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Date 21 April 2023

My reference 049315

Your reference APP/22/01123

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Dear Ms Richardson,

Land to the west of London Road bounding the West of Waterlooville Strategic Phase 8 development land

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

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

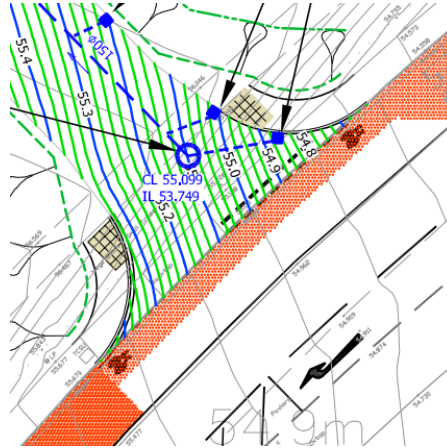
Since the Highway Authorities previous response, the applicant has submitted a revised package of drawings. Additionally, the Highway Authority note that the temporary haul road is now no longer a requirement of this planning application.

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.

Director of Hampshire 2050
Gary Westbrook

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.

Director of Hampshire 2050
Gary Westbrook

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.

Yours faithfully,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook