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Date 01 July 2024

My reference 053500

Your reference APP/24/00053

Email [havantdc@hants.gov.uk](mailto: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. The Highway Authority wish to make the following comments. In response to previous comments dated 16 February 2024 the applicant has submitted a 'response to highway comments' regarding the demolition activities.

The document refers to the information requested being provided within a number of separate documents. It is requested that all activities in relation to demolition works and highway interests should be included within one comprehensive document for ease of viewing and to ensure compliance with the document can easily be monitored and enforced if necessary.

Notwithstanding, in the interests of moving this prior approval application forward the Highway Authority have reviewed the relevant documents and have the following comments to make.

#### Programme and Phasing of the demolition works:

It is understood the works are expected to take 14 weeks with the phasing of the works outlined within section 3.3 of the Demolition Method Statement. This is noted.

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

The applicant outlines that no contractor parking is to be provided on site with

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contractors expected to utilise other current car parking facilities within Havant Town Centre. Whilst this is considered acceptable in this instance based on the town centre location the applicant should confirm the available car parks for use of contractors. Car sharing should be encouraged where possible to minimise the number of vehicles and demand at these car parks.

Notwithstanding the above, a commitment should be provided outlining that no parking is to occur on the public highway as a result of the demolition works. Whilst it is noted that the local roads are subject to parking restrictions, the Highway Authority would expect no parking to occur on Bulbeck Road and the local highway network. This will be enforced should it become an issue.

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

The response to comments from the applicant identifies minimal vehicles are to leave the site in the early stages. This number of vehicle movement should be confirmed. Once demolition works commence it is anticipated c. 5 vehicle movements per day will occur during peak periods of demolition. The size of vehicles expected to service the site should be confirmed. Due to the nature of the local road network to access the site swept path analysis of the largest vehicle to access the site should be provided to ensure it can manoeuvre appropriately.

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

The commentary within section 10 of the Health and Safety Statement and activity 65 of the risk assessment does not encompass the requirements of the Highway Authority. The methods of scheduling deliveries should be outlined to ensure that due to the nature of the site more than one vehicle is not due to service the site at one time. This should be clarified within the documentation.

Proposed routing of vehicles associated with demolition works:

Section 10.11 of the Health and Safety statement outlines the proposed traffic routing however this only outlines the traffic movements once vehicles have reached Bulbeck Road. This is not considered sufficient. Wider routing for vehicles should be confirmed. This should be as direct to the site avoiding residential areas where possible.

Protection of pedestrian routes during demolition:

The existing pedestrian footpaths on the northern side of Bulbeck Road abutting the car park boundary is to be closed off and included within the hoarding for the demolition works. The applicant identifies that appropriate alternative footway provision can be utilised on the opposite side of the carriageway. Footway provision is not continuous on the opposite side of the carriageway and therefore this is not agreed to be an appropriate alternative. Suitable footway diversions should be identified and put forward to the Highway Authority. Segregated routes within the carriageway may be considered necessary which would require separate agreement and a license obtained from the

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Highway Authority in order to facilitate this.

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

The site compound is identified within section 3.4 of the Health and Safety Plan. It is understood based on the site access routing that vehicles are to drive in and drive out of the site with no turning required. This should however be confirmed. It should also be confirmed that is sufficient space to hold vehicles in this area without overhanging the highway which would be unacceptable.

Should this not be the case the applicant should demonstrate that there is sufficient space on site to accommodate the largest vehicle turning on site as the demolition phases progress.

The site layout plan included within page 10 of the Health and Safety Plan outlines that the site boundary/compound relies on land which falls under the jurisdiction of the Highway Authority. An appropriate license will therefore be required for the site compound to be placed on the highway. Further information on the appropriate license to be applied for can be found at the following link:

<https://www.hants.gov.uk/transport/licencesandpermits>

It is also noted that the site boundary encompasses parking spaces to the west of the car park encroaching on allocated spaces for 'South Park Court'. No commentary has been provided on the management of these spaces and where these vehicles are to be relocated to throughout the demolition works being undertaken. The planning authority in their capacity as the Local Parking Authority should confirm the acceptability of the removal of these parking spaces during the demolition period and whether suitable alternative parking provision is provided.

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

Section 3.3 of the Demolition Method Statement outlines the fact that wheels are to be inspected for dirt and debris before leaving the site. This is welcomed. Additionally, Section 10.5 of the Health and Safety Plan identifies provision of water supply to wash down wheels. The provision of wheel wash facilities should be identified on the site layout drawing and located as close to the site egress as possible. Additionally, section 10.6 of the Health and Safety Plan refers to arranging of road sweepers should mud be spread on the highway. This is noted.

For both the wheel wash facilities and road sweeper these should be available for the full demolition period and a commitment should be provided within the submitted documentation to state as such.

Reference to a pre-commencement survey:

The applicant outlines an inspection of Bulbeck Road with provision of photographic

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records of the current condition before demolition works commence. The applicant commits to rectifying any damage occurred on the highway should this be considered to have occurred following demolition works. This is noted.

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made on this prior approval application. As requested these matters should be encompassed within one comprehensive document for ease.

Yours sincerely,

Sophie Osborne  
Senior Transport Planner - Highways Development Planning  
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**Gary Westbrook**