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Enquiries To Sophie Osborne

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Date 20 September 2022

My reference 047180

Your reference APP/21/00683

Email havantdc@hants.gov.uk

Dear Sirs,

Land adjacent to 54, Long Copse Lane, Emsworth

Erection of 8No. dwellings together with associated work.

Thank you for your reconsultation on the above discharge of conditions. The Highway Authority wish to make the following comments. For clarity the following further information was requested in our previous response dated 29th June 2022:

- No deliveries are to be taken place within the network peak hours (Weekday AM 08:00-09:00; Weekday PM 17:00-18:00; Saturday peak 12:00-13:00) to minimise the disruption on the wider highway network;
- Applicant should consult with West Sussex County Council regarding the suitability of utilising Long Copse Lane/North Street in Westbourne for construction vehicle to egress the site – this is required before the Highway Authority can provide comments on the suitability of proposed construction vehicle routing;
- Narrative should be provided regarding measures taken to ensure two construction vehicles do not meet along Long Copse Lane at the same time;
- Narrative should be provided regarding how deliveries are to be scheduled to ensure that more than one delivery does not turn up at the same time;

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

- The applicant should have access to a road sweeper should this be required;
- Tracking should be provided showing the ability of the largest construction vehicle accessing and egressing the site at the temporary access before any comments can be provided on its suitability;
- Narrative should be provided regarding the temporary site access;
- Clarity requested on when the main access point will be utilised, and the temporary site access will be closed off; and
- A commitment should be provided within the CTMP stating that all contractor parking should be contained within the site and not along the highway under any circumstance

The applicant has submitted an amended Construction Method Statement which the Highway Authority have reviewed and have the following comments to make.

Deliveries

A commitment has now been provided within the CTMP stating that no deliveries are to take place within the Weekday AM peak hours of 08:00-09:00. It is noted that no commitment has been made to not that no deliveries are to be made within the Weekday PM Peaks or Saturday peaks as the applicant states no deliveries are anticipated.

It is noted however that there is a contradiction within the CTMP and the proposed working hours for the site. Working hours are to be 07:30-18:00 Weekdays and 08:00-13:00 on Saturdays meaning deliveries could still take place within the network peak hours. As such it is requested the commitment is provided within the CTMP noting that no deliveries are to take place within the Weekday PM Peak (17:00-18:00) and Saturday Peak (12:00-13:00).

The CTMP states that deliveries are to be scheduled to not turn up at the same time with vehicles to park along Southleigh Road or Hollybank Lane before proceeding onwards to the site. It is however requested that narrative is to be provided as to how they are to be scheduled. It is unacceptable for deliveries to park along Southleigh Road or Hollybank Lane.

As noted within our previous response, the Highway Authority have concerns with the proposed routing via North Street to egress the site and how it is to be managed to ensure that vehicles will be able to pass a construction vehicle to prevent congestion on the highway. The angle of the temporary access would force vehicles to egress the site via North Street as vehicles would not have the space to manoeuvre and egress via Hollybank Lane. It is the preferred approach of the Highway Authority to have the applicant construct their S278 access works first with access and egress movements

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into the site to be controlled via banksman utilising the permanent access. If the applicant however still wishes to egress via North Street the Local Planning Authority should consult with West Sussex County Council on this proposed vehicle routing considering the constrained nature of Long Copse Lane falls outside of Hampshire's jurisdiction. Due to the nature of Long Copse Lane, a restriction within the CTMP should be applied to ensure that the vehicle tracked is to be the largest vehicle type to access this site. The Highway Authority welcome sight of these comments before a decision is made.

Turning and Vehicle Movements

Clarity has now been provided regarding the utilisation of the temporary and the permanent site access. The temporary access is to be used for construction vehicles with the permanent accessed used for deliveries once the site road has been constructed. The temporary site access is to be utilised for on-site parking once the groundworks have been completed. As noted above, the preferred approach by the Highway Authority would be for the applicant to build the S278 access works first and use this as the construction access for the site. Whilst tracking has been provided showing that vehicles can be reversed into the site with a banksman to egress via North Street, this is not the preferred approach of the Highway Authority due to highway safety concerns of the constrained nature of Long Copse Lane to the east of the site towards North Street,

A jet wash facility should be provided at all times as close to the site exit as possible. A diagram should be provided showing this location. A commitment has now been provided within the CTMP stating that access to a road sweeper is available should this be required.

Considering the nature of the site is requested that a pre-commencement road condition survey is undertaken of the surrounding roads before construction works start. The applicant should ensure that the carriageway is reinstated to its pre-commencement standards should any damages to the carriageway occur.

Vehicle and pedestrian segregation will be in place for the duration of the works which is considered acceptable.

Parking

It is anticipated that there will be enough on-site parking for contractors throughout the construction of the project. It is noted however that no off-site parking on the highway is acceptable, all parking should be contained within the remit of the site. A commitment should be made within the CTMP stating that off-site parking on the highway is unacceptable. The CTMP should commit to managing any nuisance parking occurring on the highway.

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Recommendations

Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be made.

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning

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