been generated for a proposed food retail discount food store. The Highway Authority have reviewed the TRICS outputs and consider these to be generally representative to the scale and location of the proposed location. Again this includes a site surveyed in 2021 at the time of the Covid- 19 lockdown restrictions and therefore the Highway Authority have re-run the TRICS assessment removing this site which provides the following trip rates. The daily trip rate has also been provided:

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
	Arr.	Dept	Arr.	Dept		Arr.	Dept	
Trip Rate	2.830	1.857	5.479	5.728	111.84	7.458	8.208	159.31
Trip Generation (232 sqm)	7	4	13	13	259	17	19	370

Net Impact: Comparing the existing and proposed uses the net impact is as follows:

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
	Arr.	Dept	Arr.	Dept		Arr.	Dept	
Net impact	+7	+4	+11	+11	+215	+11	+13	+254

Pass by, Diverted and Linked Trips: The applicant has further utilised the trips for the proposed use (not including the net impact) and used an assumption for pass by, diverted and linked trips. The percentages utilised for this different trip purposes have not been set out within the document. Regardless, the Highway Authority do not agree with the proportions of the linked trips and pass-by trips presented. Any deduction for linked trips is not agreed as it is assumed that these have already been accounted for elsewhere within the retail offer. Additionally, pass by trips are still required to utilise the immediate road network in a different manner and add trips onto the network through access and egress. This is the same approach that was taken for a similar application at Wellington Retail Park in 2022 (planning ref APP/21/01246).

To ensure a consistent approach, the Highway Authority are therefore only minded to agree a 20% reduction in the total trips through diversion with 80% of trips considered to be new on the network. With this assumption, the revised new net trips on the network are as follows:

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily 12-hour total	Sat Peak (12:00-13:00)		Sat 12-hour total
	Arr.	Dept	Arr.	Dept		Arr.	Dept	
New Trips	+6	+3	+9	+9	+172	+8	+12	+203

As can be seen the trip generation across the peak hours is not at a level that could be considered significant to warrant offsite highway mitigation. However, it should be noted that in particular during the weekdays the forecast increase in daily traffic to the site is a substantial change to the existing. **Parking** It is likely that the proposed amendments to the permitted use will demand additional parking demand above the exiting permitted use given the trip generation changes. No assessment for parking has been provided nor has any evidence been provided that appropriate parking capacity is availability within the existing car park for additional parking demand. Havant Borough Council in their capacity as the Local Parking Authority should confirm whether there is ample space to accommodate the additional trips proposed to be generated as a result of the proposed change of use.

Interaction with the Hambledon Road Roundabout One access into the retail park is via the A3 Maurepas Way/Hambledon Road/Grainger street roundabout which has historically queued back onto the highway at busier times in addition to the typical peak hours. The previous issues have been considered to be largely caused by the internal arrangement of the car park. Amendments to the layout of the car park had been secured as part of application APP/21/01246 which have since been implemented. It is understood that this has improved the internal operation of the car park and the Highway Authority are not aware of any complaints or issues with blocking back onto the highway.

Whilst the scale of the development being considered under this planning application and net traffic increase would not warrant any further measures at this time, the Highway Authority will continue to monitor the situation regarding the blocking back issue onto the Hambledon Road roundabout. The applicant should be made aware that the car park management company may be required to undertake further wider improvements to the car park should this be necessary at the request of the Highway Authority.

Recommendation Having regard to the above the Highway Authority provide no objection to this variation of condition application subject to the applicant implementing wider improvements to the car park should this be necessary at the request of the Highway Authority.

Officer Comment: *the possible wider improvements to the car park is recommended as an informative on the decision notice.*

Planning Policy

Thanks for consulting the policy team.

This application follows APP/24/00554 for the subdivision and external alterations to Unit 8 which was approved in November 2024. Approval is now sought to vary a condition imposed under APP/13/00214 to remove the restriction on the sale of food to part of the unit known as 8A. At the time this condition was imposed the retail park (including the application site) did not form part of the town centre boundary.

The Council has since adopted the 2014 Allocations Plan which defines the application site as falling within the town centre, and within a primary shopping frontage.

This application would widen the range of goods that could be sold to a greater variety of occupiers selling food, and thereby support the vitality and viability of WaterlooVille town centre.

Portsmouth Water Company

No comments received

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 7

Number of site notices: 1_

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highway Implications
- (v) Biodiversity Net Gain (BNG)

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria.

7.3 Section 73 provides for the determination of applications to develop land without compliance with conditions previously attached. It only provides for the variation of conditions attached to an existing permission; it does not provide a means of varying the development permitted (other than through the imposition of new/varied conditions).

(ii) Impact upon the character and appearance of the area

7.4 The proposal seeks to vary Condition 1 of planning approval APP/13/00214 to allow for the sale of food within the unit now known as Unit 8A.

