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Date	10 August 2026	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam

Re: APP/22/01072 At 81C London Road, Waterlooville, PO7 7EL

Demolition of existing building for the construction of 13No. flats with two Class E (Commercial, Business and Service) units on ground floor with bin and cycle store. Request to discharge conditions 5,6,7,8,9,10 & 11 rcvd 22.06.26 (See APP/26/00461).

Thank you for consulting the Highway Authority on the above planning application. Given that only conditions 5, 6, and 7 curtail to highway matters, comments shall only be provided on these 3 conditions. The Highway Authority wishes to make the following comments.

Condition 5 and Condition 6

Phasing Programme

A construction programme has been provided in section 3 of the Construction Management Plan (CMP). This details that the works are anticipated to begin in September 2026 and conclude in June 2027, lasting approximately 9 months. The programme has been split into 6 stages: demolition, set up, foundations/piling, super structural build, internal finishing, and external finishes. A Construction Method Statement (CMS) has also been provided which contains further details on the sequences and methods which will be used during construction and demolition in sections 4.5-4.10. It is noted that reference has been made to a phasing plan in section 3.2.2 of the CMS, however, it does not appear that this plan has been provided. The Highway Authority request that this is provided in future re-consultations.

Director of Universal Services
Patrick Blogg

Parking

Narrative has been provided within the CMP stating that on-site parking for construction workers will be available within the site's service yard. It has been clarified that the on-site parking will only be available for employees who are carrying heavy equipment, with the remainder of employees being expected to use public transport. The Highway Authority note that the site is located in the centre of Waterloooville. Therefore, it is acknowledged that there will be sufficient parking and public transport availability in the surrounding area. In any case, it is unclear how many vehicles/staff would be required to be on site at any given time and whether the available on-site and surrounding parking facilities will be sufficient.

Whilst the Highway Authority are content that errant parking will not be permitted, stronger narrative should be provided stating that errant parking will be met with enforcement action.

The on-site parking places have been drawn on the site plan, however, there have been two submitted plans and it is unclear which site plan will be utilised. It is presumed for the construction phase the site will utilise layout within the CMP. No parking space dimensions have been provided. Additionally, the aisle width between the parking spaces has not been confirmed.

Deliveries

Deliveries are to operate via time slots. This is to avoid multiple vehicles arriving simultaneously and avoid delivery vehicles waiting on site. Just-in-time delivery will be utilised to prevent overspill of materials and waste and keep the material storage area freed up. Deliveries are to be monitored by traffic marshals at the site access to control vehicle movements.

Further narrative should be provided stating that deliveries are not permitted to wait on the public highway outside of the site and must upon arrival go straight to the materials unloading area. Narrative should also be provided explaining what would occur should multiple vehicles arrive simultaneously or a vehicle arrive outside of its scheduled timeslot.

HGV routing has been provided as part of the submitted documents as shown in section 4.2.3 of the CMS. This shows that vehicles will be expected to access the site via navigating St George's Walk, and then Swiss Road. No narrative has been provided which states that this route must be strictly adhered to. This should be provided in future reconsultations. Additionally, it should be clarified what route will be utilised for vehicles egressing the site.

Deliveries should avoid the Saturday peak hours of 12:00-13:00 and weekday AM and PM peak periods of 08:00-09:00 and 17:00-18:00. Narrative should be provided which details that no deliveries are permitted to arrive during these hours in order to avoid contributing towards peak traffic flows.

No trip generation has been provided for any part of the works. The Highway Authority request that this is provided as to provide insight on the local

highway network impact these works will have. The applicant may provide estimates of the number of deliveries and should detail the expected vehicle type associated with the movements.

Access

No swept path tracking has been provided showing a vehicle accessing the site. It is requested that TG2 compliant swept path tracking is provided which demonstrates the ability for all vehicles associated with the works to access, manoeuvre, and egress from the site. Technical Guidance Note TG2 can be accessed at the following link: [TG2 - Alignment Design](#)

Site Layout

The site layout drawing provided within the CMS does not contain any dimensions. Aisle widths and parking space dimensions should be confirmed to ensure that the vehicles associated with these works would have no issue manoeuvring or parking on site.

It has been stated that wheel washing facilities will be available within the site, however, this has not been annotated or labelled clearly on the drawing and subsequently it is unclear where this service will be provided. The applicant should more clearly provide the location of this facility and ensure that it is located adjacent to the site access.

Protection of Pedestrian Routes

No narrative on the protection of pedestrian routes has been provided within any of the submitted documents aside from the mention of scaffolding which will be erected on the front of the building and high street. It is noted that heras fencing and gates are annotated on the site plan, however, little narrative on this matter has been provided. The Highway Authority are concerned that no precautions are currently proposed and request greater narrative to ensure pedestrian routes are kept safe and accessible.

Cleaning of Mud/Dirt

It has been confirmed that any vehicles carrying loose material to and from the site will be sheeted to prevent material spilling onto the highway. The Highway Authority are content with this arrangement.

Hand-operated jet washes have been confirmed to be on site to be used for wheel washing. Additional narrative should confirm that all vehicles will be inspected for mud prior to re-entering the highway. As previously stated, this facility should be located adjacent to the site access and highlighted on the site layout plan.

It has also been confirmed that the site manager will monitor the condition of the vehicle parking, site reception, and public highway daily for mud, dirt, or debris. A road sweeper will be available to clean any dirty surfaces. The Highway Authority request that additional narrative clarifies that a road sweeper will be available on site and that this location is highlighted on the

site layout plan. Furthermore, it should be confirmed that all cleaning facilities are available for the entire duration of the works.

Pre-commencement Survey

The applicant should confirm that a road condition survey will be carried out prior to construction and after completion. Narrative should also be provided to outline that any damages to the local highway network which occur as a result of the development should be rectified at the developer's expense. The scope of the pre-commencement survey should also be confirmed within a revised CMP.

Condition 7

In relation to Condition 7, this condition cannot be discharged prior to the Highway Authority receiving confirmation that the access arrangement has been constructed as per the approved plans. Currently, whilst an access drawing has been uploaded, confirmation of the access being built as approved has not been provided. The applicant should provide this in future re-consultations.

Recommendations

Further information is requested before the Highway Authority can provide no objections to the discharge of conditions 5, 6, and 7.

Yours faithfully,

Louis Aplin-Haynes
Assistant Transport Planner - Highway Development Planning
Universal Services