

DATED *20th December* 2023

HAMPSHIRE COUNTY COUNCIL

and

HAVANT BOROUGH COUNCIL

and

HAVANT S.À R.L

and

DEUTSCHE PFANDBRIEFBANK AG

**PLANNING OBLIGATION BY DEED OF AGREEMENT
UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990**

**Relating to land known as
Langstone Technology Park, 2b Langstone Road, Langstone, Havant**

HCC Legal File Ref: Legal/146912/CMR

David Kelly
Assistant Director Legal Services and
Monitoring Officer
Hampshire County Council
The Castle
Winchester
Hampshire SO23 8UJ

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DATE

20th December

2023

PARTIES

1. **HAMPSHIRE COUNTY COUNCIL** of The Castle Winchester Hampshire SO23 8UJ ("**the County Council**")
2. **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza Civic Centre Road Havant PO9 2AX ("**the Borough Council**")
3. **HAVANT S.À R.L** (a company incorporated in Luxembourg) whose registered office is situated at 11 rue Aldringen, L-1118, Luxembourg, Grand Duchy of Luxembourg ("**the Owner**")
4. **DEUTSCHE PFANDBRIEFBANK AG** (a company incorporated in Germany) whose registered office is situated at 28 Parkring, Garching, 85748, Germany ("**the Mortgagee**")

INTRODUCTION

- A. The Borough Council is a local planning authority for the purposes of the Act for the area in which the Site is situated.
- B. The County Council is:
 - i. a local planning authority for the purpose of Section 106 of the Act for the area within which the Development is situated and by which the planning obligations herein contained are enforceable;
 - ii. the Local Highway Authority for Hampshire (save for trunk roads and special roads);
 - iii. the Transport Authority for Hampshire for the purpose of the Transport Act of 1985 and 2000.
- C. The Owner is the freehold owner of the Site registered at the Land Registry with reference number SH19416 and has submitted the Application to the Borough Council.
- D. The Mortgagee has a charge against title number SH19416 which is subject to registration at the Land Registry.
- E. The parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed.

- F. The Borough Council resolved on 17 January 2023 to grant the Planning Permission subject to the prior completion of this Deed.
- G. The Owner covenants to perform as herein provided the Planning Obligations set out in this Deed.
- H. The Owner enters into this Deed in anticipation that the Planning Permission shall be granted subject to the Owner entering into this Deed which makes provision for regulating the Development and securing the matters referred to herein.
- I. The Mortgagee has entered into this Deed for the purpose only of recording its consent to this agreement becoming binding upon the Site on the terms of this Deed of the terms hereinafter appearing.

NOW THIS DEED WITNESSES AS FOLLOWS:

OPERATIVE PART

1. DEFINITIONS

For the purposes of this Deed the following expressions shall have the following meanings:

“Act”	the Town and Country Planning Act 1990.
“Application”	the application for outline planning permission registered on 10 March 2022 submitted to the Borough Council for the Development and allocated reference number APP/22/00172
“Assistant Director Legal”	the Assistant Director for Legal Services and Monitoring Officer at the County Council or their appointed representative for the time being or successor

“Commencement of Development”

the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development is begun other than (for the purposes of this Deed and for no other purposes) operations consisting of demolition of Building 6000, site survey, site clearance, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination, or other adverse ground conditions, diversion and laying of services at the Site and “Commence Development” and similar expressions shall be construed accordingly.

“Borough Council Monitoring Fee”

the sum of one thousand, six hundred and ninety-two pounds (£1,692) indexed in accordance with CPI as a contribution towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor, coordinate and enforce the obligations contained within this Deed

“Building 6000”

the building shown edged red on the Building 6000 Plan attached to this Deed at Schedule Three

"Building 6000 Plan"	the plan titled B6000 Demolition Plan drawing number PL 017 attached to this Deed at Schedule Three
"County Council Monitoring Fee"	the sum of three thousand pounds (£3,000) to help fund the ongoing monitoring of compliance with obligations and/or the collection of developer contributions, as well as to fulfil new reporting requirements introduced within the CIL (Amendment) Regulations 2019 as amended
"Development"	the Development of the Site with phased demolition of existing buildings and the erection of new flexible use employment floorspace (use classes E(g)(i) – (iii) / B2 / B8) and ancillary uses (use classes E(b), E(d) and E(f); and associated works (all matters reserved except Access) as set out in the Application.
"Development Control Fee"	the sum of two thousand three hundred pounds (£2,300) for the development control fee payable to the County Council in relation to preparation of this Deed
"Director"	the Director of Universal Services and/or the Director of Hampshire 2050

	as the case may be or appointed representative for the time being or successor
"Footpath 51"	the footpath in the Borough of Havant shown on the Hampshire County Council Definitive Map as Footpath 51
"Chief Legal Officer & Monitoring Officer"	the Chief Legal Officer & Monitoring Officer at the Borough Council or his/her appointed representative for the time being or any successor
Highway Agreement	one or more agreements for the Highway Works to be entered into by the Owner and the County Council pursuant to (inter alia) section 278 and/or section 38 and/or section 25 and/or any other provision of the Highways Act 1980 in a form agreed by the County Council to provide for the execution of the Highway Works by the Owner at the Owner's expense
"Highway Works"	(a) improvement works to Footpath 51 and the cycle improvement works at the site access road junction with Langstone Road; (b) the Langstone Road turn right works and roundabout signage as shown in principle on Plan 2; and (c) signage associated with the newly created cycleway

"Highway Works Completion Standard"	means completion of the Highway Works to the reasonable satisfaction of the County Council as evidenced by the issue of a certificate of completion or part 2 certificate under the related Highways Agreement
"Interest"	interest at four per cent above the base lending rate of Barclays Bank Plc from time to time.
"Occupation" and "Occupied"	occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations.
"Permissive Paths"	the footway / cycleway forming part of the Highway Works along the access road and shown for indicative purposes only on Plan 2
"Phase"	any phase of the Development pursuant to the Planning Permission and any associated reserved matters approval at the Site or any part thereof
"Phasing Plan"	a plan showing how the Development is to be carried out in numbered phases

showing the location of each phase at the Site to be approved by the Borough Council pursuant to the Planning Permission.

"Plan 1"

the plan titled Site Location Plan drawing number 008 attached to this Deed at Schedule One

"Plan 2"

the drawing number 2010053-11 Rev B attached to this Deed at Schedule Three

"Planning Permission"

the outline planning permission subject to conditions to be granted by the Council pursuant to the Application a draft of which is attached to this Deed at Appendix One

"Site"

the area shown edged in red on Plan 1 appended to and described in detail in Schedule One

"Travel Plan"

a travel plan to be prepared by the Owner in accordance with the County Council's guidance "A Guide to Development Related Travel Plans dated January 2009" (or amendment replacement or variation thereof) and to be submitted by the Owner to the County Council for approval – Framework Travel Plan copy of which is attached to this Deed at Appendix Two

"Travel Plan Approval Fee"	the sum of one thousand five hundred pounds (£1,500) payable by the Owner to the County Council towards the costs incurred or to be incurred by the County Council in approving the Travel Plan
"Travel Plan Bond"	a bond approved by the County Council in the sum of one hundred and eleven thousand eight hundred and ninety eight pounds (£111,898) being the sum of the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus 10% thereof by a bondsman acceptable to the Assistant Director Legal
"Travel Plan Co-ordinator"	means a suitably qualified and experienced person employed or appointed pursuant to the Travel Plan who has responsibility for developing implementing monitoring progress reporting and reviewing the Travel Plan in order to ensure that the Travel Plan achieves its stated targets
"Travel Plan Monitoring Fee"	the sum of fifteen thousand pounds (£15,000) payable by the Owner (in five annual instalments each of £3,000) to be used in respect of the cost incurred by the County Council in monitoring compliance with the Travel Plan

“Working Day/s”	any day from Monday to Friday inclusive which is not Christmas Day Good Friday a statutory bank holiday or a day between Christmas Day and New Year’s Day
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2. CONSTRUCTION OF THIS DEED

- 2.1. Where in this Deed reference is made to any clause, Schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, schedule or recital in this Deed and reference to paragraph is to a paragraph in a Schedule.
- 2.2. Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.3. Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner.
- 2.4. Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise.
- 2.5. Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that Act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.
- 2.6. References to any party to this Deed shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Borough Council and County Council the successors to their respective statutory functions.
- 2.7. The headings and any contents list are for reference only and shall not affect construction.

3. LEGAL BASIS

- 3.1. This Deed is made pursuant to Section 106 of the Act Section 111 of the Local Government Act 1972 the Localism Act 2011 and all other enabling powers.
- 3.2. The covenants, restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the Act which are enforceable by the Borough Council and County Council against the Owner.

4. CONDITIONALITY

- 4.1 This Deed is conditional upon:
 - 4.1.1 the grant of the Planning Permission; and
 - 4.1.2 the Commencement of Development
- Save for the provisions of clauses 4, 5, 8, 9, 12, 13, 14, 15, 16, 17, 18 19,20, 21 and 22 which shall come into effect immediately upon completion of this Deed.

5. OWNERSHIP OF SITE

- 5.1 The Owner HEREBY CONFIRMS AND WARRANTS that it is the registered proprietor of the Site under Title No. SH19416 and that it has full power to enter into this Deed and that there is no other person having a charge over or any other interest in the Site save for such leasehold occupational interests not exceeding a term of 30 years.
- 5.2 The Owner agrees to give the Director of the County Council and the Borough Council written notice within 7 Working Days of any change in ownership of any of its interests in the Site occurring before all the obligations under this Deed have been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Site or unit of occupation purchased by reference to a plan.

6. THE OWNER'S COVENANTS

6.1. The Owner covenants:

- 6.1.1. with the Borough Council and the County Council as set out in Schedule Two;
- 6.1.2. with the Borough Council as set out in Schedule Four;
- 6.1.3. to pay to the Borough Council its reasonable legal fees on completion of this Deed; and
- 6.1.4. to pay to the County Council its reasonable legal fees and the Development Control Fee and County Council Monitoring Fee on completion of this Deed.

7. THE BOROUGH COUNCIL COVENANTS

- 7.1. The Borough Council covenant with the Owners to comply, observe and perform its respective obligations as set out in Schedule Five.

8. NOTICES

- 8.1. Where the agreement, approval, consent or expression of satisfaction is required by the Owner from the Borough Council or the County Council under the terms of this Deed, such agreement, approval or consent or expression of satisfaction shall not be unreasonably withheld or delayed and any such agreement, approval consent or expression of satisfaction shall be given on behalf of:

- 8.1.1 the Borough Council at the address shown above marked "For the attention of the Chief Legal Officer & Monitoring Officer;
- 8.1.2 the County Council at the address shown above marked "For the attention of the Director" and any legal notices to the Assistant Director Legal in both cases with reference Legal/146912/CMR"; and
- 8.1.3 the Owner at the address shown above or to such other alternative address or alternative person as the Owner may notify to the other parties in writing from time to time;

and any notices shall be deemed to have been properly served if sent by recorded delivery to the principal address or registered office (as appropriate) of the relevant party.

9. WAIVER

- 9.1 No waiver (whether expressed or implied) by the Borough Council or the County Council of any breach or default by the Owner in performing or observing any of the covenants, terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Borough Council or the County Council from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default.

10. INTEREST

- 10.1. If any payment due under this Deed is paid late, Interest will be payable from the date payment is due to the date of receipt of payment.

11. VAT

- 11.1. All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

12. DISPUTE PROVISIONS

- 12.1. In the event of any dispute or difference arising between the parties to this Deed in respect of any matter contained in this Deed, such dispute or difference shall be referred to an independent and suitable person holding appropriate professional qualifications to be appointed (in the absence of an agreement) by or on behalf of the president for the time being of the professional body chiefly relevant in England to such matters as may be in dispute and such person shall act as an expert whose decision shall be final and binding on the parties in the absence of manifest error and any costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 12.2. In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 15.1 or as to the appropriateness of the professional body then such question may be

referred by either party to the president for the time being of the Law Society for him to appoint a solicitor to determine the dispute such solicitor acting as an expert and his decision shall be final and binding on all parties in the absence of manifest error and his costs shall be payable by the parties to the dispute in such proportion as he shall determine and failing such determination shall be borne by the parties in equal shares.

- 12.3. Any expert howsoever appointed shall be subject to the express requirement that a decision is reached and communicated to the relevant parties within the minimum practicable timescale allowing for the nature and complexity of the dispute and in any event not more than 28 Working Days after the conclusion of any hearing that takes place or 28 Working Days after he has received any file or written representation.
- 12.4. The expert shall be required to give notice to each of the said parties requiring them to submit to him within 10 Working Days of notification of his appointment written submissions and supporting material and the other party will be entitled to make a counter written submission within a further 10 Working Days.
- 12.5 The provisions of this clause shall not affect the ability of the Borough Council or County Council to apply for and be granted any of the following: declaratory relief, injunction, specific performance, payment of any sum, damages, any other means of enforcing this Deed and consequential and interim orders and relief.

13. REGISTERED AS A LOCAL CHARGE

- 13.1. This Deed shall be registered as a local land charge by the Borough Council and the County Council.
- 13.2. In accordance with the requirements of the Land Registration Act 2002 the Owner and the Mortgagee hereby consent to the noting of this Deed in the Charges Register of title numbers SH19416.
- 13.3. Following the performance and satisfaction of all the obligations contained in this Deed and following written request from the Owner to the Borough Council and/or County Council to do so the Borough Council

and/or County Council as the case may be shall effect the cancellation of all entries made in its Register of Local Land Charges in respect of this Deed.

14. MISCELLANEOUS

- 14.1. Insofar as any clause or clauses of this Deed are found (for whatever reason) to be invalid, illegal or unenforceable then such invalidity, illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed.
- 14.2. This Deed shall cease to have effect (insofar only as it has not already been complied with) if the Planning Permission shall be quashed, revoked or otherwise withdrawn or (without the consent of the Owner) it is modified by any statutory procedure or expires prior to the Commencement of Development.
- 14.3. No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Site but without prejudice to liability for any subsisting breach arising prior to parting with such interest.
- 14.4. Nothing in this Deed shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed.

