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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 30 October 2020

My reference 029761

Your reference APP/13/00804

Email havantdc@hants.gov.uk

Dear Madam,

Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville

Development of 288 residential units comprising 9 x one bedroom, 110 x two bedroom, 124 x three bedroom and 45 x four bedroom, retention of existing farmhouse, new access road from Eagle Avenue, internal access roads, associated car parking, open space and landscaping and including works to trees under TPO 1931 (Approved 5 May 2015). Request to discharge condition 26 and partially discharge condition 5 (3.1.17). Request to Discharge Condition No.s 2, 3, 6 and 8 (21.02.17). Request to partially discharge condition 19 (28.2.17). Request to discharge condition No. 2 (24.08.17). Request to Discharge Condition Nos. 2 and 5 (21.02.18). Request to discharge conditions 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 25, 29, 30, 31 and 33 (3.04.18). Request to Discharge Condition No/s 3, 4, 6, 7, 8, 9, 10, 11, 12, 14, 16, 17 & 18 (Residential Phase 2) (06.06.2019). Request to Discharge Conditions 15 and 30 (02/08/2019). Request to Discharge Conditions 7,9 & 10 (Phase 2) (21.07.20). Request to Discharge Conditions 5 and 6 (31.07.20). Request to Discharge Conditions 3, 4, 8, 14, 16, 17 (25.08.20). Request to Discharge Condition 15 (02.09.20).

Thank you for consultation on the discharge of conditions 3 and 6 associated with planning reference APP/13/00804.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Condition 3

Condition 3 reads as follows:

No development hereby permitted shall commence on each phase until plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same, have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority.

Reason: To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012

The Highway Authority have reviewed the plans submitted alongside the discharge of condition 3 and require the following amendments to be made before the condition can be formally discharged.

1. Hard surfaces of at least 1.5m in width are required to the rear of laybys to enable vehicle users to get in and alight from them onto a hard surface for safety reasons, and in front of plot 161.
2. A condition will be sought to restrict the height of any planting within the visibility splays shown on the S38 drawing to a maximum 1m above the adjacent carriageway level.
3. Plot 170 is located too close to the highway and should therefore be moved at least 1m away.
4. In front of plots 214 and 215, the visibility splay is partly outside the adopted highway. The footway should be a minimum of 2m wide and widened so that the rear of the footway is a minimum of 2m and where the visibility splay is further than 2m from the edge of the road.
5. The pedestrian access from front doors should go direct to the allocated parking spaces. At no plot should the carriageway be more convenient than the allocated parking bays. This is particularly so where the houses are close to junctions and

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parking would occur within the visibility splays.

6. A road goes to the northern boundary, there are three roads that stop short of the western boundary. Ideally they should be extended to the western boundary.

7. No gullies are permitted in pedestrian crossing points.

8. Clarification of the refuse vehicle tracking is needed going to plots 214 - 222 because it is unclear if the vehicle is wholly within the carriageway.

9. On the construction drawings, there are reference to HCC Standard Details. Series 10 is now outdated and have been replaced by Series 11.

Hampshire County Council's S38 team would welcome further discussion on the points raised above if considered necessary.

Condition 6

Condition 6 reads as follows:

No development shall commence on each phase until a Construction Management Plan and Construction Method Statement to include a pre-commencement meeting with the Local Planning Authority, the routing of construction traffic, site management, hours of working, delivery hours, delivery and construction vehicle parking, materials store, site office, waste management, road cleaning, measures to prevent mud and debris on the highway, storage of chemicals and hydrocarbons and such other matters related to construction of the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out fully in accordance with the approved Construction Management Plan and Construction Method Statement.

Reason: To ensure that development should not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of local residents, or to existing natural features and having due regard to policies DM8, DM10, and CS20 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan and National Planning Policy Framework, March 2012.

A Construction Method Statement and S74 Modification Letter has been submitted to discharge the above condition.

The CMS notes that all site operatives will be directed to the site car park which will be signed and monitored to prevent overspill parking on the highway. Capacity will be provided for 20 - 30 vehicles to park, although this should be reviewed during construction and additional parking areas made available off the highway if required.

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A banksman will be located at the site access to direct delivery vehicles and control traffic movements to and from the site. This matter is considered acceptable.

To prevent debris from spreading from the site onto the highway, a jet washer will be positioned at the site access. This will be supplemented by an on call road sweeper if migratory materials spread to the highway. Should this prove insufficient, wheel dips and additional road sweeps will be provided. This approach is considered comprehensive towards managing debris from the site.

The CMS notes that working hours on site will be 08:00 - 18:00 during the week and 08:00 - 13:00 on Saturdays; however, this has been superseded by the addendum letter which states weekday working hours will extend to 21:00, while Saturday working hours will remain the same. Works which generate more noise will be restricted to 08:00 - 18:30. This matter is inline with Government guidance following the COVID-19 pandemic and is therefore considered acceptable.

The information submitted alongside Condition 6 is considered acceptable. The Highway Authority are therefore able to recommend the discharge of this condition.

Yours sincerely,

Chris Hirst

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