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Date	15 December 2025	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: APP/25/00903 At : Grainger Development Site Land West of London Road Waterlooville

Discharge of condition 11 of Planning Permission APP/10/00828

Thank you for the opportunity to comment on the above planning application. The applicant is seeking to discharge condition 11 of outline planning consent APP/10/00828 relating to the discharge of a CEMP for the construction of Phase 4 Infrastructure and associated substation works.

To support this discharge of condition the applicant has submitted a CEMP dated September 2025, with a Construction Traffic Management Plan dated September 2025 containing all highway related matters within Appendix D. The Highway Authority have reviewed the CTMP and have the following comments to make.

Traffic Management:

Paragraph 6.4 outlines that deliveries are to be scheduled to occur outside the weekday AM and PM peak periods (08:00-09:00 and 17:00-18:00) and the Saturday peak period (12:00-13:00). Given the proximity of the site to Berewood Primary School, a commitment has also been provided to schedule deliveries outside of school pick up and drop off periods (08:30-09:00 and 15:00-16:00). This is considered acceptable.

No waiting, parking, loading or unloading is to be permitted along the A3 London Road and Stakes Road, with loading and unloading to be contained within the site compound. This is acceptable.

Construction Vehicle Routing is Depicted within Figure 2.5. The vehicle routing contained within Figure 2.5 and Appendix B are considered acceptable as this mirrors the wider agreed routing for the Berewood MDA. It is understood the applicant is considering alternative construction routing and the Highway Authority welcome further discussions with the applicant on this matter should this be the case.

Compound Layout(s):

An indicative site compound layout has also been provided within drawing GTWVILPE4I(CTMP).1/01 Rev P1. Swept Path Analysis has been provided within drawing GTWVILPE4I(CTMP).1/TK01 rev P1 outlining that a large tipper is able to manoeuvre within the compound area to access and egress in forward gear. This is acceptable. It is noted that amendments may be required to the compound layout dependent on the appointed contractor for the works. The current layout of the site compound provides an appropriate turning area and outlines the contractor parking area. Should larger vehicles require access than alterations may be required to the compound layout. Given that the CTMP is a live document, any amendments to the site compound can be altered within the CTMP with agreement to be sought with the Highway Authority.

Within the site compound area, parking for contractors is to be provided. Paragraph 7.10 of the CTMP outlines that vehicular parking is to be confined to designated on-site parking areas with no parking permitted on any roads on the local highway network. This is considered acceptable. The Highway Authority expect no overspill parking to occur on Ladybridge Road, Stakes Road, A3 London Road. This will be enforced should it become an issue. The Highway Authority would expect there to be no parking contained within the local residential roads within the Berewood MDA however this will be for the applicant to manage given these roads are yet to full under the jurisdiction of the Highway Authority.

Wheel Washing Facilities:

Whilst a wheel wash facility has not been annotated on the site compound drawing, the Highway Authority are content that the wording within paragraph 2.14 is sufficient. The CTMP states that these facilities are to be located as close to the site access as possible and will be finalised by an appointed contractor. A commitment regarding access to a road sweeper has also been provided within paragraph 2.14 of the CTMP which is considered acceptable.

Traffic Management:

A commitment has been provided within paragraph 6.11 of the CTMP regarding the scheduling of deliveries which outlines that they are to be booked in advance and provided a specific arrival slot. This is considered acceptable. The number of predicted daily movements are summarised within table 6.1 of the CTMP and the Highway Authority do not have any concerns on the impact on the local highway network with the number of vehicle movements proposed.

Signage for vehicles:

The CTMP outlines that signage is to be provided to direct construction vehicles to and from the site. It is noted that paragraph 7.4 of the CTMP outlines that the appropriate license will be obtained from the Highway Authority where required should signage be placed on the public highway. This narrative is acceptable.

On-site public safety:

Pedestrian routes are to be kept segregated from vehicular routes. The interaction with the existing PRow network should be clearly set out within this CTMP outlining any management measures, including any temporary closures or diversions during the construction period. The Highway Authority require this to be set out before the CTMP can be recommended for discharge.

Recommendations

Having regard to the above the Highway Authority require narrative to be provided within the CTMP regarding protection and management of the PRow routes during construction before a formal recommendation can be provided on the discharge of condition 11.

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