

DELEGATED OFFICER REPORT

PROPOSAL	Change of use from storage and distribution warehouse (B8) to flexible B8 or general industry B2.
LOCATION:	Unit 2, Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE
REFERENCE NO:	APP/25/00680
APPLICANT:	Fat Face Ltd
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	19/11/2025
APPLICATION EXPIRY DATE:	24/10/2025
WARD:	Leigh Park Hermitage
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 The Dunsbury Hill Farm site (DHF) comprises approximately 20 hectares of land located to the northwest of Leigh Park, which is a strategic site under policy CS18. It lies to the east of the A3M and Junction 3 with Hulbert Road, from which it is separated by tracts of woodland. Protected species are present within and adjacent to the site.
- 1.2 The access road (now Fitzwygram Way) linking Hulbert Road and Calshot Road has been constructed in accordance with the details approved under the original outline consent for the whole site, APP/12/00338. This outline consent has subsequently been amended, most recently by APP/17/01324.
- 1.3 This application relates to plot 2, which formed the first phase of development and was constructed under Reserved Matters application APP/15/01156 for Fat Face as a B8 unit comprising 18,037sqm floorspace. The unit is located on the south side of Fitzwygram Way and is a two-bay building constructed of pale cladding with a darker grey feature banding at high level. It has two vehicular access points, one at the eastern side to the service yard; and one to the west to the car park located at the front of the unit. The land slopes down to the south, such that the building is set lower than Fitzwygram Way and the landscaped road frontage.
- 1.4 The unit has been vacant since late 2024 and marketed since then, but with no take up to date. Notably the Reserved Matters application, APP/15/01156, approved a 3-bay building, but only 2 bays have been constructed as phase 1; the third bay under phase 2 has never been constructed.
- 1.5 Another recent application, APP/25/00709 granted a Lawful Development Certificate to complete the remaining third bay, amounting, to an additional 6,012sqm of B8 floorspace, as amended by NMA APP/16/01114, at any time without need for further planning permission or discharge of condition.

2. Planning History

The original outline consents:

APP/12/00338 - 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. Permitted 19/02/14. Condition B6 specified a range of uses: 61,779sqm comprising a range of Classes B1, B2 & B8, with the B8 component not exceeding 20% (12,356sqm); and up to 5574sqm of a hotel with conference facilities.

APP/15/00732 - Variation of Condition B6 of Planning Permission APP/12/00338 to change the maximum B8 floorspace from 12,356 square metres (20%) to 18,534 square metres (30%). Permitted 01/10/2015.

APP/17/01324 - Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development, and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended. Permitted 13/12/18.

Officer comment: APP/17/01324 represents the most recent S73 application for the entire consent, and should be regarded as the base outline permission against which reserved matters applications are now being submitted.

History relevant to Plot 2

APP/15/01156 - Approval of Reserved Matters in respect to Plot 2 Phase 1 of outline application APP/15/00732 (new employment uses, hotel and access road) comprising construction of B8 warehouse and distribution building (18,037 sqm) to be constructed in 2 phases, with a maximum height not exceeding the 42m AOD contour (the design for plot 2 incorporating revision to previously approved parameter plan forming part of the Environmental Statement dated March 2012). Permitted 23/12/2015.

APP/15/01212 - Display of 5No. externally illuminated fascia signs and 1No. internally illuminated fascia sign. Consent Granted 24/03/2016.

APP/16/01114 – Application for non-material changes to Planning Permission APP/15/01156 relating to doors, sprinkler tanks, windows, fence height and generator. Permitted 21/11/2016.

APP/25/00709 - Application for Lawful Development Certificate for the completion of the second phase of the warehouse and distribution building approved under outline consent APP/15/00732 and reserved matters application APP/15/01156, as amended by NMA APP/16/01114, to provide an additional 6,012 sqm of B8 floorspace. Granted 05/02/2026

3. Proposal

- 3.1 Change of use from storage and distribution warehouse (B8) to flexible B8 or general industry B2.
- 3.2 As originally submitted this application sought a change of use from B8 to B2 for the whole 18,037 sqm, i.e. both the existing building and the yet to be constructed third bay under phase 2, to enable wider marketing.
- 3.3 During the course of determining this application it has been agreed that the change of use could be flexible as either B8 or B2, but only for the existing constructed floorspace of 12,024sqm – see section 7 below.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Local Plan (Core Strategy) March 2011

