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Enquiries to	Sophie Osborne	My reference	060131
Direct Line	N/A	Your reference	APP/26/00223
Date	12 May 2026	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Lesley,

Re: APP/26/00223 At Hulbert Road, Hulbert Road, Havant

**Discharge of conditions 11, 15, 19 and 20 of Planning Permission
APP/20/00441 (02.02.23).**

Thank you for your consultation on the above planning application. The applicant is seeking to discharge conditions 11, 15, 19 and 20 pertaining to the outline planning consent APP/20/00441. Conditions 15 and 20 relate to highway matters.

Condition 15

For clarity, condition 15 reads as follows:

No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use until the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Director of Universal Services
Patrick Blogg

Various drainage plans have been submitted by the applicant to support this discharge of condition. The Highway Authority understand that the applicant has yet to undertake the s278 detailed design process regarding the site access arrangements. The Highway Authority are therefore unable to recommend discharge of this planning condition until the s278 process has been entered into and the drainage strategy at the access arrangement has received technical approval. This will ensure that this suitable cut off drainage to prevent private water draining onto the highway, and vice versa, to the detriment of highway safety. The drawings once approved through the s278 detailed design check should be submitted so this planning condition can be discharged.

Condition 20

Condition 20 reads as follows:

A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction access, construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

To support this discharge of condition the applicant has submitted a combined Construction Traffic Management Plan and Construction Environmental Management Plan (CTMP/CEMP) dated February 2026 which the Highway Authority have reviewed and have the following comments to make.

Working Hours:

Section 4.0 outlines that working hours will be as follows:

- Monday to Friday: 08:00-18:00
- Saturday 08:00-13:00
- No working on Sundays and Bank Holidays

No commitment has been provided to outline that deliveries should not be scheduled within the network peak periods. These being: Weekday AM (08:00-09:00); Weekday PM (17:00-18:00) and Saturday Peak (12:00-13:00). This narrative should be included to minimise the impact of construction traffic on the safe and suitable operation of the local highway network.

Narrative outlines that any alterations to these working hours will be agreed by HBC. This should also require agreement from the Local Highway Authority and this narrative should be included.

Site Logistics:

The site logistics plan is provided on Page 14 which outlines the site compounds, office and welfare facilities and parking areas.

The document outlines that parking is to be available on-site through allocation of permits with contractors encouraged to bring operatives to site via minibus where possible. Public transport is encouraged however the Highway Authority are unclear how this would allow for safe and suitable access to the site by operatives given the lack of footway provision along the B2150 Hulbert Road to access the site. This may increase private car reliance to access the site.

The document references that parking for c. 20 cars would be sufficient however the vehicle forecast outlines that up to 50 vehicles/staff at peak would be required on site. It is unclear if this accounts for the minibus provision as aforementioned. The Highway Authority are concerned that an under provision of parking on site would lead to overspill parking on the B2150 Hulbert Road which would be a highway safety issue and unacceptable. It is considered that additional parking on site should be provided

Traffic Management:

Section 6.0 outlines traffic management measures during construction phases. It is noted that the contractor intends to maintain all existing public access routes and rights of way during construction. Routes are to be protected and controlled as required should any vehicles be required to manoeuvre over these core routes.

Access Routes

Construction traffic routing to the site has been depicted on page 16. This outlines access and egress to the site utilising the B2150 Hulbert Road using either/or Junction 3 and 4 of the A3(M). The proposed routing is considered acceptable as this provides the most direct route(s) to access the site avoiding residential areas.

Delivery Management

Delivery vehicles are to be loaded and unloaded within the site boundary only. Under no circumstances should any vehicles be unloaded/loaded along the B2150 Hulbert Road.

To minimise congestion during construction period monitoring and control of vehicles entering and egressing the site compound is to be implemented. Whilst this is noted, further narrative is requested on the scheduling of deliveries to prevent any waiting, or queuing back onto the B2150 Hulbert Road which would not be acceptable.

Swept path analysis should be provided to outline that the largest vehicles accessing the site are able to manoeuvre within the compound to access and

egress in forward gear. A commitment should be provided outlining that reversing onto the highway is not permitted and if absolutely necessary should only be undertaken when supported by a qualified banksman.

Wheel cleaning facilities are to be available at the site egress (identified on the site logistics plan) where required. This narrative is not strong enough and wheel wash facilities should be available during the full construction period with all vehicles cleaned on egress of the site. No reference has been made to a road sweeper and this should be available for the full construction period if and when required. The document should be updated to account for these additional measures/narrative.

Construction Traffic Forecast

The anticipated number of construction vehicle movements have been summarised within pages 16 and 17. The anticipated number of HGVs is expected to average between 3-7 HGV/LGV deliveries per day i.e. between 6 and 14 two-way movements. At a peak this will rise to 8 HGVs per day i.e. 16 two-way daily HGV movements. The Highway Authority are satisfied that this quantum of vehicle movements will not have a detrimental impact on the wider highway network.

50 contractor movements have also been anticipated which is discussed above in terms of parking requirements.

Pedestrian Protection:

Page 8 outlines that pedestrian access points are to be located close to the main vehicular access with a separate gate and footpath provided. Completed residential units will be safeguarded and separate from construction access. This is noted. The method of pedestrian segregation should be specified within the document e.g. through provision of Heras fencing.

Outstanding matters:

The following outstanding matters have not been provided within the CEMP/CTMP and should be included:

- Narrative surrounding a pre-commencement survey outlining that should any damages occur to the highway as a result of the construction activities then these should be rectified at the developer's expense. The scope of the pre-commencement survey should include the B2150 Hulbert Road
- Access arrangements for construction purposes – it is unclear how access for construction traffic is to occur and whether the site is reliant on the access arrangements being constructed prior to commencement on site. Additional narrative on this matter should be provided.

Having regard to the above the Highway Authority require the further narrative to be included within the CEMP/CTMP before a formal recommendation can be provided on the discharge of condition 20.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Universal Services