

Technical Note

Introduction

- 1.1 Comments have been received from Havant Borough Council and Winchester City Council in respect to the Reserve Matters application for Phase 3B, Berewood.

Responses to Comments

- 1.2 Responses to each comment are provided below:

Road 2 – need to show temporary turning head as an interim arrangement ahead of Phase 8 being constructed as road is too long to not have one

Vehicles will be able to turn at the access road for Plots 118 and 119. Dwg. 25418-MBL-XX-00-DR-D-00011 shows a refuse vehicle turning at this location. The remaining portion of road up to the future connection with Phase 8 is required for this vehicle to feasibly manoeuvre.

Road 6 – clarification on whether northern section of this road is designed to be shared use or not (doesn't need to be 6m wide if not). Houses on eastern side have no clear area for pedestrians to either set properties away from road or have footway provision.

Road 6 will be a shared use road. Therefore, pedestrians will not require a segregated pedestrian area.

Roads 7 and 8 - 6m reversing space is required, the end spaces for Plots 94, 95, 108 and 109 either need to be removed or provided with more space. Minimum aisle width of 6m is required for vehicles reversing out of driveways.

Roads 7 and 8 provide a 6.45m reversing space. Parking spaces have been re-arranged to ensure they are offset from the boundary thereby providing additional space to manoeuvre.

Road 1 – requested clarification of red line in this area and info on whether the footway ties into existing infrastructure at Forest End, if not currently suggests that this connection is made. Also requested applicant to explore the scope to create this into a shared footway/cycleway connection.

All MB drawings have been updated to reflect the required pedestrian connection through to the boundary with Forest End. There is sufficient space to widen proposed path from 2m to 3m should it prove feasible for the connection to be for pedestrians and cyclists.

Footways – Sections of Road 5 (behind the parking bay), Road 6 (eastern side and at end of road), Road 7 (end), Road 9 (end) and Road 10, do not have appropriate minimum 2m footway width.

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Phase 3B, Berewood, Waterloooville
Response to Reserve Matter Comments

Additionally need confirmation whether a margin of 0.5m adjacent to the carriageway is to be provided for the maintenance of kerbs and service provision where no footway or verge is provided, or whether a footway will be provided where there is an absence.

Road 5 - The footway width behind the visitor parking bays will be increased to 2m. This is possible without impacting on the curtilage of Plot 49.

Road 6 – Is for the sole use of Plots 73, 74 and 75 and is considered to be shared use as for all of the eastern side of Road 6. Traffic will be slow moving and infrequent at this location.

Road 7 – Road 7 is a car park with footways on both north and south margin. It is unlikely pedestrians will use or be required to use a footway along the eastern margin.

Roads 9 and 10 – Roads 9 and 10 are residential parking areas and will operate as shared use. Easements to enable maintenance of adopted areas will be provided for in the conveyance terms for properties and indicated where agreed with the Highway Authority under the S38 Agreement.

Visibility Splays missing at following locations:

Location A – forward vis for vehicles around the bend (this should be 2.4m x 25m)

Location E – junction vis

Location H – pedestrian visibility required at crossing point

All vis splays should be within land that is to be adopted to ensure they can be maintained, update drawings to reflect this.

Dwgs. 25418-MBL-XX-00-DR-D-0005 to 0007 have been revised to include visibility splays within the proposed highway boundary. Demarcation of the visibility splay is achieved by the back of footway edgings.

Parking – *Visitor parking spaces should have width of 2.4m, drawing 25418-MBL-XX-00-DR-D-0100 should be updated to reflect this*

All perpendicular parking bays are indicated as 2.5m by 5m. Parallel parking bays are indicated as 2m by 6m. This is appropriate in that space allowance between side by side vehicles is not required. The additional length is to enable vehicles to manoeuvre into respective spaces. Please clarify comment.

SuDS features shown in GTWVILLE3B/DR/01, GTWVILLE3B/DR/02 and GTWVILLE_P3B/SK/03 *look to be located too close to the highway. Need to confirm that the SuDS features will be located outside the 45-degree loading of the highway and at least 5m from the edge of the carriageway.*

SUDS feature shown on GTWVILLE3B/DR/01 – is located a minimum of 5.3m from the edge of the carriageway.

SUDS feature shown on GTWVILLE3B/DR/02 – is also located a minimum of 5.3m from the edge of the carriageway.

Both of the above drawings have been revised to show the location of the highway in relation to each SuDS feature. All slopes have a 1 in 3 maximum gradient and subsequently will be outside the 45 degree loading influence.

Ensure proposals tie into the existing highway network.

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Network ties into highway network at all points of connection. Please clarify.

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