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Date	15 July 2026	Email	havantdc@hants.gov.uk

For attention of Mr Dirir

Dear Sirs

**Re: APP/26/00411 At : Langstone Technology Park, 2B Langstone Road,
Havant, PO9 1SA**

**Discharge of Conditions 10, 12, 24 & 33 of Outline planning application
APP/22/00172 (Phase 3A & 3B).**

Thank you for consulting the Highway Authority on the above planning application. This application seeks approval for the discharge of condition 24 for which a CTMP for Phase 3A dated April 2026 has been submitted containing highway related matters. The Highway Authority have reviewed this document and wish to make the following comments.

Phasing

The CTMP refers to a programme of construction and demolition works being provided within the appendix; however, it does not appear that this has been provided. This should be provided in any future CTMP for clarity on the construction phases for these works.

Parking

It is stated with the CTMP that sufficient parking will be provided to accommodate operatives, staff, and visitors. A maximum of 50 staff are expected to be required on site, however, as car sharing is to be encouraged only around 30-35 staff vehicles are expected. The use of public transport is also encouraged which is welcomed.

Director of Universal Services
Patrick Blogg

The parking area has been highlighted in Appendix D of the submitted document. Whilst the Highway Authority are content that this is proposed to be located solely within the site boundary, the quantum of parking has not been confirmed. This is considered necessary to assess whether there is sufficient parking available to accommodate the required demand

Narrative has been provided detailing methods that will be adopted to prevent operative and visitor vehicles from parking outside of the site compound. The Highway Authority are content with these arrangements. Any parking on the highway will be enforced should this become an issue.

Deliveries

All deliveries are to be booked at least 24 hours in advance to ensure that multiple vehicles do not arrive simultaneously. No delivery vehicles will be permitted to wait on the public highway outside of the site and must upon arrival enter the site and go straight to the loading/unloading area. This method of scheduling is considered acceptable.

All HGV construction traffic will be instructed to access the site via Harts Farm Way and Brookside Road. With the use of Langstone Road not being permitted. This routing has been confirmed in appendix C. Once on site, vehicles will be guided by a banksman to avoid reversing on the site wherever possible.

The Highway Authority are content that the applicant has stated that deliveries and light vehicle movements will be managed to avoid the weekday peak periods of 07:00-09:00 and 16:00-19:00. Reference should also be made to specifically avoiding the Saturday peak hours of 12:00-13:00. Weekday AM and PM peak periods range between 08:00-09:00 and 17:00-18:00. The CTMP could therefore be refined to allow for an additional delivery window particularly in the afternoon whilst still avoiding the network peak periods.

The applicant has provided details on the more intensive periods. This section contains details of the operations which will be required during each period as well as anticipated trip generation associated with each construction phase. It is also noted that Phases 1 & 2 will overlap, therefore trip generation will be considered in tandem for these two phases. The submitted phasing plan and associated vehicle movements has been summarised below as follows:

- Phase 1 - 720 tipper movements spread over a 40-day period.
- Foundations & retaining wall – approximately 70 concrete lorries spread across a 34-day period. Estimated 25 per day on pouring days 15 per day otherwise.

- Steel frame - approximately 15 articulated lorries over a 39 day period. Maximum of 2 a day. Estimated vehicles accessing site during this period - 20.
- Roof & façade cladding and glazing – approximately 25 articulated lorry deliveries over 63 days. Maximum of 2 articulated vehicles in a day. Estimated vehicles accessing site during this period - 35.
- Internal slab to buildings – 67 concrete lorries over the course of 9 days. Estimated vehicles accessing site during this period - 31.
- External Yard Slabs & tarmac works – 165 concrete lorries and tipper (tarmac) over approximately 19 days. Estimated vehicles accessing site during this period - 27.

The most intensive periods for deliveries were previously outlined in the above phasing section. It was stated that for Phase 1, 720 movements would be required over a 40-day period. If distributed evenly across this time period, this works out at 18 daily movements. Similarly, in Phase 2, it is stated that 70 lorries will be required over a 34-day period. This equates to approximately 2 movements per day if trips are distributed evenly across this period. In total, phase 2 will have between 15-25 vehicle movements per day dependent on the activity being carried out. Therefore, approximately 43 daily vehicle movements are to be associated with phases 1 and 2. It is also noted that an additional 5-10 deliveries are anticipated daily to provide additional materials which will be used for construction.

Ultimately, whilst this is a reasonable increase in trip generation, given that these trips will be temporary, short-term and spread out across a daily period, this is not considered to be of significant concern. All phases beyond these first two phases will not occur simultaneously and therefore the Highway Authority do not have any concerns with the safe and suitable operation of the local highway network during construction subject to compliance with the CTMP.

Site Compound

The site layout has been provided in Appendix D. This drawing highlights the location of parking, and storage areas. The legend on the right-hand side of the drawing infers that the location of temporary buildings such as welfare cabins have been provided, however, these do not appear to be clearly provided within the drawing. Additionally, several of the items on the legend appear to differ on the drawing in terms of colour. Whilst this would be a

matter for the LPA to raise the Highway Authority need to be satisfied that here is suitable space within the compound to ensure that vehicles are able to access, egress and manoeuvre in forward gear. No area for cleaning vehicles has been provided on this drawing. This should be provided in future re-consultations and be located as close to the site egress as possible.

No swept path tracking has been provided showing how the vehicles associated with the construction phase of this proposal will access the site. The Highway Authority consider this necessary to demonstrate how the largest vehicle (16.5m articulated vehicle) accessing the site vehicle types will access, manoeuvre, and egress from the site in forward gear.

Protection of Pedestrian Routes

The applicant has confirmed that diversions for pedestrians will be put in place where required. This will include temporary ramps, crossing points, and walkways to ensure that even pedestrians with disabilities are able to continue to safely access this area irrespective of the works. Physical barriers will also be set up to maintain segregation between pedestrians and construction traffic.

It has also been stated that a banksman will be on site to help guide vehicles and ensure they access/egress safely. This should prevent any vehicles from endangering pedestrians passing through the area during periods with vehicle movements. A traffic safety officer will also be on site daily, carrying out checks of the equipment used to protect pedestrian routes. Any faults or deficiencies observed will be amended as soon as possible. This is considered acceptable.

Cleaning of Mud

The Highway Authority are content that vehicles will be sheeted which should limit the amount of dust transfer that will occur onto the highway. The provision of a road sweeper and regular inspection for mud on the highways is also noted. The applicant has stated that a pressure washer will be available for vehicles which require cleaning before egressing the site. Narrative should be provided which states that vehicles will be examined before egressing the site to ensure that as little mud is transferred onto the highway as possible. The location of any cleaning facilities should be included on the site layout plan and should be located as close to the site egress as possible. The wheel wash facilities and road sweeper should be available for the full construction period, and this narrative should be included.

Pre-commencement survey

The applicant should confirm that a road condition survey will be carried out prior to construction and after completion. Narrative should also be provided to outline that any damages to the local highway network which occur as a result of the development should be rectified at the developer's expense. The scope

of the pre-commencement survey should also be confirmed within a revised CTMP.

Recommendations

Further information is requested before the Highway Authority can provide no objections to the discharge of condition 24.

Yours faithfully,

Louis Aplin-Haynes
Assistant Transport Planner - Highway Development Planning
Universal Services