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Date 27 November 2023

My reference 050999

Your reference APP/23/00507

Email havantdc@hants.gov.uk

Dear Sir,

Northney Farm, St Peters Road, Hayling Island, PO11 0RX

**Partial Reinstatement and Repair of existing sea wall to a height of 1.4m and
Creation of an inner bund with a maximum height of 2.25m to protect habitat for
wintering bird populations**

Thank you for consulting the Highway Authority on the above planning application.

The proposed development consists of the provision of inner bunds to form an enhanced sea defence in order to create a protected habitat for wintering birds.

As a result of the size of the new embankment, a considerable number of lorry movements are required to import the necessary materials to the site. To address the highway implications associated with the project, the applicant has provided an outline Construction Environmental Management Plan (CEMP). The Highway Authority has reviewed the CEMP and whilst it is noted that this is not an application for the discharge of a planning condition associated with the document, it is important that the plan sets out the necessary controls and mitigation measures to prevent localised traffic issues resulting from the number of lorry movements to the farm. The Highway Authority has particular concerns over the route that construction vehicles have to take to access the site via Northney Road and St Peter's Road which is narrow in places and subject to reduced forward visibility. The current CEMP provides limited information and will therefore need to be amended to address the Highway Authority's concerns.

The CEMP sets out the following proposed movements during construction of the embankment:

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- 680 lorry deliveries between weeks 4 – 14, equating to 12 loads a day to construct the flood bund. These are to be spaced 40 minutes apart.
- 90 lorry deliveries over a 5 day period during the first week of construction to construct the access road, equating to a delivery every half hour.
- 10 lorry deliveries for the construction of the culvert between weeks 8 – 12.
- Potential removal of the access road during week 15, equating to another 90 deliveries.

It is noted that all deliveries arriving to the site will be escorted by a banksman who will be positioned near to the site access.

Given the number of deliveries involved during the construction of the project, the Highway Authority requires further information within the outline CEMP at this stage. The outline CEMP will need to be secured through a planning condition to form the basis of the detailed CEMP should the application receive planning approval. The following additional information is sought:

- The size of the vehicles delivering to the site, along with whether any amendments are required to the site access to facilitate the delivery movements. The route to the embankment shares an access with Northney Farm tea room which has not been acknowledged. Measures will need to be put in place to ensure that lorry movements do not conflict with customers/visitors to the tea room.
- A construction traffic routing plan appears to be shown on page 11 of the CEMP, but the plan only shows the route for vehicles entering the site and there is no supporting text to confirm the arrangement. The Highway Authority would expect outbound vehicles to follow the same route to access the A3023. No deliveries will be allowed during the local network peak hours to avoid existing congestion on Hayling Island. This will need to be reflected within the document.
- Confirmation is sought regarding the number of car parking spaces required during construction and whether the proposed car park has sufficient capacity to accommodate these requirements. No parking is allowed on the public highway or within the tea room car park.
- A large volume of material is to be imported to construct the bund. It is imperative that wheel wash facilities are provided to prevent the spread of mud and debris onto the highway. This will also need to be supported by the provision of a road sweeper should the wheel wash facilities provide ineffective. This will need to cover the wider construction traffic route too to ensure that debris is not spread onto the wider highway network.

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- A pre-condition survey will need to be undertaken, with the applicant remedying any damage to the highway resulting from the number of lorries delivering to the site.
- Any controls required to prevent multiple deliveries arriving at the same time, or having to pass on St Peter's Road. The access route to the site is narrow, meaning deliveries to the site have to be co-ordinated to prevent vehicles arriving/departing at the same time. Further mitigation may need to be considered.

The measures noted above need to be reflected within the outline document. The Highway Authority requires the additional information set out above before a recommendation can be made on the proposed development.

Yours sincerely,

Chris Hirst

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