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Date	1 September 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Chapman

Dear Sirs

**Re: DC/26/101794 At High Wood Reservoir, Allington Lane,
Southampton, SO30 3HQ**

Application for the discharge of conditions 3 (Construction Environmental Management Plan), 4 (Biodiversity Enhancement Scheme) and 5 (Delivery Vehicle Management) of application F/25/99979 (Construction of a standalone container to house batteries associated with storing the solar energy from the solar panels) approved on 17th November 2025

In regard to application DC/26/101794, and the discharge of Conditions 3 and 5 as outlined above, it is noted that the applicants have submitted a Construction Management Plan (CMP) dated 14 July 2026.

This document has been reviewed, and whilst required elements have been covered, inclusive of contractor parking arrangements and hours of work, there are elements that need to be added or adjusted from a Highway perspective as outlined below.

1. Crossing conflict on the PROW – Within Section 3 of the CMP, details of gated access is provided outlining how people utilising the PROW will be kept separate and safe from vehicles crossing over the PROW. However it outlines how PROW users will be held until vehicles have passed, and this should be reversed, with PROW users given priority and vehicles having to wait until they have passed before gating is reversed and they can proceed with their journey to or from the site.

Director of Universal Services
Patrick Blogg

2. Two-way vehicle movements – It does not appear that two-way vehicle movements are achievable either through the access junction with Allington Lane, or onwards along the site access road. As such, information should be provided as to how this will be managed with only one vehicle utilising the site access at any one time, without the need for a construction related vehicle to wait on Allington Lane, where it would be an obstruction to other highway users.
3. Transfer of dust / debris onto the highway – Whilst the utilisation of on-site wheel washers is outlined, there is no further commitment as to how the highway will be cleared of dust / debris should these washers fail and mud is transferred onto the highway. Information of what measures will be undertaken (i.e. utilisation of mechanical road sweepers) should be added to the plan.

Given the above, there would be a holding objection to the discharge of Conditions 3 and 5 at this point. However, If the plan can be updated to cover the above points, then a re-assessment of the CMP can be undertaken accordingly and a revised recommendation from a highway perspective issued.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services