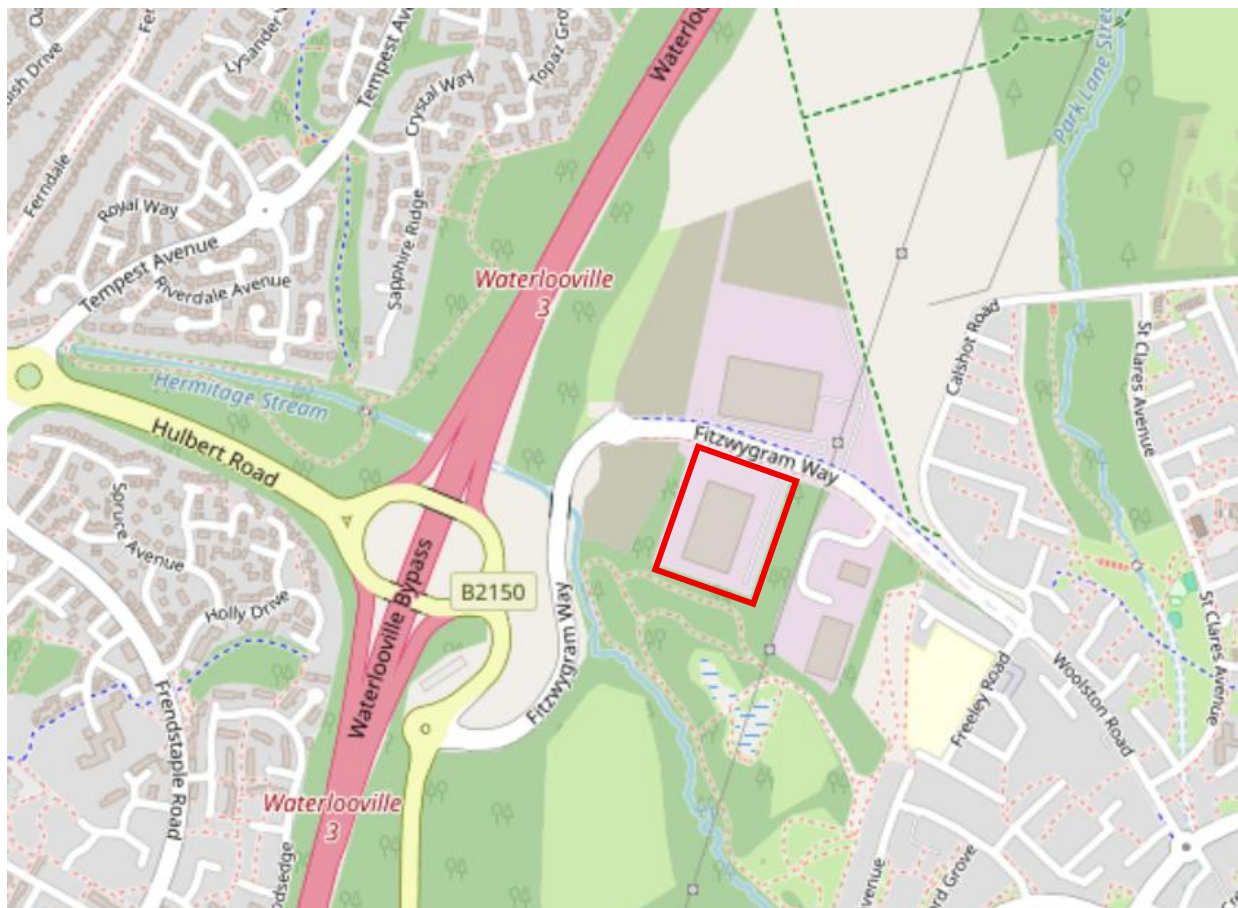


Plot 2, Dunsbury Park, Havant		Project No.	403.065352.00001
Client:	Fat Face Ltd	Date:	27 August 2025

Introduction

SLR Consulting Ltd. (SLR) has been instructed by NEXT UK PLC to provide transport and highways advice in relation to a planning application to Havant Borough Council (HBC) for the change of use from B8 to allow B8 or B2 uses, for Plot 2 Dunsbury Park, Fitzwygram Way, Havant, as shown in **Figure 1:**

Figure 1: Site Location



Source: Openstreetmap.org

The planning application seeks to permit a change of use of the constructed 12,024 sq. m GFA from B8 to allow B8 or B2, and also seeks to allow for additional change of use from B8 to allow B8 or B2 of the consented 6,012 sq. m GFA that has not yet been constructed, via a proposed condition such as:

“Should additional GFA of B2 use be proposed over the constructed 12,024 sq. m, up to a maximum of 18,037 sq. m, details of suitable parking and servicing arrangements to accommodate the proposals must be discussed and agreed with HBC.”

