

DELEGATED OFFICER REPORT

PROPOSAL	APPLICATION FOR APPROVAL OF RESERVED MATTERS FOR PHASE 2A AND 2B PURSUANT TO OUTLINE PLANNING PERMISSION (REF: APP/22/00172)
LOCATION:	Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA
REFERENCE NO:	APP/25/00596
APPLICANT:	XLB Property Ltd
APPLICATION TYPE:	Approval of reserved matters
CONSULTATION EXPIRY DATE:	03/11/2025
APPLICATION EXPIRY DATE:	14/10/2025
WARD:	St Faiths
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 Langstone Technology Park is located to the south of the A27 dual carriageway, to the west of the A3023 Langstone Road and to the east of Brookside Road and the Southmoor Lane Industrial Estate and to the north of Penner Road industrial units.
- 1.2 The site is accessed from Langstone Road to the east and Brookside Road to the west. Both accesses are joined by interior service roads. The eastern access road also serves the Premier Inn Hotel and the Langbrook Farm public house/restaurant.
- 1.3 The site has a 'campus' appearance originally forming an IBM business park with extensive buildings developed in the 1970's with substantial footprints and a horizontal emphasis with a conformity of materials. The buildings are surrounded by extensive car parking and landscaping. The site is now occupied by a range of individual companies including high tech uses. In recent times new industrial buildings have been erected in the southern half of the site which are or will be providing accommodation for businesses better suited to modern requirements.
- 1.4 In relation to the site's surroundings, the park is located in a mainly commercial area as set out below:

South:

To the south is a commercial business development off Penner Road including Luxor Park and Pyramid Park. These are large business units of modern design and a variety of sizes with parking servicing the developments. Further south of this commercial development is open land leading to Langstone Harbour.

West:

To the west beyond the wider site are a variety of commercial business premises fronting Southmoor Lane and Brookside Road. There are also a small number of residential properties in Brookside Road. Further West is Budds Farm sewerage works.

North:

To the north of the wider site runs footpath 50 with the A27 west bound slipway from the Langstone roundabout and the A27 dual carriageway beyond. Footpath 51 runs north from the northeast corner of the wider site towards Havant Town Centre, Solent Road and Havant bus and train stations.

East:

To the east of the site is footpath 51 and the Langbrook River, there are also trees to the eastern part of the site boundary. Beyond these features are a Premier Inn and the Langbrook Public House/Restaurant to the north- east of the application site. To the eastern side of the site are residential properties in Brookmead Way and Langbrook Close.

- 1.5 This application relates to phases 2A and 2B the access from Langstone Road and the area to the east of the site including footpath 51. Full details of the proposals are provided within Part 3 of this report.

2. Planning History

- 2.1 The wider application site has been subject to numerous planning and advertisement consent applications, the more significant/relevant applications are listed below:

92/50238/022 - Single storey extension to Building 24, undercroft area enlarged fire exit lobby/link from Building 26, new facade to night security entrance, PERMITTED, 07/09/1992

92/50238/024 - Variation of condition 2 of P.P.18838/82 for 2,000000sq.f of industrial/office floor space to extend time period for submission of reserved matters from 6 to 8 years. PERMITTED, 15/10/1992

93/50238/031 - Construction of new building for class B1 (business) use together with parking and service areas, access roads and landscaping (site area 3.32 hectares), PERMITTED, 05/08/1994

94/50238/038 - Infill of building 25 undercroft area to provide additional floorspace, PERMITTED, 18/01/1995

94/50238/041 - Extension of existing car park (South) to provide approx. 250 replacement spaces, PERMITTED, 16/02/1995

95/50238/044 - Extension of existing car park to provide approximately 216 new spaces., PERMITTED, 11/05/1995

95/50238/049 - Extension of existing car park (south) to provide 77 new spaces., PERMITTED, 05/09/1996

96/50238/061 - Creation of new ditch and culverts for the purposes of diverting the existing water courses, including the construction of a new footbridge along the line of the existing footpath (No.49), PERMITTED, 06/11/1997

00/50238/068 - 1) Demolition of buildings (21 and part 24) on A27 frontage and redevelopment with DIY Retail Store (11,288 sq.m), Garden Centre (2,787 sq.m) External Trade Area (1,858 sq.m) and car parking (640 spaces), with vehicular access to Langstone Road (A3023) and Brookside Road (incorporating revised junction layout arrangements), new cycleway and landscaping. 2) Erection of 2 No. B1 Production Units (9, 290 sq.m) in south west corner with service access road, 310 parking spaces and landscaping. 3) Demolition of building (16) and revised parking layout for remainder of site including landscaping. 4) Demolition of 4 dwellings (39a, 39b, 43 and 47 Brookside Road) (Re-Consultation), REFUSED, 16/07/2001

02/50238/076 - Demolition of four dwelling houses. New access road layout, including formation of new roundabout with Brookside Road and construction of car park adjacent to northern boundary with A27. PERMITTED, 21/01/2003

