

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

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	056168
Direct Line	N/A	Your reference	APP/24/00578
Date	17 March 2025	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: APP/24/00578 At Town Park at the Berewood Phase 2 Development Site, London Road, Purbrook, Waterlooville

Reserved Matters application pursuant to outline application APP/10/00828 (and WCC 10/02862/OUT) and approval of conditions 6 (i) a), b), c), and d), and conditions 3, 6 (ii) a), b), e), f), i) o), 7, 10 and 11, for approval of landscape detail and access for the town park and layout and appearance of the park and multiple sports area.

Thank you for your re-consultation on the above full planning application. In response to previous comments dated 21 August 2024 the applicant has submitted a covering letter dated 10 February 2025 and revised drawings which the Highway Authority have reviewed and have the following comments to make.

Internal Design

Additional consideration has been given to the Healthy Streets indicators with additional picnic tables and benches provided throughout the public open space. Given the nature of the town park play provision is also provided according with the Healthy Streets indicators.

Walking and Cycling:

The covering letter suggests that paths have been widened throughout the town park to 3.0m catering for cycle provision. The drawing referenced (GTWVILLE_TP2/RD/40 Rev F) however refers to 'footpath surfacing' with no details on measurements It is therefore unclear whether these paths have been widened to 3.0m to cater for cycle provision and therefore this should be confirmed. The width should be appropriately annotated on a drawing. It is

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

also unclear whether 3.0m shared use is proposed throughout the entirety of the Town Park which would be supported by the Highway Authority. If any footways are proposed these should measure 2.0m to comply with HCC TG10 and be appropriately annotated.

Whilst staggered barriers have been omitted where the proposals meet the Phase 5 infrastructure, these are still present in the northern corner of the site adjacent to Phase 3B. These should be removed to accord with HCC TG10 and improve onward connectivity for cyclists.

The covering letter suggests that visibility splays are not required. The Highway Authority do not agree. Given the nature of the shared use infrastructure providing unsegregated connections for both pedestrians and cyclists, visibility splays should be provided where the shared use paths connect onto Plant Farm Crescent, Phase 5 and Phase 3B infrastructure and internally where shared use paths meet to ensure conflicts do not occur between cyclists and pedestrians at these points on the network. LTN1/20 sets out the visibility requirements where shared use paths meet shared use paths. Table 5.6 sets out an absolute minimum 'x' distance of 2.4 metres with a desirable 'x' distance of 4.5 metres. The 'y' distance should be demonstrated at 17.0m in accordance with a 20kph cycle design speed.

No visibility splays have been demonstrated where the shared use provision crosses the emergency access route, despite the covering letter outlining that these have been provided. These should be submitted on a drawing with the requirements set out above at the planning stage for the Highway Authority to confirm that appropriate visibility can be achieved.

The connection onto the Phase 5 infrastructure in the northeastern corner has been realigned to provide a smoother connection. This is considered acceptable to the Highway Authority.

The covering letter sets out that all tie in details with existing and proposed infrastructure is to be dealt with as part of the respective s38 processes for each relevant location. Whilst the future connections to the Town Park are shown on the Phase 3 and phase 5 infrastructure s38 packages (Grainger's) this is not shown on the s38 drawings for Phase 3a residential. Phase 3a residential is understood to not be under the applicant's control. The applicant should engage with the relevant developer to ensure that the tie in details are provided on the s38 drawing. This will ensure that an appropriate landing area is provided where the shared use path is to connect.

Public Rights of Way (PRoW):

The interaction of the diverted FP732 has now been clearly annotated on drawing GTWVILLE_TP2/RD/40 Rev F. Hampshire Countryside Services should be consulted on this planning application and their views sought on this matter.

Vehicular Access to the Cricket Pavilion

The applicant confirmed during direct discussions that vehicular access to the cricket pavilion is to be undertaken via Plant Farm Crescent and not Milk Lane. Emergency access only is sought from Milk Lane. The covering letter confirms provision of a locked gate and collapsible bollards to prevent vehicular traffic other than in emergencies accessing via Milk Lane. This commentary is sufficient to address previous concerns raised.

