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Enquiries to	Sophie Osborne	My reference	060718
Direct Line	N/A	Your reference	APP/26/00339
Date	22 June 2026	Email	havantdc@hants.gov.uk

For attention of Ms Fox

Dear Jennie,

Re: APP/26/00339 At The South Downs College, College Road, Purbrook, Waterlooville, PO7 8AA

Discharge of Condition 3 of Planning Application APP/22/00576

Thank you for your consultation on the above planning application. The applicant is seeking to discharge condition 3 of planning application APP/22/00576 which reads as follows:

No development shall commence, including any works of demolition, until a Demolition, Construction and Environmental Management Plan (DCEMP) comprising a schedule of works and accompanying plans for demolition and construction has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved DCEMP shall be implemented and adhered to throughout the entire demolition and construction period unless any alternative is agreed in writing by the Local Planning Authority. The DCEMP shall provide details of the following:

- (a) the phased programme of demolition and construction works;*
- (b) the anticipated number, frequency and types of vehicles used during demolition and construction,*
- (c) the location and specification for vehicular access during demolition and construction,*
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,*
- (e) the loading and unloading of plant, materials and waste,*
- (f) the storage of plant and materials used in demolition and construction of the development,*

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- (g) the erection and maintenance of security hoarding,*
- (h) the location of any site huts/cabins/offices,*
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of demolition and construction upon the public highway (including the provision of temporary Traffic Regulation Orders),*
- (j) details of public engagement both prior to and during demolition and construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,*
- (k) measures to control the emission of dust and dirt during demolition and construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the DCEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,*
- (l) measures to control the emission of noise during demolition and construction*
- (m) details of all proposed external lighting to be used during demolition and construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,*
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,*
- (o) measures to reduce air pollution during demolition and construction including turning off vehicle engines when not in use and plant servicing, and*
- (p) waste management including prohibiting burning,*
- (q) provision of temporary domestic waste and recycling bin collection point(s) demolition and during construction.*

Reason: *These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect in accordance with Policies CS11, CS16, CS20 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.*

To support this discharge of condition the applicant has submitted the following documents which the Highway Authority have reviewed and have the following comments to make with regard to highways matters:

- Demolition Management Plan/Construction Phase Plan (DMP/CMP) dated 21 January 2026
- Demolition Method Statement (DMS)
- Covering letter dated 15 May 2026 which summarises the contents of both aforementioned documents

Through the full planning application, the Highway Authority secured an outline Construction Traffic Management Plan (CTMP) which provided an overview of measures during construction and demolition phases. Given a contractor was yet to be on board and finer details were unclear, the Highway Authority agreed with the applicant that an outline CTMP would be appropriate with finer details to be confirmed at a later date.

Whilst some of the proposals in the latest documentation is considered to be a betterment over that considered at the planning application stage, the outline CTMP covered matters relating to the following that have not been included within the supporting information:

- Vehicle routing to the site from the wider highway network A3(M)
- Construction and Demolition Traffic hours:
 - Deliveries outside of the network peak hours: 08:00-09:00 and 17:00-18:00
 - Demolition works between 09:30-16:30 outside term time
 - Construction works between 10:00-16:00 during term time
- Commitment regarding a pre-commencement survey and to rectify any damages to the public highway at the applicants expense should they occur and be attributed to construction/demolition movements

The documents provided to support this discharge of condition does not refer to this agreed outline document. These measures should either be included within the final documents or the agreed outline CTMP should be referred to ensure both documents are complied with during construction and demolition phases.

Phased programme of demolition and construction works:

It is noted that the demolition works are anticipated to take c. 12 weeks with construction also anticipated to take 12 weeks in total.

Anticipated number, frequency and types of vehicles used during demolition and construction:

The documents note the precise number and frequency of vehicles cannot be confirmed. The Highway Authority require an estimation of the number of vehicle movements to be provided to establish the impact of the demolition/construction on the wider highway network and college operation. This should be specified within the documents before the Highway Authority can be in a position to recommend discharge of this planning condition.

Location and Specification of vehicular access during demolition and construction:

Appendix B of the DMP/CMP details a traffic management plan. This outlines that all traffic movements are to occur via the existing college entrance with vehicular routing within the college site depicted by the yellow arrow. Within the site compound itself a one-way system is present to allow vehicles to access and egress in forward gear.

Whilst no swept path analysis has been provided the Highway Authority are content that there is sufficient space within the construction zone to allow for vehicles associated with construction/demolition movements to access and egress in forward gear. A commitment should be provided within these documents noting that under no circumstances should vehicles reverse out of the site.

A commitment is also noted on this drawing requiring all vehicle movements to be supervised by a trained banksman. This commitment is considered acceptable and is noted.

Provision made for the parking of vehicles by contractors, site operatives and visitors:

The staff parking area is identified within Appendix B of the DMP/CPP. The number of contractor parking available should be confirmed and specified within the document. This should be a suitable quantum to accommodate all contractor and visitor parking demand without reliance on parking within the college. Under no circumstances should any overspill parking occur within the college itself when the college is operational and this commitment should be provided. The parking demand for the college has been carefully managed to ensure the quantum is acceptable for the college operations. This may lead to overspill parking on the local highway network which would not be acceptable.

Loading and unloading of plant, materials and waste & storage of plant/materials during demolition and construction.

All loading and unloading is to occur within the fenced off construction zone which is outlined on Appendix B. Storage of plant and materials is also to occur within the same area.

Locations of any site/huts/cabins/offices:

These welfare facilities are to be located within the fenced off construction zone as outlined within Appendix B adjacent to the staff parking.

Provision of road sweepers and wheel wash facilities:

Section 5.1 of the DMP/CMP outlines that the site supervisor is to regularly inspect the approach roads to ensure that they are kept clear of mud and debris with a jet wash to be available where necessary. The commitment for a banksman to inspect vehicle wheels when leaving the site is noted, however a wheel wash should be provided at the site egress and be available for the full demolition and construction period. All vehicles egressing the site should be subject to wheel washing and this should be set out within the DMP/CMP.

No narrative has been provided regarding access to a road sweeper and this should be included. This should be deployed where required should any mud or debris spread onto the highway network.

Protection of pedestrian routes during construction:

Section 5.1 of the DMPC/CMP confirms that pedestrian and plant/vehicular movements are to be segregated using temporary fencing and/or barriers. Where pedestrian routes cross vehicular routes, they will be clearly recognised with good visibility. The location of these segregated pedestrian

routes should be clearly set out on the DMP/CMP plan. Internally this will be for the contractors responsibly to manage to establish safe working practices during demolition and construction in line with CDM regulations.

Recommendations

Further information is requested to be included within the submitted documentation before a positive recommendation can be provided on the discharge of condition 3.

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 clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Universal Services