15. SECTION 73 PERMISSIONS

- 15.1 Unless otherwise required by the Borough Council or County Council if any future planning permission is granted pursuant to section 73 of the Act for development of the Site without compliance with conditions or subject to conditions differing from those granted pursuant to the Permission ("a Section 73 Permission") then with effect from the date that any such Section 73 Permission is granted the obligations in this Deed shall (in addition to continuing to bind the Site in respect of the Permission) apply to and bind each such Section 73 Permission and the Site itself without the need for any further act by the parties and the

definition of "Permission" in this Deed shall be construed to include reference respectively to the Section 73 Permission granted pursuant to any such application PROVIDED THAT nothing in this clause shall fetter the discretion of the Borough Council or the County Council in determining any application under section 73 of the Act and for the avoidance of doubt any such further permission may be the subject of additional obligations.

16. THIRD PARTY RIGHT

16.1. No provisions of this Deed shall be enforceable under the Contracts (Rights of Third Parties) Act 1999.

17. NO FETTER ON DISCRETION

17.1 Nothing in this Deed shall be taken to be or shall operate so as to fetter or prejudice the Borough Council's and/or County Council's statutory rights powers remedies discretions and responsibilities.

18. JURISDICTION

18.1 This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England.

19. DELIVERY

19.1 The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated.

20. SCHEDULES AND APPENDICES

20.1 The Parties agree that the Schedules and Appendices to this Deed form part of it and are incorporated as if the same had been set out in full in the main body of the document.

21. MORTGAGEE'S CONSENT AND ACKNOWLEDGEMENT

21.1 The Mortgagee hereby consents to the completion of this Deed by each

of the parties and its registration at the Land Registry in any register of title comprising the Site.

21.2 The Mortgagee hereby acknowledges that with effect from the date of the Deed, the Site will be bound by the restrictions and obligations contained in this Deed.

21.3 Each party to this Deed acknowledges and agrees that, notwithstanding any other term of this Deed:

21.3.1 the Mortgagee has entered into this Deed for the sole purpose of recording its consent and acknowledgement contained in sub-clauses 21.1 and 21.2;

21.3.2 neither the Mortgagee nor any other mortgagee or chargee at the Site from time to time shall have any liability whatsoever under the terms of this Deed unless it becomes (and only for so long as it remains) a mortgagee in possession of the Site and shall not be liable itself for breach of any obligation contained in this Deed except: (i) if and only for so long as it remains mortgagee in possession of the Site; (ii) where committed by such party at a time when it is mortgagee in possession of the Site.

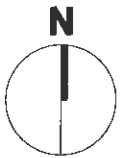
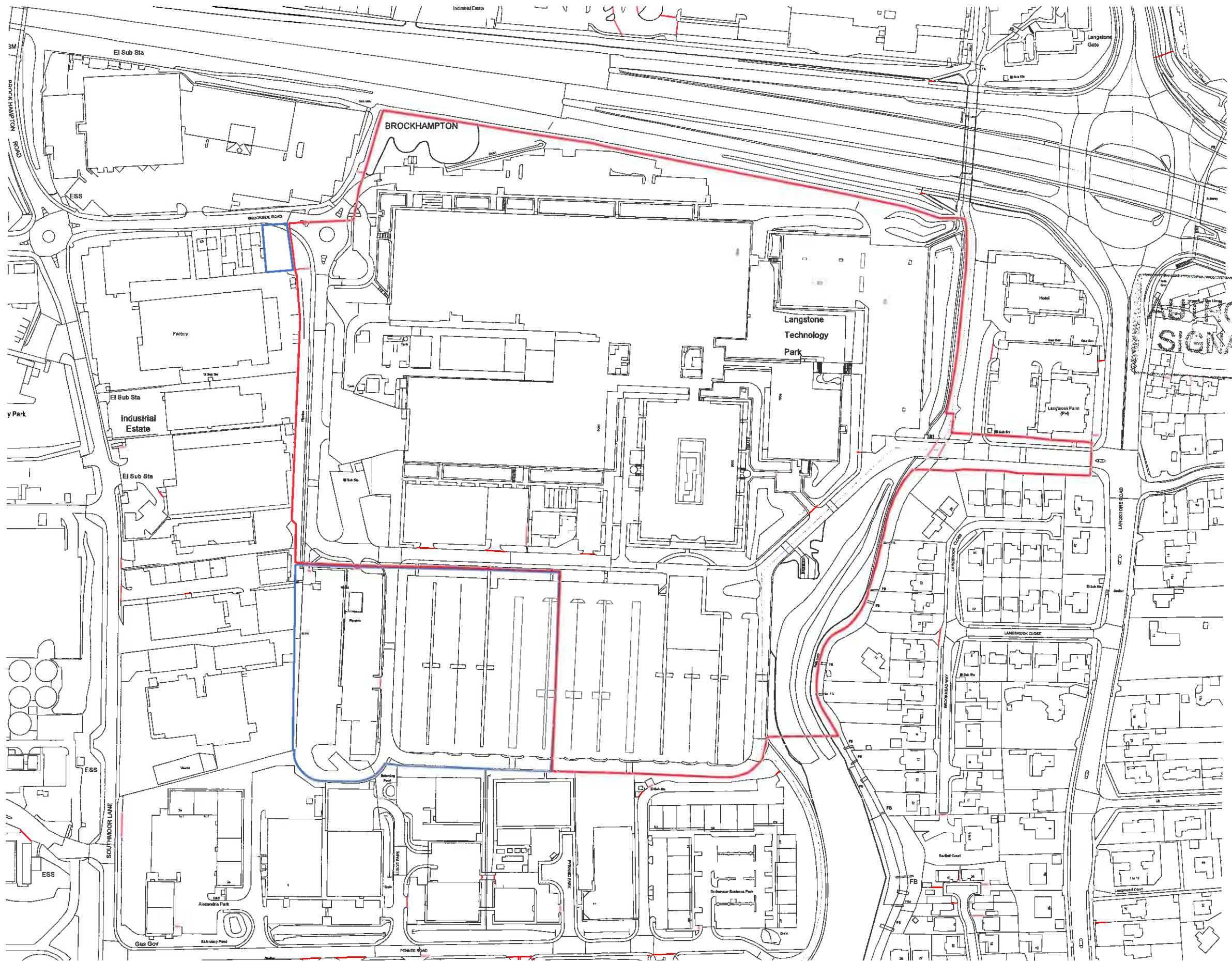
21.4 The Owner hereby covenants to indemnify the Mortgagee in respect of any liabilities, actions, demands, proceedings, costs and expenses arising directly or indirectly as a result of the Mortgagee having entered into this Deed save for and to the extent that such liabilities, actions, demand, proceedings, costs and expenses are incurred after the Mortgagee gains possession of the Site as set out in clauses 21.3.2 (i) and (ii) of this Deed and are as a result of breaches committed by the Mortgagee of the restrictions and obligations contained in this Deed.

22. COUNTERPARTS

22.1 This Deed may be executed in any number of counterparts each of which shall constitute a duplicate original, but all the counterparts shall together constitute this one Deed.

SCHEDULE ONE

The land at Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA as shown edged red in Plan 1 appended to this Schedule One.



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Revisions:

Drawn/Chkd: Date:

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group. The copyright of the drawings and designs contained therein remains vested in the PRC Group

Client:
XLB PROPERTY & HAVANT S.a.r.L (Luxembourg)

Project:
LANGSTONE PARK

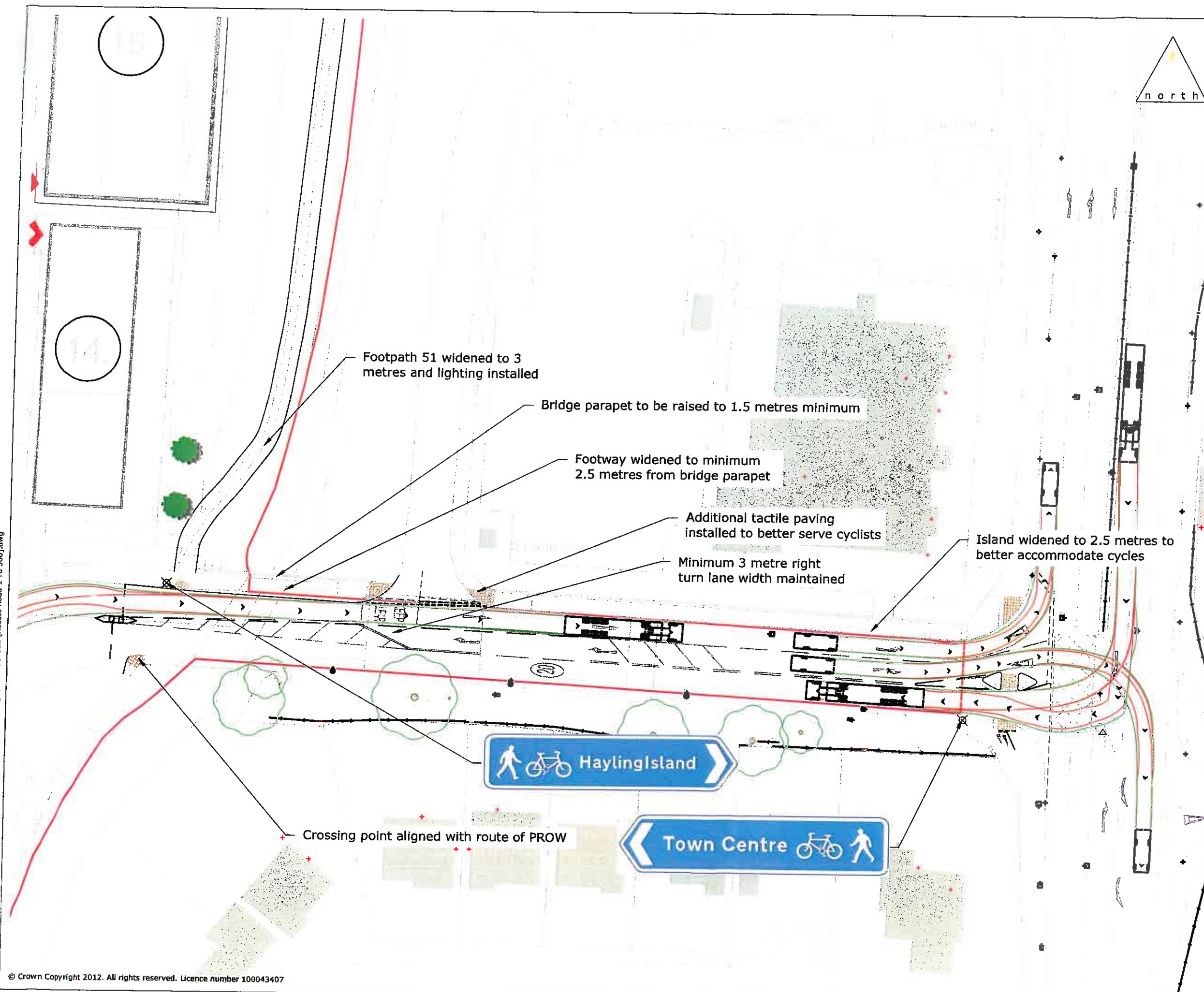
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SITE LOCATION PLAN

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Job No: 11392	Stage: PL	Drawing No: 008
Construction ☐	Preliminary ☐	Information ☐
Approval ☐	Tender ☐	

PRC Architecture & Planning

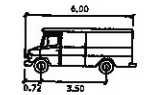


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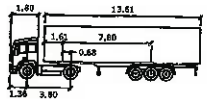


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Rev: Description: Date: Rev By: Chkd:



Delivery Van
Width: 2.10
Track: 2.10
Lock to Lock Time: 6.00
Steering Angle: 45.2



Artic
Tractor Width: 2.55
Tractor Track: 2.55
Tractor Lock to Lock Time: 6.00
Tractor Steering Angle: 45.2
Tractor Articulating Angle: 76.0

Notes:

Footpath 51 to be surfaced in Type 1 material and street lighting provided. Construction details and lighting specification to be determined at detailed design stage.

**AUTHORISED
SIGNATORY**

motion

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Project:

Langstone Park, Havant

Title:

Pedstrain and Cycle Improvements
Footpath 51 Widening and Signage

Client:

XLB Property

Drawing Status: Information

Scale: 1:500 (@ A3) Date: 15/11/2022

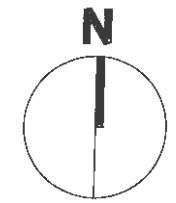
Drawn: CM Checked: JR Approved: JR

Drawing: 2010053-11 Revision: B

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Revisions: Drawn/Chk: Date:



- KEY:**
- DEMOLITION SITE AREA
 - B6000 STRUCTURE TO BE DEMOLISHED TO UNDERSIDE OF SLAB
 - HARD SURFACING & EXTERNAL STRUCTURES TO BE REMOVED
 - OPENING TO EXISTING B4000 TO MADE WATERTIGHT AND SAFE TO MATCH EXISTING

**AUTHORISED
SIGNATORY**

Client:
**XLB PROPERTY &
HAVANT S.a.r.l. (Luxembourg)**

Project:
**LANGSTONE PARK
HAVANT**

Drawing Title:
B6000 DEMOLITION PLAN

Scale @ A1: 1:1000
Checked by: ME
Date: JUNE 23

Job No: 11382
Stage: PL 017
Drawing No: 017

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☐
Tender ☐



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0 10 20 30 40 50 100m
Scale 1:1000

SCHEDULE TWO

The Owner's Covenants with the Borough Council and the County Council

The Owner covenants with the Borough Council and the County Council as follows:

Part One – Highway Works

- 1.1 Not to Commence nor permit Commencement of the Development unless and until a Highway Agreement has been entered into with the County Council in respect of the Highway Works.
- 1.2 Not to Occupy nor permit Occupation of the Development unless and until the Highway Works have been carried out and completed to Highway Works Completion Standard.

