
Site Address: Land to the west of London Road bounding the West of Waterloooville Strategic Phase 8 development land

Proposal: Formation of a construction access for a temporary period of 5 years, to facilitate construction for the West of Waterloooville Development approved under planning ref: APP/10/00828.

Application Type: Full Planning Permission

Application No: APP/22/01123 Expiry Date: 16/01/2023

Applicant: Mr A Kayani

Agent: Mrs B Stala Case Officer: Leanne Richardson

Ward: Waterloo

Recommendation: **GRANT PERMISSION**

1 Site Description

This application site relates to the West of Waterloooville Major Development Area (MDA), adjacent to Phase 8 of the MDA. The main access route to Phase 8 would be taken through Phase 1 and Phase 3, however, in order to protect the future occupiers of these built out phases from the movement of construction traffic, it is proposed to construct a temporary access to be taken from the west side of London Road and south of the existing Mill Road junction.

2 Planning History

Outline planning permission was granted on the site under planning ref: (10/02862/OUT for Winchester and APP/10/00828 for Havant) for:

Outline application for the development of approx 2550 no dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre comprising retail, community building, land for healthcare, land for elderly care, public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington together with landscape structure planting.

The same permission also approved the detail for 194 dwellings on Phase 1, to the west of the ASDA roundabout on Maurepas Way.

There is extensive history relating to the site, however, of particular relevance is planning ref: APP/19/00403 which granted temporary planning permission for the construction of an access road and haul road for a period of 5 years.

3 Proposal

As noted above, planning permission was granted under APP/19/00403 for the formation of a temporary access and haul road for a period of 5 years to facilitate construction vehicles of forthcoming phases. This permission is due to expire on 30 September 2024. The current application essentially seeks to renew the extant planning permission for a further 5 year period.

During the course of the application, the applicant submitted amended plans to remove the proposed haul road as it is no longer required. The haul road was originally proposed on the assumption that the developer for Phase 8 would establish a construction compound in the north western corner of the Phase and as such the haul road enabled access to this from the proposed temporary construction access. Following the removal of the haul road, the revised scheme seeks planning permission solely for the temporary construction access.

In accordance with the consented scheme, the temporary access road will be located on the western side of London Road and south of the existing Mill Road junction. The location of the temporary construction access is designed to provide a right turn lane off London Road and into Phase 8, utilising the existing hatched area. A temporary tactile pedestrian crossing is proposed to continue the pedestrian link along London Road. The access will be developed to adoptable standards and will provide construction traffic with a direct route into Phase 8 of the MDA.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) 2011

CS16 (High Quality Design)
CS18 (Strategic Site Delivery)
CS19 (Effective Provision of Infrastructure)
CS21 (Developer Requirements)
DM6 (Coordination of Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable
Conservation Area: Not applicable

5 Statutory and Non Statutory Consultations

Council's Ecologist (20th December 2023)

The application is accompanied by an Ecological Appraisal (LCES, October 2022). The appraisal covers the entirety of the proposed Phase 8 development site. The proposed haul road access will necessitate the removal of a limited section of planted, but well established, native hedgerow. This hedgerow is considered to be suitable for supporting Hazel Dormice, a species known to occur across the wider landscape. Given the extent of habitat to be removed, it is proposed to undertake works without a European Protected Species licence. This is a decision solely for the applicant and their appointed agents. A detailed methodology is provided, explaining the method of works within the active and hibernation periods. This methodology is acceptable and proportionate to the likely risk. Given the scale of the proposed development, it is most effective to ensure that all compensation and enhancement measures are provided once the application for the main Phase 8 is submitted.

If you are minded to grant permission, can I suggest that ecological mitigation and enhancement measures are secured by condition.

Hampshire Highways (Final Comments 16th June 2023)

Following the Highway Authorities previous response dated 21 April 2023, the applicant has submitted a revised package of drawings. It is also noted that any reference to the temporary haul road has been omitted from any submitted drawings, and that the planning consent seeks permission solely for the temporary construction access and an initial turning area with any additional required compounds for construction traffic to be secured as part of the Phase 8 RM applications. Thus, no further information is required from the applicant at this stage regarding compound locations.

The Highway Authority is satisfied that the submitted drawings as part of this planning consent are consistent with those that have been submitted as part of the S278 agreement.

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the access only being used for 5 years for construction traffic and subsequent conditions.

Revised Comments (21st April 2023)

Since the Highway Authorities previous response, the applicant has submitted a revised package of drawings. Additionally, the Highway Authority note that the temporary haul road is now no longer a requirement of this planning application. Whilst the majority of drawings are consistent with those approved as part of the S278 design check process, there are a couple of discrepancies which are noted below. There is still reference to the haul road on drainage plans, specifically the drawing named 'proposed haul road drainage' (drawing GTWVILLE_P8/DR/02). The reference to the haul road suggests that an access road is proposed in some way and clarity is requested on this point. The Highway Authority note that a haul road is shown only part way into the field. Confirmation is requested as to whether a haul/access road is proposed up to this location only.

The haul road drainage plan does not match the approved S278 works. The red cycle patch is shown to go across the front of the access (as shown below) which is not as agreed as part of the S278. This should be removed from drawing GTWVILLE_P8/DR/02.

Additionally, the location of the gullies differ between the drawing GTWVILLE_P8/DR/02 and the approved drawing as part of the S278 (drawing GTWVILLE_P8/GA/103 Rev F). Adoptable water should be contained within an existing system wherever possible. The above drawing shows the gully located within the centre of the access however the approved S278 drawings suggest gullies adjacent to the footway (as shown below). The proposed drainage should match those approved S278 drawings and tie in appropriately. Revised drawings should therefore be submitted.

Drawing GTWVILLE_P8/TP/02 Rev A shows tracking for a large tipper navigating the site access and the proposed site compounds. Clarity is requested as to whether a large tipper is anticipated to be the largest vehicle to access the site. Should this not be the case, tracking should be provided for an articulated vehicle.

As shown within the above extracts, there is a discrepancy between the two drawings regarding the tactile crossing. The applicant should ensure that all drawings submitted are consistent with what has been approved as part of the S278 design check process.

It is noted that the compound location is indicative at this stage with the CEMP referring to the fact that the detailed compound layout will be provided once the contractor has been appointed. The detailed compound layout will be secured through an appropriate planning condition to be approved and agreed by the Highway Authority prior to commencement. This will require revised tracking should the compound location move from the location shown in drawing GTWVILLE_P8/TP/02 to ensure that vehicles are able to manoeuvre within the site boundary to egress in forward gear.

The construction routing plan as shown within drawing GTWVILLE_P8/TP/01 is agreed as this is the most direct route to access the site.

The submitted CEMP refers to the appointed contractor to provide a full CTMP and Delivery Plan. This will be secured through an appropriate planning condition to be approved and agreed by the Highway Authority prior to commencement.

Having regard to the above, the Highway Authority require the further clarification requested before a formal recommendation can be made.

Original Comments (27th January 2023)

The Highway Authority are aware that the temporary construction access has already received S278 design check approval. The drawings that have been submitted as part of this planning consent do not match those that were agreed at the S278 stage. The correct drawings that are in line with the S278 agreement should be submitted at the planning stage for consideration. The reinstatement works as part of the S278 agreement should also be submitted to support this planning consent.

No drawings have been provided for the temporary haul road and should be submitted for consideration.

The planning statement makes reference to a CEMP that has been submitted in support of the planning application but one has not been included within the supporting documentation. This should be submitted so the Highway Authority can provide comments on the suitability of the construction proposals.

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made

Lead Local Flood Authority (HCC) (Final Comments 12th June 2023)

Thank you for consulting us on the amended details. As the application is mostly limited to the extents of the highway, any proposed drainage should be approved by the highway authority. Consideration should be given to whether there is sufficient capacity in the existing drainage system for runoff from any additional impermeable area.

(Revised Comments 4th April 2023)

It is noted that the application is now for the access rather than the access and haul road. The General Arrangement drawing (GTWIVILLE_P8/GA/103 F) shows that the proposed access will have an adoptable gully draining to a system across the existing road. This is inconsistent with the Proposed Haul Road Drainage drawing (GTWVILL_P8/DR/02) also submitted for this application. It is not clear why the additional haul road SuDS information is included as the application is for the access only. No drainage calculations have been provided for the proposed access drainage. The reduction in site area means that the LLFA may no longer be a statutory consultee for this application.

