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Date	17 February 2025	Email	eastleighdc@hants.gov.uk

For attention of Ms Morris

Dear Sirs

Re: DC/24/98627 At PAVILION, LONG LANE DISTRICT PARK, LONG LANE, BURSLEDON, SOUTHAMPTON, SO31 8DA

Discharge of conditions 3 (Construction Method Statement), 4 (Watching Brief for Contamination) and 8 (Materials) from planning application F/23/96488 for 'Demolition and Replacement of 2-changing room sports pavilion and groundsman facilities. No change of use proposed'

In regard to application DC/24/98627, following on from the previous HCC Highway consultation comments dated 23 December 2024, it is noted that an updated Construction Method Statement has been submitted, taking the form of a Construction Site Management Plan (CSMP) dated 17 February 2025 on the EBC Planning Portal.

Having reviewed the document, it can be confirmed that the majority of information has now been supplied, with elements such as the following now covered:

- No deliveries during the local school drop-off and pick-up times;
- Wheel wash facilities provided prior to leaving the site; and
- Designated areas of the site identified on the 'Proposed Site Plan' (page 19) for elements such as welfare facilities; material storage; and contractor parking within an enclosed compound area.

However, there are unfortunately elements of the construction process that are not covered by the CEMP, which could have impacts on the highway and

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

it would be requested that the CEMP is updated to cover these prior to Condition 3 being discharged. These elements are:

1. Wheel Wash Facilities – The CEMP outlines that onsite wheel wash facilities will be provided to clean the wheels of vehicles leaving the site, prior to entering the highway network. However, no information is given as to how the highway will be cleaned should this methodology fail. It would therefore be requested that an additional commitment is provided along the lines of 'should wheel washers fail to clean vehicles adequately, and mud is transferred onto the highway, commitment is made to employ mechanical road sweepers to clean the highway at the earliest convenience'.

2. HGV Site Access – The CEMP outlines how Traffic Marshalls will be employed to aid any reversing movements required for HGV access into the site, and onwards the 'Proposed Site Plan' outlines how vehicles will access the site from both the Portsmouth Road and the A27 (Bridge Road). Whilst the route in via Portsmouth Road looks to be physically achievable (whilst tight in places), it is not clear how HGV's will access the site from the A27, even though this route would be the preferable option from an impact on network perspective. The A27 route involves a very tight left turn in / right turn out of the site movement to be made onto Long Lane, and it is not clear whether this movement is physically achievable for an HGV, even with reversing movements and Traffic Marshalls in place. It would therefore be requested that either a vehicle tracking diagram is provided to show how the movement would be made, or evidence such as a phot of a vehicle making such a movement is provided. Should the movement not be achievable, this could result in the highway becoming obstructed which could be a highway safety concern given the location of the site.

If the additional information can be provided, then a review of the revised CEMP can be made accordingly and a formal recommendation be made from a highway perspective.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050