

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line

Date 30 July 2024

My reference 053893

Your reference APP/24/00053

Email havantdc@hants.gov.uk

Dear Mr Weaver,

Multi Storey Car Park, Bulbeck Road, Havant

Application to determine whether prior approval is required for the method of demolition of multi storey car park including slab removal and the proposed restoration of the site.

Thank you for your reconsultation on the above planning application. In response to previous comments dated 01 July and following a series of direct discussions to resolve outstanding matters, the applicant has submitted a revised 'Health and Safety Plan Rev P05 dated 24 July 2024. This documentation encompasses all highway matters relating to the demolition activities which the Highway Authority have reviewed and have the following comments to make.

Provision of long-term facilities for contractor/operative parking:

The applicant has confirmed within page 18 of the Health and Safety Plan the car park to be utilised by contractors whilst demolition activities take place. Additionally, a commitment has been provided to state that under no circumstances should parking occur on the public highway with the designated car park the only contractor parking available. These measures are considered acceptable to the Highway Authority. The Planning Authority in their capacity as the Local Parking Authority should also confirm whether use of this car park for contractors is acceptable. The Highway Authority should be reconsulted for further comments should this proposed car park be a concern.

Number of associated vehicle movements (both for demolition works and contractors):

The applicant confirms that the maximum number of vehicle movements within peak periods of demolition activities is to be 5 per day. This is noted.

Director of Hampshire 2050
Gary Westbrook

Swept path analysis has been provided for the largest vehicle expected to access the site which has been confirmed to be a low loader. The Highway Authority note that due to the site constraints, the low loader relies on the full carriageway width when undertaking the necessary movements to access the site. The Highway Authority understand that this vehicle size is necessary for demolition activities and a smaller vehicle cannot be utilised.

A temporary TRO will therefore be required to temporarily suspend any parking which can occur along Bulbeck Road during the period of demolition works. The ability of the low loader to access the site is reliant on the parking restriction being in place for the movements to be undertaken appropriately.

Arrangements and schedule for vehicle movements associated with all demolition works:

The applicant has confirmed within section 10.9 of the Health and Safety Plan that deliveries and collections will be scheduled to ensure that due to site constraints no more than 1 vehicle will be attending the site at one time. This is considered acceptable to the Highway Authority.

Additionally, section 1.4 of the Health and Safety Plan outlines that deliveries are not to be undertaken within the weekday AM and PM peak periods (08:00-09:00; 17:00-18:00) and the Saturday peak period (12:00-13:00). This is noted.

Proposed routing of vehicles associated with demolition works:

Page 21 of the Health and Safety Plan outlines the proposed routing to and from the site for demolition activities. The Highway Authority are satisfied with the proposed routing shown for vehicles.

Protection of Pedestrian routes during demolition:

The Highway Authority previously requested that consideration was given towards provision of a segregated route within the carriageway to overcome the proposed footway closures to facilitate the demolition works as identified on page 11 of the Health and Safety Plan.

Following direct discussions with the applicant it is understood that this cannot be facilitated as the required vehicles for the demolition activities would not be able to access the site due to the constraints of Bulbeck Road. Considering the above, a footway diversion strategy will therefore be required. This diversion strategy will be agreed through a temporary TRO arrangement along with the temporary parking suspension as laid out above. Further information on the temporary TRO process can be found at the following link: [Traffic management | Hampshire County Council \(hants.gov.uk\)](https://www3.hants.gov.uk/contactus/traffic-management)

Director of Hampshire 2050
Gary Westbrook

The applicant is reminded that the temporary TRO and traffic management procedures and the licensees required to facilitate the demolitions activities are a separate statutory process and the relevant parties will need to be satisfied with the measures upon applying for the licenses.

Site set up for temporary site buildings required for the demolition works including compound and plant storage areas:

It is understood that vehicles are to be driven into and out of the site however where any reversing is required this is to be accompanied by a banksman as confirmed within item 10.7 and 10.10 of the Health and Safety Plan. The applicant has also confirmed that arrangements will be made to ensure vehicles do not overhang the highway. This is noted.

Confirmation has been provided on page 10 (section 3.4) to confirm that relevant liaison and agreement has been sought in regard to the site boundary encompassing parking spaces for 'South Park Court'. It is understood that separate agreement has been undertaken with the Planning Authority on this matter with parking relocated elsewhere during the demolition period. This is noted.

Details of the methodology for ensuring dirt is not transferred onto the Highway:

A commitment has now been provided within section 10.6 of the Health and Safety Plan confirming that wheel wash facilities and the road sweeper are to be available from the full demolition period for use if required. Additionally, the proposed location of the wheel wash is shown within the site compound drawing on page 10 of the Health and Safety Plan. This is considered acceptable to the Highway Authority.

Recommendations

Having regard to the above, the Highway Authority provide no objections to this prior approval application.

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 information.

Yours sincerely,

Sophie Osborne
Senior Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook