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Date 20 November 2023

My reference 050975

Your reference APP/22/01207

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Dear Mr Eaves,

Land Rear of 70-76 West Street, Havant, PO9 1LN

Application for Approval of Reserved Matters (Landscaping and Layout) pursuant to Outline Planning Permission ref. APP/19/00542 for backland development of 4 No. One bedroom cottages. Partial Discharge of Conditions 7 (Construction Management Plan) and 8 (Contamination), Discharge of conditions 16 (Ecological Enhancements), Condition 18 (Traffic Control), Condition 19 (Means of Enclosure) and Condition 22 (Mitigation).

I refer to the further consultation on additional submissions including matters relating to Highway considerations and would make the following comments.

Within the Reserved Matters Supporting Statement the partial Discharge of Condition 7 (Construction Management Plan) and Condition 18 (Traffic Signals).

Construction Management Plan with supporting Drawing referenced NJC-001 Swept Path Tracking and Appendix B Measures to Prevent Mud on the Highway'

The Swept Path Tracking (NJC-001) provided to support the Construction Management Plan (CMP) shows a 4.6T Light Van entering, turning and exiting the site in a satisfactory manner. It is advised that vehicles will be required to access via Park Road. However, there is no statement included to demonstrate how the size of delivery vehicles will be restricted or as an alternative how deliveries by larger vehicles will be managed to ensure no detriment to the operation and safety of the highway (West Street and junction with Park Road North/South). The available access for example would not permit entry for any Cement Mixer Lorry Deliveries, Skip delivery/collection or larger lorries delivering bricks/roof trusses that may be required.

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No indication is given as to the number of larger vehicle movements that may be required if the size of vehicles is not restricted to 4.7-T van as shown in the tracking drawing (NJC-01). There is no explanation of how larger vehicles will access and egress from/to Park Road as advised. A lorry routing plan should be provided to show how the vehicles will access, unload and leave the site having regard to the restricted movements at the junction of West Street with Park Road North/South.

Paragraph 1.9 of Construction Management section confirms that deliveries will be restricted to the period 09:30 to 14:00 which would be acceptable to the Highway Authority. Paragraphs 1.16 - 1.18 confirm that deliveries will be pre arranged timed deliveries and departures to ensure the site can operate in an appropriate manner to minimise detriment to the operation and safety of the local highway.

The document includes response to the Discharge of Standard Planning Conditions - Measures to prevent mud on the Highway. The document lists equipment to be maintained on site during ground works which would be appropriate having regard to the scale of development. The accompanying Method Statement says that it is proposed to minimise vehicle movements into the site this would result in a greater reliance on street parking of construction/delivery/collection vehicles to the detriment of the operation of the highway, no estimated numbers of associated construction phase vehicle movements have been provided.

Condition 18 regarding details of the Traffic Signal Details being provided to ensure safe access to the site, this is addressed within the submitted Highways Technical Note. This document confirms that Green/Red signal heads will be placed either end of the tunnel entrance to control vehicle movements with the Green lights being shown constantly to the West Street entry unless a requirement for red is triggered by a motion sensor on site for exiting vehicles. With the access proposed to serve a total of 7 car parking spaces these arrangements would be considered appropriate although it is suggested that on site signage for 'Give way to oncoming vehicles' should be placed close to the position of the sensor. No details of the form of motion sensor are provided other than the location thereof. The swept path tracking drawings (NJC-02) for cars entering, parking and leaving the site show the location of on site traffic signals on the drawing base which have now been relocated. NJC-01 substitutes the sensor to the location of the signals, those tracking drawings NJC-02 shows a number of instances where the exiting vehicles may strike the sensor dependent on what form that sensor takes. This situation needs to be clarified.

In considering the Tracking Drawings NJC-01 and NJC-02 a car space No 70 has been included. It is understood that this was agreed previously to be removed to enable the parking spaces for units A & B to function in an acceptable manner. This space has now been reinstated causing very tight manoeuvres for vehicles using those spaces

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when space No 70 is occupied.

It is confirmed that properties will be leasehold and the communal area and the signal/sensor operation will be under the control of a Management Company in perpetuity which is considered to be an appropriate method of maintenance with regular checks of signal operation and emergency cover provided.

As previously stated in the Highway Authority responses, whilst the principle of introducing traffic signals is accepted the provision of the private signal head above the footway. However, a further approval from the Highway Authority will be required through a licence application with regard to the positioning of the proposed signal equipment to the West Street frontage over the extent of highway (footway).

At this stage, having regard to the above comments some further submissions are required before the Highway Authority are prepared to recommend that the highway aspects of the conditions are fully discharged.

Yours sincerely

Ken Dudley
Consultant

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