APP/10/00272 - Demolition of existing steel clad building and two portacabins to make way for a single storey timber framed building to house a 52 place nursery school., PERMITTED, 10/09/2010

APP/11/01298 - Installation of 4No. roof mounted cooling units and chiller plant; extension at ground floor (level 1) to provide room for 2No. stand-by generators with attenuating exhaust baffles and louvred roof top air intake housing., PERMITTED, 04/10/2011

APP/14/00631 - Variation of Condition 1 of Planning Permission APP/11/01297 (which varied condition 3 of original Planning Permission APP/10/00272) to remove restriction on catchment area., PERMITTED, 17/10/2014

APP/15/00484 - Change of use from store to gym facility., PERMITTED, 09/07/2015

APP/15/01225 - Installation of 2No. roof mounted condenser units and associated chiller pipe work to support 2No. additional internal computer room air conditioning units., PERMITTED, 11/12/2015

APP/19/00297 - Proposed alteration to the existing east facing elevation to accommodate a new entrance threshold and associated external works., PERMITTED, 13/06/2019

GEN/19/00354 - EIA Screening Opinion - Erection of new industrial units and rationalisation of south car park, demolition of part of the northernmost building with new elevation on the remaining part of the building, new screen on adjacent building and extension to existing car park.- Not EIA development 29/05/19

GEN/19/00370 - Development Consultation Forum (DCF) proposal for (1) outline permission for part demolition and reconfiguration of Building 1000 and reconfiguration of car park layout and (2) detailed permission for new employment (B1c, B2 and B8) units. **Officer Comment:** Development Consultation Forum held 21st May 2019

GEN/19/00681 - Notification of application for listed building status, 19/08/2019
Officer Comment: This request in relation to Building 6000 was considered by English Heritage who confirmed on the 3rd February 2020 the following: We have taken into account all the representations made and completed our assessment of the building. Having considered our recommendation, the Secretary of State for Digital, Culture,

Media and Sport has decided not to add the former IBM Building 6000, Langstone Technology Park, Havant to the List of Buildings of Special Architectural or Historic Interest. Building 6000 is not therefore a Listed Building.

APP/19/00703 - Part-demolition of Building 1000 and associated works; the erection of new flexible use industrial units; and a new parking layout with associated works to layout and access and felling of two trees subject to a Tree Preservation Order (Norway Maples). (22.07.20). Request to discharge conditions 3,4,5 & 6 (02.11.20). PERMITTED 22/07/20

APP/19/00806 - Variation of Condition 2 of Planning Permission APP/19/00296 (Erection of a new building entrance structure, reception/lobby refurbishment and associated hard and soft landscaping works) to amend approved plans., PERMITTED, 09/10/2019

APP/21/00134 - Application for non material change to Planning Permission APP/19/00703 relating to change to approved plans and amendment to proposed elevations., REFUSED, 18/03/2021

APP/21/00405 - Variation of Conditions 2, 3, 8, 18, 19, 22 and 25 of Planning Permission APP/19/00703 relating to the erection of the flexible use industrial units in the south-western corner of the site (Phase 1). (25.08.21). Request to discharge conditions 4,7,9,10,11,12,13,14 & 15 (06.09.21). Request to discharge conditions 5 & 6 (24.12.21)., PERMITTED, 25/08/2021

APP/21/00517 - Display of 4No. non-illuminated totem signs; 2No. non-illuminated marketing board signs; 1No. illuminated wall mounted sign. – PERMITTED, 13/08/2021

APP/21/00926 - Application for non-material change to Planning Permission APP/21/00405 relating to amendments to Condition 2 plans approved (changes to elevational treatment of Buildings 1000 and 4000) – PERMITTED, 01/10/2021

GEN/22/00093 - Screening Opinion - Proposed Redevelopment of land at Langstone Technology Park, Havant. The proposals include phased demolition of existing buildings (predominantly office but including labs, industrial, data centre and ancillary uses) and construction of up to 52,000 sqm Gross External Area (GEA) 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).– Opinion Issued 1st April 2022 Development not EIA development

Officer Comment: This relates to the current development proposals.

APP/22/00172 - 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. PERMITTED, 22/12/23

Officer Comment: The current Reserved Matters application relates to Phases 2A and 2B of this Outline Consent.

APP/22/00360 - Display of 1No. wall mounted fascia sign. PERMITTED, 10/06/22

APP/22/00615 – Application for non-material change to planning permission APP/21/00405 relating to amendment of parking provision. PERMITTED, 24/10/22

APP/24/00043 - Application for Non-material amendment to condition 2 of Planning Permission APP/21/00405, to alter door openings, provide dock levellers with associated excavation, and revisions to drainage - all relating to Unit 3, PERM, 21/03/2024

APP/24/00058 - Application for non-material amendment to planning permission APP/22/00172 relating to condition 35 BREEAM., PERM, 12/04/2024

APP/24/00156 - Display of 1No. boxed illuminated fascia sign., PERM, 22/04/2024

APP/24/00274 - Submission of reserved matters (appearance, landscaping, layout and scale) for Phase 2 only (excluding phases 2a and 2b) pursuant to outline planning permission APP/22/00172 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. PERM, 20/12/24

3. **Proposal**

APPLICATION FOR APPROVAL OF RESERVED MATTERS FOR PHASE 2A AND 2B PURSUANT TO OUTLINE PLANNING PERMISSION (REF: APP/22/00172)

- 3.1 This application follows the Granting of Outline Planning Permission reference APP/22/00172:

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.

