Hampshire County Council

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

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

Enquiries to	Sophie Osborne	My reference	059960
Direct Line	N/A	Your reference	APP/26/00165
Date	9 April 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: APP/26/00165 At Berewood Phase 4 Infrastructure

Requestion to Discharge Conditions 6 ii) - a) Layout of Roads and Footpaths, - b) Levels, d) Drainage including foul and SUDS, i) Hard Surfacing, j) Parking, l) Street Lighting, m) External Lighting, 11 (CEMP) & 18 (Drainage Scheme), relating to Phase 4 of outline planning application APP/10/00828.

Thank you for your consultation on the above planning application. The applicant is seeking to discharge conditions 6 i) ii) a) b) d) j) l) m), 11 and 18 of the outline planning consent. The planning description outlines that these are seeking to be discharged with respect to Phase 4 Infrastructure however the drawings submitted cover the Southern Access Junction Works. The Highway Authority have responded to this planning application based on the drawings submitted for the Southern Access Junction, however this should be reviewed and confirmed by the applicant as to what is being sought for discharge.

Conditions 6 i) ii) a) b) d) j) l) m) and 18
These conditions relate to the s278 technical approval process. The applicant is currently engaged with the Highway Authority through this process. Approval for the Southern Access Junction is yet to be granted with several comments raised on the design of the junction through the first iteration of the Design Audit report. Comments which remain to be addressed include but are not limited to: drainage, levels, general alignment (including road markings, visibility and pedestrian/cycle connectivity), street lighting, construction details, arboriculture and ecology, traffic management, structures and traffic signals.

Given the discharge of these conditions is intrinsically linked to the s278 detailed design process the Highway Authority will be unable to recommend discharge until agreement through the s278 process has been granted. At this point, the approved drawings should be submitted via this discharge of condition application so this can be discharged.

Condition 11
Condition 11 relates to the provision of a Construction Environmental Management Plan (CEMP). To support this discharge of condition the applicant has submitted a CEMP dated October 2025 which includes a CTMP within Appendix D. The Highway Authority have reviewed this document and have the following comments to make.

Access to the Site:
Construction Traffic Routing to the site is depicted within Fig 2.1. This accords with the wider construction routing for the Berewood MDA and is considered acceptable. It is understood that the applicant is considering alternative construction traffic routing via Phase 5 Infrastructure and should this still be the case this should also be set out within the CTMP.

The routing is reliant on Phase 4 Infrastructure which is yet to be constructed and would currently require travel over grassed areas. It is requested that constructed for Phase 4 has commenced with appropriate hard surfacing in place prior to commencement of the Southern Access Junction to prevent spread of mud and debris onto the roads within the Berewood MDA. This should be secured within this CTMP. It is assumed this is covered with reference to construction of Newlands Avenue under Phase 1 of the works however this should be specified for absolute clarity).

Construction Compound:
The applicant intends to utilise the Phase 4 Compound for construction works associated with the Southern Access Junction. This is considered acceptable. The compound layout is shown within drawing GTWVILLEP4I(CTMP).1/01 Rev P1. Swept Path Analysis has been provided within drawing GTWVILLEP4I(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 sough with the Highway Authority.

Wheel washing facilities:
Paragraph 2.2.3 outlines that wheel wash facilities are to be in situ for the duration of the works within the compound area. These are to be located as close to the site exit as possible. It is understood that the location of the wheel

wash facilities will be finalised once a contractor has been appointed. The wording provided is considered appropriate.

A commitment has also been provided with paragraph 2.2.4 regarding access to a road sweeper throughout the works should mud spread onto the highway. This is acceptable.

Construction Vehicle Trips:
It is understood that a full detailed trip generation assessment cannot be provided at this time given a contractor is not yet on board. The applicant has however summarised this to be c. 60-70 vehicles per day at construction peak. The total number of vehicle movements associated with each estimated vehicle type e.g. HGV, large tipper and van should be specified within the CTMP for the Highway Authority to establish the full impact of construction movements on the local highway network.

Operating Hours:
Paragraph 2.5.2 provides a commitment outlining that deliveries will be scheduled to avoid Weekday AM, PM and Saturday Peak Periods (08:00-09:00, 17:00-18:00 and 12:00-13:00). No deliveries are also to be made between 08:30-09:00 and 15:00-16:00) to account for the proximity to Berewood Primary School. It is noted that construction vehicles also route via Newlands Primary School and it is assumed that the pickup and drop off periods align with Berewood Primary School. This narrative is considered acceptable.

Delivery Arrangements:
Contractors are to submit material delivery requests a minimum of 24 hours in advance. It is assumed that this is to allow for scheduling of deliveries however this should be confirmed. No narrative has been provided on the scheduling of deliveries and this should be outlined within the CTMP. This should ensure that deliveries do not occur at the same time given the size of the site compound would not allow for this. Narrative included within the Phase 4 Infrastructure CTMP should be replicated here.

All deliveries are to be unloaded/loaded within the site which is considered acceptable.

Protection of Pedestrians and Cyclists during Construction:
Paragraph 3.3.2 confirms that pedestrian routes will be established throughout construction phases with barriers in place to separate vehicle movements from pedestrians.

Treatment for PRoW users are also summarised within Paragraph 3.3.3. Access to the PRoW is to be retained where possible throughout construction however should works affect the route then a temporary diversion would be required. It should be noted that if the PRoW is required to be closed or temporarily diverted, a TTRO would be necessary to formally close the footpath and for this to be recorded on the definitive map. The wording within

the CTMP should be updated to reflect the processes required to formally close or divert the PRoW network if and when required during construction. It is understood this is only to be pursued if required. The Highway Authority Should it be established that a temporary diversion is required this should be applied for in good time to allow for this to be processed appropriately.
For the applicant's reference, a PRoW TTRO can be applied for at the following link:
https://www.hants.gov.uk/landplanningandenvironment/rightsofway/definitivemap/temporaryclosures

A banksman will also be available on site to manage any interaction with pedestrians and cyclists whilst works are taking place. This management measure is considered appropriate.

Parking:
No narrative has been provided on the parking arrangements for contractors during construction. Whilst it is appreciated this will use the same compound and arrangements for Phase 4 Infrastructure this should be replicated within this CTMP given this document will need to be complied with for the Southern Access Junction compliance. No parking will be permitted on any roads on the local highway network. The Highway Authority expect no overspill parking to occur on Ladybridge Road, Stakes Road and 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.

Recommendations:
Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be given 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 further clarification be required.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Universal Services