The scope of this Technical Note is to show a change of use to B2 (for up to the maximum consented 18,037 sq. m GFA) would be within the maximum consented GFA for B2 across the whole of the Dunsbury Park development (APP/15/00732), with no requirement for any additional assessment of impact on the highway network.

It also provides evidence to show:

- Sufficient car and cycle parking spaces could be provided within the site to accommodate the likely increase in vehicular and parking demand associated with a B2 use compared to a B8 use, based on the change of use of the 12,024 sq. m GFA that has been already constructed; and
- There would be potential to provide further parking car and cycle spaces for an additional quantum of B2 (within the maximum consented GFA of 18,037 sq. m), notwithstanding the need to confirm and agree such arrangements with HBC.

Background

Dunsbury Park

The total consented gross floor areas for B8 and B2 uses from the original outline consent for Dunsbury Park (APP/12/00338) were:

- Original B8 – 12,356 sq. m (20% of total employment uses); and
- Original B2 – 24,712 sq. m (40% of total employment uses)

40% of B1 use was also consented.

In 2015, a Section 73 application was submitted to HBC (APP/15/00732) for a variation of Condition B6 of Planning Permission APP/12/00338 to change the maximum B8 floorspace from 12,356 sq. m (20%) to 18,534 sq. m (30%) and therefore the existing consents for B8 and B2 are:

- B8 - 18,534 sq. m (30% of total employment uses); and
- B2 - 18,534 sq. m (30%) of total employment uses)

The 40% of B1 use remained unchanged.

Plot 2

In 2015, a reserved matters planning application (APP/15/01156) was submitted to HBC for the construction of a B8 warehouse and distribution building (18,037 sq. m GFA) on Plot 2, with three 114x x 30m bays, to be constructed in two phases. The consent is for 18,037 sq. m.

Phase 1 of the planning consent comprised the construction of two of the three bays with a GFA of 12,024 sq. m. The remaining GFA that could be constructed is 6,012 sq. m (Phase 2).

Existing Conditions

Plot 2

The approved site plan for Plot 2 (APP/15/01156) is provided in **Appendix A**. This shows the Phase 1 and Phase 2 development.

The site has two accesses from Fitzwygram Way, one for access to the car park, which has 140 parking spaces (132 standard and 8 disabled), and one for delivery vehicles, which has a gatehouse. There are 48 cycle spaces (9 uncovered short stay Sheffield stands (18 spaces) and 15 covered long stay Sheffield stands (30 spaces)).

At the time of the determination of APP/15/01156, the HBC car parking standards were under review, and a draft Parking Supplementary Planning Document (SPD) proposed a minimum of 1 space per 90 sq. m. for B8 use. Whilst a minimum of 200 spaces would be required for 18,037 sq. m GFA, HBC considered that since the SPD had not yet adopted, and due to the accessibility of the site and the objectives of the Travel Plan Framework that formed party of Section 106 Agreement, the proposed 140 spaces provided, which represents 70% of the maximum standard, was acceptable.



Highway Network

Fitzwygram Way is the access road for Dunsbury Park from a roundabout with the B2150. There is a bus gate through to the residential area to the west of Dunsbury Park for a future bus service though the site.

The B2150 connects with the A3(M) Junction 3 approximately 200m to the north of the roundabout and to Purbrook Way, for access from / to the A3(M) Junction 4 and residential areas of Havant.

Sustainable Travel Access

Walking and Cycling

Plot 2 is very well connected to the walking and cycling network within Dunsbury Park and to the wider network.

There are a number of walking routes within the vicinity of Dunsbury Park, with tactile paving at the two access points to Plot 2. There are connections to Grassmere Way to the north in Waterlooville, and east towards Leigh Park.

Dunsbury Park is in close proximity to both Waterlooville and Havant, with less than a 15-minute cycle distance to both.