This application was considered at the Planning Committee of the 17th January 2023.

- 3.2 The Outline planning permission included the following relevant planning condition as follows:

Condition 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.*

- 3.3 A Phasing Plan (Drawing Ref: 11629-PL-006 Rev A) has been approved pursuant to the discharge of Condition 5 (under Ref: APP/22/00172) as far as it related to Phase 2. At the time of writing, Phase 1 (being the demolition of B6000) has been completed and Phase 2 (relating to the development of new employment buildings in the south-eastern corner of the Site), is currently under construction and nearing completion having been the subject of a separate approval of Reserved Matters (Ref: APP/24/00274) and the discharge of the relevant pre-commencement conditions attached to the outline permission.

- 3.4 This Reserved Matters Application (RMA) relates to Phases 2A and 2B which involve the provision of new access barriers, kerb realignment and white lining; and the widening of Footpath 51 (to provide a footway/cycleway) respectively. These proposed works were subject to separate technical approval by Hampshire County Council (HCC) as part of the s278 agreement as required under S2, Part 1 of the S106 Agreement (dated 20 December 2023).
- 3.5 This application seeks to discharge Condition 2 (Reserved Matters) in relation to Phases 2A and 2B only and accordingly seeks approval of the landscaping and layout of the highway works. As no physical buildings are proposed within Phases 2A and 2B, appearance and scale are not considered relevant to this application.
- 3.6 Full details of the scheme are set out within the supporting documents submitted with this application but to summarise, the main components include:
- the provision of new access barriers;
 - kerb realignment and new road alignment markings to match new road layout;
 - the widening of Footpath 51 to 3m to facilitate the provision of a footway/cycleway facility (identified by HCC and HBC as being of strategic importance), alongside associated infrastructure (including low level barriers and suitable lighting);
 - reinforcement works to the existing embankment to accommodate the widening of Footpath 51;
 - the widening of the footway to the north of Langstone Road access road (from the bridge parapet) to 2.5m alongside the provision of additional tactile paving to better accommodate cyclists.
 - the removal of T58 and T59 to facilitate the widening of Footpath T51; and
 - the provision of mitigation planting in lieu of the proposed loss of trees.

4. Policy Considerations

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

Havant Borough Council Borough Design Guide SPD December 2011
 Havant Borough Council Parking SPD July 2016
 Chichester Harbour Management Plan 2024-2025 N/A
 Havant Borough Council and Chichester District Council Joint SPD - Chichester Harbour Area of Outstanding Natural Beauty N/A

Havant Borough Local Plan (Core Strategy) March 2011

CS8 (Community Safety)
 CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
 CS14 (Efficient Use of Resources)
 CS15 (Flood and Coastal Erosion)
 CS16 (High Quality Design)
 CS17 (Concentration and Distribution of Development within the Urban Areas)
 CS19 (Effective Provision of Infrastructure)
 CS20 (Transport and Access Strategy)
 CS21 (Developer Requirements)
 CS8 (Community Safety)
 DM8 (Conservation, Protection and Enhancement of Existing Natural Features)
 DM10 (Pollution)

DM11 (Planning for More Sustainable Travel)
DM12 (Mitigating the Impacts of Travel)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020 N/A

Listed Building Grade: N/A

Conservation Area: N/A

5. **Statutory and Non Statutory Consultations**

Environment Agency

Further Comments

We have reviewed the information as submitted and set out our comments below.

Environment Agency position

We have **no objection** to the discharge of Condition 2 (Reserved Matters) in relation to Phases 2A and 2B only, but please note our comments below.

Advice to Local Planning Authority and applicant

The applicant has demonstrated in documents (Ref: Amended Footpath 51.pdf and Agent response to Environment Agency comments.pdf) that the proposed widening of the footpath and associated works will improve the existing floodplain storage available to the site. Therefore, we have no objection on the basis that no level raising will be required and the overall net gain of fluvial floodplain storage.

Environmental permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- on the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Signing up for flood warnings

The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>.

To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what to do after a flood, visit <https://www.gov.uk/after-flood>.

Original Comments

We have reviewed the information as submitted and set out our position and comments below.

Environment Agency position

Although we have no objection to the application we require further information to assess it fully.

The site area for the proposed development, Phase 2a, is largely within flood zone 1. The site area for the proposed development, Phase 2b, is partially within fluvial flood zones 2 and 3. Within this site boundary, the proposed activities that include the widening of Footpath 51 to 3 metres (m), kerb realignment, reinforcement works to the existing embankment and the installation of fencing, will be within fluvial flood zones 2 and 3 and within 8m from the bank of the main river.

