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Enquiries To Chris Hirst
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Date 26 June 2023

My reference 050111
Your reference APP/20/01221
Email havantdc@hants.gov.uk

Dear Madam,

Land to the west of B&Q, Purbrook Way, Havant

Erection of retail foodstore with associated car parking, access, landscaping and engineering works (approved 2.12.22). Request to discharge conditions 3, 4, 12 and 15 (recd 4.5.23).

Thank you for consulting the Highway Authority on the discharge of Condition 4 associated with planning reference APP/20/01221 which reads as follows:

No development shall take place until a Construction Traffic Management Plan specifying the following matters has been submitted to and approved in writing by the Local Planning Authority:

The provision to be made within the site for:

- (i) construction traffic access routes*
- (ii) the turning of delivery vehicles*
- (iii) provisions for removing mud from vehicles*
- (iv) the contractors' vehicle parking during site clearance and construction of the development;*
- (v) a material storage compound during site clearance and construction of the development.*
- (vi) adequate provision for addressing any abnormal wear and tear to the highway*
- (vii) a programme for construction.*

Thereafter, throughout such site clearance and implementation of the development, the approved construction traffic access, turning arrangements, mud removal provisions,

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parking provision and storage compound shall be kept available and used as such.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

To support the discharge of Condition 4, the applicant has submitted a Construction Traffic Management Plan (CTMP) and a Construction Traffic Impact Assessment (CTIA). The Highway Authority have reviewed these documents and wish to make the following comments.

All construction traffic will access the site via the A3(M), with northbound traffic heading east after exiting the A3(M) at Junction 4 and southbound traffic routing via Hulbert Road and the ASDA roundabout. Access to the site will be taken via the approved site access which is located off the public highway. The CTMP notes that unnecessary diversions through the surrounding residential estates will not be permitted, which is considered acceptable.

Waiting on the highway and the private access road will not be allowed. Whilst it is noted that an area of the site has been assigned for visitor and contractor parking, it is unclear how many parking spaces are being provided. The applicant is required to confirm the number of spaces to be provided to confirm that this is suitable for the number of traffic movements/onsite operatives at any given time.

Section iii of the CTMP needs to be amended to reflect that a wheel wash will be provided, along with the location of the station shown in a plan. Given the proximity to the A3(M) J4 roundabouts, the spread of debris and mud from the site must be managed to avoid any migratory material across these two junctions, particularly towards the strategic road network. Whilst it is noted that road sweepers will be actioned where appropriate, this wording should be updated to reflect that ongoing monitoring will take place between Lidl and HCC to ensure that road sweepers are deployed as and when considered necessary.

The CTMP notes that a photographic survey of the access road and surrounding highway will be undertaken prior to construction, with any damage to the highway attributed to construction traffic rectified by Lidl. This is considered acceptable.

The CTIA provides more detail around the number and pattern of traffic movements to and from the construction site.

Section 1.14 notes that traffic management measures will be assessed and monitoring continually, with alternative arrangements provided if required. The Highway Authority considers this to be acceptable in ensuring that future amendments to the traffic management measures can be implemented should traffic from the site begin queuing

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back towards the A3(M) roundabout(s).

Section 1.22 notes that deliveries will not 'typically' be made between 08:00 - 09:00 and 15:00 - 18:00 to avoid the peak periods. The Highway Authority require this wording to be amended to reflect the fact that no deliveries should be undertaken during these time periods, particularly around the school peak periods when pedestrian and cycle activity around the northern arm of the A3(M) eastern junction is highest.

The Highway Authority requires amendments to the CTMP and CTIA before a recommendation can be made on the discharge of Condition 4.

Yours sincerely,

Chris Hirst

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