Public Transport

Existing Provision

The closest bus stop is located on Calshot Road 500m (around a 7-minute walk) from Plot 2, which serves bus service 22, between Havant Bus Station and Leigh Park, which operates on a 24-hour basis. Between Monday and Friday there is a 15-minute frequency during the morning and evening peak periods, a 12-minute frequency during the day, a 20-minute frequency early morning and late evening, reducing to 30-minute and hourly frequency through the night,

There is a slightly reduced frequency during the day on a Saturday and Sunday, but the service also operates for 24 hours.

The journey time from Havant Bus Station is approximately 18 minutes. Havant Bus Station serves nine other bus services, connecting from a wide range of locations, including Waterlooville, Cosham and Portsmouth, providing excellent opportunity for connecting bus journeys for future employees.

Havant Bus Station is a five-minute walk from Havant Railway Station, which also provides excellent opportunity for connections by train from locations such as Rowlands Castle, Petersfield, Emsworth, Chichester, Fratton, Cosham and Portsmouth and Southsea.

There are also bus stops on Middle Park Way 850m from the site (around a 12-minute walk from Plot 2), which serves bus service 39, between Havant Bus Station and Wecock Farm, via Waterlooville, Bedhampton and Purbrook.

Approximate journey times from locations outside of Havant are as follows:

- Rowlands Castle - 18 to 35 minutes by bus;
- Waterlooville - 25 minutes by bus;
- Cosham - 30 to 40 minutes by train and bus; and
- Petersfield / Chichester / Portsmouth - 40 to 50 minutes by train and bus.

Given the very high frequency and 24-hour operation of service 22, access for employees to an employment site that could operate on a 24-hour basis, access by public transport can be concluded as excellent.



Future Provision

Notwithstanding the excellent existing access to Plot 2 by public transport, there is infrastructure in place to facilitate a future bus service to enter Dunsbury Park to further improve access by bus for employees and visitors.

There are bus stop laybys on either side of Fitzwygram Way directly next to Plot 2, with space for bus shelters to serve a future bus service entering Dunsbury Park. Whilst SLR is not aware of any firm plans for a bus service entering Dunsbury Park, the Dunsbury Park travel page says the bus stops and bus service are coming soon.

Summary

Taking the above summary of existing and future access to sustainable travel modes into account and the requirement for occupiers of plots within Dunsbury Park to prepare a Travel Plan in line with the Framework Travel Plan for Dunsbury Park, it can be concluded that there is excellent potential to minimise the number of single occupancy vehicles movements to and from Plot 2 with a future occupier(s).

Development Proposal

Change of Use

The proposal is for change of use of the consented 18,037 sq. m. of B8 use to allow for B8 or B2 uses.

If 100% of the 12,024 sq. m was changed to B2 use, this would be less than the consented B2 use of 18,534 sq. m for Dunsbury Park (APP/15/00732) and therefore the trip generation and any impacts on the highway network would be no greater than assessed in the Transport Assessment prepared by Atkins to support the original hybrid planning application.

Whilst additional information would need to be submitted to HBC to demonstrate suitable parking and servicing arrangements could be provided within the site for a change of use to B2 for the additional consented, but yet constructed, GFA (up to 18,037 sq. m), this would also be less than the consented B2 use of 18,534 sq. m for Dunsbury Park (APP/15/00732) and no further impact assessment be required in such a scenario.

Car Parking

The HBC Parking SPD was adopted in July 2016 (and partially updated in 2019), which sets out the following minimum parking standards for B8 and B2 uses:

- 1 space per 90 sq. m; and
- 1 space per 45 sq. m.

Constructed Development

Based on the minimum standards in the adopted Parking SPD, the total constructed development at Plot 2 (12,024 sq. m GFA) would require a minimum of 267 spaces for a B2 use. Therefore, an additional 127 spaces would be required above the 140 already provided.

A drawing in **Appendix B** shows 134 additional standard parking spaces in the area for Phase 2 of the consented development, to allow for the 2 disabled spaces that would be lost to provide access into the new car park and the 13 spaces replaced with the additional 8 disabled spaces required (based on 5% of the total) adjacent to the front of the building.

Servicing arrangements would not change in this scenario.

Additional Development – B8 Use

Plot 2 has consent for an additional 6,012 sq. m GFA of B8 use and this could be constructed without any requirement for additional spaces, since the 140 provided were accepted by HBC for the full 18,037 sq. m GFA.



Servicing arrangements would not change in this scenario.

Additional Development – B2 or B8 and B2 Use

Should this change of use planning application be approved, there would be potential for additional development (100% B2 or a mixture of B8 and B2) within the maximum consented 18,037 sq. m GFA, providing suitable parking and servicing arrangements are agreed with HBC.