We require the applicant to complete a floodplain storage compensation assessment of the proposed development. This is necessary to prevent the new development reducing flood plain storage capacity and displacing flood waters, thereby increasing flood risk elsewhere.

County Highways

The proposed reserved matters application covers Phase 2a and 2b of the wider development at Langstone Technology Park consented under reference APP/22/00172.

Specifically, Phases 2a and 2b consider upgrades to Footpath 51 and improvements to the existing footway infrastructure to facilitate a route between the upgraded Footpath and Langstone Road.

The proposals have been subject to Hampshire County Council's Section 278 process and subsequently granted Technical Approval ahead of construction. The scheme is therefore considered acceptable.

During the design check process, it was identified that tree removal would be required to facilitate the necessary width and levels across the route.

Replacement tree planting has been proposed within the applicant's land, shown in drawing number 063 A. The Highway Authority assumes comments on the proposed replacement will be made by the Local Planning Authority's arboricultural officer.

The Highway Authority is satisfied with the works proposed to Phases 2a and 2b, and therefore raises no objection to the proposed development.

National Highways

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the A27.

This application seeks the approval for the reserved matters (landscaping and layout) in line with Condition 2, attached to outline planning permission Ref: APP/22/00172.

The Outline approval (planning ref: APP/22/00172) for this site was granted by Havant Borough Council on 22 December 2023 and our response dated 14 April 2022 recommended two conditions (CEMP and drainage), which do not relate to Cond. 2 (landscaping and layout).

We have now reviewed documentation available on your planning portal in respect of this reserved matters application (APP/25/00596), and we are satisfied that it is unlikely that they would impact safety, reliability and / or operation of the SRN/A27 (based on the tests set out in DfT Circular 01/2022 and DLUHC NPPF 2023) and we therefore have 'No Objections'.

Open Space Society

No comments received

Ecologist

I am content that the submitted details - the Ecological Watching Brief report (Phlorum, November 2024) and Mitigation Planting plan (PRC, January 2025) – are acceptable.

Southern Water

No comments received

Arboriculturalist HBC

Thanks for the info and yes I initially did welcome a planting scheme involving Norway Maple, however on reflection (and assuming they would come back to us prior to planting) I would have liked to have explored greater diversity as per my previous email.

With the now planted Norway Maple we would struggle to get an Oak in with enough room to develop fully.

Norway Maple will certainly meet with mitigation and sustainability goals and ensure that the verdant character of the site is retained.

Southern Gas - HP Pipeline

Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal. However, should your proposal change please contact us immediately and we will re-assess.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.
3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
5. No thrust boring shall take place within 3 meters of the pipeline.
6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.
8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
10. Intrusive construction methods will require an agreed method statement prior to work starting.
11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

Natural England
No comments received

6. **Publicity and Community Involvement**

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

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	First Site Notice	08/10/2025	29/10/2025	Is advertised in the public interest Affects a public right of way - Part III of the Wildlife and Countryside Act 1981 applies

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

Number consulted: 78

Three third party comments have been received 2 neutral comments (including from the Havant Climate Alliance and Havant Friends of the Earth) and 1 objection.

Neutral Comments

Comment on behalf of Havant Climate Alliance and Havant Friends of the Earth.

We largely support this application, which mainly concerns the improvement and widening of Footpath 51, adjacent to Langstone Technology Park. This completes the off-road cycle link between Hayling Island and Havant Town, which we welcome. We hope that this will encourage more people to cycle on and off the Island.

However we do not think it acceptable that this planning application is being submitted "after the event", i.e. comments are only being requested by 10/10/2025, when in August we observed the beginning of work on the footpath, and the remains of trees having just been felled. The application should have been published, and comments invited, for a deadline before any work was started. This is not an acceptable planning process, and not what we would have expected from the HBC Planning Department.

Officer Comment: *The works carried out in advance of the application were not agreed by HBC planning – however it is necessary to consider and determine this planning application which is effectively a retrospective scheme. It should also be noted that the improvement to the route to provide a cycle/pedestrian link was secured through the S106 associated with the Outline masterplan.*

Although we were concerned about trees that had to be removed, only half of which were showing signs of decay, we are satisfied that they were checked for bat roosts and that felling took place outside the bird nesting season.

We agree that mitigation for trees lost is important. It would enhance biodiversity if replacement trees and hedgerows of native species were planted, even though an acer platanoides (Norway Maple) was one of the trees removed. The proposed acer platanoides (x4) and betula utilis jaquementii (x5), although attractive, are not native species.

Officer Comment: *The replacement planting has been agreed by the Councils Arboriculturalist.*

To support biodiversity, bird and bat boxes are needed in surrounding trees. Any lighting along the footpath should comply with advice from the Bat Conservation Trust.

