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Date 18 November 2023

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Dear Ms Morris,

**BISHOPSTOKE MEMORIAL HALL, RIVERSIDE, BISHOPSTOKE, EASTLEIGH,
SO50 6LQ**

Demolition of existing memorial hall, parish office and storage shed this will also encompass the hedge line adjacent the building.

In regard to application C/23/95647, and following on from the previous HCC Highway consultation response dated 25 September 2023 and 8 November 2023, it is noted that an updated Construction & Environment Management Plan (CEMP) has been submitted, dated 15 November 2023.

This has been reviewed, and all additional requested information, clarification and site layout drawings have been submitted accordingly.

DELIVERY/DISPOSAL VEHICLE TURNING

A site delivery vehicle turning area has been added to the site plan, and looks to be sufficient for the turning of delivery vehicles of the size anticipated to access the site to enable the required forward gear access and egress onto Portal Road.

It is however requested that a review of this area is regularly undertaken, and should it be found that either the area is too small for the turning of vehicles, either due to size or obstruction with other materials, then the area is expanded accordingly at the earliest convenience.

Director of Hampshire 2050
Garry Westbrook

As previously outlined, Portal Road is a residential street, lined either side by parked cars, given the lack of off-road parking availability. A reversal movement along the temporary access road and then reversing down Portal Road between cars would not be viable.

CONTRACTOR PARKING AREA

A formal on-site parking area has been identified on plans. This looks to be sufficient for the needs of a site the size of this. It is onwards noted that contractors will be guided to this parking, with on-road parking utilised as a secondary option only in order to reduce potential impacts on neighbours.

MATERIAL STORAGE

A material storage area is now shown on plans as requested.

PEDESTRIAN MOVEMENT IN/OUT OF THE PARK

A pedestrian route from Portal Road into the park is now identified on plans, showing how the route will be retained during the period of works via the removal of a fencing panel and implementation of a temporary path.

Given the above, it can be confirmed that there is no objection to the proposals from a highway perspective, however it would be requested that the CEMP is made a condition of planning, so that enforcement can be undertaken if it is not adhered to.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook