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Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 10 January 2023

My reference 048108
Your reference APP/21/00189
Email havantdc@hants.gov.uk

Dear Ms 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).

Thank you for the consultation to discharge conditions 15, 13, 17 and 19. Only condition 13 relates to highway matters.

Condition 13 reads:

No development shall commence on site until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways and the Highway Authority). The CEMP shall include but not be limited to: a) Details of transport logistics (including proposed routes on a plan) in accordance with section 6.1.2 of the Delta Simons Air Quality Assessment Report Reference 19-2099.03. b) Construction Traffic Management (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods); c) An estimate of the daily

movement of the construction traffic, profiled for each construction phase, identifying the peak level of vehicle movements for each day;

d) The hours of construction work and deliveries; e) Procedures for managing deliveries & collections at the site, including parking, (which shall include the long term facilities for contractor parking), loading materials handover and transport to secure storage areas, and the means of minimising the risk of release of fuel and other materials capable of causing harm to health or the environment; f) The storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils); g) The proposed maintenance and aftercare of the site; h) Measures to avoid impacts on the non-statutory designated sites and retained habitats; i) Details of drainage arrangements during the construction phase identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas as a result of the construction programme; j) Contact details of personnel responsible for the construction works k) Provisions for the segregation & storage of wastes destined for treatment, recycling or disposal, alongside details on how leachate generation from stockpiles will be minimised &/or appropriately managed so as to prevent cross contamination of materials or release of leachate to controlled waters. l) Measures to ensure safe pedestrian movement on the public highway & footpaths m) No bonfires to take place on the site, during any phase of the operation. n) Control measures for dust and other air-borne pollutants, such as smoke and fume emission from the site during construction works. It should advise as to what measures are to be put in place for the control of any dust and other air-borne pollutants that might emanate from the development site. Furthermore, the methods of dust controls should also be in accordance with the guidance as laid down out in the BRE Report 456 – Control of Dust from Construction and Demolition activities. It should also be noted that besides the keeping of haul roads damp during dry weather conditions, any areas where tracked excavators, dozers and the like are working, are also kept damp at all times o) The means of preventing track out of mud & spoil on to the highway and preventing runoff from or excessive infiltration to the site from adversely impacting adjacent surface waters, including wheel washing facilities as appropriate p) Details of measures to be employed to control the emission of noise and vibration during the above phases to be provided. BS5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – part 1: Noise, and part 2: Vibration (BS1

Reason: To ensure that the construction process is carried out in a manner which will minimise disturbance, pollution & nuisance to neighbouring properties and the public realm more generally, and prevent pollution of nearby surface waters, or impacts to sensitive ecological receptors. To avoid inappropriate parking practices or the turning and manoeuvring of construction vehicles which adversely impact either the use or safety of the public highway. This condition is imposed having due regard to policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework.

This condition encompasses the Highway Authorities request for a Construction Traffic Management Plan (CTMP). The Construction Environmental Method Statement (CEMP) dated 3rd October 2022 has been submitted to support the discharge of this condition. 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.

The provision of the site accommodation for the purposes of construction is indicative at this stage and may be subject to change with traffic and pedestrian management on site being regularly reviewed. The site accommodation once set will be static, but the Highway Authority are not able to agree to open ability to change the layout. The compound and site accommodation area, parking provision and construction traffic access and turning provision need to be fixed within the CEMP and any changes would be subject to further approval.

Section 2.10 talks about lighting the site, whilst this is accepted, if necessary, reference should also be made to ensure that the positioning of any lighting does not cause a hazard to any highway users by blinding drivers or causing a distraction.

All site related traffic is to enter the site from Harts Farm Way and the access arrangements are shown in Appendix A. It is proposed for the purposes of these works for the existing access to the land from Harts Farm Way to be utilised. This is a concrete bellmouth access. Tracking should be provided to ensure that vehicles can access left into the site and right out. Should the access not be sufficient to accommodate vehicles to pass then control measures and holding areas will need to be put in place on site to ensure vehicles do not meet at the access. The drawings appended appear to show additional works at the access to widen the access point. These works would be subject to an appropriate agreement with the Highway Authority to undertake works on the highway. The type of agreement required will be dependent on the scope of widening works and can be confirmed when more detail is provided. 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. This should be reflected within the CEMP.

Signage is proposed to indicate construction traffic routes, details should be provided for agreement of the routes and appropriate signage strategy.

Separate pedestrian access is proposed into the site away from delivery vehicles, this should be shown on the proposed plans.

Parking is to be provided adjacent to the site accommodation and is stated to be shown on Appendix A. There are no details however on the parking location or quantum. Justification on parking requirements should be set out in the CEMP and the compound layout should demonstrate that the parking requirements can be met.

It is proposed to schedule site deliveries 48 hours prior to arrival to mitigate the risk of queuing traffic on the site approach roads. This is agreed as it will not be acceptable for delivery vehicles to queue on Harts Farm Way.

Confirmation is provided that peak hours will be avoided for deliveries, but these are not set out. The peak hour restrictions should be clearly set out and agreed with both the National Highways and the Local Highway Authority. It is considered that these should be 8-9am and 5-6pm to reflect those assessed within the outline permission.

The quantum of vehicle movements and expected on site staffing numbers have not been set out meaning a full assessment of the suitability of the proposals cannot be made. The CEMP should set out the number of on-site personnel and expected deliveries by vehicle type and any other movements associated with construction such as movements of vehicles associated with the removal of material off site.

Wheel wash facilities have been stated to be provided but no commitment has been made for a road sweeper and this should be included. The type of wheel wash is also not specified. Given the scope of these works are earthworks, drive through wheel wash facilities should be allowed for.

Recommendation

Additional information is needed and amendments to the proposals before the CEMP could be considered appropriate by the Highway Authority.

I trust the above is clear. Please do not hesitate to contact Holly Drury should you wish to discuss anything further.

Yours sincerely,

Gemma McCart

Team Leader- Development Planning