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Date	24 December 2024	Email	havantdc@hants.gov.uk

For attention of Jennie Fox

Dear Sirs

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) | 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. In response to previous comments dated 6 September 2024 the applicant has submitted a revised Construction Environmental Management Plan (CEMP) Rev 2 relating to construction activities for the care home only.

It is understood that the CEMP for the residential dwellings is yet to be agreed and further amendments were required. This should also be provided.

The Highway Authority have reviewed this revised CEMP relating to the care home and have the following comments to make.

Programme:

The CEMP confirms that works are proposed to commence in 2025 with completion expected end of Summer 2026. Whilst not being stated within the CEMP it is understood that works are proposed to commence January 2025 with the duration to last for c. 18 months.

Working Hours:

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Working hours are identified as 08:00-18:00 Monday-Friday and 08:00-13:00 on Saturdays with no working anticipated on Sundays and Public Holidays. It is noted that the CEMP suggests that deliveries are to avoid peak congestion times. Stronger wording is required to outline that deliveries should be scheduled to avoid the network peak hours of 08:00-09:00 (Weekday AM), 17:00-18:00 (Weekday PM) and 12:00-13:00 (Saturday Peak) to minimise the impact of construction activities on the local highway network.

It is noted that the school opening and closing times are to be avoid. To clarify this should be the pick up and drop off periods. These periods should be confirmed with the local schools and provided within the CEMP for clarity.

Deliveries:

Construction traffic is proposed to access the site via the A3(M), B2149 Hulbert Road, A3 London Road before accessing Hart Plain Avenue. The construction traffic routing is agreed to be the most direct to the site avoiding residential areas where possible. The routing provided within Appendix 4 does however differ and suggesting rear access into the site via Queens Road. For clarity this should be updated to outline the agreed routing.

All vehicles are to be unloaded within the site boundary with materials to be stored within the designated area within the site compound. Under no circumstances are deliveries to be off-loaded on the road which is agreed.

The CEMP states that deliveries are to be pre-arranged however no further narrative has been provided on this point. Given the nature of the site no more than one delivery can occur at one time due to on-site constraints. Further commentary should be provided to outline how deliveries are to be scheduled to ensure that more than one does not occur on site at the same time.

It is noted that an average of 20 vehicle movements are not to be exceeded during the construction periods

Turning and Vehicle Movements:

No narrative is provided on turning and vehicle movements within the CEMP. This should be outlined. It is unclear whether there are appropriate turning facilities for vehicles to access the site, manoeuvre and egress in forward gear based on the site compound layout within Appendix 1. It should be confirmed whether vehicles are intended to be reversed into the site from Hart Plain Avenue itself. Reversing onto Hart Plain Avenue from the site should be avoided as far as practically possible. Proposed vehicle movements should be supported by appropriate swept path analysis for the largest vehicle expected to access the site.

Any vehicles that are required to reverse should be under banksman control and this commitment should be provided within the CEMP.

Wheel wash facilities:

A wheel wash facility is to be provided at the vehicle entrance/exit to ensure

that all vehicles leaving the site have their wheels cleaned to prevent spread of mud on the local highway network. The location of the wheel wash should be appropriately identified on the site compound drawing in Appendix 1. The Gateman is also to inspect the wheels which is welcomed.

A commitment has also been provided regarding access to and deployment of mechanical road sweepers as and when this is required at the earliest convenience and at the developer's expense. This measure is acceptable.

Pedestrian Routes:

Vehicle and pedestrian segregation is to be in place throughout the duration of the works. Internally, the pedestrian routes are clearly identified on the site compound drawing within Appendix 1. This is considered acceptable.

Vehicle management will also be in place by the gates man/banksman to minimise conflict with vehicles and pedestrians along Hart Plain Avenue itself.

Parking:

Parking for contractors is to occur within the site boundary with the location identified within the site compound layout in Appendix 1. It appears that sufficient parking is provided (c. 30 spaces) however the CEMP should confirm whether this is appropriate to accommodate the expected workers on site.

A stronger commitment should be provided to state that parking should only occur within the site boundary and not on the local highway network. The Highway Authority would expect no parking to occur on Hart Plain Avenue and its adjoining roads and this will be enforced should it become an issue.

Pre-commencement survey:

No narrative has been provided within the CTMP regarding a pre-commencement survey. This should be provided with a commitment in the CEMP outlining that should any damages to the highway occur, they will be reverted back to the condition prior to commencement at the applicant's expense.

Recommendation

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on the discharge of condition 24.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050