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Date	2 July 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 consultation on the above planning application. In response to previous comments dated 11 March 2025 the applicant has submitted a covering letter dated 30 April 2025 and revised drawings which the Highway Authority have reviewed and have the following comments to make.

Walking and Cycling

Drawing GTWVILLE_TP2/RD/40 Rev G confirms that 3.0m shared use paths are proposed for primary paths throughout the Town Park Area. Where footways are proposed, these are to measure 2.0m in accordance with HCC TG3. The location of the footways provides more of an informal route throughout the Town Park and do not provide key connectivity to parcels within the Berewood MDA. This is acceptable to the Highway Authority.

Staggered barriers have been omitted in the northern parcel of the site adjacent to Phase 3B to comply with TG10. This is acceptable to the Highway Authority.

Cycle visibility splays of 4.0m x 17.0m have been demonstrated within drawing GTWVILLE_TP2/RD/42 Rev A in accordance with LTN 1/20 for a 20kph cycle speed. The Highway Authority is content that appropriate visibility can be achieved throughout the internals of the Town Park reducing the likelihood of conflicts between pedestrians and vehicle users.

Materials and Construction Details

The covering letter confirms that the existing path present within Town Park Phase B running adjacent to the boundary of Phase 8 is to remain as existing with no amendments proposed. This is noted. The Highway Authority have no further comments to make in relation to this matter.

Landscaping Proposals

The applicant has relocated the trees outside of the visibility splays for Phase 8 to ensure that this does not fetter the delivery of this adjacent residential development. This is shown within drawings 2715-TP-PP-06 Rev T1 and 2715-TP-LA-08 Rev T1. The visibility splays for Phase 8 have been shown on drawing GTWVILLE_TP2/GA/05. The Highway Authority are therefore content that the proposed planting details within Town Park Phase B will not obstruct the visibility splays required to facilitate safe and suitable access into the adjacent residential parcel. Notwithstanding this, the Highway Authority will seek to secure through condition that any planting or installation of any play equipment or street lighting in the area shown in the above drawings should be agreed with the County Council prior to any works being undertaken. This will ensure that the land required to remain clear for the visibility splays is appropriately protected.

Levels and Drainage

The applicant has confirmed that OWC consent has been sought and granted with respect to Phase 5 Infrastructure on 06 August 2024. This confirmation resolves this matter raised. The covering letter further confirms that that previous SuDS feature has not been constructed but was a historic intention. This has been superseded by the Phase 8 SuDS basin. This is noted and no further comments are made in this regard.

The Highway Authority are content that no further levels and drainage details given that the applicant has confirmed that the attenuation basins and ditches around the perimeter of the site have the capacity to collect the private water. This is necessary to ensure that the private water does not flood onto Plant Farm Crescent to the detriment of highway safety.

Discharge of Condition – CTMP

To support the discharge of condition 11 the applicant has submitted a Construction Traffic Management Plan dated March 2025 which the Highway Authority have reviewed and have the following comments to make.

Construction routing is identified within Appendix A of the CTMP. This corroborates the previously agreed construction routing for the Berewood MDA and is therefore acceptable.

Traffic Management:

Paragraph 6.4 outlines that deliveries are to be scheduled to occur outside the weekday AM and PM peak periods (08:00-09:00 and 17:00-18:00) and the Saturday peak period (12:00-13:00). Given the proximity of the site to Berewood Primary School, a commitment has also been provided to schedule deliveries outside of school pick up and drop off periods (08:30-09:00 and 15:00-16:00). This is considered acceptable.

No waiting, parking, loading or unloading is to be permitted along Plant Farm Crescent with loading and unloading to be contained within the site compound. This is acceptable.

Compound Layout:

Swept Path Analysis has been updated within drawing GTWVILLETB2(CTMP).1/TK03 and TK04 rev P3 outlining that a large tipper is able to manoeuvre within a site compound area. The Highway Authority are satisfied that the layout of the compound can appropriately accommodate manoeuvring for the larger tipper to access and egress in forward gear. This is acceptable. Should larger vehicles require access than alterations may be required to the compound layout as raised further below.

An indicative site compound layout has also been provided within drawing GTWVILLETB2(CTMP).1/01 Rev P2. 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. Given that the CTMP is a live document, any amendments to the site compound can be altered within the CTMP with agreement to be sought with the Highway Authority.

It is understood that the location of the compound is in an area that has been previously utilised as a compound for other phases of the Berewood MDA.

Wheel Washing Facilities:

Whilst a wheel wash facility has not been annotated on the site compound drawing, the Highway Authority are content that the wording within paragraph 4.4 is sufficient. The CTMP states that these facilities are to be located as close to the site access as possible and will be finalised by an appointed contractor. A commitment regarding access to a road sweeper has also been provided within paragraph 4.5 of the CTMP which is considered acceptable.

Traffic Management:

A commitment has been provided within paragraph 6.11 of the CTMP regarding the scheduling of deliveries which outlines that they are to be booked in advance and provided a specific arrival slot. This is considered acceptable.

Signage for vehicles:

The applicant should be made aware that relevant licenses will need to be obtained from the Highway Authority before placing any signage for vehicles onto the public highway.

On-site public safety:

Additional commentary has been provided within paragraph 7.6 of the CTMP outlining that signage and pedestrian barriers to re-route the footway along the Plant Farm Crescent will be provided where required to protect the pedestrian route during construction. This measure is acceptable.

Pre-commencement survey:

The narrative provided within the CTMP regarding the pre-commencement survey is considered appropriate given that any snags or amendments to the carriageway as a results of construction activities can be carried out as part of the S38 process.

Recommendations:

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

- The development hereby approved shall be constructed in accordance with the Construction Traffic Management Plan (Mayer Brown ref GTWVileTPB2(CTMP).1/CTMP01R2 dated March 2025) unless otherwise agreed in writing by the Highway Authority

Reason – In the interest of Highway Safety

- Before such time as any planting, play equipment or street lighting is installed within the areas of the site covered by drawings 2715-TP-PP-06 Rev T1 and 2715-TP-LA-08 Rev T1 agreement should be sought with the Highway Authority of the proposed location(s)

Reason – In the interest of Highway Safety and to ensure the visibility splays remain unobstructed for the adjacent Phase 8 residential development

- The approved lines of site splays on drawing GTWVILLE_TP2/RD/42 Rev A and GTWVILLE_TP2/GA/05 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of Highway Safety

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050