

PROPOSAL : Insertion of mezzanine floor.
3 Wellington Retail Park, 2 Hambledon Road, Waterlooville,
PO7 7FG

LOCATION:

REFERENCE NO: APP/26/00041

APPLICANT:

APPLICATION TYPE: Mr Jeremy Williams

CONSULTATION EXPIRY DATE:

APPLICATION EXPIRY DATE: 12.06.2026

WARD: Waterloo

SUMMARY RECOMMENDATION: Approve with Conditions

DELEGATED OFFICER REPORT

1. Site Description

The application site comprises Unit 3 within the Wellington Retail Park and is a DFS furniture retail unit.

The store benefits from direct pedestrian and customer access from the retail park car park, 530 shared customer and cycle facilities. Servicing is undertaken to the rear of the unit via an established service yard accessed from Hambledon Road.

2. Planning History

99/54013/003 (Outline) – Demolition of car showroom, associated buildings, existing retail unit and civic amenity site. Erection of 10,126 sq m non-food retail units, 1,207 sq m garden centre, 232 sq m fast food restaurant and associated access, car parking and servicing – Approved on the 7th November 2000.

00/54013/004 (Reserved Matters) – Approval of matters reserved under Planning Permission 99/54013/003 (external appearance, design and landscaping) in respect of development of 8,127 sqm non food retail units to the north of the existing Hambledon Road, with associated car parking and access – Approved on 23rd of February 2001.

01/54013/006 – Variation of conditions 16 and 17 of planning permission 99/54013/003 in order to increase the level of floor space that can be used for non-bulky or unrestricted A1 (retail) use – Approved on the 9th of July 2001.

APP/15/00576 – Subdivision of Unit 3 to create a unit of 767 sqm at ground floor – Approved on 20 July 2015. Request to Discharge Condition No. 4 22.4.16) – Approved on the 20th of July 2015. 2

APP/15/00577 – Erection of a mezzanine floor ancillary to ground floor retail use within proposed unit following subdivision of Unit 3 to create a retail unit of 767 sqm at ground floor (Ref: APP/15/00576) – Approved on 20th of July 2015

3. Proposal

The applicant is seeking consent for a new mezzanine floor within the existing DFS retail unit.

The ground floor operations will remain unchanged. The mezzanine floor area within DFS itself is to increase by 936m² from 86m² (1,022m² total) comprising of an 880m² sales area and 142m² back of house. The additional floor area represents a 55% increase in the existing floor area.

Access arrangements for all users including servicing arrangements are to remain unchanged.

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 Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016
Chichester Harbour Management Plan 2024-2025
Havant Borough Council and Chichester District Council Joint SPD - Chichester Harbour Area of Outstanding Natural Beauty
Havant Borough Local Plan (Core Strategy) March 2011

- Policy CS4 – Town, District and Local Centres
- CS7 (Community Support and Inclusion)
- CS14 (Efficient Use of Resources)
- CS16 (High Quality Design)
- CS20 (Transport and Access Strategy)
- DM10 (Pollution)

Havant Borough Local Plan (Allocations) July 2014

- AL1 (Presumption in Favour of Sustainable Development)
- DM18 (Protecting New Development from Pollution)
- DM17 (Contaminated Land)

Emsworth Neighbourhood Plan Post Examination Version 2020
N/A

Listed Building Grade: N/A
Conservation Area: N/A

5. **Statutory and Non Statutory Consultations**

Winchester City Council

I can confirm we have no comments on this application.

Highways

To support this application, a Transport Statement (TS) has been submitted which the Highway Authority have reviewed and have the following comments to make. Development Proposals The applicant is seeking consent for a new mezzanine floor within the existing DFS retail unit. The ground floor operations will remain unchanged. The mezzanine floor area within DFS itself is to increase by 936m² from 86m² (1,022m² total) comprising of an 880m² sales area and 142m² back of house. The additional floor area represents a 55% increase in the existing floor area. Access Access arrangements for all users including servicing arrangements are to remain unchanged. Trip Generation The TS references work undertaken previously by Vectos for various mezzanine floor extensions which has been applied to various similar applications across the country. This work concluded 2 key points:

- An increase in gross floor space at a standalone unit does not lead to a pro-rata increase in customer numbers to that unit Director of Universal Services Patrick Blogg 2
- A 41% increase in gross floor area, led to an 8% increase in customer numbers on average This is considered a reasonable approach given that the store is already there but accounts for any increased footfall as a result of the new facilities and additional stock that would be available on the wider mezzanine floor area. It can therefore be assumed that a 55% increase in floor area will lead to a 10.7% increase in customers.