(Original comments (5th January 2023):

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

The County Council has reviewed the following documents relating to the above application:

- Micro Drainage calculations (Mayer Brown, January 2019)
- SuDS Design Document (Mayer Brown, January 2019)
- Phase 3B & Phase 8 Drainage Layout (Mayer Brown, January 2019)
- Phase 3B & Phase 8 Drainage Route (Mayer Brown, January 2019)
- Typical SuDS Outfall Detail (Mayer Brown, January 2019) 2
- Typical Hydrobrake Chamber Type 3 (Mayer Brown, January 2019)
- Typical Gully Weir Details (Mayer Brown, January 2019)
- Sustainable Drainage Maintenance Plan (Mayer Brown)

The site is greenfield, within Flood Zone 1 and is at very low risk of flooding from surface water. Infiltration testing has been undertaken however results show that attenuation and a discharge to a watercourse is necessary. Ditches and SuDS features are present.

Discharge rates for SuDS features have been set at the outline planning stage, and the drainage design has considered additional input from new phases of development. The proposals include changing existing flow control devices to accommodate the additional development. The impermeable area for the new development has been estimated at this stage.

Calculations have been provided to show that the proposed drainage system functions for storms up to the 1 in 100 year event without causing flooding or exceeding the permitted discharge rates. Exceedance flow routes should be shown on a plan.

The SuDS outfall detail does not clearly show the rodding/maintenance arrangements, and it is not clear why a standard headwall (with trash screen if necessary) is not being utilised. The overflow detail should be shown in conjunction with the basins to demonstrate how it will function and consideration should be given to whether another form of overflow may be easier to maintain.

Water quality information should be provided in accordance with the simple index approach. SuDS maintenance information has been provided.

In order for us to provide a substantive response, the following information is required:

- Further information on SuDS outlets and overflows.
- Exceedance flood flow routes on a plan.
- Water quality information in accordance with the simple index approach.

It is anticipated that a condition will also be required for the surface water drainage design, due to the uncertainty surrounding the developable area for future phases.

Scottish & Southern Electricity Networks (13th December 2022)

If a Service Cable is not shown on our maps sent, and you require the Cable to be Traced, please contact the General Enquiries Department on 0800 048 3516 (option 3) or via email, ge@ssen.co.uk

Portsmouth Water (22nd December 2022)

Site Location: The site is located in Source Protection Zone 1c (SPZ1c) for the Havant and Bedhampton springs; an essential public water supply source. The SPZ1c relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as deep drainage solutions and/or piling may pose a risk to groundwater quality and our supply at Havant and Bedhampton Springs.

We therefore propose the following conditions be followed to protect groundwater quality.

Surface Water Drainage: No development shall take place until a surface water drainage scheme based on sustainable drainage principles and a comprehensive assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water. The scheme shall subsequently be implemented in accordance with the approved details before any building within that phase is occupied. Details of how the scheme shall be maintained and managed after completion shall also be included.

Construction of Environmental Management Plan (CEMP): No development shall start on site until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Planning Authority in consultation with Portsmouth Water detailing all pollution mitigation measures to be adopted during the construction phase. This should include management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages. Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local public water supply source

Officer comment: *The application in this case involves only the construction of a temporary construction access; no works of construction/drainage/piling are required. The suggested conditions, whilst relevant to the wider Phase 8 development, are therefore not considered necessary in connection with this access-only proposal.*

(Previous Comments 13th December 2022)

Service connections are not shown but it should be assumed that all premises are supplied from the water distribution network. Other connections not related to properties, such as field supplies, may also exist so we would suggest a visual/CAT scan/Ground Radar survey is undertaken prior to any hand or mechanical excavation.

Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. This documentation is available at <http://www.hse.gov.uk/pubns/priced/hsg47.pdf>

Copies of guidance notes: Working near distribution apparatus and Guidance for working near or over a Trunk Water Main are enclosed. Please read carefully as the conditions will apply to any work you undertake in the vicinity of Portsmouth Water assets.

It is important to ensure that a copy of the above guidance is provided to those undertaking any work which may affect our apparatus.

Please note Portsmouth water has no responsibility for any underground drainage or sewerage infrastructure. Enquiries regarding these assets should be directed to the relevant authority/company.

