

Dear Lesley,

There was an error in my previous response dated 11 January 2023, so please disregard it and replace it with this response.

=====

For the attention of: Ms Lesley Wells – Havant Borough Council

Planning Application: APP/21/00189

Site: Brockhampton West, Harts Farm Way, Havant

Proposal: 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).

Our Reference: Tracker No: #18858

Dear Lesley,

Thank you for your e-mail of 23 December 2022 consulting us on the above proposal for discharge of conditions 13; 15, 17 and 19.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such National Highways

works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways is concerned with proposals that may have the potential to impact on the safe and efficient operation of the SRN, in this case the A27 and A3(M).

We have reviewed additional and amended documentation and our comments are as following:

Condition 13 (partial discharge) – we requested more information – updated CEMP to provide details of the estimated daily vehicle movements of construction traffic. This was required by part C of condition 13 and was necessary for us to understand the construction impact to our network. This information was provided on 14 December 2022 by the applicant's architect (MSA-Architects) and we confirmed acceptability of this information in our e-mail dated 16 December 2022. As the outstanding information has now been provided we recommend that **this condition can now be discharged**.

Condition 15 (partial discharge) – we are content that **this condition can be discharged** (as per our response on 8/12/2022) as safety and reliability of the SRN will be unaffected.

Condition 17 - we are content that **this condition can be discharged** (as per our response on 8/12/2022) as safety and reliability of the SRN will be unaffected as per our advice on 8 December 2022.

Condition 19 – as this condition relates to the geotechnical matters, we have asked for input from our geotechnical specialist, their comments are as below:

- a) The Bund Assessment Report does not comply fully with the requirements of DMRB Standard CD 622. Although CD 622 requires a series of documents to be provided, given the stage in the Scheme's development, submission of a combined Ground Investigation Report/Geotechnical Design Report would be acceptable. This could be based largely on the Bund Assessment Report provided. Cross references in the body of the text to appendices are acceptable to avoid repetition of information or significant re-writing.
- b) Reports submitted in accordance with CD 622 require a GDMS number. This can be provided on request if the designer doesn't have access to our GDMS system, or access to the system can be arranged.

- c) A fuller Geotechnical Risk Register is required, showing the impact of mitigation on the risks.
- d) All submissions require an accompanying Geotechnical Certificate, signed by the Designer's Geotechnical Advisor (DGA). The DGA's CV shall be presented to National Highways' Geotechnical Advisor (keith.reeves@nationalhighways.co.uk) for acceptance. However, it is noted that the main bunds are on the south side of the development site, well away from the A27 but there is one on the west side, adjacent to a slip road from the A27 (see attachment for reference, where the bund is roughly shaded). It is unclear whether this is adjacent to our redline boundary. Can applicant please confirm position of this bund in relation to our boundary (response to be sent to planningse@nationalhighways.co.uk). We will then be able to confirm if the certification is required and the developer's report could be condensed to deal with just this bund. In the meantime we recommend that **this condition is not discharged**, until all information requested is provided.

We would appreciate if we could be reconsulted as and when outstanding information becomes available.

Please do not hesitate to contact me if you have any questions.

Regards

Mrs Beata Ginn

Assistant Spatial Planner (Area 3)

National Highways | Bridge House | Walnut Tree Close | Guildford GU1 4LZ

Tel: +44 (0) 300 470 1118 **Mobile:** 0787 204 6392

Web: <https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