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Date	17 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) | At 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 high matters. In response to previous comments dated 10 January 2025 the applicant has submitted a revised CEMP rev 4 for the Care Home element of the above planning consent which the Highway Authority have reviewed and have the following comments to make.

Turning and vehicle movements:

The applicant has provided additional clarity in the CEMP on turning and vehicle movements. The CEMP outlines and the applicant has confirmed that smaller vehicles no larger than the dimensions tracked within Appendix 4 of the CEMP have appropriate space on site to turn to access and egress in forward gear.

Due to the site constraints, larger vehicles such as tippers and HGVS are unable to turn on site and are required to reverse into the site. The CEMP sets out an estimated 5-9 larger vehicle movements per week during early construction phases which reduces to c. 3 movements per week during the fit

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

out stage. Given the limited number of larger vehicle movements proposed reversing into the site is considered acceptable in this instance. The CEMP provides a commitment to state that reversing vehicles are to be assisted by a qualified banksman which is considered acceptable to be able to leave the site in forward gear. The ability of larger vehicles to reverse into the site is outlined within Appendix 4.

Given that the CEMP is a live document if there are any issues with the turning and delivery procedures then additional measures can be secured within the CEMP as considered necessary.

Recommendation:

Having regard to the above the Highway Authority provide no objection to the part discharge of condition 24. A full discharge cannot be recommended until the CEMP for the residential dwellings has agreed with the Highway Authority.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050