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Date	30 January 2025	Email	havantdc@hants.gov.uk

For attention of Jennie Fox

Dear Madam,

Re: Erection of a 64 bed care home (within Use Class C2) and 6No. dwellings (within Use Class C3) with associated works including access, parking and landscaping.(10.01.24) Request to discharge conditions 4,7 & 8 (12.01.24). Request to discharge conditions 4, 9, 11, 12, 14, 18, 20, 24, 27, 32 (01.05.24).Request to discharge condition 10 (06.08.24). Request to discharge conditions 9, 15 and 24 (27.08.24) Request to discharge conditions 10, 11, 12, 14, 18, 29 and 32 (31/10/2024). Request to discharge condition 21 (06/12/2024) | Land at Cowplain School, Hart Plain Avenue, Waterlooville

Thank you for your re-consultation on the above planning application. The applicant is seeking to discharge condition 24 which relates to highway matters. The Highway Authority have previously recommended a part discharge of this condition for the care home.

The Highway Authority previously responded to a CEMP for the dwellings on 14 June 2024 which required further information to be included. To support the discharge of this condition for the associated dwellings, the applicant has submitted a Construction Environmental Management Plan (CEMP) Rev D dated 17 January 2025 which the Highway Authority have reviewed and have the following comments to make.

Construction Traffic Routeing:

The CEMP outlines that the designated construction traffic routing is via the A3 London Road and Hart Plain Avenue. This is set out within Appendix E. The traffic routing is agreed to be the most direct to the site avoiding residential areas where possible.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Contractor Parking:

Parking for subcontractors is to be provided within the site compound accommodating up to 4 vehicles. This is depicted within Appendix A. It is unclear how the contractor parking area will be accessed once dwellings are constructed given the location to the rear of the dwellings. Irrespective of this, parking within the bounds of The Cowplain School has been agreed with the school directly accommodating between 15-20 vehicles. The applicant should confirm whether the quantum of parking allocated is sufficient to accommodate the demand.

A commitment has been provided within the CEMP outlining that parking outside of the designated site area is prohibited with no parking to be allowed at the front of the site. The wording should be stronger and outline that no parking should take place on Hart Plain Avenue or adjacent neighbouring streets and this will be enforced should this become an issue.

Deliveries and working hours:

Contractors are expected to arrive on site by 08:00 and depart by 18:00.

The CEMP sets out that deliveries are to be scheduled to avoid network peak periods (Weekday AM 08:00-09:00; Weekday PM 17:00-18:00; Saturday Peak 12:00-13:00) and school pick up and drop off periods of 08:00-09:00 and 14:45-15:30 which has been confirmed with The Cowplain School directly. In light of the above, deliveries are to be scheduled between 09:00-14:00 Monday to Friday. These restrictions are considered acceptable.

Limited narrative has been provided on the scheduling of deliveries. The CEMP refers to a schedule however this has not been outlined within the submitted documentation. Given the site constraints, no more than one delivery will be able to occur at one time particularly due to lack of turning facilities and the size of the site compound.

The number of vehicle movements and deliveries expected per day and the method for scheduling deliveries to ensure more than one does not occur at the same time remains outstanding and should be provided.

The CEMP outlines a programme of works however no time frames are associated with these. It is unclear the timescales for the construction period and this should be set out clearly within the CEMP.

Loading and Unloading of Vehicles:

The swept path analysis identifies a one way arrangement for construction vehicles with vehicles utilising Hart Plain Avenue in a westerly direction. This is not part of the agreed construction routing and therefore should not be utilised as part of the swept path analysis. Vehicles should only access the site from Hart Plain Avenue to the east.

Whilst the Highway Authority are not averse to the use of a one way arrangement within the site compound as it reduces the need for vehicle to

manure on site, it is unclear whether vehicles will be able to egress and turn right to follow the agreed construction routing. It is unclear whether the vehicle tracked is the largest to access the site and this should be confirmed. Additionally, the existing pedestrian crossing point along Hart Plain Avenue has not been identified within Appendix A and it is unclear if the routing conflicts with this crossing point which would be wholly unacceptable.

The site compound plan outlines the loading and unloading of plant and materials to the rear of the properties. It is unclear how this site compound will operate once the dwellings have been constructed and this should be clarified.

No narrative has been provided regarding access into the construction site itself. It is understood that the applicant has been accessing the compound by crossing the footway illegally with no dropped kerb arrangement in place. The applicant is required to obtain a temporary s171 license to access the site compound. Two dropped kerbs would be required if

Measures to prevent spread of mud onto the Highway:

A commitment has been provided regarding the need for all vehicles to be subject to wheel washing upon egressing the site, however this should also outline that these should be available for the full construction period. If any amendments are made to the site compound layout in light of the above comments then the location of the wheel wash should also be revised to ensure it remains in the location of the site egress. Stronger wording is required within the CEMP regarding access to a road sweeper for the full construction period should this be required.

Segregation and Protection of Pedestrian Routes:

Banksman are to manage vehicle and pedestrian movements upon vehicles accessing the site. The scheduling of delivery vehicles outside of peak pedestrian periods will reduce the number of conflicts between construction vehicles and pedestrians. The CEMP also provides a commitment on the need for regular footway inspections during the construction phase which is welcomed.

No internal segregation within the site compound has been identified in Appendix A and this should be provided.

Pre-commencement survey:

A pre-commencement survey has been provided within Appendix F of the CEMP. No commitment has been provided to state that should any damages to the highway occur as a result of the construction activities then these should be reverted back to the condition outlined within Appendix F once construction has been completed. This should be included within the CEMP.

Recommendation

Having regard to the above, the Highway Authority require the further information to be included within the CEMP before the partial discharge of

condition 24 can be recommended.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050