The servicing requirements for a B2 use would be less than for a B8 use and based on Note 5 of Table 2 of the HBC Parking SPD, which states:

“This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application”,

Therefore, depending on the proposals i.e. 100% B2 or a mixture of B8 and B2, there would be potential to reconfigure a proportion of the service yard to accommodate car parking, should this be required.

Notwithstanding the above, based on the review of existing and future access to sustainable travel modes set out earlier within this Technical Note and the requirement for occupiers at Dunsbury Park to prepare a Travel Plan in line with the Framework Travel Plan, SLR would suggest a similar approach to the level of car parking taken by HBC for the reserved matters planning application (APP/15/01156) in terms of accepting lower than the maximum standards, could be adopted for any additional development with a B2 use.

Cycle Parking

The following cycle parking standards for B2 use are set out in the HBC parking SPD:

- 1 space 500 sq. m for short stay; and
- 1 space per 350 sq. m for long stay

For the scenario where the constructed 12,024 sq. m GFA is changed to B2 use, the minimum cycle spaces would be:

- Short stay – 24 spaces; and
- Long stay – 34 spaces

Therefore, six additional short stay spaces would be required and could be accommodated adjacent to the existing short stay cycle stands. The long stay spaces are in excess of the minimum requirements.

For any additional development up to the maximum consented GFA of 18,037 sq. m, as with the car parking and servicing arrangements, details of the additional cycle parking required would need to be agreed with HBC; however, there would be a number of opportunities to provide this within the site.

Summary and Conclusion

This Technical Note has been prepared to support a change of use planning application to HBC from B8 to allow B8 or B2 uses, for the consented and constructed 12,024 square metres sq. m. GFA at Plot 2 Dunsbury Park, Havant and sets out the following:

- The change of use to B2 of the maximum consented GFA would be lower than the maximum consented B2 across the whole of the Dunsbury Park development (APP/15/00732) and therefore no further assessment of impact on the highway network would be required;
- No additional car parking spaces would be required if the Phase 2 of the consented development was constructed with a B8 use;
- The additional car and cycle parking spaces that would be required for the constructed 12,024 sq. m. GFA operating with a B2 use, based on the minimum standards in the HBC Parking SPD, could be accommodated within the site;
- There would be potential to provide additional car and cycle parking within the site (such as a reconfiguration of the existing service yard) to accommodate additional development (up to



the maximum consented GFA of 18,037 sq. m.) for B2 use, subject to details being provided and agreed with HBC, which could be secured via a planning condition such as:

“Should additional GFA of B2 use be proposed over the constructed 12,024 sq. m, up to a maximum of 18,037 sq. m, details of suitable parking and servicing arrangements to accommodate the proposals must be discussed and agreed with HBC.”; and

- Based on the review of existing and future access to sustainable travel modes and the requirement for occupiers at Dunsbury park to prepare a Travel Plan in line with the Framework Travel Plan, the promotion of lower number of parking spaces than the minimum standard could be suitable.

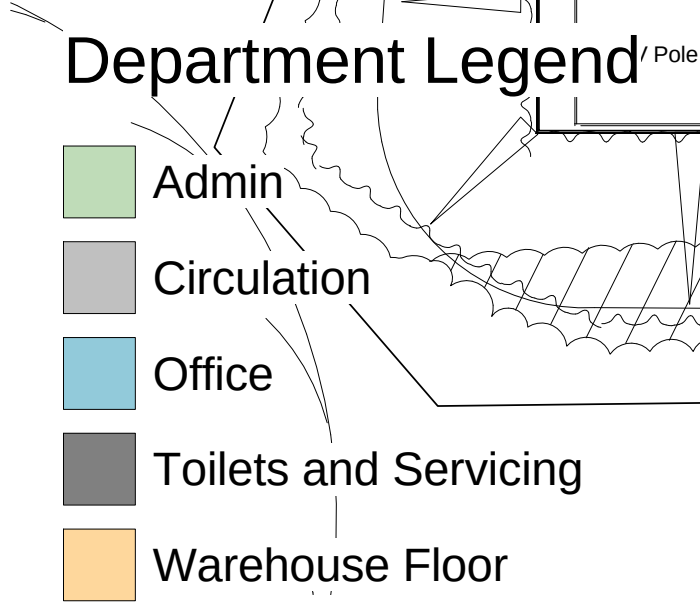
Taking the above into consideration, SLR does not see any transport or highways reasons why the planning application cannot be approved.