Officer Comment: *The wider development has included enhancements to habitat and biodiversity.*

The additional small landscape mitigation area for new planting, further south along the footpath and stream, south of the LTP access road, is planned to come forward prior to the commencement of Phase 2. Having walked along this section of footpath there appears to have been quite a lot of vegetation clearance, and some tree felling along there. This includes a large mature tree of unknown species, The tree shows no signs of decay and does not appear to have been in the way of the footpath. It seems counterproductive to be clearing native vegetation and trees to make way for new planting. This is hardly mitigation. We need to have a clear understanding of what is planned here. No further work should be carried out around this section of footpath until another planning application has been submitted.

Officer Comment: *These works are not part of the current Reserved Matters Planning Application.*

The work is 90% complete. Surely our views should be obtained before work starts.

The application seems to cover the widening of Footpath 51 by the Langbrook Farm plus improved access from the main road for cyclists. My only observation about the completed path is that the fence erected on the East side of the path destroys the look and nature of the walk. The path would be more pleasant without the fence.

I would also like to mention that the path under the bypass is not meant to be a cycle path and yet it is regularly used by cyclists going into Havant. A few polite cyclists is acceptable but if we are going to have more cyclists and ebikes using the underpass then it becomes dangerous.

I also understand there are plans to improve Footpath 51 to the South by Brookmead Way and the Mallards. Please can this remain a natural country walk and not become another tarmac cycle path. For the last 50 years it has been a meandering country walk and it should be retained as a natural environment.

A final point, the Council needs to demonstrate that this work has been cost justified. There should be measurements of the number of cyclists using the route today, and then 6 monthly counts of number of cyclists going forward. Hence the Council can demonstrate that the costs have been justified. I feel similar measurements should apply to the new cycle path from Havant College to Havant Station. We need full transparency to demonstrate tax payers money has been well spent.

Officer Comment: The works are substantially complete but were a requirement of the outline consent. The fence is understood to be a requirement of the S278 process in relation to safety and is low. Any other works to the footpath outside this application site are not part of the current considerations. The works are part of the developers requirements in relation to the outline consent.

On 14/08/25 I raised the following questions about the work being carried out to Footpath 51:

Recently substantial works have commenced on Havant Footpath 51, south of Tesco.

This is a gravel path primarily used by pedestrians. It is in the process of being substantially widened, edging stones put in - which indicate the path will be hard landscaped. Furthermore today a substantial number of trees onsite have been felled.

There is a very large QR code on site which states it links to an explanation of the works but unfortunately it links to a completely different project as follows:

<https://community.mildrenconstruction.co.uk/projects/west-chichester-s278-works-for-whitehouse-farm/>

Looking at their full list of projects doesn't help as it is not included.

This work raises a wide range of questions:

1. What was the demonstrable need for this work and what will the benefits be?
2. How much is it costing?
3. Has it not been considered that the net effect of this work will be to add significant danger to pedestrians as it is bound to become a cycle highway for delivery services on electric bikes and illegal electric scooters?
4. Why did over 20 perfectly healthy trees have to be removed, photos attached?
5. Why were Langstone residents not involved in this or given an opportunity to comment?
6. I have been unable to find details of any planning application for this, please supply the application number?

I look forward to your urgent response to this given the scale of the project.

On 5/9 I was advised by the planning officer as follows:

The most relevant planning application in relation to the route is planning application reference APP/22/00172 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.

No mention was made of reserved matters applications APP/25/00596 and 25/00598.

I immediately queried the fact that the works were substantially complete before this application had been determined and am awaiting a reply. I echo other comments which have been made in this respect.

Officer Comment: *The works carried out in advance of the application were not agreed by HBC planning – however it is necessary to consider and determine this planning application which is effectively a retrospective scheme. The tree works were considered and the trees were not subject to TPO's. It should also be noted that the improvement to the route to provide a cycle/pedestrian link was secured through the S106 associated with the Outline masterplan.*

Many thanks for your reply. We agree that the work was substantially carried out in Aug/Sept, shortly after the reserved matters applications were submitted, before they were available to the public and long before a determination will be made, which I see has been put back until 29/10/2025 at the earliest. In addition the work was also essentially completed before the S278 agreement was signed on 19/09/2025.

The fact that the work had been commenced, in violation of clauses 4.1, 4.2 and 4.3 of the S278, was advised by several parties to both HBC and HCC and, despite the lack of consents, work continued. This is particularly concerning given that HCC will be adopting that part of the Land and the Works as highway, maintainable at public expense after completion.

The S278 states in 4.2:

“Before commencement of construction of the Works the Developer shall obtain such consents, licences or permissions as may be required for carrying out the Works and shall comply with these and for the avoidance of doubt these include but are not limited to the usual requirements of the New Roads and Street Works Act 1991 and consulting with statutory undertakers further the Developer shall if necessary obtain any consents and permissions from any railway, canal, inland navigation, dock or harbour undertakers..”

We also know additional unapproved works to those specified in the reserved matters have also been carried out.

Since the Developer was mandated to keep HCC fully informed about these works, HCC must also have been aware that they were being carried out without consent. It is noted that the S278 is with an overseas company, domiciled in Luxembourg, and would be difficult to enforce in the UK, should the necessity arise. There are measures that could have been taken within the agreement to strengthen the Council's position in this regard.

