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Date	21 August 2024	*Email*	havantdc@hants.gov.uk

Dear Ms K Taylor,

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 full planning application. The applicant is seeking reserved matters consent for Town Park Phase B within the Berewood MDA development and a discharge of condition 11 of the outline planning consent.

A previous iteration of the Town Park Phase B application obtained reserved matters approval in April 2019 (19/00008/REM). It is understood that the cricket pitch has been built in accordance with the plans approved through this application. A further iteration of the Town Park Phase B application was considered under planning reference 20/02520/REM; however, this application has since been withdrawn.

Internal Design

Further consideration to the healthy street's indicators should be given within the red line boundary given this is to form part of the public open space area of the Berewood MDA development. This framework is laid out within HCC TG10. There is a real opportunity to provide benefits in accordance with this approach given this will form part of the public open space for the Berewood MDA development. Incorporating these principles further within the public open space can help to improve the community feel, placemaking and social cohesion of the area.

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It is understood that the proposals are not to come forward for adoption however this should be confirmed.

Walking and Cycling:
The landscaping plans and section 9.0 of the Landscape Design Statement lays out the connectivity proposals of Town Park Phase B. This comprises a combination of main, secondary and informal footpath connection which are to connect into the existing infrastructure of the several areas of the Berewood MDA development, namely Plant Farm Crescent to the north, Milk Lane to the south and future development of Phase 8 and Phase 5 infrastructure to the east and west respectively.

The current network of paths through the Town Park B red line are well-established and signed as a shared use footway/cycleway. Given that these are a well-established and well utilised network of shared use infrastructure and that the proposals encompass the cricket pitch and multi-use sports area, 3.0m shared use provision should be incorporated throughout. The plans should therefore be revised. It is also understood that Town Park Phase A also provides access for cycles. In general, routing through the town park provides an attractive traffic free route for both pedestrians and cyclists and improves the sustainable connectivity through the wider MDA development. This is considered necessary to be fixed at the planning stage as this may impact on the layout proposed.

Where footways are to remain, these should be a minimum of 2.0m in accordance with HCC TG10 to provide an appropriate width for inclusive walking facilities for all users.

Staggered barriers in accordance with TG10 should be avoided particularly where shared use proposals connect onto shared use provision. Notwithstanding the above, provision may be appropriate where a shared use path is to connect into the main infrastructure close to the carriageway to slow cyclists down on the approach.

In general, corduroy paving is shown in the wrong locations considering the request for the footway network to be upgraded to shared use provision. Corduroy paving is not necessary where a shared use path connects into proposed shared use infrastructure along the eastern side of infrastructure Phase 5 for example.

Where the proposed connections meet existing and proposed infrastructure (Plant Farm Crescent, access to Phase 3B and Phase 5 infrastructure), visibility splays should be provided (both pedestrian intervisibility and cyclist) in accordance with HCC TG3. Based on the proximity of visitor parking bays to the west along Plant Farm Crescent, the path should be realigned to ensure maximum achievable visibility can be obtained.

The current connection onto Phase 5 infrastructure in the northern western corner of the site is of poor design and consideration should be given to realign the path to reduce right angle currently proposed, given the other amendments requested.

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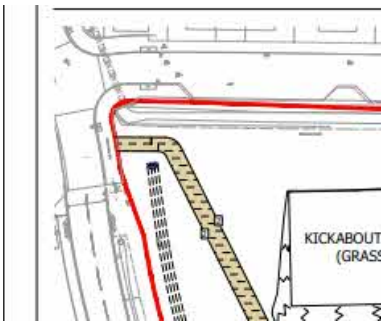

Tie in details with all existing and proposed infrastructure should be confirmed, particularly where the private infrastructure is to connect into areas proposed to be adopted by the Highway Authority. The applicant should also confirm that where the shared use path along Plant Farm Crescent terminates, this connects into Town Park Phase B appropriately.

Public Rights of Way (PRoW):
No consideration appears to be given to the interaction of FP32 as part of the town park proposals. Hampshire Countryside Services should be consulted on this planning application for comments in relation to the PRoW network. It is noted that the landscaping drawings make reference to a 1.0m mown footpath along the FP32 diversion route. The realigned FP32 should be clearly shown on all future drawings. It is understood that it has been agreed that the footpath diversion runs alongside the proposed infrastructure network through the town park and is to consist of a mown footpath in its entirety.

Vehicular Access to the Cricket Pavilion
The applicant suggests that matters relating to cricket pavilion access which falls within the red line boundary for the town park has previously been approved under planning application 20/02445/REM. It does not appear that access to the pavilion through town park Phase B was secured through this application with comments on this aspect provided under planning reference 20/02520/REM which has since been withdrawn. It is also unclear whether access was secured through the initial town park application (19/00008/REM) and this should be clarified.

The general arrangement plan further states that access is to be secured through detailed design for Phase 7. The commentary on this matter is confusing and unclear. It should be clarified how this aspect is to be delivered or how it has been secured. This is necessary to be confirmed at the planning stage considering this access road falls within the red line of this planning application. If this is to be secured through this application, then the Highway Authority reserve the right to request additional information on these proposals.

