

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 Chris Hirst
Direct Line 0370 779 0563
Date 22 June 2021

My reference 032495
Your reference APP/20/00888
Email havantdc@hants.gov.uk

Dear Sirs,

Site of, 19 St Peters Avenue, Hayling Island

Construction of new dwelling to replace house demolished under Planning Permission 97/61610/000.(05.03.21). Request to discharge conditions 4,5,9 & 10. (08.04.21).

Thank you for consulting the Highway Authority on the discharge of condition 9 which reads as follows

Prior to the commencement of the development hereby permitted a construction and environmental management plan detailing the construction phase management and operation shall be submitted to and approved in writing by the Local Planning Authority.

The plan as a minimum shall include:

- Details of construction parking;*
- Storage of Construction Materials;*
- Details of storage of excavated materials and their removal from site including details of method of removal, vehicle types and routing;*
- Measures to limit impacts on neighbouring residents;*
- Measures to minimise the impacts on wildlife using the adjacent area H59E a high use site as identified by the Solent and Waders Brent Goose Strategy*

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

including timing of works and details of noise generating machinery.

The construction phase shall be carried out fully in accordance with the construction and environmental management plan as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the character and amenities of the area neighbouring residents bearing in mind the need for significant excavation on site and having due regard to policies CS11, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011, policy DM23 Havant Borough Local Plan (Allocations) 2014, the Wildlife and Countryside Act and the National Planning Policy Framework.

To address this condition, the applicant has submitted a Construction Environmental Management Plan (CEMP).

The CEMP commits to evaluating deliveries to the proposed development throughout construction. This should include avoiding deliveries and additional vehicular movements during the local network period hours to avoid additional disruption.

All larger delivery vehicles will be expected to follow the one way system outlined under the 'site access and traffic management' section of the CEMP which is considered acceptable. Whilst it is noted that construction vehicles will be managed to avoid obstructing the highway, the site layout plan does not provide a parking area to accommodate all contractor parking on site. The 'construction parking' section of the CEMP notes that this will be onsite only but the Highway Authority requires evidence that this can be accommodated.

The provision of a wheel washing facility at the site access is considered suitable; however, the Highway Authority would expect a road sweeper to be provided should any excess debris be dragged onto the highway which could result in a safety concern.

The Highway Authority requires further details regarding the parking arrangements during construction before a recommendation can be made on the discharge of condition 9.

Yours sincerely,

Chris Hirst

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