Southern Water (3rd January 2023)

The sewers services at this location are the responsibility of SSE Water There is an inset agreement/NAV agreement in place between Southern Water and SSE Water for the supply of sewerage services. The connection/ discharge points to the public network and agreed discharge flow rates must be complied with inset/NAV agreements terms.

Southern Gas Network (13th December 2022)

Please find an extract from our mains records for your proposed work area, any SGN assets are described in the map legend. On some occasions blank maps may be sent to you, this is due to your proposed work being in a no gas area but within our operational boundaries.

This mains record only shows the pipes owned by SGN in our role as a Licensed Gas Transporter (GT). Please note that privately owned gas pipes or pipes owned by other GTs may be present in this area and information regarding those pipes needs to be requested from the owners. If we know of any other pipes in the area we will note them on the plans as a shaded area and/or a series of x's.

The information shown on this plan is given without obligation or warranty and the accuracy cannot be guaranteed. Service pipes, valves, siphons, stub connections etc. are not shown but their presence should be anticipated. Your attention is drawn to the information and disclaimer on these plans. The information included on the plan is only valid for 28 days.

On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes.

A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation.

Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

Environmental Health (26th January 2023)

I am aware that the applicant had already submitted a construction environmental management which covers the entire Phase 8 development. The CEMP incorporated mitigation measures to control the effects of construction noise impacting on the residential receptors. It is expected that these measures within the existing plan be implemented in the current scheme to protect the amenity of residents who may be affected by noise from HGV movement and construction activities during and after the proposed new access route.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 45

Number of site notices:

Statutory advertisement:.

Number of representations received: 2

Summary of Representations

Adverse impacts on highway safety

Impact on character and appearance of the area

Impact on the amenities of neighbouring properties

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan and all other material considerations it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on Highway Safety
- (v) Impact on Drainage
- (vi) Impact on Ecology

(i) Principle of the development

The principle of constructing an access road for a temporary period of 5 years has already been established under planning permission ref: APP/19/00403. The current proposal would essentially renew the current extant permission which is due to expire on 30 September 2024.

The applicants have advised that development of the site has been delayed due to the Covid pandemic which has ultimately led to changes in the development programme and the timeframes in delivering the access road. Phase 8 is programmed as one of the next stages and therefore the proposed construction access is required in order to facilitate the implementation of the next stages of development.

Currently, the only possible access into Phase 8 for construction purposes is via Phase 1 and Phase 3. The levels of construction vehicles through these residential areas would cause disruption that could be avoided by having one single point of access for construction vehicles into Phase 8 through the provision of an access that utilises an existing classified road and can provide for a dedicated right turn.

The temporary access road will serve construction on the site throughout the build out of Phase 8 and would be for a temporary period of 5 years, which is considered to be a reasonable timeframe based on the build out rate of previous phases.

There has been no material change in circumstance since the determination of planning ref: APP/19/00403, therefore the principle of the development has already been established and there is no reasonable justification in which to reach a different conclusion.

(ii) Impact on the character and appearance of the area

The proposal will change the immediate context of the site, however, as noted above, the proposal is for a temporary 5 year period and the site is located adjacent to existing residential areas, defined by access roads. It is therefore considered that given the limited changes in character, set adjacent to the existing residential context, that the development would not have a significant adverse impact on the character and appearance of the area to justify a reason for refusal on this basis. Furthermore once the road is no longer required, in the longer term, the character of the immediate street scene would revert to that of the existing.

(iii) Impact upon residential amenity _

The application is supported by an outline Construction Environmental Management Plan (CEMP), which follows on from the approved CEMP at the outline stage. This sets out in detail construction practices, hours of operation, including noise mitigating measures. Furthermore the design and location of the temporary access road has been designed to mitigate light pollution into neighbouring properties. The supporting information provided has been considered by the Environmental Health Team, who have raised no objection to this scheme. Taking all these matters together it is not considered that the development would have a significant adverse impact on the amenities of neighbouring properties.

(iv) Highway Impacts

Following the Highway Authority's initial response, the applicant has submitted a revised package of drawings which removes reference to the temporary haul road. The revised scheme now seeks planning permission solely for the temporary construction access and an initial turning area. The applicant has advised that any compounds which may be required in the future for construction traffic would be secured as part of the Phase 8 development. Following reconsultation with the Highway Authority, it is advised that no further information is required from the applicant regarding compound locations.