CS2 (Employment)

CS11 (Protecting and Enhancing the Special Environment and heritage of Havant Borough)

CS16 (High Quality Design)

CS17 (Concentration and Distribution of Development within the Urban Areas)

CS18 (Strategic Site Delivery)

DM3 (Protection of Existing Employment and Tourism Sites)

DM10 (Pollution)

DM12 (Mitigating the Impacts of Travel)

DM14 (Car and Cycle Parking on Development (excluding residential))

DM16 (Freight Transport)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Listed Building Grade: n/a

Conservation Area: n/a

5. Statutory and Non Statutory Consultations

Southern Gas – Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal. Advice to comply with relevant criteria to protect plant & equipment and a SGN representative must be contacted before any works commence.

This application does not involve any operational development and as such the SGN asset would not be affected.

Ecologist - none received

Environment Agency – none received

Portsmouth Water – none received

County Highways Team – Initial Response

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 with 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 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 or 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 accommodated 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.

County Highways Team – Follow Up Response

Since the previous formal response dated 12 November 2025, the Highway Authority have been made aware that the additional 6,012 sqm of employment use yet to be constructed would be on the proposed parking area to meet the parking standards should the existing constructed development (12,024 sqm) be in B2 use.

The Highway Authority would be concerned with the parking provision should the full consented use of 18,037 sqm (constructed and unconstructed) be in B2 use given the parking provision required in accordance with the standards. It would not appear that suitable parking provision could be accommodated given the more stringent parking standard for B2 and a significant shortfall in parking would be present. Whilst ultimately parking is Havant Borough Councils responsibility as the Local Parking Authority, the Highway Authority would be concerned with significant overspill parking and the impact this would have on highway safety along Fitzwygram Way as a result of the development proposals. It is not considered that this could be appropriately addressed via condition given that the Highway Authority are not satisfied that this could be achieved.

In summary, the Highway Authority do not raise an objection to the change of use of the existing constructed development (12,024 sqm) to B2 use given adequate additional parking has been presented, nor raise an objection to the full development (18,037 sqm) being in B8 use given this was approved under the extant planning permission. This is subject to agreement with Havant Borough Council that traffic impacts for the change to B2 use falls within the parameters assessed as part of the outline planning consent as presented within the TN and covering letter.

However, the Highway Authority would not support a change of use for the full consented development (18,037 sqm) to B2 use unless the applicant can evidence that suitable parking in accordance with the parking standards could be accommodated within the bounds of the site.

Norse - Waste Strategy

Environmental Health - It is noted that condition B5(h) of APP/12/00338 requires a noise assessment for any new building / structure with B2 use applied for under approval of reserved matters application. Whilst this application may not come within the remit of the condition as it relates to a change of use, the principle remains.

As such the applicant is requested to submit a noise impact assessment to support the application. Alternatively, the applicant may wish to agree to a condition restricting B2 activities to inside the building and a further condition restricting any additional external plant without extant permission from the local planning authority.

Recommended conditions

Noise Assessment

No development shall commence until an acoustic assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall determine the impact of noise arising from the development and include details of any mitigation measures necessary to ensure that the rating level of industrial or commercial sound sources does not exceed the representative background sound level, when assessed in accordance with BS 4142:2014 + A1:2019. The approved mitigation measures shall be implemented in full prior to the development being brought into use and shall thereafter be retained and maintained for the lifetime of the development.

Reason:

To protect the amenity of nearby occupiers

OR

External Plant

No plant, machinery, or structures required for heating, cooling, ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority. Thereafter any plant, machinery, or structures approved shall be fully implemented in accordance with the approved details and shall be retained and maintained for their designed purpose.

Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property.

AND

No external activities

All activities associated with the approved B2 (General Industrial) use shall take place entirely within the building(s) outlined in the approved plans. No industrial processes, storage of materials, or associated operations shall occur outside of these buildings at any time.

