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Direct Line	N/A	Your reference	APP/26/00223
Date	10 June 2026	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam

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 has submitted a combined Construction Traffic Management Plan and Construction Environmental Management Plan (CTMP/CEMP) dated 5th June 2026 which the Highway Authority have reviewed and have the following comments to make.

Operational Hours

The applicant has confirmed that deliveries will be restricted from being scheduled during the weekday morning and evening peak hours (08:00-09:00 and 17:00-18:00) as well as the Saturday peak hours (12:00-13:00). The Highway Authority are content that this commitment has now been provided. It has also been confirmed that any alterations to working hours will require agreement from the Highway Authority as well as the LPA. Subsequently, the Highway Authority are content with the narrative in this section of the CTMP.

Site Logistics

The applicant has responded to the previously raised query regarding the safe and suitable access to site and lack of footway along the B2150 Hulbert Road. It has been stated that work will be undertaken early in the construction period to improve pedestrian access via the construction of footways.

Director of Universal Services
Patrick Blogg

The Highway Authority note that it remains unclear if the applicant has accounted for the minibus provision. 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.

Access

The applicant has confirmed that the existing bellmouth access will be used as the earliest site access. It will undergo improvements for visibility and security upon the commencement of the first operations on site. Despite this, it remains unclear whether the site is reliant on these access arrangements being constructed and further narrative should be provided on this matter.

Delivery Management

No further narrative has been provided on the scheduling of deliveries to prevent any waiting or queuing back onto the B2150 Hulbert Road. The Highway Authority again requests that this is provided in future re-consultations.

The applicant has stated that the largest vehicles expected on site are a rigid HGV, multi-axle tipper, and concrete wagon. Despite this, the applicant has provided swept path analysis for a refuse collection vehicle, pantechicon, and large car. This is not considered to be acceptable and the Highway Authority request that swept path analysis is provided using the correct vehicle types. It is also noted that the swept path analysis in drawing A096474-SK04 Rev A shows vehicles driving on the incorrect side of the road in order to access the site. The applicant should be aware that this is not considered to be acceptable and that vehicles should remain in the correct lane in swept path analysis.

It is noted that the applicant has provided confirmation that no reversing will be permitted onto or from Hulbert Road. The Highway Authority still request that narrative is provided which confirms that a banksman will be available if this movement is necessary.

It has been confirmed that wheel cleaning facilities will be in place at the site exit for all vehicle types for the duration of the works. However, reference has still not been made to a road sweeper. The Highway Authority reiterate the request that this is to be available for the full construction period if and when required.

Pedestrian Protection

It was previously requested that the method of pedestrian segregation was to be specified within the document. The Highway Authority maintain the request that this is provided in future revisions. For example through the provision of Heras fencing.

Pre-commencement survey

Narrative surrounding a pre-commencement survey remains outstanding. The Highway Authority request that this outlines that this should cover any damages which 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.

Recommendations

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

- Narrative on parking overspill
- Access alteration narrative
- Scheduling of deliveries
- Swept path tracking
- Banksman for reversing
- Presence of a road sweeper
- Details on pedestrian segregation arrangements
- Pre-commencement survey

Yours faithfully,

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