If the correct process had been followed, key questions raised at the Outline application stage, about the unsuitability for a shared path under the A27 could have been more critically examined. There was no demand for this route as cyclists already have one from the station to Hayling Island, not involving cycling on town centre pavements. Just today I experienced problems with 2 e-cyclists under the A27 on footpath 51. This will be an increasingly dangerous area unless changes are made, with ever increasing speeds of e-cycles and e-scooters (all illegal) of which there are many in Havant.

As you say a number of these questions are highway issues, some of which were raised with Cllr Bowerman in August, and so I have copied this note to Chris Hirst, at your suggestion, for his response.

I understand that there is another application upcoming on Footpath 51 south of the LTP access road and I would request seeing this. Maintenance of this path is even more important now it links into the new South Moor board walk areas.

Regarding your software I am advised that the reason that it is not currently possible

to create an account and track applications is that the "Subscription" capability to notify residents of applications in their area has not been enabled by Havant Borough Council. For example this is how the same Planning Register solution has been implemented by Ashford Borough Council.

It would be appreciated if this could be implemented urgently thus allowing members of the public at least the same level of access as they had previously.

Finally, and by no means least, what message does this send to members of the public whose own applications can take months for minor applications, when works such as these involving both of our local authorities, are carried out with their full knowledge of ongoing lack of consent for what will become public highway?

Officer Comment: *The works have been considered in detail by HBC Planning, HCC Highways and consultees. Whilst the timing of the works are unfortunate, they were required by the outline consent requirements. The design has also been informed by the detailed S278 requirements.*

Many thanks for your reply and link to the reserved matters application in respect of the works to Footpath 51. I note that the application was received and made valid on 15/7/25, with an earliest decision date of 20/10/2025.

Despite this the work is already substantially complete as far as the Langstone Technology Park part is concerned. On what basis was approval given for the works to be completed prior to a decision on the RM application?

For context, when I wrote to our HCC Councillor Bowerman on 14/8/25 about these works with numerous questions, remaining unacknowledged and unanswered, there was no RM application available online.

When you first wrote to me on 5/9/25, after I wrote to our HBC Councillor Harris, there was also no mention of a RM application.

In fact I referenced this in my reply to you of 6/9/25, asking on what basis the works had been approved, since they had already commenced.

In my note of 6/9/25 I asked a number of questions as follows:

"It's worth pointing out that the main users of footpath 51 are pedestrians from Langstone going to and from the shopping, medical and other facilities in the Solent Road area. Cyclists already have a continuous route from the station to Hayling via the Billy Line. I seem to recall that the HCC report stated that the space under the A27 was both too narrow and too low for a shared path - I would agree with that as there are regularly close shaves between cyclists and pedestrians at this point. Has any provision been made for works to alleviate these issues, and will there be segregated lanes and signage on the path, as recommended? Since the majority of cycles, especially in the urban area, are now e-cycles, shared paths are inherently dangerous.

It seems that cyclists have been given much more priority at the expense of pedestrians - with a little more thought and planning a crossing over Langstone Road into Woodbury Avenue could have also been provided, which would have had the added benefit of slowing traffic where it accelerates to go from 2 lanes into 1, and benefitting both pedestrians and cyclists. Many leisure cyclists already cross Langstone Road at the junction with Woodbury Avenue and accidents will surely happen if more are encouraged.

I thought that minimal tree removal was referenced in the report, not the wholesale clearance which has been undertaken? In fact pedestrians used to benefit from the tree coverage when it was raining, but that has now gone.

I have also been in touch with HCC recently re street lighting in Southbrook Road, which is turned off at midnight - probably about an hour earlier than desirable for safety reasons for pedestrians from the station on evening trains. I have been told, despite reducing costs it is not possible to revisit this - but I now see that street lighting will be provided on the urbanised footpath 51 - what will the hours be for this, the same as central Havant or Langstone? It is also worth noting that there is no lighting provision on the Billy Line at all."

As you say some of these questions and comments may well be better directed to HCC and I would be grateful if you could copy this into the relevant person there." These questions are still relevant, although the RM application covers the LTP work there is no reference to the path to the North of the LTP and South of Tesco, ie under the A27. Here the path doesn't meet current standards for a shared path as has been pointed out in reports and there is low headroom under the slip roads. Could you please advise what is happening with regard to these works, which is especially relevant given the fact that HCC will be adopting all of the new path. The issue with trees also remains – far more were felled than the RM asks for and the whole activity was executed and cleared up very quickly. I have sent photos of the felling however.

Overall, given that there is already a cycle path from Havant Station to Hayling, via the Billy Line, it seems to be a waste of public money to adopt another one, especially when the Billy Line is unlit and not well maintained, particularly as regards tree maintenance.

There is also the related issue of increased crossing of both pedestrians and cyclists across Langstone Road, at the junction with Woodbury Ave. It is already a dangerous place to cross, and surely warrants some form of crossing, before injuries, or worse occur, as a result of increased use.