Appendix A

Consented Site Plan

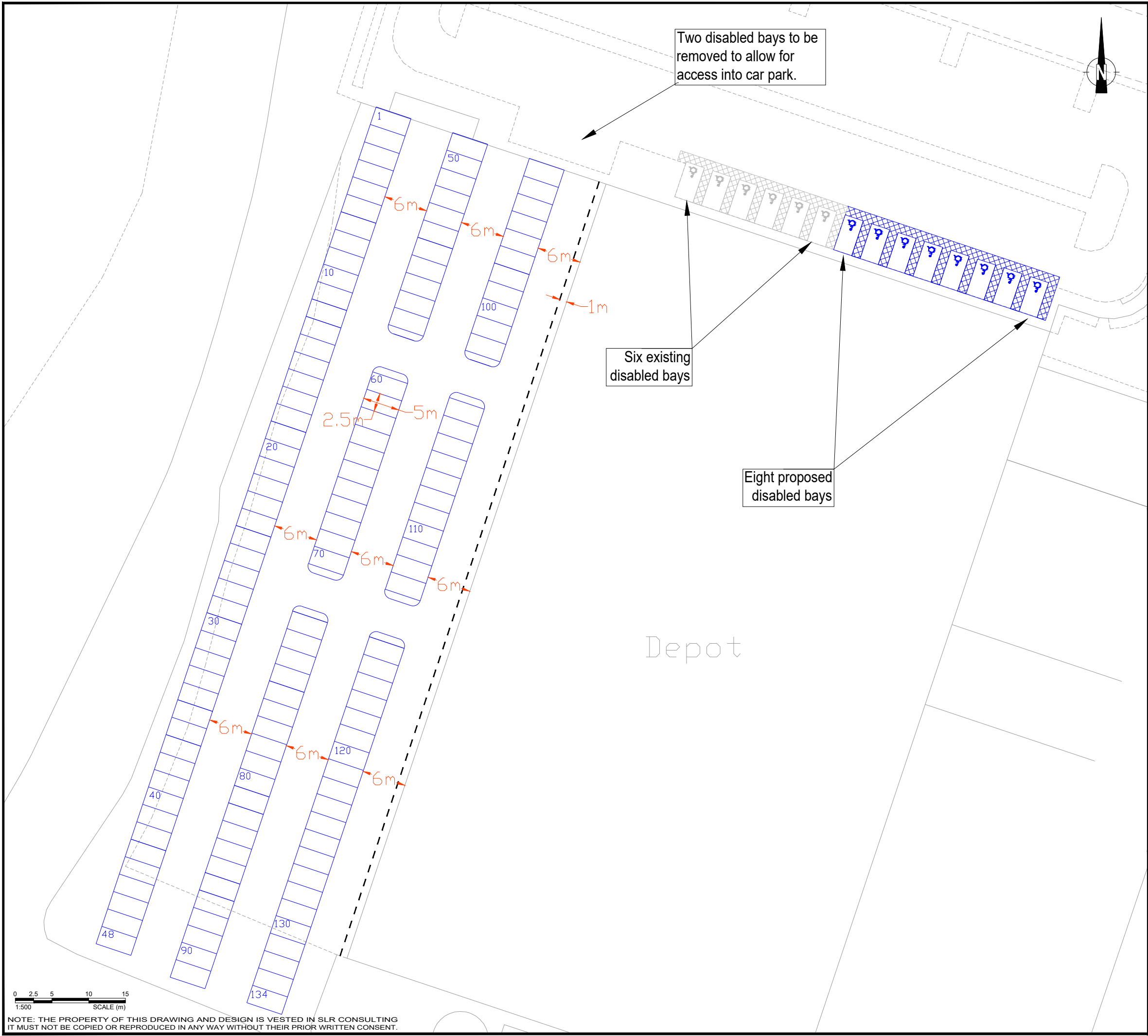




Appendix B

Proposed Car Parking





Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

NEXT UK PLC

PROJECT:

Plot 2, Dunsbury Park

DRAWING TITLE:

Proposed Car Parking Layout

SCALES:

1:500 at A3

DRAWN:	WD	CHECKED:	DM	DATE:	19.08.25
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DRAWING NUMBER:	403.066352.00001_PD01	REVISION:	.
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