

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Chris Hirst

Direct Line

Date 8 May 2024

My reference 053231

Your reference APP/22/00172

Email havantdc@hants.gov.uk

Dear Madam,

Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

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.(22.12.23). Request to discharge conditions 5, 6, 8, 10, 12, 24, 25, 26, 28, 29, 32, 33 and 36 (Rcvd 02.01.24). Request to discharge conditions 5, 10, 12, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 45 (Received 29.03.24)

Thank you for consulting the Highway Authority on the discharge of Conditions 5, 24 and 32 associated with planning reference APP/22/00172.

Condition 5

Condition 5 reads as follows:

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

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- 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.

To address the discharge of this condition in relation to Phase 2, the applicant has submitted a phasing plan. Phase 2 consists of the development of the south eastern corner of the technology park, along with Phase 2a which deals with the construction of the new access barrier and 2b which relates to the upgrade works to Footpath 51.

The Highway Authority raises no objection to the discharge of this condition; however, it should be noted that Phase 2b will be subject to a Section 278 agreement with the Highway Authority. The applicant has not yet submitted a design check for these works, meaning the Highway Authority is unable to confirm whether the proposed design is suitable at this stage.

Condition 24

Condition 24 reads as follows:

*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

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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.*

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.

An updated CEMP has been submitted in relation to the latest phase of development. The document does not contain any of the measures required to control the impact on the local highway network; however, the applicant is required to submit a phase specific Construction Traffic Management Plan under Condition 8 of the extant consent.

Given that these details will be required to discharge Condition 8 before development can commence on this Phase, the Highway Authority raises no objection to the discharge of Condition 24.

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Condition 32

Condition 32 reads as follows:

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.

To discharge Condition 32, the applicant has submitted a proposed car parking plan. The parking spaces have been set out in an accessible manner, but it will be for Havant Borough Council in its capacity as Local Parking Authority to confirm whether the proposed quantum meets adopted parking standards.

The Highway Authority therefore raises no objection to the discharge of Condition 32.

Yours sincerely,

Chris Hirst

Director of Hampshire 2050
Gary Westbrook