Part Two – Phasing and Vacant Possession

- 2.1 Not to Commence Development on any Phase until the Phasing Plan has been submitted by the Owner to the Borough Council and the County Council. The Phasing Plan may be amended by the Owner in accordance with the Planning Permission from time to time if required.
- 2.2 Not to Commence Development on any Phase until all leasehold interests in respect of any such Phase have been terminated PROVIDED that if any lease has not been terminated in respect of any part of the relevant phase, then the Owner agrees to either:
 - 2.2.1 use all reasonable but commercially prudent endeavours to ensure the existing lease is varied to ensure the relevant tenant complies with the Travel Plan; or
 - 2.2.2 procure that such leasehold interest is bound to the terms of this Deed by entering into a further agreement or undertaking under Section 106 of the Act to ensure compliance with the Travel Plan;

and, further, the Owner will use all reasonable endeavours to enforce such obligations against any such tenant.

Part Three – Travel Plan

- 3.1 Not to Occupy nor permit Occupation of the Site or any part thereof unless and until the Owner has prepared the Travel Plan and secured the County Council's written approval of it and has thereafter implemented and complied with the Travel Plan in accordance with the requirements and timetable of the approved Travel Plan.
- 3.2 Without prejudice to the approved Travel Plan the Owner shall not Occupy nor permit Occupation of the Site (or any part thereof) unless and until the Owner has appointed a Travel Plan Co-ordinator for the whole of the Site to implement the Travel Plan and has notified the County Council in writing of such appointment.
- 3.3 Prior to Commencement of Development to pay to the County Council the Travel Plan Approval Fee.
- 3.4 Not to bring into use or Occupy or permit the bringing into use or the Occupation of the Development (or any part thereof) unless and until the Owner has paid three thousand pounds (£3,000) as the first instalment of the Travel Plan Monitoring Fee to the County Council and to pay further instalments each of three thousand pounds (£3,000) on each subsequent anniversary for four (4) years making five (5) instalments totalling fifteen thousand pounds (£15,000).
- 3.5 Not to Occupy nor permit Occupation of the Development unless and until the Owner has provided to the County Council the Travel Plan Bond to the effect that if in the opinion of the County Council acting reasonably the Owner unreasonably fails at any time within five years of Occupation of the Site to deliver the agreed measures/targets and/or comply with any/all of the measures/targets contained within the Travel Plan the bondsman shall pay to the County Council on demand such sum as may be certified by the Director to be required up to the amount of the Travel Plan Bond in order to remedy

the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the Director in his absolute discretion determines will achieve the overall aims of the Travel Plan or such alternative measures as the Director in his absolute discretion determines will at no greater cost to the Owner achieve the overall aims of the Travel Plan.

- 3.6 The Owner may replace the bondsman from time to time with the written approval of the County Council (such approval not to be unreasonably withheld or delayed) PROVIDED that the replacement Travel Plan Bond in the same sum is in place and effective before the previous bond is withdrawn.
- 3.7 That if the Owner or its successors in title Occupy the Site or any part thereof it or they will implement the Travel Plan relating to the Site or such part of the Site to be Occupied and shall use all reasonable endeavours to achieve the targets set therein.
- 3.8 On successful implementation of the Travel Plan the County Council will release the bondsman at the request of the Owner no sooner than the sixth (6th) year of Occupation of the Site.
- 3.9 That it will in relation to the Site include in any tenant's lease or occupier's license of any part or parts of the Site a covenant that the tenant or occupier will implement the Travel Plan in respect of such part or parts of the Site and further that they will use all reasonable endeavours to enforce such obligations against any such tenant or occupier.
- 3.10 That within 20 Working Days of the letting of the Site or any part or parts thereof the Owner will procure the delivery to the County Council of a notice giving the following details:
 - 3.10.1 the name and address of the tenant;
 - 3.10.2 a description of the premises demised;
 - 3.10.3 the length of the term; and

- 3.10.4 a sufficient extract of the lease setting out the terms of the covenant expressed in favour of the County Council in relation to the Travel Plan.

Part Four – Permissive Paths

- 4.1 Not to Occupy or permit Occupation until the Permissive Paths have been laid out, constructed and made available for use in accordance with the details approved by the County Council in writing.
- 4.2 To ensure that the Permissive Paths following construction are available for use by users of the industrial park and by the public at large subject to temporary closures;
 - 4.2.1 (subject to notice of closure being displayed at both ends of the section of Permissive Path(s) in question for not less than one month prior to the closure) for reasonable periods for maintenance, repair and cleaning;
 - 4.2.1 in cases of emergencies or danger to the public;
 - 4.2.2 for not more than 1 day per year to assert rights of proprietorship preventing public or private rights by means of prescription of any other process of law; and
 - 4.2.4 for any other reason where the reason and period for closure is agreed by the County Council.
- 4.3 To include in any transfer or lease of the Permissive Paths covenants requiring the Permissive Paths to be made and kept available for use by the public in perpetuity.

Part Five – General Provisions

- 5.1 That they shall notify the Borough Council and the County Council in writing or procure that it is so notified on each of the following events within 7 days of such event occurring:
 - 5.1.1 Commencement of Development; and
 - 5.1.2 Occupation of Development.

S106 Langstone Technology Park

SCHEDULE THREE

Plan 2 - drawing number 2010053-11 Rev B

Building 6000 Plan - drawing number PL 017

SCHEDULE FOUR

THE OWNER'S COVENANTS WITH THE BOROUGH COUNCIL

The Owner covenants with the Borough Council as follows:

Borough Council Monitoring Fee

- 1.1 Not to Commence Development unless the Borough Council Monitoring Fee has been paid to the Borough Council.

Phasing and Vacant Possession

- 2.1 Not to Commence Development on any Phase until the Phasing Plan has been submitted by the Owner to the Borough Council and the County Council. The Phasing Plan may be amended by the Owner in accordance with the Planning Permission from time to time if required.

- 2.2 Not to Commence Development on any Phase until all leasehold interests in respect of any such Phase have been terminated PROVIDED that if any lease has not been terminated in respect of any part of the relevant phase then the Owner agrees to either:

2.2.1 use all reasonable but commercially prudent endeavours to ensure the existing lease is varied to ensure the relevant tenant complies with the Travel Plan; or

2.2.2 procure that such leasehold interest is bound to the terms of this Deed by entering into a further agreement or undertaking under Section 106 of the Act to ensure compliance with the Travel Plan

and, further, the Owner will use all reasonable endeavours to enforce such obligations against any such tenant.

SCHEDULE FIVE

THE BOROUGH COUNCIL'S COVENANTS

1. The Borough Council covenants with the Owner as follows:

- 1.1. To use the Borough Council Monitoring Fee for the purposes specified in this Deed or such other purposes for the benefit of the Development as the Owner and the Borough Council shall agree in writing.

S106 Langstone Technology Park

APPENDIX ONE
Draft Planning Permission

To:
Mrs S Stephen
Barton Willmore
7 Soho Square
London
W1D 3QB

For: XLB Property Ltd

**The Town and Country Planning (Development Management Procedure) (England) Order
2015
Grant of Outline Planning Permission**

Application Number: APP/22/00172

Site Address: Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

Proposal: Outline Planning Application for Phased demolition of existing buildings and the erection of new flexible use employment floorspace (Use Classes E(g)(i)-(iii)/B2/B8) and ancillary uses (Use Classes E(b), E(d) and E(f)); and associated works. All matters reserved except Access.

Further to your application received on 02 March 2022 (which was valid from 10 March 2022) Havant Borough Council, as Local Planning Authority, **Grants Outline Planning Permission** for the above proposal in accordance with the submitted plans and particulars as detailed below.

This permission is subject to compliance with:

- (i) The plans and other documents submitted with regard to your application; and
- (ii) The following conditions:

Conditions:

General Conditions

- 1 Application(s) for approval of reserved matters for any phase must be made not later than the expiration of ten years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
(a) The expiration of ten years from the date of this permission; or (b) The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.
Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The approval of the Local Planning Authority shall be obtained in respect of the following reserved matters before development first takes place on any phase - the

appearance; landscaping; layout; and scale.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

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

Site Location Plan Drawing No. 008
Planning Statement Employment-led Redevelopment Project Ref: 20638 Ref: 32283/A5/SS/PN Issue/Rev: 01 February 2022
Design and Access Statement and Principles Document Rev A
Transport Assessment Rev B 16th February 2022
Technical Note (Highways) Motion 16th June 2022
Technical Note (Highways) 05 Motion 8th September 2022
Designers Response (Highways) Motion 27th September 2022
Stage 1 Road Safety Audit Gateway TSP ref: SG/WP/2207-10 RSA1 v1.0 July 2022
Stage 1 Road Safety Audit Gateway RSE ref: SG/WP/2209-09 RSA1 v1.0 22nd September 2022
Pedestrian and Cycle Improvements Footpath 51 Widening and Signage Drawing No: 2010053-10 Rev B
Pedestrian and Cycle Improvements Footpath 51 Widening and Signage Drawing No: 2010053-11 Rev A
Framework Travel Plan Dated 17th October 2022
Walking, Cycling and Horse-Riding Assessment Report: Report No. 2010053/WCHAR01
Construction Environmental Management Plan Framework Rev 1 15th June 2022
Flood Risk Assessment & Outline Drainage Strategy Report: Report Ref: R102 Rev 5 6th January 2022
Sustainability and Energy Statement February 2022 Rev C 4th February 2022
Masterplan Noise Assessment Project Ref: PJB9272/21410/V1.1
Air Quality Assessment February 2022 Report No. 11042.S V1
Land Quality Assessment Report Reference 13023/AB/LQA Rev 3.0 February 2022
Preliminary Ecological Appraisal February 2022 Project No. 10538 Rev 1
Biodiversity Net Gain Assessment February 2022 Project No. 10538 Rev 1
Utilities Statement & Strategy Report Ref: R100 Rev A December 21
Odour Technical Note Phlorum Ref: 11042 (Od)v1.docx 16 December 2021
Heritage Statement February 2022 Report Ref: edp5537_r005b
Arboricultural Impact Assessment SJ Stephens Associates Project no: 1746 7th January 2022

The following plans/documents have been considered in the determination of this application:

Indicative Phasing Plan Drawing No: 001
Proposed Development Access Plan 002
Proposed Building Heights Drawing No: 003
Indicative Plots Drawing No: 004
Landscape Mitigation Sections Drawing No: 004
Indicative Master Plan Drawing No: 005
Indicative Master Plan (Parking annotated) Drawing No: 005 Rev A
Existing and proposed site sections Drawing No: 008 Rev A
Proposed Site Section A-A Indicative Maximum Building Height Drawing No: 009
Proposed Section D-D Drawing No: 015
Plot A Scale and Massing
Landscape Framework Strategy Drawing No: 006
Landscape Software General Arrangement Sheet 1 of 4 Drawing No: 011

Landscape Software General Arrangement Sheet 2 of 4 Drawing No: 012
Landscape Software General Arrangement Sheet 3 of 4 Drawing No: 013
Landscape Software General Arrangement Sheet 4 of 4 Drawing No: 014
Landscape Mitigation Option 002 C
Landscape Mitigation Option SK003 B
Hollis Summary Report Reference: 92553/MAS/CBk 13 November 2020
Hollis Reinstatement cost assessment Ref: 92877/39/JT/LSS 22nd October 2020
Statement of Community Involvement begg January 2022
Economic Benefits Statement Project Ref: 32283 Issue/Rev 2 10th February 2022
Habitats Regulations Assessment Phlorum Rev 1 March 2022
Langstone Park - Floorspace Comparison 32283/A3/SS/PN

Reason: - To ensure provision of a satisfactory development.

4 The development hereby permitted shall provide a maximum of:

- 52,000 sqm GEA floorspace within use classes E(g)(i)-(iii)/B2/B8 and ancillary uses Use Classes E(b), E(d) and E(f);
- of which a maximum of 500 sqm GEA can be for ancillary uses Use Classes E(b), E(d) and E(f);

The development shall not be used for any other use class purposes within the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To ensure that the development can provide for a range of business and employment opportunities, including knowledge based businesses, in accordance with policy CS2 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

5 Prior to the commencement of any development hereby approved a phasing plan and schedule shall be submitted to and approved in writing by the Local Planning Authority to show how the full development of the site is to be carried out in numbered phases, and this plan and schedule shall be updated as phases are subsequently divided, subdivided or amalgamated and each updated version shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan and schedule and any updated version shall include all of the following information:

- i) The location of each phase
- ii) The quantum of the development of each phase (size of the site or floorspace of buildings)
- iii) Any elements of Sustainable Drainage (SUDS) to be provided within each phase and how these will connect to other drainage downstream or upstream of each phase with a timetable for the provision of drainage relative to each phase
- iv) The provision of access to each phase
- v) A timetable for the provision of ecological mitigation and provision of new habitat relative to each phase
- vi) A timetable for the provision and completion of landscaping areas

Development shall only be carried out in accordance with the approved phasing plan, schedule and timetable or any approved updated version unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a co-ordinated and comprehensive form of development in which interdependent elements of the overall development are planned for and time tabled. It also allows flexibility by means of updating of these phases and time tabling as detailed plans for the site emerge. This is important in delivering a high quality and properly planned form of development having due regard to policy CS19 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 Prior to the demolition of the building known as 'Building 6000', a historic building record (including a full photographic record of the exterior and interior of the building), shall be submitted to, and approved in writing by the Local Planning Authority, which shall retain the record thereafter. Original photographs suitably referenced, dated and supplemented by a key plan will be needed in fulfilment of this condition.

Reason: To serve as a record of the building in its existing state having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011, policy DM20 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the demolition of the building and thus go to the heart of the planning permission.

