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Enquiries To Sophie Osborne

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Date 14 June 2024

My reference 053448

Your reference APP/22/00837

Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land at Cowplain School, Hart Plain Avenue, Waterloooville

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)

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments. The applicant is seeking to discharge conditions 4, 9, 11, 12, 14, 18, 20, 24, 27 and 32. Condition 24 relates to highway matters which reads as follows

a) Unless otherwise agreed in writing with the Local Planning Authority, no works within a phase pursuant to this permission shall commence until a Construction Environmental Management Plan (CEMP), to cover construction phases, has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to details of: development site compound and hoarding, including details of storage of construction materials and equipment; management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages; waste disposal; measures to ensure no materials, machinery, vehicles or works will encroach on the nature designated sites; cleaning of the wheels and bodies of vehicles leaving the site; construction vehicle routes and their management and control; site access management; parking and turning provision to be made on site, working hours & times of deliveries; loading/offloading areas; site office facilities; contractor parking areas; method statement for control of noise, dust and emissions from demolition/construction work; adequate provision for

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addressing any abnormal wear and tear to the highway, and a programme for construction. The Plan should be in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'.

and

(b) The development of each phase shall be carried out in accordance with the CEMP approved pursuant to part (a) of this condition and shall continue for as long as construction works are taking place at the site, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety, ecology, to protect the amenity of nearby occupiers, to protect and manage environmental risks, to protect groundwater and therefore the local public water supply source in accordance with Policies CS11, CS16, CS20, DM8 and DM10 of the adopted Core Strategy and the National Planning Policy Framework.

To discharge this planning condition the applicant has submitted a Construction Environmental Management Plan (hereafter CEMP) Rev A, which the Highway Authority have reviewed and have the following comments to make.

It is noted that the discharge of condition covers the full site (care home and residential dwellings inclusive) however this CEMP only covers construction matters and activities relating to the residential dwellings. Therefore the Highway Authority will only be able to recommend a partial discharge for this condition with the two parcels coming forward separately.

The information provided within the CEMP is limited in terms of matters relating to construction and contractor movements. The compound layout is shown within Appendix A.

Pre-Commencement Survey:

The CEMP refers to provision of a condition survey of the road to assess suitability for construction related traffic. A pre-commencement survey is a requirement before any construction activities take place. It is requested wording is reflected to state a pre-commencement survey and that the scope of this survey should include Hart Plain Avenue. A commitment should also be provided to state that should any damages to the highway occur, they will be reverted back to the condition prior to commencement at the applicant's expense.

Details of On-site Contractor Parking:

The CEMP suggests parking provision is to be provided for subcontractors within the site compound. The number of parking spaces should be confirmed and the applicant should confirm whether this is appropriate provision for the number of workers expected on site.

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Deliveries and working hours:

It is noted contractors are to be on site between the hours of 08:00-16:00.

No information has been provided on the periods designated for construction periods and deliveries. It is unclear if construction is to take place on Saturdays. A commitment should be included within the CTMP to state that no deliveries are to occur within network peak periods of 08:00-09:00 (AM), 16:00-17:00 (PM) and 12:00-13:00 (Saturday). Additionally, considering the proximity of local schools deliveries should also be scheduled to avoid typical school pick up and drop off periods. This wording should also be included within the CEMP.

No narrative has been provided on the scheduling of deliveries. Given the nature of the site no more than one delivery can occur at one time due to limited turning facilities and the size of the site compound. The number of vehicle movements and deliveries expected per day and the method for scheduling deliveries to ensure more than one does not occur at the same time should be outlined.

No narrative has been provided on the programme and sequencing of works. The proposed construction timeline should be confirmed.

Construction Routing:

No construction routing has been outlined and this should be provided within the CEMP. This should be the most direct route to the site and avoiding residential areas where possible.

Loading and Unloading of Vehicles:

Materials loading and unloading is to occur within the site compound as identified within Appendix A. The Highway Authority note that turning provisions are provided on site for vehicles to manoeuvre to access and egress in forward gear. No supporting swept path analysis has been provided to justify this statement. It is requested that this is provided for the largest vehicle to access the site to ensure these movements can be undertaken. Restrictions may be required on the size of vehicles if considered necessary by the Highway Authority. Whilst reversing onto the highway should be avoided, the Highway Authority acknowledge reference of a banksman to assist manoeuvres in reverse gear. Given the constraints of the site this is considered acceptable.

Measures to prevent spread of mud onto the Highway:

Wheel washing facilities have been identified within Appendix A which are located as close the site egress as possible. This location is acceptable. Notwithstanding, no narrative has been provided within the CEMP regarding these facilities. Wording should be included to state that wheel wash facilities are to be available for the full construction period. Additionally a commitment should be provided regarding access to a road sweeper for the full construction period should this be required.

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Segregation and Protection of Pedestrian Routes:

No narrative has been provided on the protection of existing pedestrian routes during construction. This should be outlined to minimise the impact on the existing footway abutting the development site.

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

Yours sincerely,

Sophie Osborne
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