Materials and Construction Details

The proposed surface treatments are shown within drawing GTWVILE_TP2/RD/40 Rev F. The surfacing treatments for the existing paths present within the Town Park Phase B redline remain unconfirmed. Clarity is sought as to whether the surfacing is to remain as existing. Any changes to the surface materials should be set out at the planning stage for agreement on their suitability with the Highway Authority.

Despite the applicant confirming that emergency access is sought from Milk Lane to access the pavilion, the applicant has revised the materials in this location to comprise of carriageway construction. This is considered appropriate.

Landscaping Proposals

Given Phase 8 is subject to a live planning application (APP/24/00939), the proposed masterplan should be overlayed on the Town Park proposals to ensure that the proposed tree planting on the eastern boundary does not obstruct the visibility splays required for the bridleway crossing. The Highway Authority require the relevant visibility splays to be provided on this plan (equestrian/cyclist/pedestrian). An appropriate planning condition will be secured on this consent to ensure that obstructions in visibility envelopes do not exceed 0.6m in height.

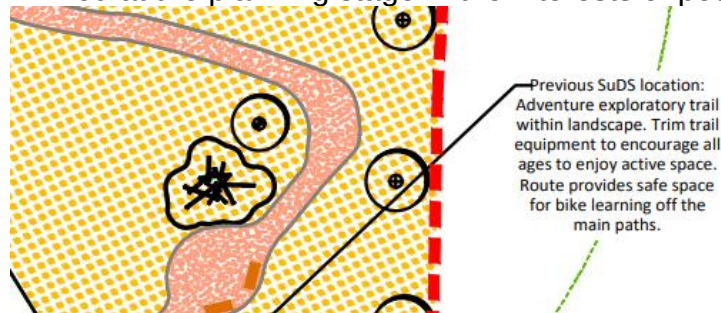
Levels and Drainage

No levels details have been provided and therefore the Highway Authority are unable to fully assess the drainage proposals. Levels and drainage details can either be provided through the planning process or secured through an appropriate planning condition to be agreed prior to commencement. The applicant should confirm how they wish to pursue this.

The covering letter outlines that there is an existing ditch running around the southern perimeter of Phase 7 which continues parallel to the south of Plant Farm Crescent. It is understood it is intended for the surface water run off to fall under the catchment area of this ditch. The Highway Authority would be satisfied with this subject to confirmation from the applicant that the ditches will have the capacity to collect this private water. This will ensure that private water does not drain to areas to fall under the adopted highway and vice versa.

The applicant outlines that OWC consent is being sought through the s38 for Phase 5 infrastructure. Confirmation on the OWC consent should be provided to support this planning application.

Reference to the previous SUDS feature should have stated the southern-eastern corner of the site as referenced on the landscaping drawing (drawing 2715-TP-LA-02 Rev P6). The previous comments on this still stand. It is unclear as to whether the ground has been constructed appropriately to ensure that the ground does not sink in perpetuity. The construction details should be confirmed at the planning stage in the interests of pedestrian safety.



Confirmation is yet to be provided on how the drainage features are to be maintained, or access obtained for maintenance. The impact on the public open space should be minimised and this should be clarified to support this planning application.

Discharge of Condition

No revised CTMP appears to be provided to support this planning application in response to previous comments dated 21 August 2024. It is unclear if the applicant seeks for this condition to be discharged through this consent or whether a condition is to be provided for a CTMP to be agreed with the Highway Authority prior to commencement. Should this be considered through this consent then a revised CTMP should be provided incorporating the previous comments raised.

Recommendations

Having regard to the above the Highway Authority require the further information before a formal recommendation can be made on this application. It is recommended that engagement is sought with the Highway Authority to resolve the outstanding matters raised throughout this response.

Yours faithfully,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050