

## Little Leigh – Construction Management Plan

I am writing on behalf of the Holcombe Residents Association, we have nearly 400 members in the Village.

We have significant concerns about the Construction Management Plan (CMP) as in a number of areas little consideration has been given to the practicalities of developing a site in the middle of a small village. Holcombe is characterised by narrow streets, few pavements, on-street parking, poor road junctions and cottages (often without modern foundations) that are adjacent to the road. The heart of the village is designated a Conservation Area.

Our specific issues with the CMP are as follows:

- 1) Pages 1, 11, 12 and 13 relate to other Cavanna developments e.g. Southdowns Road, and do not belong in this document. It is perhaps indicative that little time and attention has been spent producing this plan, just cutting and pasting from previously approved documents without giving serious consideration to the specific development and the associated risks.
- 2) Page 4 gives details of the size of construction vehicles and a general statement that they will be directed to the site using Fordens Lane, Hall Lane and Holcombe Road. The simple practicalities of driving a large vehicle, say at peak times, through the village streets just hasn't been thought through. For example, the CMP does not address the following issues:
  - a) It is not possible for larger vehicles (such as 8-wheel rigid lorries) to turn right at the Castle Inn junction coming from Fordens Lane (a Google Earth picture clearly shows the acute angle of this junction – see Figure 1). When such vehicles have attempted this in the past, they have needed to turn left at this junction and then reverse up the hill which is extremely dangerous. In addition, there is the added noise emanating from a bleeping alarm. The Hall Lane / Holcombe Road junction is also difficult for larger vehicles to turn due to parked cars. Indeed, both these junctions are hard to navigate even if two small cars meet.
  - b) It is also worth noting that the two junctions with the main road (at Hall Lane and Fordens Lane) are very narrow and would not allow a car and lorry to pass each other – see Figure 2 for the Fordens Lane junction. This means that vehicles will have to stop on the main road should the need occur, with the potential of a serious accident given the speed that vehicles travel.
  - c) Holcombe Road often has cars parked on the road which makes it difficult for larger vehicles to pass – see Figure 3. Of specific concern is the area from the church upwards as the road is particularly narrow here, there is a disabled car bay and there are very old cottages and the church fronting on to the road. There is therefore a real danger that both property and cars could get damaged by construction vehicles.
  - d) Given the narrowness of the village roads, it is not possible for two construction vehicles to pass each other anywhere in Fordens Lane, Hall Lane or Holcombe Road. Consideration needs to be given to a system that will ensure this does not happen.
  - e) There is no mention of how pedestrian safety will be ensured given that there are few pavements and people have to walk on the road.
  - f) In 2014, a 6-wheeler rigid lorry carrying cement blocks ruptured the water main in Holcombe Road necessitating its replacement which closed the road for a couple of weeks. Are the relevant utility companies and authorities aware of the loading and

heights of the proposed vehicles? On the latter, there is only passing mention of this in relation to BT cables and power lines for street lighting.

- g) The road from Holcombe Down Road to the development site (Oak Hill Cross and Holcombe Road), via Trout Farm, is unsuitable for any construction vehicles and should not be used by contractors who might be directed this way by Sat Navs. It is a narrow winding lane. For the same reason, construction traffic should not enter Holcombe Road via the "Minadab" / Alta Vista Close.
  - h) More consideration needs to be given to how larger construction vehicles will get into the entrance of the development site from Holcombe Road. There is a hedge directly opposite and a verge higher up which has already been damaged by vehicles making such manoeuvres. Only in the last few weeks, a digger was brought to the site entrance which held up vehicles for some time whilst it was unloaded / loaded. Holcombe Road should not be used for this activity.
  - i) Photos of the roads in the village should be taken before any development commences so that they can be repaired, at the developer's expense, if they are damaged.
- 3) Page 5 sets out details of the compound. There should be an explicit commitment to return this land to its present state (grassland) when the development is completed. It is defined as "Undeveloped Coast" in the Local Plan.
- 4) It is stated that contractor parking will be provided on-site and that no parking will be allowed on the main access road. We feel that there should be an explicit statement to say that no contractor parking will be permitted on any of the village's existing residential roads. This has been a real issue at Cavanna's Southdowns Road development where contractors have parked on side-streets blocking the drives of residents.

We appreciate that not all the above issues / risks will occur, and some have a higher degree of probability than others. However, there is no indication in the CMP that these have even been considered. Until these issues are addressed and at least mitigated as far as possible, the CMP should not be approved.

**Figure 1**



Figure 2



Figure 3