I would also request that these comments are appended to the RM application. Again I realise that many of these questions relate to HCC, so I would again be grateful if you could pass this on to the appropriate officer, and advise me who this is.

Could you also advise when the ability to create an account on the planning website will be re-introduced, allowing tracking of applications and what improvements will be available for public users. I understand that you are in transition but the current situation is a regression in the access to available information.

Officer Comment: *The application has been considered in detail as set out in the report. The Highways Authority have considered agreed the design and appearance of the pedestrian / cycle route.*

Material planning considerations are addressed in Section 7.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Character and appearance of the area
- (iii) Vehicular highway matters
- (iv) Pedestrian/cycle works
- (v) Trees and landscaping
- (vi) Ecological issues
- (vii) The water environment / flood risk

(i) Principle of development

7.2 This Reserved matters application relates to an outline planning permission reference APP/22/00172 for *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.*

7.3 The Reserved Matters relate to the area of the access into the site from Langstone Road as far as the parking and phase 2 area to the south east part of the site and includes land to the east and north east of the site along the route of footpath 51.

7.4 Improvements to footpath 51 were secured at the outline application stage which included the following planning condition:

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.*

The condition was discharged under application APP/25/00598 on the 26th February 2026.

7.5 The S106 Agreement related to the outline consent - dated 20th December 2023 included the following requirement:

(a) Improvement works to Footpath 51 and the cycle improvement works at the site access road junction with Langstone Road

7.6 A S278 Agreement dated 19th September 2025 has also been completed in relation to the highway works and Footpath 51.

7.7 The principle of the works within phases 2A and 2B have therefore been accepted by the previous outline planning permission and associated agreements.

(ii) Character and appearance of the area

7.8 The main components of the Phase 2A and 2B are set out in the application covering letter as follows:

- the provision of new access barriers;
- kerb realignment and new road alignment markings to match new road layout;
- the widening of Footpath 51 to 3m to facilitate the provision of a footway/cycleway facility (identified by HCC and HBC as being of strategic importance), alongside associated infrastructure (including low level barriers and suitable lighting);
- reinforcement works to the existing embankment to accommodate the widening of Footpath 51;

- the widening of the footway to the north of Langstone Road access road (from the bridge parapet) to 2.5m alongside the provision of additional tactile paving to better accommodate cyclists.
- the removal of T58 and T59 to facilitate the widening of Footpath T51; and
- the provision of mitigation planting in lieu of the proposed loss of trees.

- 7.9 The main impacts in terms of the character of the area are considered to relate to the works to Footpath 51, which have already been carried out. The works involved the widening of the path to provide a shared cycle/pedestrian route, resurfacing, provision of lighting and barriers and the regrading of the existing bank to the Langstone Technology Park car parking area (works to trees are considered separately below in (v)).
- 7.10 The route along the side of Langbrook river has resulted in a change from the original narrow but attractive path to a more usable shared cycleway / footpath with a consolidated surface and lighting. This more formalised surface improves access and links into the wider footpath and cycle network and is more accessible for a range of users. It is considered that the more formalised route remains attractive as it runs alongside the river and grass bank.
- 7.11 The remodelling of part of the bank has been carried out and is considered to have an acceptable and limited impact on the character and appearance of the area.
- 7.12 The design and appearance of the proposal is deemed appropriate in context to the area and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Vehicular highway matters

- 7.13 The proposals include the provision of access barriers and the widening of the footway on the north side of the access road. These were requirements established at the outline stage.
- 7.14 The Highways Authority have considered the proposals and confirmed that they are satisfied with the works proposed in Phases 2a and 2b. The proposals are considered acceptable securing the highway requirements identified at the outline stage.

(iv) Pedestrian/cycle works

- 7.15 The provision of the pedestrian / cycle works have been considered in detail by the Highway Authority and improve sustainable transport options from the site to the town centre and to the existing network of pedestrian and cycle routes. These were an important feature of the redevelopment of the wider Langstone Technology Park.
- 7.16 The Highways Authority confirm that:
The proposals have been subject to Hampshire County Council's Section 278 process and subsequently granted Technical Approval ahead of construction. The scheme is therefore considered acceptable.
- 7.17 The works are considered acceptable and provide important improvements for pedestrians and cyclists.

(v) Trees and landscaping

- 7.18 The proposal has unfortunately resulted in the loss of four trees close to the riverside to facilitate the widening of the footpath and the gradient requirements. It is also noted that two of the trees were in a poor physical condition as set out in the Arboricultural Impact Assessment (AIA).

