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Enquiries To Sophie Osborne

Direct Line

Date 28 October 2021

My reference 033737

Your reference APP/19/00427

Email havantdc@hants.gov.uk

Dear Sir,

Land at Lower Road, Havant

Development of 50 new dwellings together with access, landscaping and open space (Approved 13.07.2021). Request to Discharge Conditions 3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21 & 22 (10.08.2021)

Thank you for consulting the Highway Authority on the above planning application. The applicant is wishing to discharge condition 5 which reads as follows:

No development shall take place until a site-specific Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Planning Authority. The CEMP shall be informed by the identified ecological receptors detailed within the Ecological Assessment (Aluco, April 2019) and must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall include, but not be limited to, details of the:

- a) Programme for carrying out of the works;*
- b) Procedures for maintaining good public relations including complaint management, public consultation and liaison;*
- c) Measures to minimise the noise (including vibration) generated by the construction process;*
- d) Construction traffic routes and their management and control;*
- e) Arrangements for deliveries associated with all construction works;*

Director of Economy, Transport and Environment
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- f) Loading and unloading of plant and materials;*
- g) Storage of plant and materials used in constructing the development;*
- h) Location of temporary site buildings, compounds, construction material, and plant storage areas;*
- i) Access and egress for plant and machinery;*
- j) Protection of pedestrian routes during construction;*
- k) Delivery and construction working hours;*
- l) Procedures for emergency deviation of the agreed working hours;*
- m) Control measures for dust and other air-borne pollutants;*
- n) Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;*
- o) Parking and turning of vehicles of site operatives and visitors;*
- p) Erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;*
- q) Measures to prevent mud being deposited on the highway;*
- r) Provision for addressing any abnormal wear and tear to the highway;*
- s) A scheme for recycling/disposing of waste resulting from the construction works.*

To discharge this condition the applicant has submitted a 'Construction Environmental Management Plan (CEMP)'. The Highway Authority has reviewed this document and have the following comments to make.

It is noted that the CEMP has not been set out in the order required by the planning condition. The Highway Authority has structured the comments below according to the condition where they are applicable to matters concerning the highway.

Construction traffic routes and their management and control:

The applicant has proposed that construction traffic will route from the A3(M), up Bedhampton Hill, straight across the roundabout onto Bedhampton Road, right onto Brookside Road and left onto Lower Road where it meets the construction access to the proposed development. The Highway Authority deem this the most appropriate route for construction traffic to access the site.

The proposed construction traffic route should be well signposted from the A3(M) into Brookside Road to ensure that construction vehicles are accessing the site via the approved route. It would be unacceptable to have traffic arriving on alternative routes, other than the approved route noted above, given the lack of suitable alternatives. In addition, the Highway Authority require the provision of banksman at Brookside Road and the site to co-ordinate the movement of HGVs and other delivery vehicles to the site to prevent any congestion and to limit 2 delivery vehicles meeting on Lower Road. To enforce this arrangement, HGVs should be held on the site until the route is confirmed to have no obstructions back onto Bedhampton Road.

Director of Economy, Transport and Environment
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During site construction, speed limit signage and access signage will be positioned in order to minimise the potential of any adverse disruption on the wider highway network. This is regarded acceptable.

Arrangements for deliveries associated with all construction works:

Deliveries will be restricted between the hours of 08:00-17:00 Monday-Friday and 09:00-14:00 Saturday with no operations to be happening outside of these hours. Whilst this is generally considered acceptable as the majority of deliveries will not be taking place during the network peak hours (08:00-09:00 AM peak; 17:00-18:00 PM peak), the applicant should update the CEMP to note that deliveries will not take place during the school drop off and pick up times to reduce any conflicts during these periods.

The CEMP states that the site manager will ensure that material deliveries are spread out where possible to avoid congestion on the wider highway network. The Highway Authority require the number of daily vehicular trips of all vehicles required at the site before it can be confirmed whether the proposed vehicular movements are acceptable or not.

Loading and unloading of plant and materials:

The CEMP outlines that a gate man will be employed to sign operatives and deliveries in and out of the site.

