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Date 14 August 2024

My reference 053955

Your reference APP/22/00155

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For attention of Tina Pickup

Dear Madam,

2, 2A, 4 and 6 Seagull Lane, Emsworth, PO10 7QH Demolition of 2 & 2a Seagull Lane and warehouses 1, 2 and 4. Existing unit 6 Seagull Lane retained with external amendments including cladding and utility enclosure. Construction of 3No light industrial buildings split into 8No units.(24.03.23). Request to discharge conditions 3,4,5 & 8 (30.05.24).

Thank you for your re-consultation on the above planning application. The applicant is seeking to discharge condition 3, 4, 5 and 8. For clarity, condition 5 relates to highway matters.

In response to previous comments dated 14 June 2024 the applicant has submitted an updated Construction Method Statement (CMS) dated 12 July 2024 which the Highway Authority have reviewed and have the following comments to make.

S278 Works and Traffic Management:

The applicant proposes temporary construction accesses to the site from Seagull Lane throughout the demolition and construction periods. The applicant also proposes separate s278 agreements to deliver each of the approved vehicular accesses to the site. The proposals would also require the applicant to obtain relevant highway licenses due to proposed traffic management measures and apparatus on the highway. To simplify the process of delivery the applicant should enter into one s278 agreement to deliver the approved vehicular access into the site and implement any necessary traffic management measures. The s278 process and measures relating to traffic management is a separate statutory process and the relevant parties will need to be satisfied with the measures upon applying for the agreement.

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Construction Phase Overview, Access and Delivery Arrangements:

The revised CMS includes further details regarding each stage of the demolition and construction phases within sections 3.0 and 4.0 which is helpful. Comments on each of these are laid out below.

Phase 1 – Demolition:

The applicant has stated that within during phase one the existing site access will be utilised by vehicles. This proposed arrangement has been supported with swept-path analysis drawings using a 10.2m Large Tipper and a Skip Lorry within drawings 2024-6719-003 and 2024-6719-002 which confirm the ability to access, turn within the site and leave in a forward gear.

A pedestrian access is proposed from Seagull Lane into the site to segregate pedestrians from vehicular traffic which is supported. A 2.4m high timber hoarding is proposed on the site boundary and site offices and welfare facilities are to be located within unit 6, which is noted. Should this fall on the highway the applicant will be required to apply for a hoarding license. Further information can be found at the following link: <https://www.hants.gov.uk/transport/licencesandpermits>

Phase 2 – Implementation of Internal Site Infrastructure and Buildings:

The applicant proposes the introduction of a temporary construction access to the west which is understood to form one of the permanent accesses into the site as approved through the planning consent. As raised above this will require entering into a S278 agreement with the Highway Authority for these works to be undertaken.

This introduction of this additional access allows an in and out arrangement for vehicles accessing and egressing the site which has been supported with swept-path analysis for a 12-metre rigid vehicle. The swept-path drawing (drawing no 2024-6719-203) demonstrates that the largest vehicles expected at the site may overswing third party land, however vehicles will be under the supervision of a banksman and multiple manoeuvres could overcome this. The applicant should provide a commitment to restrict the size of the vehicles to not exceed the 12-metre rigid vehicle due to these constraints evidenced with the supporting tracking.

Phase 3 – Access implementation:

The applicant proposes the delivery of two separate vehicular accesses as approved in planning. The accesses will be delivered separately to maintain at least one construction access to the site. This phase will result in the narrowing of Seagull Lane during the delivery of the s278 works. Swept-path analysis has been provided for a 7.4 metre van (drawing no 2024-6719-303) accessing and egressing the site via each construction access respectively. Due to the constraints on Seagull Lane during this stage, a commitment should be made to restrict vehicles attending the site to 7.4 metres during phase 3.

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Presented on drawing no 2024-6719-302 it is noted that hoarding on the northern side of site is removed to enable the carriageway to tie in with the existing highway. Unit 6 is still proposed to be utilised as site offices and welfare facilities.

Phase 4 – Internal Fitout, Cladding and Snagging:

This phase involves the installation of interior fixtures and various internal works. Vehicle access to the site will be via the approved built out accesses and vehicles associated with the works would revert to the one-way system within the site in line with Phase 1 and 2. This is noted.