Reason: To safeguard the amenities of the surrounding area and to prevent noise, dust, fumes, or other environmental impacts that could arise from external operations

Economic Development - Economic Development support this application to change usage from storage and distribution to general industry

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	1 x site notices	29/10/2025	19/11/2025	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

Number consulted: **10**

No comments received

Material planning considerations are addressed in Section 7.

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) Highways and parking matters
- (iii) Impact upon residential amenity

(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 control criteria. The site also forms part of the strategic employment site under policy CS18 where the most recent amended outline consent (APP/17/01324) has permitted a full range of either Class B1, B2 and/or B8 uses across the approved 61,779sqm of floorspace. Therefore, the principle of changing the use of any one of the buildings at Dunsbury Park from B8 to B2 would remain in accordance with the relevant condition (B6) of the outline consent APP/17/01324 and is therefore acceptable in principle, subject to site specific considerations.

7.3 The current building on plot 2 comprises 12,024sqm of B8 floorspace with the total permitted 18,037sqm. As set out in APP/25/00709, it is considered lawful to implement the remaining third bay (phase 2) of reserved matters approval APP/15/001156 for B8 purposes.

7.4 The building has been vacant for over a year and to date only been able to be marketed as a B8 unit. To broaden the permitted use of the building would enhance the letting prospects, helping to bring the site back into use with the associated employment opportunities, in accordance with policies CS2 and CS18.

(ii) Highways and parking matters

7.5 The most recent outline consent (APP/17/01324) varied the range of use condition B6 to allow, essentially, any mix of B1, B2 or B8 across the whole strategic employment 61,779sqm site. This permission is extant and potentially allows for 100% B2 uses i.e. the full 61,779 sqm could be B2.

7.6 Therefore it is considered unnecessary to now assess the trip generation associated with the change of use of one individual plot, as essentially APP/17/01324 has already permitted this quantum of B2. The impact on the highway network has already been accepted under APP/17/01324. Therefore, the lack of a TRICS assessment as noted by Hampshire County Council is not considered material to the determination of this application.

7.7 However, whether the individual site can accommodate the appropriate amount of parking to meet the proposed B2 use in accordance with the adopted Parking SPD is a relevant consideration.

7.8 The reserved matters application for plot 2 (APP/15/01156) for B8 purposes permitted 140 spaces and 48 cycle spaces, 30 long stay and 18 short stay, at the front of the building with the service yard to the east. This was a shortfall of 60 spaces, as the whole development of 18,037 sqm should have provided 200 spaces to meet the Parking SPD's requirement of 1 space per 90 sqm for B8 uses. However, at the time of determination, the parking standards were maximum, but they are now minimum.

- 7.9 Given that the implementation of the third bay is lawful (see APP/25/00709) for B8 purposes, then that can be constructed in accordance with the approved plans, which means there would be 140 spaces to serve 18,037 sqm of B8 floorspace, ie a shortfall of 60 spaces.
- 7.10 The current Parking SPD requires 1 space per 45sqm for B2 uses, which equates to 267 spaces to serve the existing 12,024 sqm floorspace, or 400 spaces to serve the enlarged 18,037 sqm development.
- 7.11 A parking plan has been provided demonstrating it is possible to achieve an additional 134 spaces to serve the existing 2 bay development by utilising the land to the west where the third bay could be constructed. This displaces 2 disabled parking spaces which are re-provided in the front of the building. Therefore 274 spaces would be provided to serve the constructed 12,024 sqm development which meets current standards for B2 purposes.
- 7.12 However, should the third bay be constructed then 400 spaces would be required to serve the whole 18,037 sqm in B2 use, and notably the 134 to the west would be displaced. Therefore, there would be just 140 spaces available on site which amounts to a shortfall of some 260 spaces.
- 7.13 This scale of shortfall cannot be supported – it would lead to pressure to park indiscriminately on surrounding roads. Hampshire County Council note the significant overspill parking and raise concerns about the impact this would have to highway safety along Fitzwygram Way.
- 7.14 Following discussions with the agent it has been agreed that a condition would be accepted limiting the flexible B2 or B8 use to just the constructed 12,024 sqm.
- 7.15 In terms of cycle provision, to meet the current Parking SPD for the constructed 12,024 sqm development to be B2, then 58 cycle spaces would be required (24 short stay and 34 long stay). If the whole development of 18,037 sqm were to be B2, then 88 cycle spaces would be required (36 short stay and 52 long stay). The site currently has 48 cycle spaces (18 short stay and 30 long stay).
- 7.16 Since for car parking reasons this application is recommended to be conditioned for B2 for only 12,024 sqm, then an additional 10 cycle spaces would be required (6 short stay and 4 long stay). These are not currently shown on the submitted plans but there is enough room on the site to accommodate these and hence their provision can be conditioned.
- 7.17 Therefore, in terms of highway safety and amenity it is noted that if the B2 use was limited via condition to just 12,024sqm, then there would be no highway objection, and the proposal would be considered compliant with policy DM14 and the adopted Parking SPD. Otherwise, for the whole 18,037 sqm there would be a significant shortfall of onsite parking resulting in harm to highway safety and amenity such that the proposal could not be supported.