- 7 The development shall be carried out in accordance with the submitted flood risk assessment (Flood Risk Assessment & Outline Drainage strategy Report ref:13023 / R102 rev 5.0) and the following mitigation measures it details:

- Finished floor levels shall be set at 5.90 mAOD for buildings within Zone 1 and 2 north of the link road, and 5.50 mAOD for the buildings within Zone 3B south of the link road

These mitigation measures shall be fully implemented prior to occupation in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants (workers) having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 No development shall take place on site until a Framework Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority which sets the overarching construction traffic management principles the phase-specific Construction Traffic Management Plans must abide by.

Reason: To safeguard the amenities of the locality and in the interest of highway safety and having due regard to policies DM10 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 Percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) shall be avoided during the bird overwintering period (i.e. October to March inclusive) unless otherwise agreed in writing by the Local Planning Authority in consultation with Natural England. The sensitive receptor is the nearest point of the SPA or any SPA supporting habitat (e.g. high tide roosting site).

Reason: To avoid impacts on the SPA, SPA supporting habitat and Protected Species having due regard to policies CS11 and DM10 of the Havant Borough Local

Plan, the Habitat Regulations and the National Planning Policy Framework.

- 10 Notwithstanding the submitted details no phase of the development shall be commenced (including site clearance and demolition) unless and until full details of tree protection and mitigation have been submitted to and approved in writing by the Local Planning Authority for each phase. The tree protection measures relevant to each phase shall be in place prior to commencement and retained during the course of the demolition and construction works and the works carried out in accordance with the approved details of each phase.

Reason: To ensure the retention of important trees having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 No more vulnerable use class as defined in the National Planning Policy Framework shall be located in flood zone 3 or a future flood zone.

Reason: To ensure that a more vulnerable use class is not located in an area of flood risk for users having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 12 Prior to the commencement of development in any phase, a detailed Ecological Mitigation, Compensation and Enhancement Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall be in accordance with the outline measures detailed within the Preliminary Ecological Appraisal (Phlorum, February 2022) and Biodiversity Net Gain Assessment (Phlorum, February 2022) unless otherwise agreed in writing by the local planning authority.

The Strategy shall include (but not necessarily be restricted to): details of all habitat and species mitigation measures; details of the ongoing management of all compensatory/enhancement habitat; location, type and number of all bat/bird boxes and other ecological enhancements; details of lighting. All ecological compensation/enhancement measures shall be installed/implemented in accordance with ecologist's instructions and retained in a location and condition suited to their intended function.

Reason: To protect and enhance biodiversity in accordance with the Conservation Regulations 2017, the Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, National Planning Policy Framework and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

Conditions for Reserved Matters

- 13 The phased scheme shown for illustrative purposes on Drawing No. 11392-PL001 shall be built in accordance with the approved Design and Access Statement and Principles Document (Rev A) unless a further phase specific full planning application is submitted and approved by the Council in substitution for that part of the approved development.

Reason: To allow for the submission of a full planning application which would be assessed on its own planning merits having due regard to policy CS2 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 14 The Reserved Matters stage proposed landscaping scheme for the relevant phase of development shall include details of the proposed landscaping and planting as shown on the following plans:

Landscape Mitigation Option SK002 C

Landscape Mitigation Option SK003 B

Reason: To ensure that additional planting is provided to the eastern boundary bund in the interests of providing additional screening to residential properties having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 15 The maximum height of buildings within any phase of the development shall not exceed those shown on Proposed Building Heights Drawing No: 003.

Reason: In the interests of the character and appearance of the area and the amenities of nearby residents having due regard to policy CS16 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 16 Any building(s) erected within the area annotated as Plot A on drawing No. 004 shall be sited a minimum of 4m to the west of the adjacent eastern estate road (as shown on the Indicative Master plan drawing No. 005).

Reason: To ensure an appropriate relationship to residential properties to the east and having due regard to policy CS16 and the National Planning Policy Framework.

- 17 Any building(s) erected within the area annotated as Plot C on drawing No. 004 shall be sited a minimum of 74m to the east of the eastern elevation of No.47 Brookside Road (as shown on the Indicative Master plan drawing No. 005).

Reason: To ensure an appropriate relationship to the closest residential property to the west and having due regard to policy CS16 and the National Planning Policy Framework.

- 18 The Reserved Matters applications in relation to any phase of development shall seek to ensure that the design of any units set close to nearby residential properties incorporate layout and designs that minimise potential impacts to residential amenities for example, in relation to loading bay positions, external equipment, openings, windows and lighting.

Reason: To ensure that impacts on residential amenity are minimised in accordance with policies CS16 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 19 The Reserved Matters stage submission(s) shall demonstrate how they have incorporated the design principles set out in the Design and Access Statement and Principles Document Revision A. In particular the phased development shall seek to provide a whole site design aesthetic and provide a degree of continuity in building designs, detailing and materials.

Reason: In the interests of providing a high quality of design across the site and a campus style of development reflecting the attractiveness of the business site and the existing campus style development of Langstone Technology Park having due regard to policies CS11 and CS16 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 20 Prior to first the occupation of the development hereby permitted, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall include details of the management of HGV movements to and from the site to ensure the routing of these vehicles occurs via Brookside Road.

Reason: To ensure any future occupier abides by the routing and servicing requirements agreed through the management plan in the interests of appropriate traffic management and having due regard to policies CS20 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 21 Prior to the first occupation of the development hereby permitted, a management plan for the proposed traffic barriers within the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The traffic barriers shall cap the number of vehicle movements into the site via Langstone Road to no more than 585 two-way movements between 07:30 – 09:00 in accordance with the assessment undertaken with the Transport Assessment.

Reason: In the interests of highway safety and operation having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 22 Prior to the occupation of any phase of the development hereby permitted, plans detailing the signage strategy to direct HGV movements to access the site via Brookside Road shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved signage strategy shall be implemented prior to first occupation of the development and thereafter retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that HGV movements are directed to limit access from Langstone Road in the interest of traffic flow and highway safety and having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 23 Prior to first occupation of the development hereby permitted, final details of the pedestrian and cycle link between Langstone Road and Footpath 51, as indicatively shown in drawing number 2010053-11 Rev B, supported by a Stage 1 Road Safety Audit, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

No phase of the development hereby approved shall be brought into use until the approved works have been implemented, and thereafter they shall be retained and maintained.

Reason: To provide cycle connectivity to the site having due regard to policies CS19 and CS20 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Each Phase Conditions (Pre-Commencement)

- 24 Construction Environmental Management Plan:

Prior to the commencement of development in each phase (including demolition) a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The CEMP shall include, but not be limited to, the following:

In relation to the impact on the strategic road network and environmental impacts

Construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

- Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or

construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods);

- an estimate of the daily movement of the construction traffic;
- the hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development;
- details of waste management arrangements;
- consideration of emissions to air, water and land. Including noise & vibration, dust, general discharges and appropriate mitigation strategies;
- the storage of materials and construction waste, including waste recycling where possible;
- Risk Assessments and Method Statements for the works; and
- contact details of personnel responsible for the construction works.

In relation to minerals recovery:

A statement providing the following:

- i. a method for ensuring that minerals that can be viably recovered during the development operations are recovered and put to beneficial use;
- and,
- ii. a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the Local Planning Authority in consultation with the Minerals Planning Authority.

In relation to steps and procedures that will be implemented to avoid or mitigate constructional impacts on the adjacent Chichester and Langstone Harbours SPA, Ramsar and the Spas functional land:

- Noise/visual/vibrational impacts
- Visual screening (for SPA birds)
- Storage of construction materials/chemicals and equipment;
- Dust suppression
- Chemical and/or fuel run-off from construction into designated sites
- Waste disposal.

All measures forming part of the approved CEMP for each phase of development including demolition shall be implemented in full through the course of development operations within that phase.

Reason: To mitigate any adverse impact from the development on the A27 and to ensure that the A27 continue to be effective parts of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. To ensure that environmental impacts are controlled and where necessary mitigated including impacts on the SPA. All having due regard to policies CS11, CS15, CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 25 Prior to the commencement of each phase of development, full details of all proposed drainage and its location relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). Each phase of development shall thereafter be undertaken in strict accordance with the approved details of each phase of development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the proposed development onto the Strategic Road Network or into any drainage system connected upstream of the Strategic Road Network. No drainage

connections from any part of the development hereby permitted may be made to any Strategic Road Network Drainage system.

Reason: To ensure that the A27 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety having due regard to policies CS15 and DM15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 26 Prior to the commencement of each phase of development details of measures to protect public sewers shall be submitted to and approved in writing by the Local Planning Authority. The development in each phase shall thereafter be carried out in accordance with the approved protection details.

Reason: To protect drainage infrastructure in accordance with policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 27 Prior to the commencement of each phase of development (excluding site clearance and demolition) details of the proposed means of foul sewerage disposal based on the principles set out in the Flood Risk Assessment and Outline Drainage Strategy Report, shall be submitted to, and approved in writing by, the Local Planning Authority. The development in each phase shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development provides acceptable drainage to avoid flood risk and pollution having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 28 Prior to the commencement of each phase of development a detailed surface water drainage scheme for that phase, based on the principles within the Flood Risk Assessment & Outline Drainage Strategy Report ref: 13023 / R102 Rev 5.0, shall be submitted and approved in writing by the Local Planning Authority. The submitted details shall include:

a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.

b. Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.

c. Detailed hydraulic calculations for all rainfall events, including the listed below. The hydraulic calculations should take into account the connectivity of the entire drainage features including the discharge location. The results should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level

during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference that the submitted drainage layout.

d. Confirmation on how impacts of high groundwater will be managed in the design of the proposed drainage system to ensure that storage capacity is not lost, and structural integrity is maintained.

e. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.

f. evidence to show that the proposed SuDS scheme will ensure there will be no deterioration in water quality (or changes in water quantity) in discharges from the site.

g. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

The development in each phase shall thereafter be carried out in accordance with the approved drainage details for that phase.

Reason: To ensure that the development ensures appropriate surface water drainage and does not increase flood risk or impact water quality having due regard to policy CS15 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 29 Prior to the commencement of each phase of development the condition of the existing sewers, which will take surface water from the development site, shall be investigated. If necessary, improvement to their condition as reparation, remediation, restitution or replacement shall be undertaken before any connection is made. Evidence of this, including photographs shall be submitted to and approved in writing by the Local Planning Authority. If necessary, evidence that the asset owners have agreed to the principle of connection/reusing existing connections and discharge rates, shall be submitted before any connection is made.

Reason: To ensure that the development ensures appropriate surface water drainage and does not increase flood risk having due regard to policy CS15 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 30 Prior to the commencement of each phase of development hereby approved (other than any above ground site clearance, demolition of above-ground structures, or consequential works for the purpose of ensuring structural stability of retained construction-), an assessment of the nature and extent of contamination at the site, whether originating from within or outside the curtilage, shall be submitted to and approved in writing by the Local Planning Authority for that phase.

The assessment may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

1) Site investigation appropriate to both the previous & approved uses of the site, to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to future occupants.

2) The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes;

- appropriately considered remedial objectives,
- an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
- clearly defined proposals for mitigation of the identified risks.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out any Remediation Strategy required under (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance of engineered mitigation measures, and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not contribute to-, is not put at unacceptable risk from- nor is adversely affected by-, unacceptable levels of contamination. This condition is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 183-185 of the National Planning Policy Framework 2021. Prior investigations suggest that soil contamination may be present within previously un-investigated areas of the site that could pose a risk to controlled waters, buildings & services, and/or future occupants.

- 31 Prior to the commencement of each phase of development (excluding site clearance and demolition), details for the on site provision of cycle storage facilities for that phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved cycle parking shall be provided on site and made available for use prior to the occupation of each phase of development, and shall thereafter be retained at all times.

Reason: To ensure the adequate provision of on site facilities for cyclists, to provide non-car based travel in the interests of sustainability and having due regard to policies DM11 and DM14 of the Havant Borough Local (Core Strategy) 2011 and the National Planning Policy Framework.

- 32 Prior to the commencement of each phase of the development full details of the car parking proposed for that phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved parking shall be provided for each phase of the development prior to the occupation of the units within the phase, and shall thereafter be retained at all times.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 33 Prior to the commencement of each phase of the development details of the Ecological Mitigation, Compensation and Enhancement Strategy requirements secured under condition 12 and how they relate to the relevant phase of development shall be submitted to and approved in writing by the Local Planning Authority for that phase. All ecological compensation/enhancement measures for the relevant phase shall be installed/implemented in accordance with ecologist's instructions and retained in a location and condition suited to their intended function.

Reason: To protect and enhance biodiversity in accordance with the Conservation Regulations 2017, the Wildlife & Countryside Act 1981 (as amended), the NERC Act 2006, National Planning Policy Framework and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 34 Prior to the commencement of development in each phase (excluding site clearance and demolition), details of sustainable features such as Green Roofs, Photovoltaic cells and heat pumps for that phase shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved features shall be provided on site prior to the buildings in that phase being brought into use and thereafter retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To accord with the terms of the application and in the interests of sustainability having due regard to policy CS14 of Havant Borough Local Plan and the National Planning Policy Framework.

- 35 Prior to the commencement of development in each phase (excluding site clearance

and demolition), written documentary evidence demonstrating that the development will achieve at minimum 'Excellent' against the BREEAM Standard (or equivalent if not available), in the form of a design stage assessment, shall be submitted to and agreed in writing by the Local Planning Authority for that phase. The development in that phase shall be carried out in accordance with the approved details.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 36 Prior to the commencement of each phase of the development details of lighting proposed for that phase shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be designed to avoid light spill beyond the site and to protect ecology. The lighting subsequently installed shall accord with the approved details and no other lighting shall be installed on site unless otherwise agreed in writing by the Local Planning Authority.