Condition 1 Stated:

Notwithstanding the provisions of any Town and Country Planning Uses Classes Order, Units 1-5 and 7 shown on Plan 1 (OS Location Plan) attached to this permission shall not be used for the sale of food (other than confectionary and pet foods). Reason: In order to ensure that the vitality and viability of the existing WaterlooVille Town Centre is not undermined by the nature of retail uses permitted on

this site and having due regard to policies and proposals TC1, TC6 and TC7 of the saved Local Plan and policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

The reason for the condition refers back to the old District Wide Local Plan 1996-2011 and at that time, the application site was outside the Town Centre boundary. The conditions were imposed to protect the vitality and viability of the town centre at that time.

Policy AL3 states, inter alia, that main town centre uses such as shops, restaurants, hotels, offices, arts and community facilities should be located in town, district and local centres.

The planning policy position has now changed in that since 2014, the Retail Park has been situated within the Town Centre boundary and, as such, a food retailer would strengthen the vitality and viability of the designated Town Centre.

- 7.5 It is therefore considered that there would be no adverse impact on the character and appearance of the area as a result of the proposal and there is a variety of uses in the immediate locality.

(iii) Impact upon residential amenity

- 7.6 It is considered that there would be no adverse impact on residential amenity as a result of the proposal.

(iv) Highway Implications

- 7.7 Following consultation the highway authority advised that a trip generation assessment was required before the Highway impacts of the application could be considered. The applicant/agent provided a trip generation assessment which was considered by the highway authority.

- 7.8 The Highway Authority comments are set out above in this report. In conclusion, the Highway Authority raise no objection to this variation of condition application subject to the applicant implementing wider improvements to the car park should this be necessary at the request of the Highway Authority. An informative would be placed upon any planning permission advising the applicant of the highway authorities' advice.

- 7.9 The Car parking area for Wellington Retail Park is not allocated to separate units and is a communal parking area for all the units within Wellington Retail Park. Based on the information available no evidence has been provided to show that the change of use of the unit would be significantly harmful and have a significant material impact upon car parking within Wellington Retail Park.

(v) Biodiversity Net Gain (BNG)

- 7.10 Having given due consideration to the nature of the proposal, it is clear that no habitat will be lost as a result of the works. On this basis it is agreed that the development is exempt from BNG requirements.

8 Conclusion

The reason for the condition being attached to permission APP/13/00214 was to

protect the viability of Waterloooville Town Centre. As outlined above, the site is now within the town centre and therefore it is recommended for approval subject to the following conditions.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/25/00158 subject to the following conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Covering Letter – Received 07 March 2025

Trip Generation Assessment – Received 14 July 2025

Proposed Block Plan – Drawing No. 384-PL200.P1 – Received 07 March 2025

Reason: - To ensure provision of a satisfactory development.

- 2 If in the future equipment is required to be installed to suppress and disperse fumes and/or smell produced by cooking and food preparation. The proposed equipment should be effectively operated for as long as the use continues. Details of the equipment shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of cooking operation.

Reason: To safeguard the amenities of the locality and nearby residential properties having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 3 In the event extraction equipment installed in pursuance of Condition 4 above is required this shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

Reason: To safeguard the amenities of the locality and nearby residential properties having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 In the event any fixed plant (including Kitchen Extract plant) is proposed, an Acoustic report is required to be submitted and approved by the Local Planning Authority prior to the commence of its use. The rating level of the noise emitted from any fixed plant at the site (including kitchen extract plant) introduced as a consequence of variation of condition 1 of APP/13/00214, is required to be controlled to at least 5 dB(A) below the lowest representative existing background sound level. The Acoustic assessment shall be carried out in accordance with British Standard 4142:2014+A1(2019) at a position 1 metre outside any habitable window of any residential or other noise-sensitive property. The baseline noise survey must cover a period sufficient to accurately represent the prevailing noise climate at the nearest noise-sensitive

premises during the plants operating hours. In most cases this will cover survey during both the weekday and weekend period. The typical minimum background sound level should be defined as the 10th percentile value for the daytime (07:00-23:00) and night-time (23:00-07:00) when the plant may operate. The assessment must include valid predictions and valid assessment of any acoustic features. The scheme should be fully implemented in accordance with the approved details and shall be retained and maintained for its designated purpose thereafter.

Reason: To safeguard the amenities of the locality and nearby residential properties having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1:

In accordance with paragraphs 39-51 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

- Offering a pre-application advice service, and
- Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You were updated about issues after the initial site visit,
- Your application was acceptable following receipt of additional information and no further assistance was required.

2:

The applicant should be made aware that the car park management company may be required to undertake further wider improvements to the car park should this be necessary at the request of the Highway Authority.