
From: Smith, Hayden [REDACTED]
Sent: 26 August 2026 12:10
To: Planning Control
Cc: alistair.strathern [REDACTED] John Burden [REDACTED]
Subject: 25/01696/OP - Planning application for 130 dwellings in Pirton
Attachments: document.pdf

Good Morning

I wish to formally object to the proposed development of 130 dwellings in Pirton and, in particular, the use of Holwell as the designated construction traffic route.

I am also concerned that the Construction Traffic Management Plan (CTMP) appears to contain significantly fewer controls and mitigation measures than those included within the CTMP for the Comice Meadow development. Given the documented issues experienced by residents during that development, I would be interested to know whether a post-construction review meeting was undertaken and whether any lessons learned have been incorporated into the current proposals.

As a long-term resident of Holwell, I directly experienced the impact of construction traffic associated with the Comice Meadow development. During that period, residents encountered significant disruption, including blocked roads, vehicles mounting pavements, obstruction of pedestrian routes, and traffic movements outside the agreed delivery windows.

On 13 May 2019, my family experienced a medical emergency requiring urgent access to emergency services. At the time, construction-related traffic, including a crane and other vehicles associated with the development, caused significant obstruction on the route through Holwell.

My concerns are not based on hypothetical scenarios but on documented events that occurred during the previous development and which, in my view, demonstrate that the proposed route is unsuitable for the scale of construction traffic associated with this application

Accuracy of the Traffic Management Plan

The Outline Traffic Management Plan contains a number of assumptions regarding road capacity, pedestrian movement, traffic management, and vehicle control measures that do not appear to reflect actual conditions within Holwell.

I respectfully request that the applicant and highway authority undertake a detailed assessment of these matters, taking account of historical evidence from the previous development rather than relying solely on theoretical traffic modelling

Walking and Pedestrian Safety

The report references pedestrian accessibility and walking routes. However, insufficient consideration appears to have been given to the physical constraints of Holwell's road network.

Key concerns include:

- Sections of Pirton Road and Waterloo Lane are of limited width and effectively operate as single-track roads when larger vehicles are present.
- During the Comice Meadow development, HGVs, buses, and other large vehicles frequently mounted pavements and verges in order to pass one another.
- Numerous incidents and near misses involving pedestrians and construction vehicles were reported by residents.
- Several properties on Waterloo Lane do not benefit from continuous footway provision.
- Public rights of way and bridleways connect directly onto roads proposed for construction traffic without physical separation from vehicles.
- The road between Pirton and Holwell is regularly used by pedestrians, runners, cyclists, and horse riders but contains no dedicated footpath or cycle infrastructure.

The applicant should demonstrate how pedestrian safety will be maintained in practice given the known width restrictions and historical evidence of vehicles encroaching onto footways.

The attached photographs from May 2019 show construction vehicles using pavements and verges in order to pass through Holwell



Highway Safety and Capacity

The CTMP repeatedly refers to minimising impacts on the local highway network. Based on previous experience, I do not believe this objective can be achieved on the proposed route.

Specific concerns include:

- Insufficient passing places for HGVs, buses, and general traffic.
- Limited opportunities for large vehicles to reverse safely when encountering opposing traffic.
- The inability of the applicant to control traffic movements generated by third parties, including public buses, agricultural vehicles, and local residents.
- Historical evidence demonstrating construction vehicles regularly mounted pavements when attempting to pass other road users.

Photographs taken during the Comice Meadow development provide evidence of these issues and demonstrate the physical limitations of the route.



Control of times to site and escort vehicles

Rather than me write an essay on the fact that neither controlling of vehicle delivery time and escort vehicles for cranes occurs I have done a copy and paste of a conversation that occurred when Comice meadow was built using the same Traffic Management plan.

Face book post by a concerned Holwell resident on 23rd November 2018 – with Pictures

‘I was on the road between Holwell and Pirton this morning at 9.18 am when I saw this lorry heading for the Cala site.

I followed it into the site and asked for the site manager. A guy told me he was round the back and I asked if he was one of the guys on the gate.