Reason: To avoid light pollution and impacts on ecology having due regard to policies CS11, CS16 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 37 No development shall take place on each phase of the development (excluding site clearance and demolition) until details of existing and finished floor and site levels for that phase relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: To ensure that the development has an acceptable appearance in terms of the visual amenities of the area and residential amenities having due regard to policies CS11 and CS16 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 38 With the exception of demolition work and temporary works, no development hereby permitted shall commence within each phase until a specification of the materials to be used within that phase for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development permitted within that phase shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Each Phase Conditions (No Above Ground Construction)

- 39 Notwithstanding any description of materials in the application no above ground construction works shall take place within each phase until samples and a full specification of the materials to be used externally on the buildings within that phase have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved for that phase shall be used, in accordance with any terms of such approval.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Each Phase Conditions (Pre-Occupation/Use)

- 40 Details for the long-term maintenance arrangements for the surface water drainage system for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use on that phase. The submitted details shall include;
- a) Specification of the responsibilities of each party for the implementation of the SuDS scheme;
 - b) Specification of a timetable for implementation;
 - c) Maintenance schedules for each drainage feature type and ownership;
 - d) Details of protection measures;
 - e) A management and maintenance plan for the lifetime of the development.
 - f) SuDS funding arrangements.

The maintenance and other arrangements shall thereafter be in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable drainage and to avoid flood risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 41 Hard standing areas including yards, roads and parking areas in each phase shall not be brought into use unless and until details of oil/petrol interceptors for surface water drainage have been submitted to and approved in writing by the Local Planning Authority for each phase. The approved details shall be provided on site in each phase prior to the areas being brought into use and thereafter retained and maintained in accordance with the approved details.

Reason: In the interests of protecting the water environment and having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 42 Prior to the occupation/use of each phase of the permitted development, any verification report required in accordance with condition 30 shall be submitted to and approved in writing by the Local Planning Authority for that phase. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers, and contingency actions (a "long-term monitoring and maintenance plan"). The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that the development does not contribute to-, is not put at unacceptable risk from- nor is adversely affected by-, unacceptable levels of contamination. This condition is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 183-185 of the National Planning Policy Framework 2021. Prior investigations suggest that soil contamination may be present within previously un-investigated areas of the site that could pose a risk to controlled waters, buildings & services, and/or future occupants.

- 43 Each phase of the development shall not be brought into use unless and until details of the provision of Electric Vehicle (EV) charging points have been submitted to and approved in writing by the Local Planning Authority for that phase.

Unless otherwise agreed in writing by the Local Planning Authority, the EV charging points shall be provided on the basis of a minimum of 10% of parking spaces and with a minimum of 20% of parking spaces passively equipped.

The charging points shall be installed prior to use of the associated building phase being brought into use and thereafter retained and maintained in accordance with the approved details.

Reason: In the interests of sustainability and air quality having due regard to policies CS14 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Each Phase Conditions (Compliance)

- 44 The external sound level emitted from plant, machinery or equipment in any phase of the development shall be equal or lower than the representative background sound level, with noise levels assessed (if necessary) in accordance with BS 4142:2014+A1:2019 at the nearest and/or most affected noise sensitive premises.

Reason: In the interests of the amenities of nearby residents having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 45 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed in each phase of the development until and unless details of the external appearance and acoustic and odour prevention performance of the same have been submitted to and approved in writing by the Local Planning Authority for that phase.

Any plant, machinery or structures required for ventilation or filtration purposes shall be provided and maintained in accordance with the approved details.

Reason: To protect the residential amenities of nearby residents having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Post Occupation

- 46 Within 6 months of each phase of the development first becoming occupied (or such other date as may be agreed in writing by the Local Planning Authority), written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard (or equivalent if not available) in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval for that phase.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Other Important Information:

- (1) This notice only relates to the decision of Havant Borough Council as Local Planning Authority under the Town and Country Planning Acts. It does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6573.

- (2) Your attention is drawn to the attached information regarding firstly your right to appeal to the Planning Inspectorate, if you are aggrieved by the Council's decision, and secondly the rights of an owner to, in certain circumstances serve a purchase notice on the Council. See www.planningportal.gov.uk/pcs.
- (3) Any failure to adhere to the details of the approved plans, and other documents or to comply with any conditions listed above may lead to enforcement action being taken by the Council. If you wish to depart from the approved details or conditions in any way you should contact the Planning and Development Service at the Civic Offices or by telephoning 023 9244 6015.
- (4) Your attention is drawn to the provisions of Section 12 of the Hampshire Act 1983, relating to access for the Fire Brigade. A copy of the Act may be inspected at the Planning and Development Reception at the Civic Offices.
- (5) Before undertaking any work which affects a public highway (including a footpath) you must obtain specific written approval from the Head of Technical Services, Havant Borough Council, Civic Offices, Civic Centre Road, Havant PO9 2AX (tel. no (023)9244 6428/9). This requirement applies not only to the creation of new vehicle accesses involving excavation within a footway, verge or carriageway but also to the stopping of existing access(es) or the construction of new boundary walls and foundations immediately alongside the public highway.
- (6) You are advised that consent may be required from Southern Water Services Ltd to build in the vicinity of public sewer. You can inspect a copy of the Southern Water Services Maps of public sewers, which are held by Technical Services at the Civic Offices to determine the proximity of any public sewer to the proposed development. If you are in any doubt or need information regarding the procedure for obtaining consent from Southern Water Services Ltd, you should seek further advice from the Development Control Manager, Southern Water Services Ltd (01962 714585).

(1) Southern Gas Networks - Overbuild Advisory Note

There are a number of risks created by built over gas mains and services; these are:

- Pipework loading - pipes are at risk from loads applied by the new structure and are more susceptible to interference damage.
- Gas entry into buildings - pipework proximity increases risk of gas entry in buildings. Leaks arising from previous external pipework able to track directly into main building from unsealed entry.
- Occupier safety - lack or no fire resistance of pipework, fittings, or meter installation. Means of escape could be impeded by an enclosed meter.

Please note therefore, if you plan to dig, or carry out building work to a property, site, or public highway within our gas network, you must:

1. Check your proposals against the information held at <https://www.linesearchbeforeudig.co.uk/> to assess any risk associated with your development and
2. Contact our Plant Protection team to let them know. Plant location enquiries must be made via email, but you can phone us with general plant protection queries. See our contact details below:

Phone 0800 912 1722 / Email plantlocation@sgn.co.uk

In the event of an overbuild on our gas network, the pipework must be altered, you may be temporarily disconnected, and your insurance may be invalidated.

Further information on safe digging practices can be found here:

- Our free Damage Prevention e-Learning only takes 10-15 minutes to complete and highlights the importance of working safely near gas pipelines, giving clear guidance on what to do and who to contact before starting any work
<https://www.sgn.co.uk/damage-prevention>
- Further information can also be found here <https://www.sgn.co.uk/help-and-advice/digging-safely>

Alex Robinson

Alex Robinson
Executive Head of Place

14 August 2023

TOWN AND COUNTRY PLANNING ACT 1990

NOTIFICATION TO BE SENT TO AN APPLICANT WHEN A LOCAL PLANNING AUTHORITY REFUSE PLANNING PERMISSION OR GRANT IT SUBJECT TO CONDITIONS

- These notes are for information only and do not purport to set out the law on the subject.
- Only the applicant possesses the right of appeal.

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice and you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.
- If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months [12 weeks in the case of a householder appeal] of the date of this notice, whichever period expires earlier.
- If this is a decision to refuse planning permission for a householder application and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
- If this is a decision to refuse planning permission for a minor commercial application and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
- If this is a decision to refuse express consent for the display of an advertisement and you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.
- If this is a decision to refuse consent to work on a tree which is subject to a Tree Preservation Order and you want to appeal against your local planning authority's decision then you must do so within 28 days of the date of this notice.
- If this is a decision to refuse any other type of application and you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- **Appeals can be made online at:** <https://www.gov.uk/appeal-householder-planning-decision> for householder applications; <https://www.gov.uk/appeal-planning-decision> for full applications; <https://www.gov.uk/planning-inspectorate> for anything else.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry, then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK](#).

IMPORTANT NOTICE FOR APPLICANTS WITH REGARD TO BUILDING REGULATIONS

This notice only relates to the decision of Havant Borough Council under the Town and Country Planning Acts. It does not relate to any other application that may be required any other Act, Regulation, Byelaw or Order where the Council's approval may be needed.

For further guidance as the need for consent under the Building Regulations, please telephone Havant Borough Council's Building Control team on:

023 9244 6571

Southern Gas advisory note

In June 2021 SGN issued a comprehensive advisory note

There are a number of risks created by built over gas mains and services; these are:

- Pipework loading - pipes are at risk from loads applied by the new structure and are more susceptible to interference damage.
- Gas entry into buildings - pipework proximity increases risk of gas entry in buildings. Leaks arising from previous external pipework able to track directly into main building from unsealed entry.
- Occupier safety - lack or no fire resistance of pipework, fittings, or meter installation. Means of escape could be impeded by an enclosed meter.

Please note therefore, if you plan to dig, or carry out building work to a property, site, or public highway within our gas network, you must:

1. Check your proposals against the information held at <https://www.linerearchbeforeudig.co.uk/> to assess any risk associated with your development and
2. Contact our Plant Protection team to let them know. Plant location enquiries must be made via email, but you can phone us with general plant protection queries. See our contact details below:

Phone: 0800 912 1722 / Email: plantlocation@sgn.co.uk

In the event of an overbuild on our gas network, the pipework must be altered, you may be temporarily disconnected, and your insurance may be invalidated.

Further information on safe digging practices can be found here:

- Our free Damage Prevention e-Learning only takes 10-15 minutes to complete and highlights the importance of working safely near gas pipelines, giving clear guidance on what to do and who to contact before starting any work
<https://www.sgn.co.uk/damage-prevention>
- Further information can also be found here <https://www.sgn.co.uk/help-and-advice/digging-safely>

SGN personnel will contact you accordingly.

APPENDIX TWO
Framework Travel Plan



Langstone Park
Havant

Framework Travel Plan

For

XLB Property Ltd

Document Control Sheet

Langstone Park

Havant

XLB Property Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
13/12/2021	1 st Draft	CM	JNR
15/12/2021	2 nd Draft	CM	JNR
17/10/2022	Final	AN	JNR



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1.0 Introduction

Context

- 1.1 This Travel Plan (the Plan) has been prepared on behalf of XLB Limited (the Developer) in relation to permitted development on land at Langstone Technology Park (LTP), Havant, PO9 1SA (the Site).
- 1.2 Planning permission was granted to redevelop part of the Site to provide 12,750m² of flexible employment floorspace (Ref: APP/19/00703), approved on 22nd July 2020. The 2019 Permission was the subject of a section 73 application to vary elements of the permission including a reduction in floor space to provide 11,290m² (Ref: APP/21/00405). This was approved on 25th August 2021 (the Permitted Development). The Site is located within the borough of Havant (HBC). Hampshire County Council (HCC) is the highway authority.

Location

- 1.3 The Park is located to the south of Havant Town Centre, south of the A27 and west of the A3023 Langstone Road as shown on Figure 1.1.



Figure 1.1 - Application Site Location

- 1.4 The Proposed Development involves the demolition of 51,755m² of existing floorspace (predominantly office but including labs, industrial, data centre and ancillary uses) and its replacement with up to 63,290m² (gross external area) of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) and ancillary uses (Class E(b) and E(d) (including the Phase 1 Permission). The indicative masterplan is included at [Appendix A](#).
- 1.5 As discussed above, the 2019 Permission established planning permission for the partial demolition of some buildings within the Site and their replacement with 12,750m² of new buildings, bringing the total currently permitted floor area to 64,330m². The Proposed Development (including the Phase 1 Permission) would therefore represent a reduction in overall floor space compared to what is currently permitted at the Site.

- 1.6 This Travel Plan is presented for the new B1c, B2, B8 employment units. This document is prepared on behalf of the developer to set the travel planning for the new employment units based upon which the end user or users will prepare their own bespoke Travel Plans to suit their operation and staff.

The Travel Plan Process

- 1.7 A Travel Plan is a document which sets out a strategy to encourage the uptake of sustainable modes of travel in place of use of a private car. In doing so it seeks to reduce car usage, encourage healthier lifestyles and facilitate meeting wider Government aims to reduce emissions.
- 1.8 Guidance on the production of Travel Plans is provided at a National level by the Department for Transport (DfT) within their document; *Good Practice Guidelines: Delivering Travel Plans through the Planning Process* in April 2009. This Travel Plan Framework will adhere to the principles set out within this guidance and where appropriate this will be referenced. Further national guidance is provided in Planning Practice Guidance.
- 1.9 At a local level SCC provides focussed guidance and advice on the preparation of Travel Plans and the preparation of travel information packs. This guidance is referred to in the preparation of this TP.

Funding

- 1.10 All measures set out within this TP, including the appointment of the TPC, will be fully funded by the Developer.

Scope

- 1.11 This Plan has been prepared with reference to applicable national and local policies. The Plan establishes clear outcomes to be achieved in relation to sustainable travel and sets out the kind of measures to be implemented, with an action plan, timescales, targets and responsibilities for implementation, monitoring and review in order to:
- ▶ Achieve the minimum number of single occupancy car traffic movements to and from the Site;
 - ▶ Address the access needs of all Site users regardless of their level of mobility, by supporting walking, cycling and public transport; and
 - ▶ Promote healthy lifestyles and sustainable, vibrant communities.

Structure of TPS

- 1.12 Following the Introduction, this Travel Plan consists of the following Sections:
- ▶ Section 2 – Policy Context;
 - ▶ Section 3 – Site Assessment;
 - ▶ Section 4 – Travel Plan Objectives and Targets;
 - ▶ Section 5 – Management, Communication and General Promotion Measures;
 - ▶ Section 6 – Monitoring, Reviewing and Reporting; and,
 - ▶ Section 7 – Action Plan.

