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Enquiries to	Louis Aplin-Haynes	My reference	060018
Direct Line	N/A	Your reference	APP/24/00890
Date	5 May 2026	Email	havantdc@hants.gov.uk

For attention of Ms Owusu-Ansah

Dear Madam

Re: APP/24/00890 At Land and Mudflats adjacent to, Langstone Road, Havant

Flood defence works. Construct earth embankment along the Eastern edge of land as the Coastal Partners scheme for frontage 1B, from Chainage 0 to Chainage 145.

Thank you for consulting the Highway Authority on the above planning application. This application seeks approval for the construction of an embankment and bund wall in the fields adjacent to Mill Lane and Harbourside to the south of Langstone. As part of this proposal, the applicant has submitted a Construction Environmental Management Plan (EG/466661/EG) as well as an additional highways information document. One comprehensive document should be provided to be secured through the planning consent for ease of compliance. The Highway Authority consider that a comprehensive Construction Traffic Management Plan can be secured through an appropriate planning condition to be agreed prior to commencement. The Highway Authority wishes to make the following comments.

The Highway Authority note that this application is directly related to the works which were previously approved at 9 Harbourside (APP/24/00822). With this in mind, it is noted that the approved CEMP and Highways information documents have been reused with minor adjustments curtailing to the different works.

Phasing/Method Programme

Director of Universal Services
Patrick Blogg

It is noted the applicant has provided both a programme of phasing and the methods which will be used during the construction period in section 4.3. This confirms the sequencing of the works with detail on each step of the process, including the bund wall construction, sheet piling, and earthworks.

Site Access

The applicant has confirmed that all vehicles will enter site via Mill Lane. This access will lead to the site compound. The applicant has also provided the proposed block plan in Appendix 1 which shows the location of the site access.

No swept path tracking has been provided for this application. However, the applicant has included the information for approved 9 Harbourside (APP/24/00822) and subsequently it is understood that this application will utilise the same traffic movements. Therefore, the Highway Authority have no concerns with this matter.

Parking

It is noted that the applicant has provided narrative on parking within the site, stating that adequate space is available for the contractor's accommodation and light vehicles within the hardstanding and field. It is also noted that contractors will be told to avoid parking along Mill Lane and Harbourside. The Highway Authority are content with these arrangements.

Deliveries

The applicant has confirmed the deliveries that will be required for this proposal. This will consist of the delivery of the sheet piles and clay soil. Details of the number of deliveries required has been provided in the additional Highways information document. Additionally, it has been confirmed that all deliveries will access the site via Mill Lane.

The applicant has stated that an estimated 50 trips will be required to carry 1000 cubic metres of earth, however, the Highway Authority estimate that 75 trips will be required to carry 1000 cubic metres of earth (Roughly 1200t). This is because deliveries of earth to 9 Harbourside were previously calculated based on 16t loads for 100 cubic metres of earth (192t). This number is considered to be a significant increase over the 12 movements in the approved application. It is understood from the 9 Harbourside application that earth fill is proposed to occur over a number of days within the project. As this proposal will require a significant increase in required movements, should this occur over a few days, the Highway Authority would be concerned about the highway safety impact that this would result in given the existing site constraints. The Highway Authority are satisfied that access for construction vehicles can be achieved, however, this number of movements is questionable depending on the anticipated length of time this will take. However, it is considered that further details on this matter can be confirmed

post-planning through the provision of a comprehensive Construction Traffic Management Plan to be agreed prior to commencement.

Protection of Pedestrian Routes

The applicant has provided narrative on ensuring the cleanliness and covering the costs of repair from damages to Mill Lane. Additionally, the applicant has confirmed that a banksman will be available to help vehicles manoeuvre safely onto site via Mill Lane. Signage is to be provided which warns pedestrians of the presence of construction traffic during periods when trucks are expected. These are to be placed at the compound, at the corner of Mill Lane, and at the junction with the A3023. The Highway Authority are content with these arrangements given that these mirror those approved for the adjacent application at 9 Harbourside.

Pre-commencement Surveys and Measures

Mill Lane is a narrow road leading up to the gated access, with instances where the road width measures less than 3.0m. This reinforces our belief that a large vehicle traversing the area may have difficulties and will likely cause damage to the highway verge and third-party land. The applicant should submit a pre and post works condition survey, shown through photo evidence of the condition of the route. This evidence can be submitted to the Highway Authority via the following email address:

highways.development.planning@hants.gov.uk. The applicant must commit to covering the costs to rectify any potential damages caused by construction vehicles.

The vertical clearance of Mill Lane appears low in several areas. It appears that the trees are privately owned along the route, therefore raising the canopies and other tree-related works will require engagement with the tree owners directly and works carried out by an Arb contract as BAU.

Recommendations

Whilst the Highway Authority are satisfied with the majority of the measures given that they mirror those agreed for the 9 Harbourside application further clarity is sought regarding the number of earth fill movements. Given achievable access has already been demonstrated the Highway Authority consider that this can be addressed through planning condition.

The Highway Authority therefore have no objection to the proposals subject to the following condition being placed on the application:

Prior to commencement the applicant shall provide a Construction Traffic Management Plan to be reviewed and approved by the Highway Authority.

Reason – In the interest of highway safety.

Yours faithfully,

Louis Aplin-Haynes
Assistant Transport Planner - Highway Development Planning
Universal Services