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Date	14 August 2025	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Sirs

Re: APP/24/00612 At Land south of Lower Road and west of Old Manor Farm, Havant

Approval of reserved matters comprising layout, landscape, scale and appearance, pursuant to outline planning permission APP/21/01071 for the development of 43 dwellings along with public open space and associated infrastructure works (Approved 06.02.2025). Request to Discharge Condition 6 (Received 20/05/2025). Request to Discharge Condition 5 & 11 (Received 20/05/2025).

Thank you for the consultation on the above discharge of conditions application. The application seeks to discharge conditions 2, 3, 4, 5, 6, 8, 10 and 11. Conditions 5 and 6 relate to highway matters. The Highway Authority would make the following comments.

Condition 5 of RM consent APP/24/00612 – Lighting

Condition 5 reads as follows: *No floodlighting, street lighting or other form of external lighting scheme, including at or on dwelling units, shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, Location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.*

Reason: To protect the occupants outside of and within the development from light disturbance / nuisance and having due regard to policies CS16 and

DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Drawing 'Site Layout Phase 2' (BARG230421 SL.01 Rev B) has been submitted showing the location of the proposed lighting plan. This street lighting plan should be signed off by a competent qualified street lighting designer that the details are acceptable to ensure that there is no overspill lighting onto the adoptable highway to the detriment of highway safety.

This sign off and confirmation that the street lighting strategy is acceptable and does not lead to overspill lighting onto the highway will be required to be provided before the Highway Authority can make a recommendation on the discharge of condition 5

Condition 6 of the Outline Consent Granted at Appeal
APP/X1735/W/22/3305704 – Construction Environmental Management Plan

Condition 6 reads as follows:

No development shall take place until a site-specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The approved CEMP shall be adhered to throughout the construction period. The CEMP should include, but not be limited to:

- *Programme for construction and carrying out of the works*
- *Procedures for maintaining good public relations including complaint management, public consultation and liaison*
- *Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)*
- *Construction traffic routes and their management and control*
- *Arrangements for deliveries associated with all construction works*
- *Loading and unloading of plant and materials*
- *Storage of plant and materials used in constructing the development*
- *Location of temporary site buildings, compounds, construction material, and plant storage areas*
- *Access and egress for plant and machinery*
- *Protection of pedestrian routes during construction*

- *Control measures for dust and other air-borne pollutants*
- *The parking and turning of vehicles of site operatives and visitors*
- *Procedures for emergency deviation of the agreed working hours*
- *Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination*
- *A scheme for recycling/disposing of waste resulting from the construction works*
- *The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
- *Wheel washing facilities*
- *Measures to prevent mud being deposited on the highway*
- *Provision for addressing any abnormal wear and tear to the highway*

A Construction Environment Management Plan (CEMP) Rev 2 dated 02 May 2025 has been submitted by the applicant for Phase 2 of the development

Programme for carrying out of the works

The applicant confirms that construction is proposed to last 114 weeks. This is noted.

Construction traffic routes, traffic management and control, and delivery arrangements

Proposed construction traffic routeing remains as per the CEMP for Phase 1. All construction traffic is proposed to access the site via Junction 5 of the A3(M), proceeding North East along Bedhampton Hill, briefly travelling East on Portsdown Hill Road before then turning South along Brookside Road, and finally South East along Lower Road.

The narrow width of Lower Road is such that large vehicles would block the carriageway and would be unable to pass. This has been previously addressed for Phase 1 through use of a system that utilises a gateman who is also to be a trained traffic marshal and banksman. For delivery vehicles travelling to the site, signage is to instruct them to wait at the bottom of Brookside Road and contact the site. The gateman then holds all traffic to the west of the site, then notifies the delivery vehicle that they are allowed to proceed southbound to the site. For vehicles travelling from the site, the gateman will be located at the site exit. For exiting lorries, he will walk to the junction with Lower Road and Brookside Road where southbound traffic is to be held. The delivery vehicle would then be informed that they are clear to proceed along Lower Road. This system is to ensure that delivery vehicles

and cars do not meet and has worked effectively for the construction of Phase 1. These measures are therefore considered acceptable.

Delivery vehicles are to be restricted to rigid vehicles where practicable and enforced through the ordering system in the same way as agreed for Phase 1.

It is noted that the number of frequency of vehicles on the site will fluctuate during the year however the worst case scenario figures given for Phase 2 are as follows:

Cars, Vans and other lightweight vehicles = 40 per day;

Site deliveries from large vehicles = 10 per day;

Site operated crane = 8 days per calendar month.