Access and egress for plant and machinery:

vehicle tracking (Drawing Nos. 5992 P90 REVA; 5992:P60; 5992:P91) that supports the CEMP has outlined that HGVs up to 12.0m are able to enter the site, however, the Highway Authority require swept path analysis showing how HGVs will be able to manoeuvre in the site to egress the site in forward gear. However, if this is not possible, the applicant is required to provide details as to how vehicles will be able to leave the site safely in reverse gear, for example using banksmen to assist vehicular reversing to avoid any potential collisions with other vehicles on the highway.

The Highway Authority will require confirmation on the maximum sized delivery vehicle that will access the site. Anything over 12.0m will need to be tracked to show the ability of a larger HGV to access the site. This will require approval from the Highway Authority.

Vehicles should be held within the site to minimise construction on the wider highway network until it can be confirmed that the route is clear of other construction traffic up to Bedhampton Road.

Director of Economy, Transport and Environment
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Protection of pedestrian routes during construction:

The CEMP has not outlined how pedestrian routes will be protected during construction. The applicant is required to provide this.

Delivery and construction working hours:

The site will be operational between 08:00-18:00 Monday to Friday and at 08:00-14:00 on Saturdays with no operations commencing outside of these hours. Deliveries will be restricted between the hours of 08:00-17:59 Monday to Friday and between 09:00-14:00 on Saturdays.

Control measures for dust and other air-borne pollutants:

Estate roads will be monitored on a daily basis by the site manager and swept as required using water dampened sweeping equipment to remove dust residue rather than suppress it. This is considered acceptable. The Highway Authority strongly recommend that any materials being delivered or leaving the site that have the potential to spread on dust on the highway should be sheeted to minimise spread onto the wider highway network.

Parking and turning vehicles of vehicles or site operatives and visitors:

Car parking will be available on site for the duration of the project with the site compound diagram suggesting that 40 car parking spaces will be available on site. While the number of parking spaces provided in theory seems acceptable, the layout of the car park provides concerns with the Highway Authority, as it is unlikely that contractors and staff will park in the format shown. It is unacceptable for any parking on the highway to occur in any instance and it will be enforced should it become an issue.

Measures to prevent mud being deposited on the highway:

Off-site roads will be monitored continually by the site manager with a road sweeper available to be used as required to ensure the surrounding areas are kept clear of any debris. This is considered acceptable. Additionally, roads will be gritted if any sub-zero temperatures are anticipated minimising any potential accidents on icy roads. Wheel wash facilities will be available to clean the wheels of any delivery vehicles before they leave the site. The Highway Authority require a diagram showing the location of the wheel wash facilities. This should be located as close to the site exit as possible to minimise the potential of picking up any extra debris upon exit.

The CEMP further outlines that vehicle will be checked before egressing the site to ensure that wheels are clean and that there is no loose debris minimising the impact on the wider highway network. The Highway Authority consider this to be acceptable. Estate roads will be monitored on a daily basis by the site manager and swept as required using water dampened sweeping equipment to remove any dust residue that may occur during construction.

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Provision for addressing any abnormal wear or tear in the highway:

The CEMP outlines that roads will be monitored on a daily basis by the site manager. However, the Highway Authority require further information as to how the applicant will correct any abnormal wear or tear that may occur on the highway.

Thus, the Highway Authority require the following information before the discharge of condition 5 can be recommended:

- Provision of signage directing construction traffic to the site via the approved route;
- Provision of banksmen from the top of Brookside down to the site restricting HGV movements and minimising any potential collisions and congestion on the roads down to the site;
- Total number of daily proposed vehicular movements (this should encompass all vehicular movements including deliveries and contractors);
- Swept path analysis showing the ability of HGVs to be able to manoeuvre in the site to egress the site in forward gear – if this is not possible the applicant should provide details as to how vehicles will be able to egress the site safely in reverse gear;
- Confirmation of the maximum sized vehicle accessing the site – any vehicle over 12.0m will need to be tracked and have further approval from the Highway Authority;
- Highway Authority require information on how pedestrian routes will be protected during construction;
- Diagram showing the location of wheel wash facilities; and
- Information as to how the applicant will correct any abnormal wear and tear that may occur on the highway

I trust that the above is clear but please do not hesitate to contact me should you require any further information.

Yours faithfully,

Sophie Osborne

Assistant Transport Planner – Highways Development Planning

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