Deliveries associated with all construction and demolition activities (Phases 1, 2 and 4):

The CMS has been updated to state that HGV deliveries would be limited to 'interpeak' hours of 09:30-16:00 and would be prevented between the hours of 14:30-15:30 to avoid Glenwood School finish times. The applicant is required to restrict all vehicle movements to these interpeak hours and update wording within the CMS to reflect this. No commitment has been provided to state that no deliveries are to occur between the Saturday peak of 12:00-13:00 and this wording should be included within the CMS.

The applicant has stated that at the busiest period of construction up to 36 two-way vehicle movements are expected at the site. This is noted. In relation to scheduling, up to 2 HGV's or 4 smaller delivery vehicles could be accommodated within the site at any one time.

It is further stated that HGV's arriving outside of an allotted delivery window would be sent away to a holding area at Emsworth Services (A27). Whilst an identified waiting area is welcomed this would not be considered appropriate for vehicles approaching the site from the A27 east bound. The Highway Authority are aware of a layby on the A259 Havant Road by the Emsworth A27 access and egress which could accommodate any waiting vehicles, not just restricted to HGVs. Notwithstanding, this should only be a last resort and vehicles should be scheduled to ensure that no more than the maximum capacity is on site at one time. A commitment is required to be provided within the CMS to prevent more than the maximum capacity of 2 HGVs or 4 smaller vehicles being at the site at any one time.

Site Compound Layout:

During Phase 1 the CMS outlines an area for material storage and waste and presents the proposed hoarding gates, wheel washing facilities and the location for the proposed banksman.

During Phase 2 the CMS outlines a central compound for unloading and loading and the storage of materials and plant will be introduced and unit 6 will continue to be utilised for office and welfare purposes. The location of wheel washing facilities, proposed banksmen and road safety signage is also presented. The applicant should

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be made aware that a separate license to place signage on the highway may also be required and the relevant permissions should be obtained ahead of these being erected.

The site compound areas for Phases 3 and 4 remain unconfirmed and should be included within any CMS.

Contractor Parking:

Within phase 2 parking for up to 8 vehicles within the site compound is proposed as presented in drawing 2024-6719-201. The applicant has stated that a proportion of site operatives are expected to travel to the site by public transport and therefore the proposed parking provision is considered sufficient to accommodate the expected demand.

No commentary has been provided within the CMS on the available parking for site operatives during Phases 1, 3 and 4. It is unclear whether the parking provided within the site will be available for use, particularly for phases 3 and 4, and this should be confirmed.

As previously requested, a commitment should be provided to state that under no circumstances should parking take place where not permitted. The Highway Authority expect no parking to take place on Seagull Lane and the local highway network and this should be monitored by the applicant.

Vehicle Routing:

The applicant has included routing information in the updated CMS which indicates vehicles utilising the Havant Road (A259) and North Street (B2148) to access and depart the site to and from the strategic road network (A27). This is the most direct route to the site avoiding residential areas where possible and is therefore considered acceptable to the Highway Authority.

Protection of Pedestrian Routes during Construction:

The applicant has confirmed pedestrian routes through the site during phase 2 as identified within drawing 2024-6719-201 whereby a pedestrian path will be provided internally to and from the proposed welfare facilities.

A public footpath runs past the site in a north-east direction, and it is unclear what measures are in place to protect pedestrians utilising this route. As previously requested, the applicant should provide information detailing the proposed measures to protect pedestrians travelling on Seagull Lane during the works to access the public right of way. This should be included within the CMS.

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Measures to prevent spread of mud onto the Highway:

The location of the wheel wash facilities has been provided for phases 1 and 2 as shown within drawing 2024-6719-001 Rev A and 2024-6719-201 Rev A and is noted. It is unclear why wheel washing facilities have not been included on plan for Phases 3 and 4. Wheel wash facilities should be provided for the full demolition and construction period and be located on drawings close to both site egress points for these phases. A commitment should be provided within an updated CMS regarding access to a road sweeper and wheel wash facilities for the full demolition and construction period to address concerns relating to deposits of debris on Seagull Lane and the local highway network.

Pre-Commencement Survey:

The applicant has submitted a separate pre-commencement survey in response to previous comments raised dated 12 July 2024 along Seagull Lane itself and North Street. This is noted. The applicant will be responsible to rectify any damages to the highway at their own expense if it can be demonstrated that any further damages are related to construction activities. This commitment should be included within the CMS or supporting pre-commencement survey.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be provided on the discharge of condition 5.

Yours faithfully,

Michael Okubajo
Consultant Transport Planner – Highways Development Planning
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