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Date	2 September 2025	Email	havantdc@hants.gov.uk

For attention of Mr Riley

Dear Sirs

Re: APP/19/00003 At Belmont Castle Rest Home, 18-20 Portsdown Hill Road, Havant, PO9 3JY

Construction of a detached part 2, part 3 storey building in the grounds of existing nursing home, to enable increase in bedroom numbers to 88 (an increase of 48 beds) with associated car parking (Permitted 29/07/2022). Request to Discharge Conditions 3, 5, 6, 7 (Received 20/05/2025). Construction of a detached part 2, part 3 storey building in the grounds of existing nursing home, to enable increase in bedroom numbers to 88 (an increase of 48 beds) with associated car parking (Permitted 29/07/2022). Request to Discharge Conditions 3, 5, 6, 7 (Received 20/05/2025).

Thank you for the consultation on the above discharge of conditions application. The Highway Authority would make the following comments on the discharge of conditions 5 and 7.

Condition 5 – Swept Path Analysis of Construction Vehicles

‘Prior to the commencement of development details and drawings of the tracking of all vehicle sizes likely to enter and leave the site during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The space approved for this purpose shall be reserved and kept available throughout the construction period.

'Reason: In the interests of highway safety and having due regard to Policies CS16 and CS20 of the Havant Borough Local (Core Strategy) 2011 and the National Planning Policy Framework.'

Tracking has been provided for three vehicles. The highway authority are satisfied that it is possible for vehicles to access and egress the site in a forward gear. However, given that the vehicles will be required to swing out across the carriageway, the Highway Authority would require a banksman be available at all times to direct large vehicles onto site and this should be set out as a measure within the CEMP.

Condition 7 - CEMP

'Prior to the commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, setting out the arrangements for storage of hazardous materials, chemicals or hydrocarbons on site and all pollution mitigation measures to be adopted during the construction phase, including management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure water resources are not put at risk from leaks or spillages. The development shall thereafter be carried out in accordance with the approved details.'

'Reason: Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways. Therefore, piling has the potential to impact on the underlying groundwater and the Havant and Bedhampton Springs public water supply. This is having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014.'

The applicant has included within the CEMP matters relating to the management of construction traffic. The Highway Authority whilst not requesting this condition and in the absence of a standalone CTMP requirement has reviewed revision C of the CEMP. A combined CEMP/CTMP would usually be required to include the following information which is missing from the submitted document:

- The prescribed route for delivery vehicles approaching from both directions;
- A site plan showing the compound(s) and staff parking areas including the number of parking spaces;

- Vehicles tracking for large vehicles accessing and egressing the site, including turning within the site so as to enter and leave in a forward gear;
- The proposed layout for the boarding surrounding the site and a drawing demonstrating that the planned location will not obstruct the visibility for vehicles entering or leaving the site; and
- Figures for the expected number of staff and contractor vehicles, large goods vehicles, and other construction vehicles on a worst case scenario basis for each of the four phases of the construction as identified in section 2.2 of the CEMP.

Further to the information provided in the CEMP, more information is required for the following:

- How the deliveries will be co-ordinated, i.e. will time slots be given, how will delays be addressed, are their identified suitable waiting areas where drivers can call ahead to check whether the delivery can go ahead; and
- Whether the barriers, as described in the first paragraph of section 4.3, are proposed to be left in place blocking the public footway in the period between a HGV entering and egressing the site, or whether they will be removed during the time in between.

Further information regarding the above is required before the Highway Authority can provide comment.

Recommendation

The supplied information is not sufficient to discharge conditions 5 and 7 of the above. Further information should be provided, as above.

Yours faithfully,

Rhiannon Cave
Assistant Transport Planner - Highway Development Planning
Hampshire 2050