2.0 Policy Context

National Planning Policy Framework (2021)

- 2.1 In 2021, the government published a revised National Planning Policy Framework (NPPF). Paragraph 112 that applications for development should:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low*

- 2.2 Paragraph 113 of the NPPF states that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)

- 2.3 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

- 2.4 TPs have become an integral element of the planning process

"They are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."

Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

- 2.5 The Guidance defines a TP as:

"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

- 2.6 The Guidance sets out that a TP involves:

"the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each travel plan should be unique to a site"

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

- 2.7 The Guidance sets out the ultimate objective of the travel planning process whilst identifying the additional aims and benefits:

"travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there."

Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

- 2.8 The Guidance focuses on an 'outcomes' approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)

- 2.9 The Department for Communities and Local Government (CLG) recently published the Planning Practice Guidance (PPG), which reinforces the guidance contained within the NPPF.

- 2.10 In particular Paragraph 111 which states that:

"All developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."

This document also states some of the policies that Travel Plans should/ may include:

- ✦ *Benchmark travel data including trip generation databases;*
- ✦ *Information concerning the nature of the proposed development and the*
- ✦ *forecast level of trips by all modes of transport likely to be associated with the development;*
- ✦ *Relevant information about existing travel habits in the surrounding area;*
- ✦ *Proposals to reduce the need for travel to and from the site via all modes*
- ✦ *of transport; and*
- ✦ *Provision of improved public transport services;*
- ✦ *Parking strategy options (if appropriate); and*
- ✦ *Proposals to enhance the use of existing, new and improved public*
- ✦ *transport services and facilities for cycling and walking both by users of the development and by the wider community.*

- 2.11 Travel Plans should set out explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area."

Hampshire County Council's Guide To Development Related Travel Plans (2009)

- 2.12 This document was adopted by the Hampshire County Council in 2009 and relates to the importance of a Travel Plan and specific guidance needed for producing a TP document relevant to the local area. The document includes; Basic information about the function of a TP, how an effective TP can be secured through the planning process, how a TP document should be produced and specific management and monitoring which should be included.

- 2.13 This Travel Plan has been prepared in accordance with this local guidance document, setting out all required elements including realistic targets and measures to achieve these targets. These elements link directly to the outcome of the Transport Assessment Document and are consistent with the Local Transport Plan.

Hampshire Local Transport Plan (2011-2031)

- 2.14 HCC's Local Transport Plan sets out a long-term vision of how the transport network of Hampshire will be developed over a 20-year period. It promotes the development and implementation of workplace travel plans.

DMT's Guidelines for Providing Journeys on Foot (2000)

- 2.15 The guidelines provide current best practice for providing for pedestrians in support of policies to achieve sustainable travel patterns.

CIHT's Buses in Urban Developments (2018)

- 2.16 The guidelines emphasize the important role of buses in achieving sustainable travel patterns and that in addition to enabling or providing for bus services there should be targets or specific aspirations for their use.

Havant Borough Council Parking Supplementary Planning Document (2016, updated 2019)

- 2.17 The SPD sets out the car parking requirements within Havant.

Developer's Policy

- 2.18 XLB are committed to delivering sustainable developments both during the construction and throughout the life of the development. They are committed to encouraging sustainable travel through the delivery of appropriate infrastructure and travel plans.

3.0 Site Assessment

Local Highway Network

- 3.1 Vehicular access to the Site is achieved via Brookside Road to the west, Langstone Road to the east and Penner Road to the south, which is for emergency use only. Brookside Road and Penner Road both connect to Harts Farm Way, which provides access to the A27 to the west.
- 3.2 Langstone Road runs south from Havant to Hayling Island, forming a junction with the A27 approximately 130 metres north of the access road.
- 3.3 The Local Highway Network is shown in the figure below.



Figure 3.1 – Highway Network

Accessibility

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
 - ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

- 3.2 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and the Design Manual for Roads and Bridges (DMRB) contend that walking can be used to access a variety of destinations within a range of two kilometres and two miles respectively.
- 3.3 The plans provided at **Appendix B** illustrate these walk and cycle catchments (which include bus stops and Havant railway station) and demonstrate the extent of the opportunity for the Site to attract a significant volume of journeys by foot and bicycle.
- 3.4 Having regard to the above, it is considered that the Site is spatially well located with respect to the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Journeys by Foot and by Bicycle

- 3.5 Access to the Site for pedestrians and cyclists is provided from Langstone Road and Brookside Road. Both streets have footways on either side and are lit. They connect to a wider, comprehensive pedestrian network of lit footways.
- 3.6 Footpath reference 108/51/2 is located on the eastern edge of the Site and runs north-south connecting Langstone in the south with Havant in the north, passing under the A27.



A27 Underpass viewed from south

- 3.7 Footpath reference 108/50/1 is located along the northern edge of the Site providing a connection between Langstone Road and Brookside Road.



Looking West on Pedestrian/Cycle Path North of Development Site

- 3.8 As shown on the Havant cycle map provided at **Appendix C**, the Site is located adjacent to Sustrans route 22 which connects the Site to Havant town centre and railway station to the north and towards Portsmouth in the west.
- 3.9 An audit of routes surrounding the Site and between the Site and Havant town centre / railway station has identified the following:
- ★ There is a comprehensive network of pedestrian and cycle routes (the latter as evidenced at **Appendix C**);
 - ★ There is route signage within the network;
 - ★ Crossings are provided throughout the network including tactile paving; and
 - ★ The network is lit.
- 3.10 Notwithstanding this the audit identified a missing link to the cycle network along the eastern edge of the Site following PRoW 51. This results in cyclists being forced to either wheel their bikes along PRoW51 or else follow a detour around the northern, western and southern edges of the Site.

Journeys by Public Transport

- 3.11 The nearest bus stops are located adjacent to the Site on Langstone Road providing a frequent service connecting the Site to Havant and Hayling Island. Table 3.1 provides a summary of the bus services available.

Service	Route	Frequency
30/31	Havant – Langstone – Stoke – Eastoke – West Town – Stoke – Langstone – Havant	Every 15 minutes

Table 3.1 – Local Bus Services

- 3.12 Havant railway station is located approximately 1.3km (17-minute walk) from the Site providing services to destinations along the south coast including Southampton, Portsmouth, Chichester and Brighton. Table 3.2 provides a summary of the services available from Havant Station.

Route	Frequency
Havant – Rowlands Castle – Petersfield – Liss – Liphook – Haslemere – Witley – Milford – Godalming – Guildford – Worplesdon – Woking – Clapham Junction – London Waterloo	Every 20 minutes
Havant – Chichester – Barnham – Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	Every 30 minutes
Havant – Emsworth – Chichester – Barnham – Ford – Angmering – Goring-by-Sea – Durrington-by-Sea – West Worthing – Worthing – East Worthing – Lancing – Shoreham-by-Sea – Southwick – Fishergate – Portslade – Hove – Brighton	Every 30 minutes
Havant – Warblington – Emsworth – Southbourne – Nutbourne – Bosham – Fishbourne – Chichester – Barnham – Ford – Littlehampton	Hourly
Havant – Bedhampton – Hilsea – Fratton – Portsmouth and Southsea – Portsmouth Harbour	Every 10 minutes (2 trains per hour terminante at Portsmouth and Southsea)
Havant – Cosham – Fareham – Swanwick – Southampton Central	Every 30 minutes

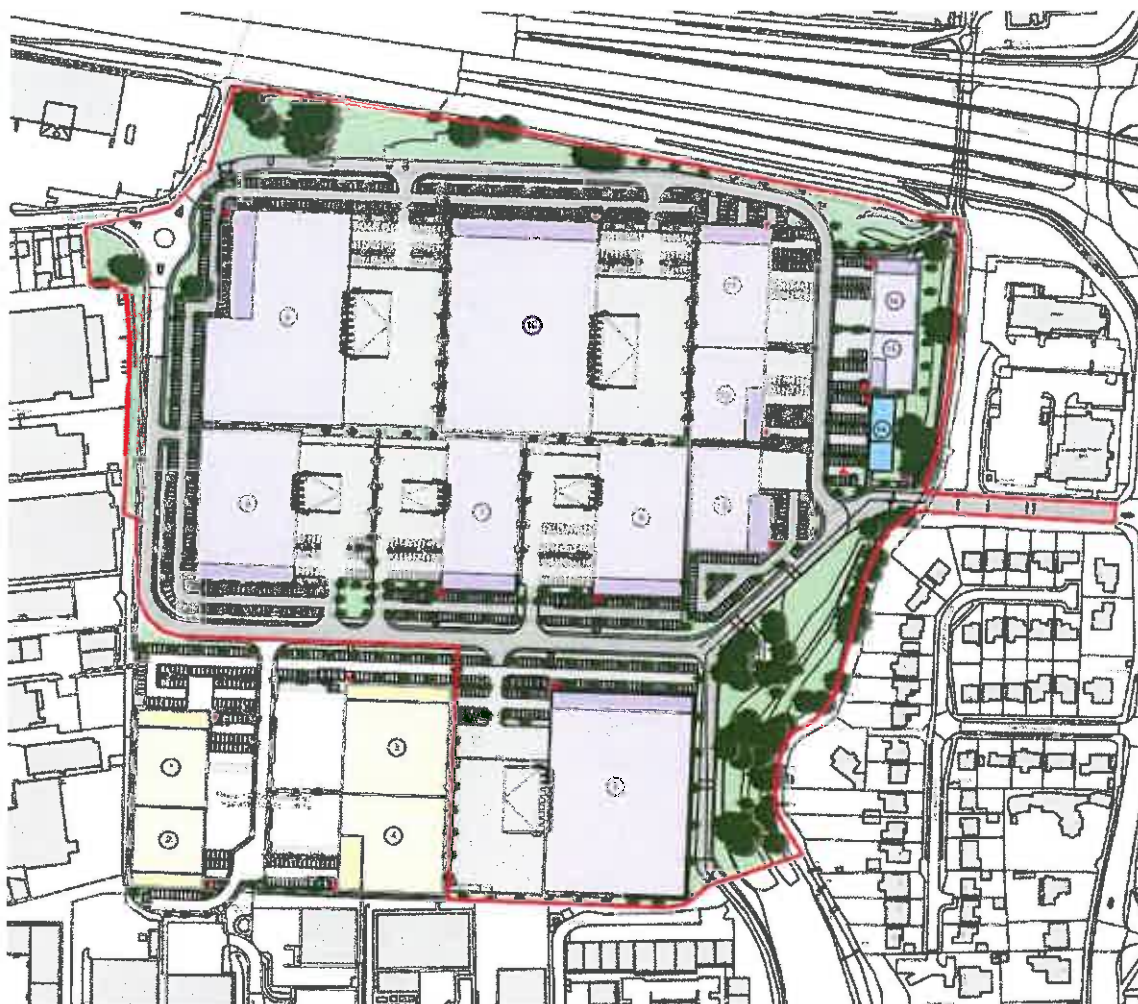
Table 3.2 – Local Rail Services

Car and Cycle parking

- 3.13 A total of 250 car parking spaces are dedicated for the Permitted Development. This amounts to a rate of 1 space per 45m² of gross floor area. This level of car parking has been agreed with HCC and HBC to be acceptable for this form of development at this location.
- 3.14 Cycle parking will be provided in accordance with adopted standards, this equates to up to 32 spaces in this instance.

Development Proposals

- 3.15 The Proposed Development involves the demolition of 51,755m² of existing floorspace (predominantly office but including labs, industrial, data centre and ancillary uses) and its replacement with up to 63,290m² (gross external area) of land use class B2, B8 and E(g)(ii)-(iii) (R&D and light industrial) and ancillary uses (Class E(b) and E(d) (including the Phase 1 Permission).
- 3.16 As discussed above, the 2019 Permission established planning permission for the partial demolition of some buildings within the Site and their replacement with 12,750m² of new buildings, bringing the total currently permitted floor area to 64,330m². The Proposed Development (including the Phase 1 Permission) would therefore represent a reduction in overall floor space compared to what is currently permitted at the Site. The indicative masterplan is illustrated below.



Indicative Masterplan

Operational Hours

- 3.17 It should be noted that occupiers are yet to be identified and operational hours are likely to vary. However, there are no limits on operational hours and 24 hour operation is assumed.

Parking

- 3.18 Car parking will generally be provided at a level of 1 space per 45m² of gross floor area for the employment uses. A limited area of employment floor space which is designed solely for use for B8 purposes will have car parking provided at 1 space per 90m² of gross floor area. Car parking for ancillary and support facilities will be provided at a maximum rate of 1 space per 14m² of gross floor area. This results in a total of 1,158 car parking spaces within the Site.
- 3.19 Electric car charging (EVC) will be provided at a rate of 10%, resulting in 116 spaces. An additional 20% minimum will be passively equipped for electric charging, meaning charging equipment can be retrofitted in a straightforward manner. This aligns with emerging best practice being prepared by the Department for Transport.
- 3.20 HGV parking is provided adjacent to loading bays. These are spaced to allow additional HGV parking between them as necessary.

- 3.21 Cycle parking spaces will be provided in accordance with HBC parking standards having regard to the activities of the occupier of each unit within the Proposed Development. Spaces will be located in lit areas where they can be naturally surveilled and provided in covered shelters. Details of location and design will be provided with reserved matters applications for each of the units.
- 3.22 It is noted that B1a type uses generally produce a greater demand for parking than industrial uses. In the event that part of the site comes under a dedicated B1a use, the layout will be reconfigured to provide car parking at a ratio of one space per 30m², in line with local standards

4.0 Travel Plan Objectives and Targets

Aims

- 4.1 The aim of the Plan is to raise awareness of sustainable travel modes and encourage their uptake by people travelling to and from the Permitted Development.
- 4.2 The Plan recognises that there is not one specific mode of transport suitable for all Site users and that there needs to be several travel opportunities in place.
- 4.3 The Plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

General Objectives

- 4.4 The general objectives to be met through implementation of this Plan are:
 - ▀ reduce car dependency;
 - ▀ optimise car occupancy;
 - ▀ manage travel demand as efficiently as possible;
 - ▀ reduce travel demand, where possible, e.g. through working from home, linking trips;
 - ▀ promote opportunities for access by non-car modes;
 - ▀ promote active travel as part of a healthy lifestyle;
 - ▀ support social cohesion and a sense of community through 'buddy groups' for walkers, runners and cyclists to provide companionship, motivation and to address perception of danger;
 - ▀ provide information showing all public transport, pedestrian and cycle links associated with the development; and
 - ▀ assist in meeting the aims set out by the council to reduce road traffic and congestion.

