

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	058530
Direct Line	N/A	Your reference	APP/21/00399
Date	20 November 2025	Email	havantdc@hants.gov.uk

For attention of Mr Riley

Dear Sirs

**Re: APP/21/00399 At Land at Waterloo Park, Elettra Avenue,
Waterlooville**

Full application for erection of discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure. (04.10.24). Request to discharge condition 6 (31.03.25). Request to discharge conditions 4, 11, 12, 19, 20, 23 (27.06.2025). Request to discharge condition 3 (recd 17.07.2025 - see APP/25/00606)

Thank you for your re-consultation on the above planning application. The applicant is seeking to discharge condition 4 which relates to highway matters. In response to previous comments dated 11 August 2025, the applicant has submitted a revised CTMP Rev P06 dated 05 November 2025 which the Highway Authority have reviewed and have the following comments to make.

Section 2 – Construction Programme and Methodology:

Deliveries and Transport of Materials, Plant and Equipment to the Site

Paragraph 2.6 has been updated to note that deliveries are to be undertaken within the following hours:

- 08:00-15:00 Monday to Friday
- 08:00-12:00 Saturdays
- No deliveries on Sundays and Public Holidays.

It is unclear why the delivery timings Monday-Friday have been revised to now incorporate the AM Peak period of 08:00-09:00. This is not agreeable to the Highway Authority, and it is requested that these timings are updated to occur between 09:00-15:00 as previously presented.

Construction Methodology

The principles of a temporary closure of the private footpath from Hambledon Road was previously noted. The temporary diversion details are referenced to have been provided within Appendix C (drawing 21642100-WAT-XX-XX-RP-1-P06) however this does not appear to be included within the CTMP. It is requested that this is provided for agreement with the Highway Authority.

Section 3 – Site Management:

Parking

Paragraph 3.5 notes that the designated parking area within the site will be capable of accommodating 64 vehicles. It is noted that at peak operations 50 parking spaces will be required. The additional provision will provide a suitable buffer for visitors on the site. The site set up plan is provided within Appendix D outlining the location and number of available spaces. This provision is considered acceptable to the Highway Authority. It is noted that car sharing is promoted to reduce parking demand on site.

Section 4 – Construction Vehicles and Site Access:

Vehicle Classification

the estimation of Vehicle Movements and Parking requirements within Appendix C outlines that vehicle number associated with the construction phases. This identifies peak weekly vehicle movement of 30 vehicles of which 25 are HGVs. The Highway Authority have limited concern with the number of vehicle movements proposed across the week. This is discussed further below in terms of delivery management and scheduling.

Routing Strategy

Figure 2 of the CTMP has been updated outlining the primary vehicle routing for construction trips. This outlines that all vehicles are to route to the site from the south via the A3(M) with no construction trips access from the north. This is considered acceptable.

Access to the Site

Appendix D outlines the site set up plan providing details surrounding the site compound outlining parking, materials storage and welfare areas etc.

Paragraph 4.16 sets out that primary entrance into the site will be via Gate 'A' with vehicles to egress either via Gate 'A' utilising an internal one-way route or via Gate 'B'. Gate 'B' is generally to be utilised as an egress only unless in exceptional circumstances. This is noted. It should be confirmed whether access/egress via Gate 'A' and 'B' utilise pre-constructed access arrangements or whether temporary accesses will need to be provided.

It is understood that Gate 'C' will only be available for access once the s278 works have been completed which is noted. This would only be used as a secondary entrance if required.

Once the serving yard to the west of the site has been constructed, this will be utilised for construction deliveries to mitigate any impact on Eletrra Avenue and the adjacent Lidl store. This is noted.

Suitable swept path analysis has been provided within Appendix E (drawing T6286-MCL-SE-001 Rev P1) outlining the ability of vehicles to manoeuvre within the compound o access and egress in forward gear.

Section 5 – Strategies to Reduce Impacts:

Mitigation of Mud and Debris

The site set up compound in Appendix D identifies the location of wheel wash facilities to be located as close to the site access/egress as possible. This is noted.

Section 6 – Deliveries:

Re-timing for out of peak deliveries

deliveries are to be scheduled to avoid peal periods of 7:30-09:00 and 15:00-18:00 Monday to Friday. Comments have been set out above on the need to also avoid the Saturday peak period and this should be reflected within this section. The weekday delivery times should also be updated within earlier sections of this response.

Re-timing for out of hours deliveries

The amendments to the wording to reflect agreement with the Highway Authority is noted and acceptable.

Recommendations

Having regard to the above the Highway Authority require the minor points of refinement to be made to the CTMP before the discharge of condition 4 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