

To: Naomi Reynard [REDACTED]  
Subject: Objection to planning application 25/01696/OP

## Objection to the Proposed Construction Traffic Route

I strongly object to the proposed construction traffic route through Holwell, as shown in Figure 3.1 of the Outline Construction Traffic Management Plan (CTMP). Although the report states that this route was selected to avoid construction traffic passing through the centre of Pirton village, it does not give sufficient consideration to whether the Holwell route is itself suitable. Previous experience demonstrates that it is not. Construction traffic using this route during the Comice Meadows development caused serious congestion, obstruction and conflict on roads that are too narrow to accommodate large vehicles safely. These were not isolated or theoretical concerns; they were practical consequences of directing construction vehicles along this constrained rural network. The subsequent completion of Comice Meadows has also added significant traffic through the village, placing further pressure on roads that were already unable to cope effectively with construction movements. In light of this direct local evidence and the increased baseline traffic now using the route, its proposed use for a further prolonged construction programme cannot reasonably be regarded as suitable or justified.

## Road Constraints and Safety Risks

The road network between the A600 and the proposed site access is rural in character and unsuitable for sustained heavy construction traffic over an extended period. Significant sections—from The Rectory on Pirton Road to the Moat House on Waterloo Lane—are so narrow that two vehicles cannot safely pass side by side. (see picture attached)



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These constraints already create difficulties for existing users and would be intensified by construction HGVs, delivery lorries and associated traffic. The route also includes several blind bends and locations with restricted visibility, limiting drivers' ability to identify and respond to oncoming traffic. Regular HGV movements would increase the likelihood of vehicles reversing, mounting verges or taking evasive action to pass opposing traffic, creating unacceptable safety risks.

## Impact on Existing Road Users

The route is already used by agricultural vehicles, scheduled bus services, private vehicles and cyclists. Agricultural machinery often occupies much of the carriageway, and encounters between such vehicles and construction HGVs on narrow sections would be particularly difficult to manage safely. The CTMP does not adequately assess the cumulative effect of these existing demands alongside the proposed construction traffic.

## Insufficient Supporting Evidence

The CTMP does not provide detailed swept-path analysis, an assessment of passing opportunities, vehicle-conflict analysis or other evidence demonstrating that the route can safely accommodate the anticipated volume and size of construction vehicles. It also acknowledges that vehicle movements and traffic volumes will not be determined until a contractor is appointed. It is therefore premature to conclude that the proposed route is suitable.

Before any routing strategy is approved, a detailed assessment should be undertaken, including:

- surveys of carriageway widths and constrained sections;
- identification of suitable passing places;
- vehicle-tracking and swept-path assessments;
- analysis of vehicle conflicts and visibility constraints; and
- evaluation of the cumulative impact on existing road users, public transport and emergency access.

## Evidence from the Comice Meadows Development

Local experience demonstrates that this route has previously proved unsuitable for construction traffic. During construction of the nearby Comice Meadows development, vehicles travelling through Holwell caused significant congestion, conflict and disruption. On at least one occasion, conditions were so severe that the Number 89 bus, carrying passengers, could not proceed and had to reverse my private driveway to manoeuvre around the obstruction. Numerous construction vehicles also did the same (example picture attached) damaging the blocked paved driveway and drainage system.



This experience provides clear evidence of the difficulties created when large vehicles use these constrained roads and raises serious concerns about a further three-year construction programme generating additional HGV movements along the same route.

### CTMP Description Does Not Reflect Local Conditions

The CTMP describes Holwell Road as a “two-way working single carriageway road” and the surrounding roads as “low trafficked” and wide enough for vehicles to pass. This does not reflect the practical experience of regular users. The network includes lengthy narrow sections where two larger vehicles cannot pass, numerous blind bends and limited passing opportunities. It is also regularly used by agricultural machinery, buses and commuter traffic.

The problems experienced during construction of Comice Meadows show that the network is already vulnerable to congestion and obstruction. Prolonged construction traffic for a further 130-dwelling development risks repeating—and potentially worsening—these issues, affecting highway safety, public transport reliability, emergency access and the amenity of local residents.

### Conclusion

Given the road constraints, existing traffic demands, previous local experience and absence of adequate supporting evidence, the suitability of the proposed route has not been demonstrated. Previous construction traffic caused severe congestion and disruption, and that was before the Comice Meadows development was completed. The village now has to contend with the significant additional traffic generated by that development, further reducing the capacity of these already constrained roads. In those circumstances, suggesting that this route is justified for a further prolonged period of construction traffic is wholly unrealistic and unreasonable. Routing construction traffic through Holwell is neither appropriate nor justified and alternative routes should be explored.

I have also sent a copy of this objection to the Highways Development Management team and our local MP Alistair Strathern

Please acknowledge receipt of this objection by return.

Kind Regards

Lisa Poulton  
Meadow View  
Pirton Road  
Holwell  
SG5 3Ss