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Enquiries to	Sophie Osborne	My reference	061299
Direct Line	N/A	Your reference	APP/26/00496
Date	24 August 2026	Email	havantdc@hants.gov.uk

For attention of Mr Dirir

Dear Abdi,

Re: APP/26/00496 At Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

Reserved matters application for (appearance, landscaping, layout and scale) for Phase 3A and 3B 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. All matters reserved except Access

Thank you for your consultation on the above reserved matters planning application. To support this application, the planning statement dated June 2026 and supporting drawings has been submitted which the Highway Authority have reviewed and have the following comments to make.

Planning History and Development Proposals

The site is subject to outline planning consent (planning ref. APP/22/00172). It is understood that the proposed floor space of 15,404sqm falls within the maximum floor space approved through the outline planning consent or Plot C (40,000sqm) and the wider site (52,000sqm).

Stage One Road Safety Audit (RSA1)

No RSA1 has been provided to support this planning application, and this should be submitted along with a designer's response. The Highway Authority reserves the right to make further comments upon receipt of the RSA1.

Director of Universal Services
Patrick Blogg

Site Access(es) and Internal Layout

Access into the units is obtained via the central spine road consented as part of Phase 2 (planning ref. APP/24/00274). Each direct access point into the phase is not accounted for within this consent and therefore the suitability of these need to be assessed through this application.

No geometries of the access points and internal layout have been provided. A geometric plan should be submitted detailing widths and radii as appropriate. It is understood that the relocation of the existing zebra crossing point is required as part of Phase 3A, as shown on the site plan. However, the proposed location is considered to be too close to the junction and should be refined.

Reference is made to realigning an existing service road to the north of the phases to maintain vehicular access to plot B100 however no details have been presented. Clarity is sought on what is being proposed and detailed plans should be provided.

The access into Unit 12 conflicts with a zebra crossing point that provides a direct pedestrian connection to the employment units approved under planning application APP/21/00405. The proposed re-location falls off desire lines for those accessing these units from Brookside Road. It is not considered appropriate to compromise on the sustainable access strategy for existing units. Additional zebra crossing provision should therefore be provided.

Internally, pedestrian crossing points are provided across the sections of formal footway, with virtual footways provided within the loading areas for plots 8-11. Although the virtual footway is located across the HGV servicing areas, it is considered unlikely that there will be a high level of pedestrian movements across these areas given the location of the car parking areas and the building entrances. This is consistent with that agreed for Phase 2 on this site.

Alterations to footway arrangement to provide access to the rear of plots 10 and 11 should be undertaken to ensure that footway provision remains on desire lines. In general, all footway widths across the site need to be confirmed and should measure 2.0m to comply with HCC TG10.

Visibility:

No visibility splays have been presented. In accordance with HCC TG3 these should be provided at the new access points (including substation), zebra crossing and internally within the site at junctions and crossing points.

Swept Path Analysis:

No swept path analysis in accordance with HCC TG2 has been provided. This should be provided for the access points, loading and parking areas within the site including navigating the access arrangements as appropriate. The loading areas across the area look tight and it is unclear how access could be achieved. HGVs should be tracked into each individual loading bay to ensure that movements can be achieved in a safe and suitable manner.

Parking Provision

Vehicular:

HBC parking standards require 1 space per 45 sqm for B2 and 1 space per 90 sqm for B8 uses. For the scale of the development (15,404sqm) this creates a requirement of 282 or 339 spaces.

Given the proposed flexible use, the applicant proposed to accommodate the upper requirement with 342 parking spaces proposed across the site more than the minimum standards. This is considered reasonable to ensure suitable parking demand is available to account for a more parking intensive use. The parking mix includes disabled, car sharing and EV spaces. The Planning Authority should confirm whether the proposed parking quantum and mix is acceptable in line with the Parking SPD.

Parking bay dimensions have not been confirmed and should comply with Havant Borough Councils Parking SPD and HCC TG1/TSRGD. Aisle widths should also be confirmed and measure 6.0m to provide a suitable width for safe and suitable operation.

Upon review of the parking layout, the Highway Authority are concerned with the proximity of the parallel parking bays and HGV docking areas within the loading areas for units 8-10. In the absence of suitable swept path analysis, it cannot be confirmed whether these will conflict with HGV movements. Further consideration to the parking layout should be given by the applicant.

Cycle:

Provision is made for 100 cycle spaces (20 per unit in a cycle store). The location of the cycle parking is generally close to building entrances however it is unclear whether this is sheltered and/or secure. Havant Brough Council in their capacity as the local parking authority should confirm whether the proposed cycle parking is acceptable.

Construction Traffic Management Plan (CTMP)

The applicant is seeking to partially discharge condition 24 of the outline consent with a CTMP submitted for Phase 3A only. A separate planning application has also been submitted to discharge this condition. Clarity is sought as to whether the applicant is seeking to discharge this condition as part of this application. Regardless, comments have been submitted on the CTMP under planning ref APP/26/0411 by the Highway Authority dated 15 July 2026 which need to be refined prior to agreement of the document.

Recommendations

Further information is requested on the access arrangements and internal layout design before the site can be considered acceptable to the Highway Authority. Clarity is also sought on the CTMP and approval mechanism. I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning
Universal Services