Developer Specific Objectives

- 4.5 To ensure the potential for access by sustainable travel modes, the developer, through close liaison with the Local Authority, should ensure that the appropriate infrastructure is implemented prior to occupation.
- 4.6 Key developer objectives are defined as follows:
 - ▀ To provide the necessary transport and building infrastructure required for the detailed Travel Plan to be effective;
 - ▀ To enable efficient access to the development by a number of alternative modes of transport; and
 - ▀ To provide an attractive, secure environment for pedestrians, cyclists and public transport users.
- 4.7 Table 4.1 summarises the preliminary design features aimed to give priority to those arriving by sustainable modes to the proposed developments. Further consideration will be given to the requirements of those arriving by sustainable means at the more detailed design stage.

Preliminary Design Feature	Description
Pedestrian Access	Pedestrian footways are provided on the local road network. The internal site layout will facilitate direct routes for pedestrian access. Staff entrances will be conveniently reached from the footways.
Cycle Parking	Cycle Parking for the new units will be provided in line with Guidance on Parking Standards issued by Hampshire County Council on the full application site. The cycle stands will be covered and secure. Elsewhere, enhancements will be made to the cycle parking.

Table 4.1 – Design Features

Occupier Specific Objectives

- 4.8 The occupier will encourage employees to travel by more sustainable modes than the private car through the implementation of Travel Plan initiatives (see Table 4.1).
- 4.9 The Travel Plan will seek to:
- ▶ Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
 - ▶ Provide clear information to all employees and visitors on the alternative modes of travel to and from site;
 - ▶ Enhance the safety and security of people travelling to and from site;
 - ▶ Effectively manage the demand for staff car parking; and where possible
 - ▶ Reduce the need to travel during peak hours

5.0 Management, Communication and General Promotion Measures

- 5.1 This section sets out how this Travel Plan will be managed from the present day to when the site is fully constructed and occupied.
- 5.2 The Plan will start three months prior to first occupation to ensure that all necessary measures to encourage maximum uptake are in place at the time of first occupation.
- 5.3 The amount of time dedicated to the Plan will fluctuate throughout the year, generally increasing when monitoring reports and surveys are taking place and reducing during other periods. A minimum of one day per week will be set aside for the general management of the plan. Additional resourced will be allocated as necessary.
- 5.4 The Plan will be in place for a minimum of five-years, unless superseded by a new Plan or a new TPC is employed.

Management

Travel Plan Co-ordinator

- 5.5 The Plan will be managed by a Travel Plan Co-ordinator (TPC). The TPC for the Site is:

John Russell
Motion
9 Greyfriars Road,
Reading,
RG1 1NU

Tel: 0118 206 2930

e-mail: jrussell@motion.co.uk

- 5.6 The main responsibilities associated with the role of TPC are:
 - ✦ Presenting a business case to secure a budget for the Plan development and ensure its efficient and effective use.
 - ✦ Overseeing development and implementation of the Plan.
 - ✦ Organising marketing and awareness-raising campaigns to promote the Plan.
 - ✦ Acting as a point of contact for staff and other site users requiring information about travel to and from the Site.
 - ✦ Liaising with occupiers' travel planning leads.
 - ✦ Liaising with stakeholders, e.g. Local Authorities, transport operators, cycle retailers, etc., regarding travel matters associated with the Site.
 - ✦ Ensuring up-to-date and readily available travel information during the lifetime of the Plan, in particular through managing production and supply of the Staff Travel Pack (STP).
 - ✦ Managing the data collection process required to monitor the Travel Plan, in accordance with the agreed monitoring and review programme.
 - ✦ Commissioning the analysis and reporting of Plan monitoring data.
 - ✦ Submitting Plan Monitoring Reports to HCC and HDC.

- ✦ Seeking partners with whom to work in order to progress the Travel Plan objectives and targets, e.g. the local Councils, public transport operators, local taxi firm(s), other business centres, community transport providers and lift-share scheme providers, etc.

5.7 The TPC role is resourced for a minimum continuous period of 5 years. In the event of the post becoming vacant it will be filled within 2 months of the vacancy occurring.

Travel Plan Lead

5.8 Within three months of occupying part or all of the Permitted Development, each occupier will be required to appoint a Travel Plan Lead (TPL). The purpose of the TPL will be to assist the TPC in delivering the Plan in relation to their specific business within the Site.

5.9 The TPL will also be responsible for providing the TPC with business specific data as set out in the Occupier Travel Plan Information form (see Section 6 and [Appendix D](#)). This information will be provided on initial occupation and an update provided in the event of any material change in an occupier's business.

5.10 The TPL will also be required to support the TPC in delivering travel surveys.

Communication

Staff Notice Boards

5.11 Staff notice boards will be located in the communal areas which are highly frequented by staff. The notice boards will hold the following information:

- ✦ A mission statement of the Travel Plan;
- ✦ Contact details of the TPC and brief introduction about them such as their commitment to promoting sustainable travel. The duties the TPC is responsible for such as personalised travel planning services will also be detailed;
- ✦ A location plan of the site and the local facilities and public transport services;
- ✦ Public transport route maps and timetables;
- ✦ Local cycling routes;
- ✦ Details of local taxi services; and,
- ✦ An area will be provided for promotional material to be clearly displayed. This material will be nationwide promotional material such as 'bike to work week' posters (many of which can be obtained from the internet) and local promotional events.

Company Website / Intranet

5.12 This will provide an online version of the Staff Notice Board. However in addition to the above it will provide the following;

- ✦ An electronic Travel Pack that can be downloaded by people wishing to visit the site; and
- ✦ An opportunity to register ones email address to receive promotional material and updates via email.

5.13 Most of the above information will require updating as and when details change, such as timetable changes. The TPC will ultimately be responsible for the provision of up to date and relevant information on all the communication methods set out within this section.

5.14 The promotional material will be more frequently updated and this will be communicated via the following mediums:

- ✦ Staff Notice boards;

- Development Website; and,
- Email.

General Promotion

- 5.15 At this stage the type of operations being carried out by each occupier at the Site is unknown. Moreover these are expected to change during the lifetime of the Plan. What is known is that a "one size fits all" approach to encouraging more sustainable travel patterns is unlikely to be successful due to the number and variety of end users.
- 5.16 A menu of possible measures to be implemented specific to each travel mode is provided at Tables 5.1 – 5.4. It will be the responsibility of the TPC, with support from the TPLs, to craft a package of measures specific to each occupier from the options below.

Potential Travel Plan Initiative	Responsibility
Walking (best suited to journeys under 2 miles)	
For the new build elements, provide cloakroom facilities within the building with drying and storage locker facilities.	Under agreement between developer and occupier, such facilities could be included within building design. For speculative builds developer to provide.
Provision of pedestrian linkages through the site as set out within the Transport Assessment. These will link between the new buildings and the existing internal network of routes within the established site and provide improvements to existing routes where required.	Developer
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC
Keep a store of pool umbrellas on site for use by staff who walk to/from work or for walking journeys during the day.	
Provide staff with personal attack alarms.	
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Arrange events to promote walking, such as a walk to work day.	
Time allowance to change	
Promotion of free health apps	

Table 5.1 – Travel Plan Tool Kit (walking)

Potential Travel Plan Initiative	Responsibility
Cycling (best suited to journeys under 2 miles)	
For the new build elements, provide safe, secure and fully weatherproof cycle storage.	Under agreement between developer and occupier, such facilities should be included within site design. For speculative builds developer to provide.

For the new build elements, provide changing rooms/areas within the building.	Under agreement between developer and occupier, such facilities should be included within building design. For speculative builds developer to provide.
Provide lockers for cyclist safety gear	Occupier to provide through TPC
Raise awareness of health benefits of cycling through continual	
Provide cycle route maps	
Keep a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Employers to consider the provision of interest free loans for the purchase of bicycles	
Liaise with local cycle shops to organise discounts and offers Cycle to work scheme	
Mileage allowance for cycle use	
Arrange events to promote cycling to work such as "biker's breakfasts". Possibly correspond with national events such as "bike week" & "bike2work" in June.	
Arrange adult cycle training sessions.	
Employers to consider the provision of interest free loans for the purchase of bicycles	

Table 5.2 – Travel Plan Tool Kit (cycling)

Potential Travel Plan Initiative	Responsibility
Public Transport	
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services.	Occupier to provide through TPC
Promote benefits of public transport, savings etc	
Consider the provision of interest free loans for the purchase of season tickets	
Arrange with local transport operators to buy tickets in bulk at a discount and sell on to staff on site.	
Liaise with local operators for improved services to site.	

Table 5.3 – Travel Plan Tool Kit (Public Transport)

Potential Travel Plan Initiative	Responsibility
Car Sharing (provides a sustainable alternative when the car is the only option)	
Establish a car sharing scheme to match employees with others living in a similar area or travelling the same route.	Occupier to provide through TPC
Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	
Allocate priority parking to car sharers	
Devise a protocol/guidelines for car sharers to follow.	

Table 5.4 – Travel Plan Tool Kit (Car Sharing)

6.0 Monitoring, Reviewing and Reporting

- 6.1 Monitoring and review of the Plan are necessary activities in order to provide feedback to allow the Plan to be developed and to measure the level of success in meeting the Plan targets.
- 6.2 The process will collect data regarding the effectiveness of Plan measures so that efforts can be focussed on those measures which deliver the best outcomes against the Plan's aims and objectives.

Monitoring

- 6.3 The following activities will be undertaken as part of the Plan:
- A baseline survey will be undertaken within 6 months of each unit becoming occupied to establish the baseline modal split,
 - Periodic monitoring surveys will be undertaken in years 1 (baseline), 3 and 5 of the lifetime of the Travel Plan. This enables modal shift to be identified; and,
 - The answers to the main mode question should be used to identify the mode split for the site.
- 6.4 The wider LTP is currently occupied therefore travel patterns have been obtained from the most recent travel to work Census 2011 data. This is directly applicable for staff at LTP. The existing modal shares from the census data (E00116635) within Middle Super Output Area Havant 014 have been used to project the baseline and projected modal split that could be achieved over the first 5-year period from completion of the redevelopment. In this case a 10% reduction in the number of single occupancy vehicles over 5-years is considered realistic. These baseline and modal shifts from years 1 to 5 are summarised in Table 6.1 below.

Mode of Transport	Baseline (%)	Year 1 (%)	Year 3 (%)	Year 5 (%)
Car Driver	71.1	69.5	66.3	63.1
Car Passenger	7.8	8.2	9.0	9.8
Single Occupancy Vehicles	63.3	61.3	57.3	53.3
Bus	4.5	5.0	6.0	7.0
Train	4.8	5.0	5.4	5.8
Walk	4.7	4.9	5.3	5.7
Cycle	4.4	4.7	5.3	5.9
Taxi	0.4	0.4	0.4	0.4
Motorcycle	1.5	1.5	1.5	1.5
Other	0.2	0.2	0.2	0.2
Total	100	100	100	100

Table 6.1 – Targeted Modal Shares (Based on Census 2011 Data from E00116635)

- 6.5 Other data collected might include:
- Personal information such as home postcode, job type, nature of work and working hours,
 - Reasons for choice of travel mode and barriers to travel by sustainable modes,

- Chapter 6 – Summary. This will set out whether the Travel Plan is on track to meet targets and if not why not.
- Chapter 7 – The Plan for the next 12 months. This will include any specific outcomes and desired results and any additions to the Travel Plan

Remedial Action

- 6.13 If the survey highlights that the Site is not meeting its targets, consideration will be given to how the mix of measures may need to be changed in order to improve the Plan outcomes. This will be undertaken in consultation with HBC and HCC and could include the following measures:
- Run awareness campaign reinforcing alternatives to car travel;
 - Allocation of additional resources to promote non-car modes of transport;
 - Charging for parking for spaces used for single occupancy vehicles; and / or
 - Parking restrictions.

Securing the Travel Plan

- 6.14 The Plan will be fully funded by the Developer in accordance with the requirements of the S106 agreement. The S106 agreement includes provision for a Travel Plan Bond which HCC is entitled to use as appropriate in order to remedy a failure to implement and achieve the agreed measures or targets.
- 6.15 XLB are committed to paying HCC's monitoring fees as set out in S106 agreement, which amount to five equal instalments of £3,000.

