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Enquiries To Chris Hirst

Direct Line

Date 13 March 2024

My reference

Your
reference

Email

APP/22/00172

havantdc@hants.gov.uk

Dear Mr Eaves,

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).

Thank you for consulting the Highway Authority on the discharge of Conditions 5 (Phasing), 8 (Framework CTMP), 24 (CEMP) and 32 (Car Parking) associated with the above planning reference. The Highway Authority have reviewed the information submitted alongside each condition discharge and wishes to make the following comments.

Conditions 5 and 32

Conditions 5 and 32 have been considered jointly within this response due to the interaction between the phasing strategy and car parking proposals. Phase 1 of the development involves the demolition of B6000, with no replacement building proposed at this stage. As a result, there are no parking requirements generated by the site, aside from those associated with contractor parking during demolition. These requirements are covered within the phase specific CTMPs and the Framework CTMP, which is covered below.

On the basis that Phase 1 does not generate any car parking requirements and future phases of development will specify their own parking requirements, the Highway Authority recommends the discharge of Conditions 5 and 32 for this phase of

development.

Condition 8

The FCTMP sets out that deliveries to the site will avoid the local network peak hours, which is considered acceptable. Deliveries will be expected to follow the routing plan set out in Figure 5.2 which requires vehicles to access the site from the teardrop roundabout, onto Harts Farm Way before accessing the site via Penner Road.

Section 6.8 sets out that wheel wash facilities will be provided on site, with additional road sweepers deployed should mud and debris be spread onto the local highway network. Whilst this is considered suitable, it should be noted that requests to utilise the road sweepers would come from Hampshire County Council in its capacity as Highway Authority, rather than Havant Borough Council.

Section 6.10 sets out that no waiting on the public highway will be permitted. All contractor parking should also be accommodated on site.

Section 7 sets out the phasing strategy for the site, beginning with the demolition of B6000 (Phase 1). It is acknowledged that the phasing strategy may be adjusted over time, which is also covered via Condition 5. The Highway Authority expects phase specific CTMP's to be produced in advance of future phases of work. The Highway Authority recommends the discharge of Condition 8.

Condition 24

The CEMP does not provide any narrative regarding the highway impacts associated with Phase 1 of development; however, these matters are covered within the FCTMP which has been covered above under the discharge of Condition 8. The Highway Authority therefore raises no objection to the discharge of Condition 24.

Yours sincerely,

Chris Hirst

Director of Hampshire 2050
Gary Westbrook