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|--------------|-----------------|----------------|------------------------------------------------------------------|
| Enquiries to | Sophie Osborne  | My reference   | 058330                                                           |
| Direct Line  | N/A             | Your reference | APP/25/00705                                                     |
| Date         | 30 October 2025 | Email          | <a href="mailto:havantdc@hants.gov.uk">havantdc@hants.gov.uk</a> |

**For attention of Ms K Taylor**

Dear Madam,

**Re: APP/25/00705 At Land South of the Allotment gardens and adjacent to London Road, Waterlooville, Hants**

**Request to discharge condition 11 of Planning Permission 10/02862/OUT**

Thank you for your consultation on the above planning application. The applicant is seeking to discharge condition 11 of the outline planning consent 10/02862/OUT relating to the construction of Phase 8A. To support this discharge of condition the applicant has submitted a Construction Environmental Management Plan (CEMP) dated July 2025 which the Highway Authority have reviewed and have the following comments to make.

**Parking and Turning of Operative, Construction and Visitor Vehicles:**

Contractors and visitors are to park in the car parking area within the compound. The drawing referenced to outline this does not appear to have been submitted and should be provided. Narrative should be provided to confirm the number of available spaces and whether this is sufficient for the expected demand. All contractors are to access the site via London Road. This is noted.

Any deliveries required to reverse are to be supervised by a banksman. Whilst use of a banksman is noted, the Highway Authority do not consider reversing onto the A3 London Road is appropriate given this is classified road and busy commuter route on the strategic corridor. Suitable turning areas should be identified within the site for vehicles, and this should be evidenced by suitable swept path analysis. The method of scheduling deliveries should be set out within the CEMP to ensure more than one does not turn up at the same time if there is limited space within the compound to accommodate multiple HGVs.

Additionally, the number of delivery vehicles expected over the construction period specified for each vehicle type i.e. LGV, HGV, tipper.

Protective barriers are to be installed to segregate pedestrians from construction vehicle movements with suitable crossing points identified. This is considered appropriate.

#### Movement and Storage of Plant and Materials

All deliveries are to enter the site via a dedicated construction access via the A3 London Road. The Construction access has been subject to separate temporary planning consent and at the time of writing has been constructed for use. No construction traffic is permitted via Phase 3B and this has been referenced on the build route drawing (SO155-BR-001 Rev B).

Reference should be made to the reinstatement works to be delivered post site construction as secured within the separate temporary planning consent within the CEMP.

All loading and unloading is to occur within the site compound and materials are to be transported within the site via forklift along aul roads.

#### Programme of Works Including Traffic Management:

It is noted that all construction traffic is to access the site via the previously approved route for Bloor Homes developments however this site has a separate dedicated construction access and therefore this is likely to differ slightly. The proposed construction routing should be set out within the CEMP for agreement with the Highway Authority and should utilise Maurepas Way and the A3 from the north.

All deliveries are to be scheduled to avoid the hours of 08:00-09:30, 14:45-15:30 and 17:00-18:00 to avoid weekday AM and PM peak periods as well as school pick up and drop off periods. This is noted. Reference should also be made regarding avoiding the Saturday peak period of 12:0-13:00 given construction activities are proposed on Saturdays. The CEMP should be updated to include this restriction.

#### Mud Prevention for vehicles leaving site:

The use of a wheel wash facility is proposed and is to be located at the site access/egress from the start of construction. The location is referenced to be included within Appendix 1 however this appears to have been omitted from the document. This should be provided for agreement with the Highway Authority.

Vehicles are to be cleaned and inspected before leaving the site. Road sweepers are also to be deployed internally within the site and externally a minimum of once a week and additionally as required. This is acceptable. These should be available for the full construction period.

#### Pre-commencement survey:

Narrative should be provided within the CEMP on a pre-commencement survey on the A3 London Road surrounding the site. This should be

undertaken as soon as possible given construction activities have already commenced. Reference should also be made to rectifying any damages once works have completed should it be considered these have occurred as a result of construction activities.

**Recommendations**

Having regard to the above, the Highway Authority require the further information requested within the CEMP before the discharge of condition 11 of the outline consent can be recommended.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne  
Senior Transport Planner - Highway Development Planning  
Hampshire 2050