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Enquiries to	Sophie Osborne	My reference	061337
Direct Line	N/A	Your reference	APP/26/00165
Date	21 August 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Kayleigh,

Re: APP/26/00165 At Grainger Development Site Land West of, London Road, Waterloooville

Request 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 (Berewood Southern Access Junction).

Thank you for your reconsultation on the above planning application. In response to previous comments dated 09 April 2026 revised plans and CEMP has been submitted which the Highway Authority have reviewed and have the following comments to make. It is noted the application description has been updated clarifying that this relates to the Berewood Southern Access Junction.

Conditions 6 i) ii) a) b) d) j) l) m) and 18

Technical approval is still yet to be granted for the Southern Access Junction however the number of detailed points have been significantly reduced since the previous response, and agreement on technical matters is understood to be imminent. Once these matters have been agreed through the s278 technical approval process, the approved drawings should be submitted via this discharge of condition application so that these conditions can be discharged.

Condition 11

A standalone Construction Traffic Management Plan has been submitted dated 11 May 2026 which is a different document to that reviewed previously.

Director of Universal Services
Patrick Blogg

The Highway Authority have reviewed this document and have the following comments to make.

Section 4.2. Site Facilities and Welfare:

The construction compound is understood to be accessed via Phase 4 Infrastructure. This is shown indicatively within this section of the CTMP and includes welfare facilities, materials storage and vehicle turning areas and contractor parking.

Section 4.3. Parking of Construction Personnel and Visitors Vehicles:

Contractor and visitor parking is to be accommodated within the site compound with no parking permitted unless with express permission by the site manager. Additional parking is referenced as being accommodated along the constructed Phase 4 infrastructure road, south of Marrelsmoor Avenue /Poppy Fields junction. This would be acceptable as an overspill parking area and it must be made explicitly clear that this is the only permitted parking area outside the site compound to be directed to by the site manager.

No parking is to be permitted elsewhere within the Berewood MDA which is accepted.

Section 4.4. Access and Egress from Site – Deliveries, Site Personnel and Visitors:

Appendix C provides a site-set up plan. The main access route will either be via Purbrook Heath Road or Newlands Avenue dependent on the stage of the works. It is unclear whether an existing access is present on Purbrook Heath Road or whether a temporary access for construction purposes is required and clarity is sought. It is also unclear whether larger vehicles will be able to navigate the Purbrook Heath Road/A3 London Road junction and undertake the U-turn required to travel south towards Portsmouth. Suitable swept path analysis should be provided before use of Purbrook Heath Road for construction can be agreed.

No wider routing plan for construction vehicles has been provided and this should be clearly set out and in-line with the wider agreed routing for the Berewood MDA. It is noted that construction traffic is prohibited from utilising Grainger Street and London Road to the South of Milk Lane. Milk Lane is not acceptable for use of construction traffic. Vehicles accessing the site via Newlands Avenue would need to either utilise Marrelsmoor Avenue (Western Link Road) or Phase 5 Infrastructure. This should be confirmed.

Regardless, any 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.

Signage is to be placed to direct construction vehicles to site which is acceptable. Narrative should be included to note that any signage on the highway requires a separate licence agreement with the Highway Authority,

and this should be obtained prior to signage placement. Further information can be found at the following link:

<https://www.hants.gov.uk/transport/licencesandpermits>

4.5 Deliveries, Loading and Unloading of Plant and Materials and Storage:

Deliveries will be scheduled outside of both the standard morning and evening peak hours (08:00-09:00 and 17:00-18:00) and outside of the Saturday morning peak hour (12:00-13:00). No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School. This is acceptable.

Access on/off site is to be controlled and programme to prevent queuing of vehicles. Aside from this, no method has been provided on the scheduling of deliveries to ensure that no more than one delivery is on site at one time. This is necessary given the space and size of the compound.

Loading and unloading is to only occur within the site compound which is noted.

Swept path analysis should be provided to outline the ability for the largest vehicle accessing the site to manoeuvre and access/egress in forward gear. Under no circumstances should any reversing out of the site onto the public highway occur.

4.7 Pedestrians and Cyclists:

Safe pedestrian routes through and around the highway works will be established throughout construction phases with barriers in place to separate vehicle movements from pedestrians and clearly signed diversion routes as required.

Treatment for PRow users are also summarised within this section. 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. The applicant acknowledges 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. It is understood this is only to be pursued if required. 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 should also be available on site to manage any interaction with pedestrians and cyclists whilst works are taking place and this should be included within the CTMP.

4.8 Wheel Washing Facilities:

Reference is made to a wheel wash and road sweeper to be provided as

required. Stronger wording is required. Both should be available for the full duration of the construction with all vehicles wheels washed/inspected upon leaving site. The wheel wash should be located as close to the site egress as possible and annotated on a drawing.

4.11 Expected Vehicle Movements:

A total of 26 trips are anticipated per day at the peak of the operation. Only 5 of these are larger vehicles such as a tipper truck, concrete mixer, low loader and articulated vehicle. The Highway Authority are satisfied that the impact of the construction vehicle trips at its peak would not lead to a detrimental impact on the wider highway network.

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