7.0 Action Plan

7.1 The Action Plan for the site is set out in Table 7.1 and 7.2 below:

years	Travel Plan Measures	Cost from	Timeframe
Years 1 - 5	Marketing and Travel Plan Co-ordinators		
	Appoint a Site Wide Travel Plan Coordinator	Developer	Prior to occupation of full application site
	Independent Monitoring	(expenses to TPC)	Ongoing
	Marketing and Promotion, incl. walking and cycling maps, info on public transport, info on events, bicycle user groups, health benefits etc	(expenses to TPC)	Short term / Ongoing
	Cycling		
	Cycle Parking	Developer	
	Cloakroom facilities, lockers and changing rooms	Developer	
Years 1 - 5 Total			

Table 7.1 – Action Plan

years	Travel Plan Measures	Cost from	Timeframe
Years 1 - 5	Marketing and Travel Plan Co-ordinators		
	Appoint Individual Occupier Travel Plan Coordinators	Undertaken within an existing work role	Prior to occupation of individual new units
	Marketing and Promotion, incl, incentives for car sharing, public transport use and cycling	Individual Occupiers	Short Term/ Ongoing
	Holding events and focus group meetings to inform staff of sustainable travel alternatives	Individual Occupiers	Ongoing
	Creating user groups and staff forums	Individual Occupiers	Ongoing
	Walking		
	Pool umbrellas	Individual Occupiers	At Onset
	Basic cycle maintenance equipment (e.g. pumps)	Individual Occupiers	At Onset
	Public Transport		
	Car Sharing/Car Clubs	Individual Occupiers	Long Term
	Development of personalised journey planning	Individual Occupiers	Long term/ Ongoing
	Reducing the need to travel through flexible working practice: teleworking and home working	Individual Occupiers	Long term/ Ongoing
Years 1 - 5 Total			

Table 7.2 – Action Plan

8.0 Summary and Conclusions

- 8.1 This Travel Plan has been prepared by Motion on behalf of XLB Property in respect of a permitted development at Langstone Technology Park, Havant.
- 8.2 The Travel Plan will seek to provide clear initiatives to encourage all site users to access the development via non car modes.
- 8.3 This Travel plan will be initiated once the development is completed but prior to occupation. The Travel Plan coordinator will provide a full Travel Plan upon completion of the site. The Travel Plan Coordinator will implement the plan and control the day to day management of the Travel Plan, which will include consultation with HCC.
- 8.4 This document sets out how site users will travel to and from the development by modes other than the private car and has indicated that these opportunities, as well as accompanying benefits will be set out within marketing material which will be prepared in respect to this development.
- 8.5 It can therefore be concluded that the framework established by this Travel Plan is sufficiently robust to deliver more sustainable travel choices in relation to the site. At the same time, it maintains a degree of flexibility to enable the Travel Plan to respond to changing circumstances and continue to deliver more sustainable transport choices into the future.

Appendix A

Indicative Masterplan



TABLE USE CLASSSES: E CLASS RESEARCH & INDUSTRY, B2 & B9

IN A MAXIMUM OF 1 PER 45m² INDUSTRY, GENERALLY PROVIDED AT 1 PER 30m² (B9). PARKING PROVIDED BETWEEN 1 PER 45m² & 1 PER 30m² AT 5% EVC PROVIDED 10% PARKING.

SECURITY FACILITY AND OUTDOOR SEATING (E) PARKING PROVIDED AT 1 PER 140m² MAX.

FORM: 

ENT SPACE: 

DATE: 

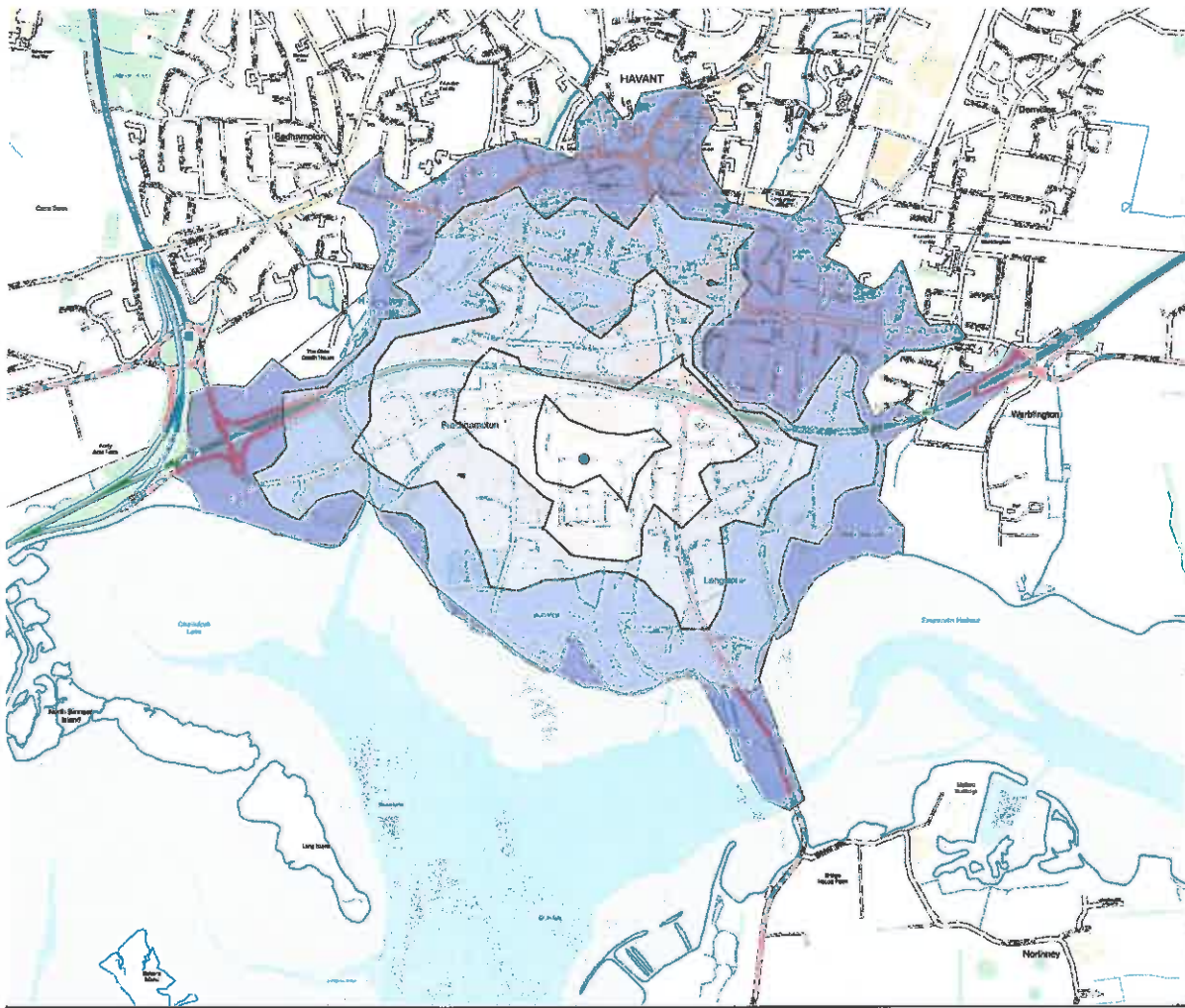
PRC
12, Wileysville Rd.
Warren, PA 15090
800-225-5770
(412) 835-7440

Architectural
Plans of
Major Planning
Urban Design
Studies
Landscape

Home State		Officer
Organization	☐ Professional ☐	Willing
Information	☐ Approval ☐	London
Tender	☐	Miss Payne
		Winkler

Appendix B

Walk and Cycle Isochrones



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Key:

- 400 metres
- 800 metres
- 1200 metres
- 1600 metres
- 2000 metres



Assumed Walk Speed: 4.8 km/h

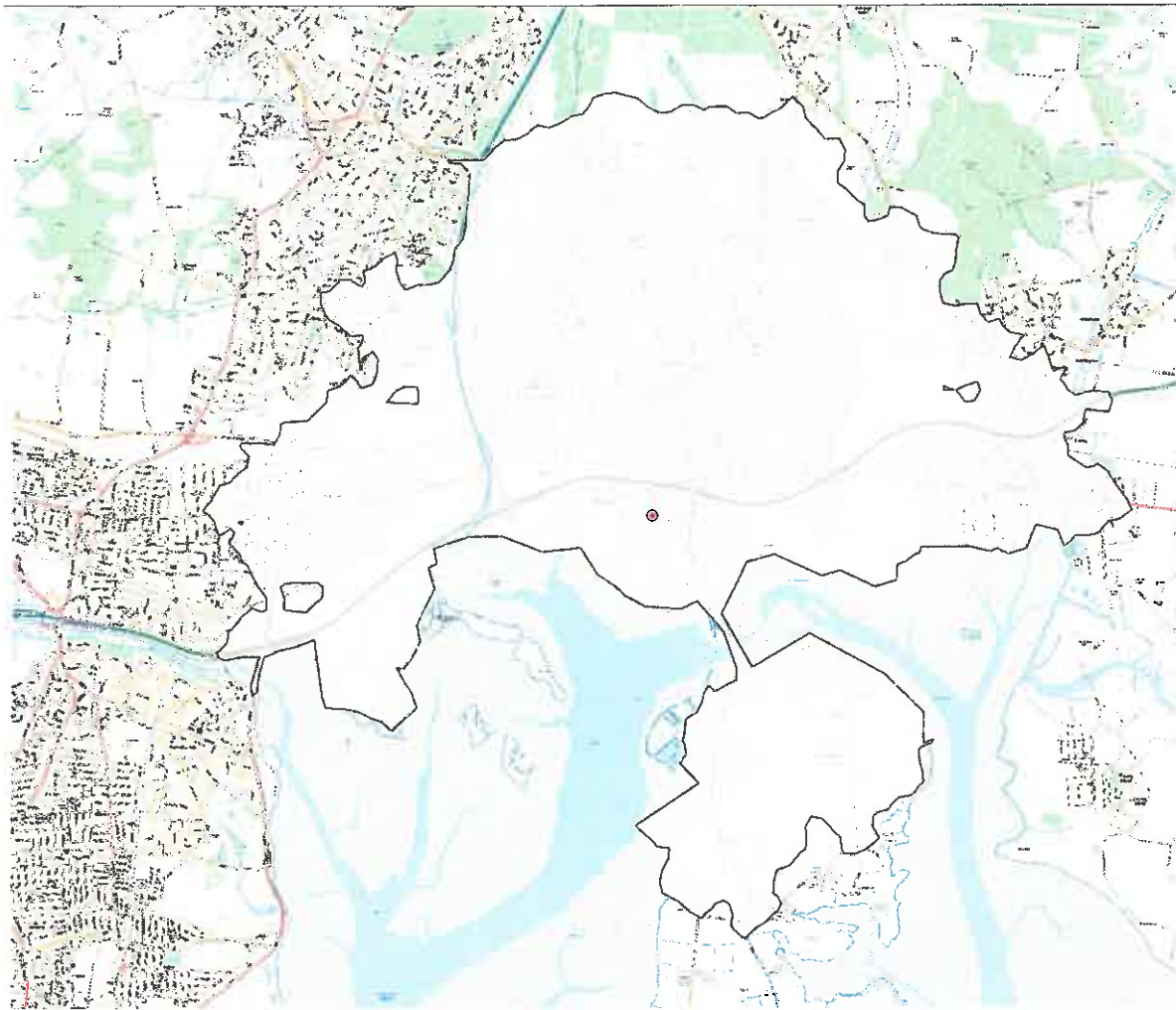
Project
Langstone Technology Park, Havant

Title
Accessibility by Foot



9 Greyfriars Road, Reading, RG1 1NU
Tel: +44 (0) 118 205 2990

scale	drawn by	date
stated	AN	12/05/2021
drawing number	rev	
2010053		



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Key:

5 km



Project
Langstone Technology Park, Havent

Title
Accessibility by Cycle



9 Greyfriars Road, Reading, RG1 1NU
Tel: +44 (0) 118 206 2330

scale	drawn by	date
stated	AN	12/05/2021
drawing number		rev
2010053		-

Appendix C

Havant Cycle Map

Havant
Havant Borough Council



NATIONAL CYCLE NETWORK

The network is a 100-mile network of safe, traffic-free paths and green spaces linking and walling roads.

- [illegible]

Appendix D

Occupier Travel Plan Information Form

Occupier Travel Plan Information

Site: Langstone Technology Park Phase 1
Prepared by: JNR
Approved by: JNR
Date: 16 May 2022

motion
9 Greyfriars Road
Reading
RG1 1NU
Tel: 0118 206 2932
www.motion.co.uk

1.0 [INSERT OCCUPIER NAME]

Details of the occupier

- Name of company:
- Types of visitors:
- Size:

Staff Details

- No of staff:
- Standard Organisation working hours:
- Non-Standard Organisation working hours:
- Any additional information regarding the need for vehicles to access the unit (eg deliveries etc):

Travel plan lead contact details

Our Organisation

Please provide the following:-

- a description of your organisation:
- number of car parking spaces:
- number of staff on site at any one time:
- number and type of people who access the site other than staff:
- details of relevant company policies (for example, a homeworking policy):

Current travel patterns

Any known current travel patterns, for example, known numbers of staff who cycle/ drive/ travel by bus.

If not known please provide details of when and how travel survey will be undertaken to obtain this information

IN WITNESS whereof the parties hereto have executed this Deed on the
day and year first before written.

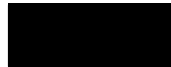
Executed as a Deed by affixing the)
common Seal of **THE COUNCIL**)
OF THE BOROUGH OF HAVANT)

in the presence of: -)

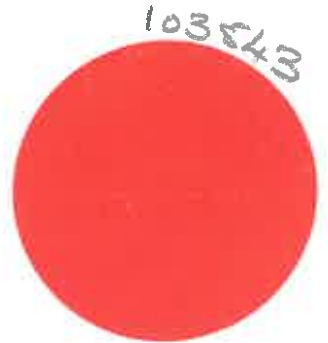
Authorised signatory

Authorised signatory Name

Authorised signatory Position



ADRIAN NOVIS
SOLICITOR



S106 Langstone Technology Park

Executed as a deed by)
DEUTSCHE PFANDBRIEFBANK AG)

acting by its duly authorised signatories:)

SIMON BROWNE)

and NIAMH WATKINS)

.....
Authorised signatory

.....
Authorised signatory

S106 Langstone Technology Park

Executed as a deed by

HAVANT S.À R.L.,

a company incorporated in

Luxembourg, acting

by.....*Flavien Tulliez*.....

who, in accordance with the laws of that territory,

is acting under the authority of the company

Signature

Havant S.

Signature:

...

Au

S106 Langstone Technology Park

Executed as a Deed by affixing the)
common seal of **HAMPSHIRE**)
COUNTY COUNCIL in the)
presence of: -)



34/10/452

Authorised signatory

Authorised signatory Name (capitals)

Authorised signatory Position (capitals)



Jack Anker
Project Legal
Advisor