The Highway Authority does not find the increase in daily deliveries acceptable. For Phase 1 the maximum number of delivery-vehicles per day was 5 no. vehicles. In Phase 2 this has doubled to 10 large delivery vehicles daily. The Highway Authority do not find this increased number of deliveries per day acceptable, due to the increase in risk of conflict between delivery vehicles and cars using Lower Road. It is requested that the number of daily movements are reduced to reflect that agreed as part of Phase 1.

There is also an increase from 5 to 8 days in which a crane will be transported on site. Given this relates to 3 additional days per calendar month, on balance the Highway Authority are minded to accept given this had previously been managed alongside the daily delivery vehicles with no reported issues during construction Phase 1.

The signage plan identified within Section 4)e) matches that agreed for Phase 1. And is therefore acceptable. Separate agreement will be required with the Highway Authority to place signage on the highway.

Access and egress for plant and machinery

Section 4)c) refers to the site employing a gateman who is to be a qualified traffic marshal and banksman, to 'ensure vehicles are returned to the highway network in a safe manner'. This is acceptable.

The site compound is to remain in the same location as that utilised for Phase 1 albeit with a haul road running along the perimeter of the Phase 1 boundary to access the Phase 2 site. This will segregate all construction traffic from Phase 1 which is considered acceptable to the Highway Authority.

Although tracking has not been provided within the Phase 2 CEMP, as set out above, the compound location is unchanged from Phase 1. Tracking was provided in support of the Phase 1 CEMP demonstrated that large vehicles are able to turn within the site and leave in a forward gear. This is acceptable and no further tracking therefore needs to be provided in this instance.

Loading and unloading and storage of plant and materials

Sections 4)d) and 4)f) refer to all loading and offloading occurring in the material compound, as shown in the drawing within 4)d), with materials to be distributed throughout the site. This is acceptable.

Protection of pedestrian routes during construction

The reduced speed limit signed for construction traffic (referred to in section 4)e) of the CEMP) combined with the use of a gateman/banksman in the access and egress of delivery vehicles to and from the site is considered sufficient to protect pedestrians off site.

Internally within the site, pedestrian routes are to be segregated from vehicle movements through the provision of 'crowd barriers'. The pedestrian routes will be regularly inspected to ensure they are safe and suitable. This is agreed.

Delivery and construction working hours

Section 4)a) states that working hours would be 8am to 6pm Monday to Friday, and 8am to 1pm on Saturdays. Site staff and full time workforce to arrive between 7am and 8am.

Deliveries are to be restricted between the hours of 8am and 5pm Monday to Friday and 9am and 1pm Saturday.

Reference is made to deliveries which may arrive earlier being brought to the site compound and instructed to wait until they can be off loaded at 8am. These measures remain the same as agreed within the Phase 1 CEMP and therefore no further comments are made.

Parking

4)c) refers to parking being available in the licenced compound for the duration of the project, with contractors being restricted to parking only in this area. This is acceptable. It is unclear why the compound does not set out further clarity on the number of parking spaces available. This had been previously set out for Phase 1. Section 3 d) references an additional parking area within Phase 2 itself. Further narrative is requested on the number of parking spaces available and whether this is adequate for the number of staff required on site at one time.

It is noted that separate agreement for an additional parking area above those set out above within the vicinity of the Havant Thicket Pipeline is to be sought with Portsmouth Water. This is noted.

Measures to prevent mud being deposited on the highway

4)c) commits to a wheel washing station on site, consisting of a pressure lance manned by an operative who will monitor exiting vehicles. Additionally, the site manager is to continually monitor the off-site roads, with road sweeping measures to be implemented as required. These are acceptable.

Provision for addressing any abnormal wear and tear to the highway

Section 4)d) states that, prior to commencement, a photographic condition survey will be undertaken from construction access on Lower Road and along Brookside Road. Section 5 states that. Within 1 month of site completion HCC will be invited to inspect the off-site roads and compare that with the pre-commencement survey.

The CEMP should acknowledge that any abnormal wear or tear to the highway as a result of construction activities will be rectified at cost solely to the applicant.

Recommendation

In light of the above, the Highway Authority do not find the provided information sufficient to discharge Condition 5 of APP/24/00612 or Condition 6 of APP/X1735/W/22/3305704. Further information is required, as laid out in our response above.

Yours faithfully,

Rhiannon Cave
Assistant Transport Planner - Highway Development Planning
Hampshire 2050