

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

Enquiries To Sophie Osborne
Direct Line 0370 779 5232
Date 27 August 2021

My reference 033441
Your reference APP/18/00897
Email havantdc@hants.gov.uk

Dear Sir,

15 Langstone Road, Havant, PO9 1RA

The demolition of an existing dwelling and construction of 9No. 2 bedroom flats; including associated access, landscaping and parking. (Approved 07/12/2018). Request to discharge condition No/s 3, 6, 7 and 11 (26/07/2021).

Thank you for consulting the Highway Authority on the above planning application.

The applicant is seeking to discharge Condition 7. To discharge this condition, the applicant has submitted a 'Construction Environmental Management Plan'. The Highway Authority has reviewed this document and has the following comments to make.

The applicant has proposed that prior to any demolition or construction works are carried out, a local highway survey will be carried out and recorded using dated photographs. Once all development work has been completed, a further highway survey will be carried out and comparisons will be made with the original survey. Thus, the applicant will ensure that the highway will be reinstated to the initial state of the highway prior to any demolition or construction works.

Due to associated traffic congestion, proximity of surrounding buildings and business premises, the applicant has proposed that material deliveries will take place outside of peak network hours minimising the impact on the wider highway network. If for any reason deliveries may need to be held prior to entry, the applicant will establish a

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

marshalling area where deliveries can be 'called forward' in a timely and controlled manner. Furthermore, no HGVs associated with the development will be parked up or waiting in close surrounding areas within these times, reducing the congestion and impact on the wider highway network.

All deliveries must be booked in advance and vehicles will be turned away if the loading area is in use further reducing the congestion and impact on the wider highway network. Material deliveries and waste collection will be undertaken within a controlled zone at the site entrance. Additionally, there will be a maximum of 5 lorry movements per day, which the Highway Authority can confirm that this will not lead to a detrimental impact on the wider highway network in relation to the number of trips this site will produce.

Access to the site will be via the existing site access and a new access formed solely for the construction works (as shown in the diagram supporting the CEMP). Providing two accesses to the site (one for contractors and the other for material deliveries) will minimise congestion accessing the site and thus, minimising congestion on the wider highway network.

The applicant has provided minimal contractor parking on site, with the remaining parking to be located off site. Employees are encouraged to travel to work using car/van-share minimising the number of contractors parking off-site in the local area. However, the Highway Authority have concerns that there has not been enough contractor parking provided on site as off-site contractor parking is unacceptable due to the impact this will have on the wider highway network. Thus, the applicant should explore the scope to provide further contractor parking on site or providing a car-park for contractors to park avoiding them having to park in the local area.

All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any contamination on the surrounding public roads and making the highway network unsafe. The applicant has provided a wheel-washing facility for the duration of the construction works ensuring that the levels of soil on road networks near the site are minimised. This is provided in the correct location, as wheels will be able to be washed directly before HGVs leave the site. Additionally, the area around the site will be regularly and adequately swept to prevent any accumulation of dust and dirt that could also pose a hazard on the highway network. This will continue until a more permanent service for the site has been established.

In order to minimise the hazards to pedestrians, if appropriate, protective covered pedestrian walkways will be provided in areas deemed to be high risk for pedestrians. Additionally, Banksman will direct pedestrians and vehicle when delivery vehicles are accessing and egressing the site reducing the likelihood of any serious impacts.

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

Until the likelihood of providing further contractor parking on site or the construction of an off-site car park has been assessed, the Highway Authority are unable to recommend the discharge of condition 7.

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

Yours faithfully,

Sophie Osborne

Assistant Transport Planner – Highways Development Planning

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