

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	058340
Direct Line	N/A	Your reference	APP/25/00680
Date	12 November 2025	Email	havantdc@hants.gov.uk

For attention of Ms Pickup

Dear Madam,

**Re: APP/25/00680 At Unit 2, Dunsbury Park, Fitzwygram Way, Havant,
PO9 4EE**

**Change of use from storage and distribution warehouse (B8) to general
industry (B2)**

Thank you for your consultation on the above planning application.
It is understood that whilst the site has consent for up to 18,037 sqm
(Appendix A) only 12,024 sqm has been constructed. Under the parameters of
the consent, it is understood that the additional 6,012 sqm can be constructed
without the need for additional planning consent.

This planning application seeks to permit a change of use of the constructed
12,024 sq. m GFA B8 use to allow for B2 use. Additionally, consent is sought
for a further 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 which
is discussed further within this response.

To support this planning application, the applicant has submitted a Technical
Note dated August 2025 which the Highway Authority have reviewed and
have the following comments to make.

The Technical Note focusses on the parking demand associated the proposed
change of use but does not provide a trip generation assessment. It is
understood that given that the square footage of constructed floor space of B2
falls under the assessment work of the outline planning consent then no
further assessment of impact on the highway network is required. The
Planning Authority should confirm whether the planning position presented

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

within the TN and covering letter is correct given that other plots under the outline planning consent have been constructed for flexible B2/B8 use. Should this not be the case then a TRICS assessment should be provided outlining the change in trip demand that will result given the proposed change of use being sought consent.

It should be noted that both access arrangements into the car parking and servicing area from Fitzwygram Way are to remain existing.

Constructed Development – Change of Use to B2:

Should the constructed development (12,024 sqm. GFA) be converted to B2 use, in accordance with the Havant Borough Council Parking SPD, 267 spaces should be provided. An additional 127 spaces (1 space per 45 sqm) would therefore be required to be provided on site to meet these requirements.

Drawing 403.066352.00001_PD01 within Appendix B of the TN outlines the proposed additional 134 parking spaces for the proposed change of use. To facilitate this additional parking area 2 disabled spaces would be lost which are to be provided within the layout along with the additional disabled provision required in accordance with the standards. The proposed parking area has aisle widths of 6.0m which provides suitable width to access and egress spaces in a safe and suitable manner. Parking space dimensions themselves are proposed to measure 2.5m x 5.0m which is understood to be more than the minimum standards set out within HBC's Parking SPD.

Whilst the Highway Authority are content that the additional parking provided on site is suitable to accord with the parking standards, specific agreement should be sought with Havant Borough Council in their capacity as Local Parking Authority.

Servicing arrangements are to remain the same which is considered acceptable given that B8 use is typically more HGV intensive than B2 use. Additional cycle parking of 6 short-stay spaces is to be provided in accordance with the HBC Parking SPD adjacent to the provision. The TN outlines that long-stay parking was already provided in excess of the parking standards and therefore no additional cycle parking is proposed. The Planning Authority should confirm whether this is the case.

Additional Development – B8 Use:

Under the extant planning permission plot 2 has consent for an additional 6,012 sqm of B8 use. This could still be constructed without any requirement for additional parking spaces given the parking quantum was previously accepted by the LPA for the full 18,037 sqm GFA. The applicant therefore does not propose any additional parking quantum or revised servicing arrangements given the planning position of this additional use.

Additional Development – B2 or B8 and B2 Use:

Should consent be granted for this change of use application, this would

provide the maximum consented 18,037 sqm GFA the option to either be in B2 B8 use. Given that it is unclear whether this would be necessary for the intended occupier, the applicant suggests the following condition

“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.”

Whilst the Highway Authority are not averse to the proposed condition wording the wording should be amended to state prior to commencement and specify both vehicular and cycle parking. Any alterations to the parking and servicing arrangements to accommodate such proposals should be agreed before any work starts on site for the additional use. It is likely that additional parking could be accommodate within the servicing area given that the number of HGV trips associated with B2 use are typically lower than that associated with B8 use. Agreement to this condition is however on the proviso that the Planning Authority are content that the traffic impacts have been appropriately assessed and considered under the parameters of the outline planning consent. Should this not be the case, then additional assessment work on the trip generation must be provided as part of this change of use application before agreement to the proposed condition wording can be sought.

Recommendations

Having regard to the above the Highway Authority provide no objections to the proposed change of use application subject to confirmation from Havant Borough Council that the square footage of B2 space as part of this application falls under the outline planning requirements and that the parking provision is appropriate.

As set out above the following additional amends are requested to the suggested condition wording for the additional development:

“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 (vehicular and cycle) and servicing arrangements to accommodate the proposals must be discussed and agreed with HBC and the Highway Authority prior to commencement.”

Again, agreement to the above is subject to confirmation from HBC that all traffic impacts have been appropriately accounted for under the outline consent parameters.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,
Sophie Osborne

Senior Transport Planner - Highway Development Planning
Hampshire 2050