Overall, the Highway Authority is satisfied that the revised drawings are consistent with those that have been submitted as part of the S278 agreement and raise no objections, therefore, as previously concluded, the impacts on the highway network are not considered to be severely harmful to the safety or free flow of the highway network.

(v) Impact on drainage _

The revised scheme includes updated s278 drawings which have omitted the haul road and associated drainage from the scheme. All catchment within the highway boundary will discharge to the existing network.

With regards to the removal of the SUDS, the applicant has advised that *'the area outside the s278 is solely to allow vehicles to pull off the highway and turn round to get back onto the highway. There is no compound proposed as part of this current planning application. Any compound (which is additional to the turning area shown on the submitted plans) would be controlled through the Phase 8 developer as part of their CEMP. Compound drainage will not drain to the highway. The turning area will drain via its permeable construction'*.

The LLFA raise no objections to the proposal in light of the removal of the haul road.

(vi) Impact on Ecology _

The application is accompanied by an Ecological Appraisal (LCES, October 2022) which covers the entirety of the proposed Phase 8 development site. A detailed methodology has been provided explaining the method of works within the active and hibernation period which is considered to be acceptable. On the basis that all on site works adhere to the requirements within the document, the Council's Ecologist raises no objection.

8 **Conclusion**

The development is not considered to have a significant adverse impact on the highway network, drainage, ecology, character and appearance of the area or on the amenities of neighbouring properties and is therefore recommended for temporary permission.

9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/22/01123 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The permission hereby granted shall be for a limited period expiring five years after the date on which the construction of the temporary access road is commenced. Unless otherwise agreed in writing with the Local Planning Authority, immediately following the expiration of the five year period the construction access shall be removed and the land shall be restored to its former condition in accordance with a scheme of work to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the amenity of the area and to be able to assess the impact on the new access of highway safety in accordance with policies CS1, CS11, CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011.

- 3 Unless otherwise agreed in writing with the Local Planning Authority, the re-provision of the hedgerow planting along the London Road frontage shall be restored to its former condition immediately following the removal of the temporary access the subject of this approval, in accordance with a scheme of work to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the amenity of the area and to be able to assess the impact on the new access of highway safety in accordance with policies CS1, CS11, CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011.

- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan GTWVILLE_P8_GA_102 Rev A
General Arrangement Plan (s278) GTWVILLE_GA/103 Rev G
Final Condition (s278) GTWVILLE_GA/105 Rev C
Land Plan GTWVILLE_P8/LG/101 Rev D
Planning Boundary (s278) GTWVILLE_LA/05 Rev A
Anticipated Site Access and Compound Large Tipper Vehicle Access and Egress GTWVILLE_TP/02 Rev B
Site Access and Compound Large Tipper Vehicle Access and Egress VT/07 Rev D
GTWVILLE P8_GA-02-Rev B
Boundary Plan GTWVILLE P8_LG_05 Rev A
Lighting Layout EVO20009314-LD-001-A
Pavement Construction Details GTWVILLE_P8_CD_702B
Construction Routing Plan GTWVILLE_P8/TP/01 Rev C

Reason: To ensure provision of a satisfactory development.

- 5 Prior to commencement of the development a construction method statement shall be submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- a) A programme of and phasing of demolition (if any) and construction work;
- b) The provision of long term facilities for contractor parking;
- c) The arrangements for deliveries associated with all construction works;
- d) Methods and phasing of construction works;
- e) Access and egress for plant and machinery;
- f) Protection of pedestrian routes during construction;
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and having due regard to policies CS11, CS16, CS20 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 Development shall proceed in strict accordance with the ecological avoidance and mitigation measures detailed within the Ecological Appraisal (LCES, October 2022) unless otherwise agreed in writing by the Local Planning Authority. All avoidance and mitigation features shall be permanently retained and maintained in accordance with the agreed details.

Reason: To provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 7 The development shall be constructed in accordance with drawing GTWVILLE_P8/GA/103 Rev G. The lines of sight splays shown on the approved drawings shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Prior to final occupation of Phase 8, the existing access(es) shall be permanently stopped up and closed with the footway provided or verge reinstated as shown indicatively on drawing GTWVILLE_P8/GA/105 Rev C

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.