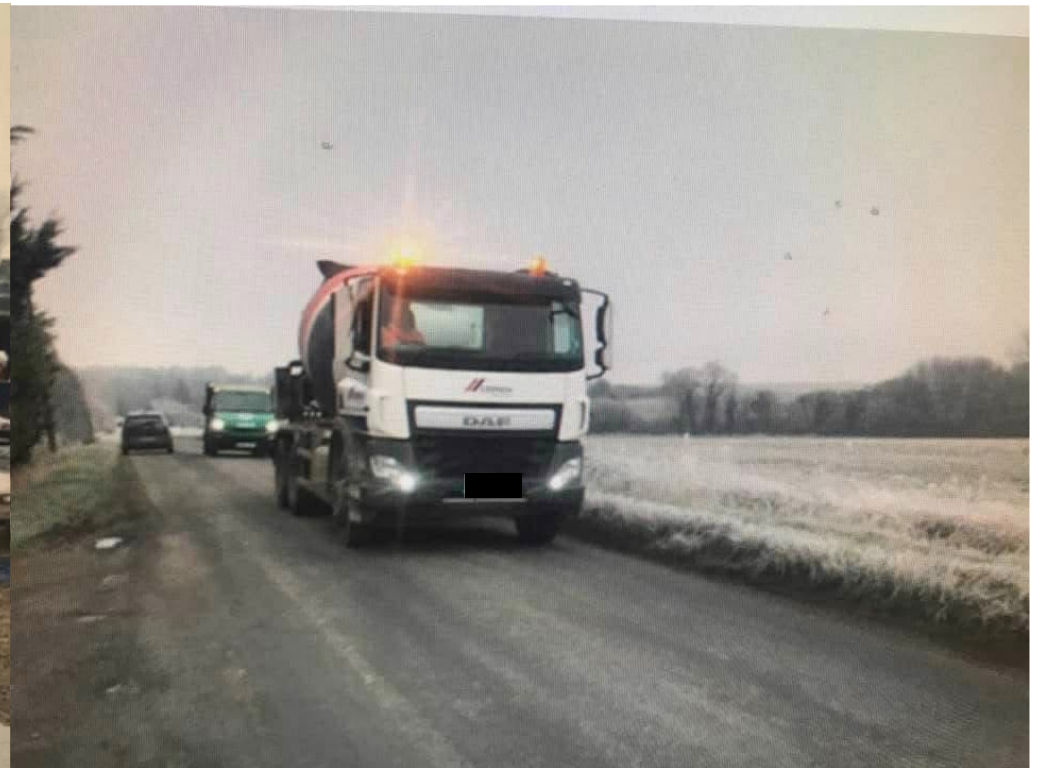
“ No I’m with the crane team “ he said, “ And what time did you get on site “? I asked

“ 8.10” was the reply. (2nd photo)

Later this afternoon I arrived home at 4.35pm in time to see a Toon lorry coming up Waterloo Lane as a car came round the bend, inevitably the car chose to come up our drive to avoid the lorry. The car driver and I had a full and frank exchange of views.

You might say that 9.18am is borderline.

After a conversation with John, he thought that Cala would refer to the small print and claim that a crane is not a delivery, but 4.35pm?



A resident then replied to the face book post stating that the traffic management plan for Comice meadows required an escort vehicle or a temporary road closure, these were never provided. The delivery construction vehicles delivery windows for weekdays was 09:30 until 15:00, these were never followed as we have multiple

pictures and references to deliveries being whenever they wanted to. The fact that the management plan tried to make deliveries outside of school times further shows that these roads are not safe for HGV's.

Cranes outside of delivery widows and no escort vehicles blocking the roads

On the 13th May 2019 I took these two picture at the bottom of Waterloo Lane at 08:20 in Holwell as I made my way home to my wife's medical emergency, she had a SCAD and needed urgent medical care, and our two young children were at home with her.

Although I could not get home, despite being just up the road, Comice Meadow construction decided that it is okay to send a crane outside of the agreed traffic management plan, its okay not to have an escort vehicle, its okay not to do a temporary road closure so vehicles can be moved swiftly and local buses and residents could have been made aware. Just in front of the van was a bus, it got stuck next to the crane, plus cars behind me and behind the crane. It took 30 minutes to un block !!

What happens if an ambulance, fire engine, or police had been coming this route for a medical emergency like the one that was happening at my house ? They would not have arrived in time, I don't want to put more personnel details on here but would be happy to discuss further in a limited group, this traffic management plan is not worth the paper its written on, the roads are not safe for what is being proposed.

The ineptitude of the last plan and this plan nearly cost my wife her life.



Lack of Binding Commitments

I note that Sections 4.4 to 4.9 of the CTMP contain wording such as:

- "briefed to follow these routes";
- "outside peak hours";
- "traffic marshals where and when necessary"; and
- "not anticipated".

These statements appear advisory rather than binding and do not clearly establish:

- how compliance will be monitored;
- what sanctions will apply for non-compliance;
- who is responsible for enforcement; or
- how residents can report breaches and obtain corrective action.

Without robust monitoring and enforcement mechanisms, it is difficult to place significant weight on these proposed controls

Vehicle Waiting and Pavement Obstruction

The CTMP does not appear to identify a dedicated holding area for construction vehicles.

During the Comice Meadow development, construction vehicles regularly waited within Holwell, resulting in:

- obstruction of footways;
- pedestrians being forced into the carriageway;
- reduced visibility at junctions and bends; and
- increased conflict between vehicles and vulnerable road users.

This picture (taken Jan 2019 and during the construction phase) shows multiple obstructions to the pavement, forcing pedestrians onto the road or verge and if the road was used it blocks the road for other vehicles



Dangerous parking

Your vehicles to site last time, due to no parking options on the 16th August 2018 ‘lorries and cars having to pass on the opposite side of the road just before a blind bend at the entrance to the cala site’. The traffic management plan is not binding and is not enforced by any authorities.



Mud, Debris and Highway Cleanliness

Residents also observed occasions during the previous development where mud and debris were deposited on the public highway despite commitments within the CTMP to manage this risk.

The applicant should provide clear details regarding, and do them !!!

- wheel washing facilities.
- road cleaning arrangements.
- monitoring procedures; and

- enforcement measures should controls fail.



Conclusion

Based upon the documented experience of the Comice Meadow development, I do not consider that the proposed construction route through Holwell can safely accommodate the volume and type of construction traffic associated with this application without creating unacceptable impacts on pedestrian safety, highway safety, emergency access, public transport reliability, and residential amenity.

I therefore respectfully request that the proposed construction route be rejected.

Yours faithfully,

Hayden Smith

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Holwell

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Regards

Hayden



Hayden Smith
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