

Havant Borough Council  
Civic Offices  
Civic Centre Road  
Havant  
PO9 2AX

Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD

Tel: 0300 555 1375 (General Enquiries)  
0300 555 1388 (Roads and Transport)  
0300 555 1389 (Recycling Waste & Planning)  
Textphone 0300 555 1390  
Fax 01962 847055  
[www.hants.gov.uk](http://www.hants.gov.uk)

Enquiries To Chris Hirst  
Direct Line 0370 779 0563  
Date 4 May 2021

My reference 031999  
Your reference APP/16/00295  
Email [havantdc@hants.gov.uk](mailto:havantdc@hants.gov.uk)

Dear Madam,

**Interbridges Site, New Brighton Road, Emsworth**

**Veterinary practice, 4No. business units, parking and open storage yards.  
(Approved 30.05.17). Request to Discharge Condition No/s 4, 5, 6, 7 and 8.  
(22.06.17). Request to discharge condition No. 3 (15.03.2021).**

Thank you for consulting the Highway Authority on the discharge of condition 3 associated with planning reference APP/16/00295. Condition 3 reads as follows:

*No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic management and access, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.*

**Reason:** *In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.*

To discharge the condition, the applicant has submitted a CTMP and associated site layout plan. The plan splits the works into Phase 1 and Phase 2 of the development,

Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI

the latter of which will be served via the signalised S278 works once they have been constructed. The access works currently benefit from S278 design check approval; however, as the legal agreement is yet to be signed, construction of the access cannot yet take place. Given that vehicular access can only be achieved via the B2148, the S278 works may need to be subject to an extended maintenance period whilst construction traffic continues to utilise the access.

It is understood that a temporary access to the site has already provided. The CTMP should clarify the exact nature of the access, including its width, to understand whether it will be suitable for accommodating deliveries from larger vehicles. Until the S278 works have been constructed, deliveries are to be controlled via 'stop and go' traffic control. The CTMP does not provide any details of how this arrangement will operate, how many deliveries are expected which will require traffic to be halted to allow ingress via reverse manoeuvre, nor how long this process will be in place until the S278 have been constructed. It is also likely that a banksman will be required at all times to control movements to and from the site which has not been reflected within the CTMP. These details must be provided to understand whether any form of unsignalised temporary access to the site will be suitable.

Notwithstanding the points raised, any deliveries to the site must be restricted to outside of the peak hours given the requirements to halt traffic flow along the B2148. This should be reflected within the document.

Within the CTMP and associated site layout plan, the location of contractor parking should be detailed, including the number of available spaces. This should be supported with information regarding the maximum number of onsite personnel at any given point to confirm that the parking arrangements will be suitable. Overspill parking on the highway from the development is not considered acceptable.

The site layout plan should also include the location of the wheel wash facilities to ensure that debris is not spread onto the highway. To support the wheel wash facilities, the CTMP should also commit to providing a road sweep should the wheel wash fail to prevent debris from entering the highway.

Until the points above have been addressed, the Highway Authority is unable to recommend the discharge of condition 3.

Yours sincerely,

Chris Hirst

*Director of Economy, Transport and Environment*  
**Stuart Jarvis BSc DipTP FCIHT MRTPI**

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**Stuart Jarvis BSc DipTP FCIHT MRTPI**