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Direct Line	N/A	Your reference	APP/26/00074
Date	10 March 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Kayleigh

**Re: APP/26/00074 At Berewood Development Site, London Road,
Purbrook, Waterloooville**

**Full planning application for a new pedestrian and cycle link and
associated landscaping works connecting the Berewood Town Park to
the London Road Toucan Crossing.**

Thank you for your consultation on the above full planning application. The following highway related drawings have been submitted to support this planning application:

- Drawing GTWVILLE_LRTC/GA/41 Rev P2 –Levels and Drainage
- Drawing GTWVILLE_LRTC/GA/11 Rev P2 – General Arrangement
- Drawing GTWVILLE_LRTC/GA/06 Rev P1 – Scheme Layout

The works on the highway and the tie in details will require a minor s278 agreement with the Highway Authority. Further details can be found at the following link: <https://www.hants.gov.uk/transport/developers/section-278>. It would be recommended that the applicant delivers this path in conjunction with the s278 agreement for the Toucan Crossing.

The drawings outline the delivery of a 3.0m shared use footway cycle connection to provide pedestrian and cycle connectivity into the Town Park from the London Road Toucan Crossing which is committed to be delivered through the outline s106 parameters. It is understood that this connection is to be a permissive path and not to be formally adopted by the Highway Authority through the s38 process. The Toucan Crossing is currently subject to the s278

Director of Universal Services
Patrick Blogg

technical approval process with the Highway Authority and the location is now fixed. The Highway Authority are satisfied that the proposed connection ties into the proposed location of the Toucan Crossing appropriately.

Levels and drainage details outline that the path will gently slope down towards the highway however the gradients should be confirmed to ensure that they are suitable for use by cyclists. This should be confirmed at the planning stage.

Suitable cut off drainage will be required to ensure that private water does not drain onto the highway and vice versa. This is a detailed design matter and can be appropriately resolved at the s278 stage.

Construction Traffic Management Plan

A CTMP Rev 1 dated 07 January 2026 has been submitted to support this planning application which the Highway Authority have reviewed and have the following comments to make.

Traffic Management:

Paragraph 6.5 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 and the Town Park area, 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 local highway network, with loading and unloading to be contained within the site compound. This is acceptable.

A commitment has been provided within paragraph 6.10 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.

Construction Vehicle Routing is depicted within Figure 2.4 and Appendix A which is considered acceptable as this mirrors the wider agreed routing for the Berewood MDA. It is intended that materials deliveries will be taken to the Phase 5 infrastructure compound with dumper trucks transporting materials on a daily basis to the A3 London Road where the proposed connection meets the Toucan Crossing.

It is noted that paragraph 6.13 suggest that a pre-commencement condition survey is undertaken as part of the s38 adoption process for relevant roads and therefore is not required. This is noted and considered acceptable.

Compound Layout(s):

An indicative site compound layout has also been provided within drawing

GTWVILLETOUNCAN(CTMP).1/01 Rev P1. Swept Path Analysis has been provided within drawings GTWVILLETOUNCAN(CTMP).1/TK01 Rev P1 and GTWVILLETOUNCAN(CTMP).1/TK02 Rev P1 outlining that a large tipper and rigid vehicle respectively is able to manoeuvre within the compound area to access and egress in forward gear. This is acceptable. The swept path analysis drawings outline that the vehicles overhang the opposite side of the carriageway on the northbound approach arm to the roundabout when egressing the site. A commitment should be provided to outline that a banksman or a suitable equivalent will guide vehicles when egressing the site to ensure conflicts do not occur with existing vehicular movements once Phase 5 Infrastructure is open to general traffic.

Within the site compound area, parking for contractors is to be provided. Paragraph 7.12 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 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 2.15 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 2.15 of the CTMP which is considered acceptable.

Signage for vehicles:

The CTMP outlines that signage is to be provided to direct construction vehicles to and from the site within paragraph 7.2. No narrative has been provided within the CTMP to state that the appropriate licence will be obtained from the Highway Authority where required should signage be placed on the public highway. This should be included within the CTMP.

Pedestrian Protection:

Pedestrian routes are to be kept segregated from vehicular routes. It is noted that paragraph 7.10 outlines that Chapter 8 compliant traffic management will be implemented to control pedestrians and traffic where necessary. Given the CTMP is intended as a live document any additional traffic management measures as required should be incorporated within a revised document.

It is understood that there is no interaction with PRow users and the network given the proposed construction traffic routing does not rely on the town park however this should be confirmed by the applicant.

Temporary footway diversion:

To further protect pedestrians during constriction, a temporary footway diversion is proposed on the western side of London Road during the

construction phases. This proposed diversion is presented within Fig. 8.1 of the CTMP. The proposed diversion utilises the existing refuge and signalised crossing points along London Road. Appropriate signage will be in place to warn pedestrians of the footway closure and diversion onto the opposite side of the carriageway. Whilst not referenced within the CTMP alternative access could also be sought through the Berewood MDA albeit it is appreciated this would be a longer diversion.

Paragraph 8.8 references that a TTRO application will be made to HCC for the temporary closure which will set out the proposed alternative route, and duration this will be in place for. Whilst the diversion appears reasonable this will be subject to the separate statutory TTRO process. A commitment should be provided within the CTMP that the TTRO must be obtained and the diversion placed on site prior to commencement of the footpath link.

Recommendations

Further information is requested on the proposed gradients of the connection with additional narrative also requested to be included within the CTMP before a formal recommendation can be provided on this planning application. The Highway Authority welcome direct engagement with the Highway Authority to resolve these final matters.

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
Universal Services