(iii) Impact upon residential amenity

- 7.18 The nearest residential properties are located over 220m away to the east. The change from B8 to B2 uses could result in more heavy industry and associated use of plant and machinery with associated increases to noise. However, it is noteworthy that the most recent S73 APP/17/01324 omitted any restrictions on the quantum of B8 or B2 floorspace and has in effect already supported the principle of B2 uses on other plots closer to the residential properties in Calshot Road. Despite the in-principle support of further B2 uses, condition B5(h) of this consent still requires the submission of a noise assessment with any reserved matters application for B8 or B2 uses.
- 7.19 Since this application is speculative to enable wider marketing, the end user is not yet known and a noise report not therefore currently feasible. Instead, it should be conditioned that before occupation of any B2 user a specific noise assessment should be carried out – this would mirror the requirement of APP/17/01324 and help safeguard the amenities of neighbouring residents through an appropriate mitigation strategy.
- 7.20 With such a noise condition it is considered that the impacts of any B2 use of the existing premises could be adequately controlled, in compliance with policies DM10 and CS16.

8 Conclusions

- 8.1 It is considered that due to the lack of on-site parking this application is only supportable if conditioned to limit the change of use to B2 to the existing building of 12,024sqm. The agent has agreed to this and on this basis the recommendation is for conditional permission.

9. RECOMMENDATION:

That the Interim Head of Planning be authorised to Approve with Conditions for application APP/25/00680

Conditions:

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 1:2500 Location Plan
 - 1:2500 Site Layout Plan as Existing
 - Proposed Parking Plan – Drawing Number 403.066352.00001_PD01

Reason: To ensure provision of a satisfactory development.

3. The flexible change of use to either Use Class B2 or Use Class B8 hereby permitted, shall only relate to the existing 12,024 sqm of floorspace.

Reason: To accord with the adopted Parking SPD 2016 for Use Class B8 and B2 purposes, having regard to policy DM14 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

4. In the event that the additional 6,013 sqm of floorspace permitted by outline consent APP/15/00732 and reserved matters application APP/15/01156, as amended by NMA APP/16/01114, is constructed, then that additional 6,013sqm of floorspace shall only be used for B8 purposes.

Reason: The site cannot provide adequate on-site parking in accordance with the adopted Parking SPD 2016 for Use Class B2 purposes for the additional 6,013 sqm floorspace, having regard to policy DM14 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework

5. Prior to any B2 user first occupying the site, 10 additional cycle spaces shall be provided on site - 6 short stay and 4 long stay. These shall be made fully available for use prior to the first occupation of any B2 user and shall be retained thereafter for their intended purpose.

Reason: To provide adequate cycle parking on site to serve the development, having due regard to the adopted Parking SPD 2016, policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6. Prior to any B2 user first occupying the site, an acoustic assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall determine the impact of noise arising from the development and include details of any mitigation measures necessary to ensure that the rating level of industrial or commercial sound sources does not exceed the representative background sound level, when assessed in accordance with BS 4142:2014 + A1:2019. The approved mitigation measures shall be implemented in full prior to the first B2 operation taking place from the site and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To protect the amenity of nearby occupiers, having due regard to policies CS16 and DM10 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

Informatives:

In accordance with paragraphs 38-50 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 and accepted conditions making your proposal acceptable.