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Date 10 March 2023

My reference 6/3/13/196 (048926)
Your reference APP/21/00189
Email havantdc@hants.gov.uk

Dear Lesley Wells,

Brockhampton West, Harts Farm Way, Havant

Outline application for the development of new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the means of access to the site.(16.06.22). Request to discharge condition 15 and partial discharge of conditions 13 and 17 (24.10.22). Request to discharge condition 19 (29/11/2022).

Thank you for the consultation on the above application seeking to discharge conditions 15, 13, 17 and 19. The Highway Authority consider that conditions 13 and 19 relate to highway matters. Each of the requested amendments shall be dealt with in turn.

Condition 13

A revised CEMP dated 2nd March 2023 has been submitted to address the matters raised within the Highway Authorities response dated 6th January 2023.

It is noted that this is a partial discharge of condition request, and the CEMP covers only the enabling Infrastructure Earthworks. Further CEMP submissions will be required for additional site construction activities.

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Whilst it is noted that the internal layout of the site may alter throughout the programme of works for operational reasons the Highway Authority are satisfied that the parameters for managing traffic off site, to the site and to ensure there is no impact on the highway is sufficiently secured within the CEMP. If these agreed parameters are sought to be changed by the applicant during construction these should be agreed in writing with the Highway Authority.

Section 2.10 has added reference to the need to ensure lighting of the site does not cause a hazard to road users and this is agreed.

Reference is made to section 2.13 to vehicular traffic entering left in and right out. It is also noted that the routing drawings shown in Appendix C do accord with the proposed traffic routes also.

Tracking drawings have been provided for a large tipper, confirmation is required that this is the largest vehicle required to enter the site. No tracing has been provided demonstrating whether vehicles are able to pass at the access. The tracking also demonstrates that when a large vehicle enters and exits the site that other vehicles cannot pass. No measures have been included to control vehicles meeting within the access. If a lorry is waiting to turn into the site then any large vehicle exiting would have its movement prevented.

Reference has been removed to the widening of the access which is agreed alongside the additional control measures proposed to ensure vehicles do not meet at the access.

Whilst the access is not sufficient to accommodate vehicles to pass control measures have been put in place to ensure vehicles do not meet at the access. Section 2.12 and 2.17 of the management plans set out these proposed controls through controlled scheduling of deliveries and the utilisation of GPS trackers and radios to ensure the entrance is kept clear. Banksman will also be present to control the access if necessary.

Vehicle routing plans have been provided in appendix C and D and this is agreed. All traffic to the development site should route from the A27 to reduce traffic impacts on the central Havant area. This means all vehicles turning left into the development and right out.

Signage is proposed to indicate the construction entrance, the signage strategy as shown in Appendix A is agreed.

Separate pedestrian access is proposed into the site away from delivery vehicles, this is indicated on Appendix A and agreed for the purposes of managing the internal network and safe areas for the banksman and site personnel. It doesn't link to the highway pedestrian provision, and it is not anticipated that this would be utilised in such a

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manner given that the majority of staff are to be brought by bus to the site as set out in section 2.14 of the CEMP.

Additional information has been added to section 2.14 regarding the parking including the quantum and site staff numbers. It is anticipated that there will be no more than 25 staff members on site at one time and 12 parking spaces have been provided along with buses to bring staff to site. This is noted and agreed, however should additional parking quantum be needed this should be provided as part of the ongoing CEMP review. Parking will not be permitted on the highway.

Confirmation is provided that peak hours will be avoided for deliveries, and these have been set out to be 8-9am and 5-6pm to reflect those assessed within the outline permission.

The quantum of vehicle movements has been set out to be no more than 50 vehicles a day (total 100 movements). Given the hours of operation, the requirement to management the movements so they do not cause delays at the access and given the nature of Harts Farm Way for industrial use the Highway Authority raise no further comment regarding this matter.

A drive through wheel wash has been committed to within the CEMP and shown at Appendix B. Additionally, a commitment has been made for a road sweeper to manage any mud or debris on the highway as may be necessary. This is agreed as appropriate.

Condition 19

Condition 19 reads:

Prior to the commencement of construction of the proposed bunds facing the A27, geotechnical submissions (in accordance with DMRB Standard CD622) relevant to the construction of the 3m-5m high earth bunds (set out in the Geotechnical Design Report, associated drawings and Specification) shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with and requiring certification by National Highways).

Reason: To ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety, having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

It is noted that the previous condition wording set out above did not consider the requirement for consultation where the bunds face the local highway network. It is noted through the Non Material Amendment application to alter the conditions that the

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Gary Westbrook

Local Highway Authority were also to consider the implications of the bund design. The Highway Authority have therefore reviewed the submitted information and have concerns regarding the designs impact on the highway due to the locations complex ground conditions. Additional information is required in relation to the design including an earthworks specification and a materials management plan along with a Strengthened Earthworks Appraisal Form. The Highway Authority welcome engagement with the applicant directly on the design and the necessary information to proactively move design concerns forward.

Recommendation

The Highway Authority raise no objection to the discharge of condition 13 however require additional information in relation to condition 19 before we can be satisfied that the design has no negative implications to the safety of the highway network.

If you wish to discuss the response, please do not hesitate to contact Holly Drury on the above contact details.

Yours sincerely

Gemma McCart
Transport Team Leader – Highways Development Planning
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