Whilst the TN acknowledges that all trips may not be 'new' on the network when accounting for diverted trips, the 10.7% increase is used for robustness as part of the trip generation calculations. The TRICS database has been utilised by the applicant for a non-food superstore which is considered appropriate given the existing and proposed use. Trip rates have been presented for the Saturday peak period of the non food super store and note that typical Saturday peak (12:00-13:00) which is generally utilised to assess the impact of development trips on the wider highway network. Weekday AM

and PM Peaks should also be presented. Daily trip rates have also not been presented which is important in assessing the impact of the additional mezzanine floor over a daily period. It is noted that this includes a site surveyed in 2021 at the time of the Covid-19 lockdown restrictions, and therefore the TRICS assessment presented within the TN is not agreed. Notwithstanding the above, the Highway Authority have recently agreed trip rates for an adjacent retail unit within Wellington Retail Park for non-food use and suggest use of these trip rates to assess associated trip demand which are as follows: Weekday AM Peak (08:00-09:00) Weekday PM Peak (17:00-18:00) Daily 12 hour

As can be seen the trip generation across the peak hours and the daily periods is not at a level that is considered significant to warrant offsite highway mitigation. However, it should be noted that 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 and additional customer footfall. An assessment of parking has been provided however no additional parking is proposed by the applicant to accommodate the additional demand. No evidence has 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 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 application subject to the applicant implementing wider improvements to the car park should this be necessary at the request of the Highway Authority.

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		04.02.26		Is advertised in the public interest

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

Number consulted: 27

No of representations received:0

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. Design and appearance
- III. Transport and Highways

(i) Principle of development

The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

The site is located within the defined Waterlooville Town Centre boundary, where Policy CS4 supports investment in main town centre uses.

The additional floor area represents a 55% increase in the existing floor area.

The proposal would result in additional staffing requirements thus creating further employment opportunities. DFS have indicated that the existing employment levels at the store include 5 FTE and 2 PTE. The proposed mezzanine will result in the need for an additional 3 FTE and 1PTE employees.

(ii) Design and Appearance

No external changes are proposed.

(iii) Transport/Parking

The site is served by established vehicular access arrangements from Hambledon Road and the adjoining A3 roundabout. Parking provided for 530 vehicles in Wellington Retail Park.

A Transport Statement (TS) has been submitted with the application. Trip rates have been presented for the Saturday peak period of the non food super store and note that typical Saturday peak (12:00-13:00) which is generally utilised to assess the impact of development trips on the wider highway network.

The scheme represents a 41% increase in gross floor area, led to an 8%-10% increase in customer numbers on average. As can be seen the trip generation across the peak hours and the daily periods is not at a level that is considered significant to warrant offsite highway mitigation.

The applicant has argued that based on industry evidence, increases in floorspace do not lead to proportional increases in customers. Overall, traffic impacts are not significant enough to require highway mitigation, though weekday daily traffic increases are noted.

No objection has been raised by the Highway Authority. Approval is supported subject to potential future car park improvements if required.

As can be seen the trip generation across the peak hours and the daily periods is not at a level that is considered significant to warrant offsite highway mitigation.

Previous improvements to the car park layout (approved under application APP/21/01246) have already been implemented and appear to have improved internal traffic flow, with no current issues reported (e.g. queues backing onto the main road). It is acknowledged that the scale of the proposed mezzanine development and resulting traffic increase is not significant enough to require further highway measures at this time, however 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. The Highway Authority will continue monitoring conditions.

Car park changes from a previous application have improved traffic flow, with no current highway issues reported. The development's traffic impact is not significant, but the Highway Authority will monitor conditions and may require future car park improvements if needed.

No extra parking is proposed, and no evidence has been provided to show existing capacity is sufficient. However, whilst on a site visit it was evidenced that the car park had sufficient spaces should an increase in capacity occur. As such the Local Planning Authority consider that the current parking provision is adequate.

It is considered that the development would not cause any undue impact on the safety and efficiency of the highway network.

8 Conclusions

It is noted no letters of objection were received with respect to the scheme.

Overall, the proposed development is acceptable in principle and would have an acceptable impact on highways safety. On this basis it is recommended for approval.

9. RECOMMENDATION:

That the Interim Development Manager be authorised to Approve with Conditions for application APP/26/0041

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:

1277-WHB-MA-20-0001_P00 (Ground Floor Plan as Existing)
1277-WHB-MA-20-0002_P00 (Mezzanine Floor Plan as Existing)
1277-WHB-MA-20-0010_P02 (Ground Floor Plan as Proposed)
1277-WHB-MA-20-0011_P02 (Mezzanine Floor Plan as Proposed)
1277-WHB-SA-20-0001_P00 (Site Location Plan & Site Block Plan)
Planning Statement
Transport Assessment

Reason: To ensure provision of a satisfactory development.

Informatives

1. 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 after the initial site visit.