

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	055406
Direct Line	N/A	Your reference	APP/23/00665
Date	23 December 2024	Email	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: Erection of a 78 bed older persons care home (Use class C2) together with construction of new access road, car/cycle parking, drainage works, hard/soft landscaping and other associated infrastructure.(26.02.24). Request to discharge condition 15 (05.04.24). Request to discharge conditions 3,4,7,9,13,14,18,20,21 and 23 (24.07.24).Request to discharge condition 6 (28.08.24). Request to Discharge Conditions 5 & 17 (11/10/2024).

Thank you for your re-consultation on the above planning application. The applicant is seeking to discharge conditions 5 and 7 both of which relate to highway matters.

Condition 5

For clarity condition 5 reads as follows:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Part 4 Class A (Temporary buildings and uses) no development shall commence on site unless and until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Planning Authority, which shall include:

- a) A programme of and phasing of demolition (if any) and construction work;*
- b) The provision of long-term facilities for contractor parking;*
- c) The arrangements for deliveries associated with all construction works;*
- d) Methods and phasing of construction works;*
- e) Access and egress for plant and machinery;*
- f) Protection of pedestrian routes during construction;*
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;*

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety having due regard to policies CS16, DM10 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

To discharge this condition the applicant has submitted a Construction Traffic Management Plan which the Highway Authority have reviewed and have the following comments to make.

Programme for works:

The construction progression schedule has been submitted to support this discharge of condition application. Construction works are expected to begin in January 2025 and be completed in October 2026 (a 94 week period).

Proposed Vehicle Movements:

The CTMP outlines during peak construction up to 10 deliveries a day are expected (which would equate to 20 vehicle movements). In non-peak activities up to 5 deliveries are proposed (equating to 10 vehicle movements). This is noted.

Traffic Management:

All vehicles accessing and egressing the site, particularly reversing vehicles, are to be controlled by a banksman. Vehicle movements will be under the responsibility of the project manager, with major deliveries to be planned in advance and others undertaken on a 'just-in-time' basis. Further clarity is requested on the scheduling deliveries to ensure that more than one vehicle does not access the site at the same time given the site constraints for unloading and loading, particularly in peak periods.

All vehicles are to leave the site in a forward gear where possible and reversing vehicles should be limited, but where required are to be supported by a banksman. It is noted that on the site set-up plan a designated turning area is identified for turning vehicles. Swept path analysis should be provided for the largest vehicles requiring to turn on site to ensure that there is appropriate space to access, manoeuvre and egress in forward gear. This should be evidenced within the CTMP. It is unclear whether vehicles are expected to access the second materials storage area in the southern parcel of the site.

The CTMP refers to the use of holding areas for delivery vehicles should holdups prevent them being unloaded at arrival. These should be identified within the CTMP for comment on their suitability by the Highway Authority.

Vehicular Access into the Site:

The CTMP outlines that the SRN is to be utilised as far as practically possible to access the site. Construction traffic is to utilise the A27 and the B2149 before utilising Bartons Road and Normandy Way. The proposed construction traffic routing is considered acceptable, however the routing plan should be clearly identified on a diagram for inclusion within the CTMP.

Pre-commencement survey:

The CTMP outlines that condition survey will be undertaken prior to commencement with any damages to the highway upon completion will be rectified at the expense of the applicant by licensed contractors. This commitment is acceptable.

Wheel washing facilities:

To minimise spread of mud and debris on the highway network, manual wheel washing is to be carried out as necessary on vehicles leaving the site. The location of the wheel wash facilities are located as close to the site exit as possible identified on the proposed site set-up and access plan. The location is acceptable.

Vehicles are also to be inspected before departing the site which is welcomed. A commitment has also been provided regarding the deployment of mechanical road sweepers at the earliest opportunity should mud and debris be spread further afield on the public highway.

Site Operational Hours:

The CTMP outlines that construction works are to be undertaken between 08:00-18:00 Monday-Friday and up to 13:00 on Saturdays. No narrative has been provided regarding deliveries outside of the network peak hours. A commitment should be provided within the CTMP to outline that deliveries are not to be undertaken within the network peak periods of 08:00-09:00 (Weekday AM), 17:00-18:00 (Weekday PM), and 12:00-13:00 (Saturday Peak).

Site Construction Worker Parking:

The construction parking area is outlined on the site-set up plan. The narrative in the CTMP states that parking will be available however the spaces are limited. The number of spaces should be confirmed and the shortfall identified. Car sharing, use of minibuses and cycling to the site are to be encouraged. The cycle parking area within the site compound should be identified.

A commitment should be provided to outline that parking should only occur within the designated on-site parking areas and no parking should occur on the local highway network. The Highway Authority would expect for no parking

to occur on Normandy Way, and this will be enforced should it become an issue.

Protection of Pedestrian Routes:

Protected pedestrian walkways and crossing points are identified on the site set up plan which are to be segregated from vehicle movements. This is considered acceptable.

Recommendations:

Having regard to the above the Highway Authority require the further information requested to be included within the CTMP before a formal recommendation can be made.

Condition 7

For clarity Condition 7 reads as follows:

Prior to commencement, final details regarding the levels and drainage strategy for the site shall be submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority, and for the levels and drainage strategy to be implemented in accordance with the approved plans.

Reason: In the Interest of highway safety and having due regard to policies CS15, CS20 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

The Highway Authority have previously provided formal comments dated 30 September 2024 on the discharge of condition 7. In response to these comments the applicant has submitted the following revised drawings and a commentary with regard to the drainage proposals.

- Drawing 1014-12-102-P Rev P1 – Proposed Site Levels Plan
- Drawing 11063-509 – Overland Flow Review

The Highway Authority are satisfied that the drainage and levels details provided override previous concerns raised. The levels have been reworked at the Normandy Way access to ensure that any surface water discharges into the Care Home site and not onto Normandy Way. This therefore removes the need for cut-off drainage to be provided. The applicant also provides confirmation that an allowance has been provided within the Bellway design to accommodate the Helmsley House surface water, and that the surface water strategy has not changed from the original consent. This is considered appropriate justification.

Recommendations:

Having regard to the above, the Highway Authority provide no objections to the discharge of condition 7.

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 faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050