The 4 trees that have been removed were:

T58 Norway Maple Class B2
T59 White Willow Class B2-3
T60 White Willow Class U
T61 White Willow Class U

- 7.19 The AIA states in relation to these trees:

The white willow, T60 and T61, are decaying and are at risk of future failure which presents a risk to users of the footpath; their removal is recommended irrespective of the proposed widening of the footpath. Due to site restrictions it is not possible to create a 3m wide path without removal of the Norway maple T58 and the white willow T59. The white willow are in prominent view in their location close to the access road for Langstone Technology Park, and at the edge of a public footpath. The Norway maple is in prominent view from the footpath. The removal of the trees will result in a loss of amenity value and loss of habitat benefits. New tree planting is proposed as part of the wider development of the business park however the loss of trees for the widening of the footpath was not considered at the outline planning stage. These further tree removals must be mitigated by additional tree planting. Ideally, replacement trees should be planted in similarly prominent locations, with species selected to provide an equivalent amount of canopy cover at maturity and to provide a range of habitat benefits for wildlife. New tree planting positions have not been specified in this report as it is necessary to further investigate site constraints, including the exact location of underground services, before determining the tree positions.

For retained trees Tree Protection measures have been carried out.

- 7.20 The Councils Arboriculturalist considered in detail the proposals for tree felling prior to the current application being submitted and the tree removal was agreed on safety grounds and to allow for the cycle / pedestrian alterations to take place.

- 7.21 The loss of the trees is unfortunate from the point of view of the visual amenity and ecological value that they provided. Replanting proposals have been agreed with the Councils Arboriculturalist and planting of Norway Maple has taken place to the north east side of the phase. The Councils Arboriculturalist confirms:

Norway Maple will certainly meet with mitigation and sustainability goals and ensure that the verdant character of the site is retained.

A condition is recommended to ensure that the new trees are retained.

(vi) Ecological issues

- 7.22 The application has been accompanied by an Ecological Watching Brief (T60 & T61) (08 October 2024) and Ground Level Tree Assessment for Roosting Bats November 2024. In addition new planting has been provided. The Councils Ecologist has confirmed that: *I am content that the submitted details - the Ecological Watching Brief report (Phlorum, November 2024) and Mitigation Planting plan (PRC, January 2025) – are acceptable.*

(vii) The water environment / flood risk

- 7.23 The application includes works alongside Langbrook River and the Environment Agency have therefore been consulted in relation to the works. They raise no objections following the submission of additional details to ensure that the flood plain capacity will be improved by the works. A separate Environmental Permit is required for the works.

8 Conclusions

- 8.1 In conclusion the Phase 2A and 2B works essentially stem for the requirements established at the outline consent stage. The proposals are therefore considered acceptable in principle.
- 8.2 The development is considered to have an acceptable impact on the character and appearance of the area and provides upgrades to Footpath 51 to make it more useable for pedestrians and cyclists.
- 8.3 The loss of trees has been justified in relation to the condition of the trees or in terms of the design requirements to improve Footpath 51. New planting is secured to compensate for the loss. Ecological impacts have been considered in relation to the works. Finally, the development would not increase flood risk or harm the water environment.
- 8.4 The approval of the reserved matters application can therefore be recommended in relation to Phases 2A and 2B.

9. RECOMMENDATION:

That the Development Manager be authorised to Approve with Conditions for application APP/25/00596

Conditions:

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

Phase 2a_2b Site Location Plan Drawing Ref. 11629 - PL 021

Footpath 51 Drawing Ref. 13508 - SK110 Rev P4

Landscape Detail Drawing Ref: 11629-PL 064

Mitigation Planting Footpath 51 Drawing Ref. 11629 PL 063 Rev A

Footpath 51 External Lighting Assessment Issue 1 Watkins Payne September 2024

Report of Ecological Watching Brief Ref: RS/12747/BC Phlorum dated 8th November 2024
Tree Climbing Survey Pioneer Environment dated 19th September 2024
Arboricultural Impact Assessment - Tree Survey, Tree Protection Plan and Arboricultural Method Statement SJ Stephens Associates dated 12th September 2024
Ground Level Tree Assessment for Roosting Bats V1 Phlorum dated 6th November 2024
Email Baynham Meikle dated 10th November 2025

Reason: To ensure provision of a satisfactory development.

2 Any trees or shrubs planted or retained in accordance with the approved plans Mitigation Planting Footpath 51 Drawing Ref. 11629 PL 063 Rev A and Tree Protection Plan (Arboricultural Impact Assessment Annex A) which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted or in the case of retained trees in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

Informatives:

Informative 1

In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

Offering a pre-application advice service, and

Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You sought and were provided with pre-application advice,

Your application was acceptable as submitted and no further assistance was required.

Informative 2

The applicant is advised of the following advice received from the Environment Agency:

Environmental permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Signing up for flood warnings

The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>.

To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what to do after a flood, visit <https://www.gov.uk/after-flood>.

Informative 3

The applicant is advised of the following comments received from Southern Gas:

Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal. However, should your proposal change please contact us immediately and we will re-assess.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

- 1. No mechanical excavation is allowed within 3 metres either side of pipeline.*
- 2. No plant or storage of equipment shall be made within any easement strip.*
- 3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.*

4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).

5. No thrust boring shall take place within 3 meters of the pipeline.

6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.

7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.

8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.

9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.

10. Intrusive construction methods will require an agreed method statement prior to work starting.

11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.

12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.