It is further understood from discussions with the planning authority directly that access to the pavilion from the south is to be restricted for emergency use with vehicular access to the pavilion taken from the north through phase 7. This understanding should

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be confirmed. Appropriate mitigation measures may be required to present vehicle users utilising this as a cut through should these not have been secured already through previous applications. Where main vehicular access is proposed, appropriate tactile paving provisions should be provided, and visibility splays provided in accordance with HCC TG3 to ensure safe and suitable access for all users through the town park.

Materials and Construction Details
The proposed surface treatments are demonstrated within drawing GTWVILLE_TP2. It is noted that surface treatments for the existing path currently present has not been confirmed. Clarity is requested as to whether this surfacing is to remain as existing. Any alterations to the existing surfacing should be confirmed.

The materials plan references reinforced footway construction for the access road to the car park for the cricket pavilion. Reinforced footway construction is not considered appropriate to withstand regular use of vehicles accessing the pavilion, albeit would be suitable for emergency access. Should approval be sought for this aspect through this planning application then the Highway Authority request further consideration to be given towards the use of materials. A standard carriageway construction would be more appropriate.

It is noted that no edgings or kerbing is proposed for the access road into the Pavilion with the grass finish to be flush with the proposed road surface. The applicant should be made aware that this may provide a maintenance issue in perpetuity particularly where this is to withstand regular vehicle movements to access the pavilion. Kerbing and edgings should therefore be considered.

Should these paths be offered for adoption then the applicant should made aware that all surfacing materials should meet adoptable design standards. The applicant should ensure that materials throughout Town Park Phase B are consistent with those agreed and utilised for Phase A.

Landscaping Proposals
The applicant should be made aware that the proposed tree planting in the northern corner of the red line plan (as demonstrated on drawing 2715-TP-LA-02 Rev P5), will obstruct the visibility for access into Phase 8 when this development parcel comes forward. Approval of Town Park Phase B should not fetter the ability of these residential parcels to be developed in perpetuity, given delivery and access of this phase as an extension of Phase 3B has been secured through the outline planning application.

Tree planting should be revised in this location and could be secured through an appropriate planning condition to be agreed prior to commencement.

Levels and Drainage
Illustrative sections are shown within drawing 2715-TP-SK-01 Rev P04 for various areas within the town park phase B. Aside from this it is noted that no levels details

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have been provided. Considering drainage proposals have been submitted for consideration then levels details should also be provided at the reserved matters stage.

The proposed drainage strategy for the town park is shown within drawing GTWVILLE_TP2/DR/01 Rev L. The overland flow plan is also shown within drawing GTWVILLE_TP2/DR/05 Rev A. In the absence of levels details being confirmed the Highway Authority are unable to provide any detailed comments on the drainage proposals for Town Park Phase B. Notwithstanding, the drawings have been reviewed and the following comments are made.

The overland flow drawing suggests that water will be draining towards Plant Farm Crescent which is proposed to be adoptable highway. The applicant should confirm whether the existing ditches and attenuation ponds will collect and have the capacity to collect this private water. The applicant should also ensure that there are appropriate measures to prevent private water draining onto the highway and vice versa. This should be clarified to ensure that the town park proposals do not lead to standing water onto Plant Farm Crescent which could cause a highway safety issue. It is also unclear whether the overland flows will be affected by the installation of the pavilion which has not been considered within the drawing.

It is noted that existing ditches within the red line boundary are proposed to be culverted. It is unclear whether OWC approval has been granted for the removal of the ditch and should be confirmed. The applicant should be made aware that separate OWC consent is required, and the relevant parties will need to be satisfied of the proposals through this separate statutory process.

A previous SuDS location in the south western parcel of the site is proposed to be removed to facilitate the proposals in the southwestern corner of the site. It is unclear as to whether the ground has been constructed appropriately to ensure that the ground does not sink in perpetuity. The construction details should be confirmed at the planning stage in the interests of pedestrian safety.

A SuDS feature is proposed to the south of Phase 3B and west of Phase 8. SuDS features should not be located within 5.0m of the adoptable highway and this should be confirmed. Based on the outline consent, access into phase 8 is to be taken via an extension from phase 3B and the distance to this future extension should also be confirmed to ensure this location does not prejudice the ability of Phase 8 to come forward and be adopted.

In general, most drainage features are in the centre of the open space. It is unclear how these will be maintained, or access obtained for maintenance, and this should be confirmed. The impact on the public open space should be minimised.

Discharge of Condition

The applicant is also seeking to discharge condition 11 of the outline planning consent which relates to highway matters. The applicant has submitted a Construction Traffic

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Management Plan Rev 2 dated July 2024 which the Highway Authority have reviewed and have the following comments to make.

Compound Layout:
Paragraph 2.12 of the CTMP identifies that a compound will be provided throughout the construction period. It is noted that on drawing GTWVILLETPB2(CTMP).1/TK03 Rev P1 and GTWVILLETPB2(CTMP).1/TK04 which provides vehicle tracking, no layout for the compound has been provided and it suggests an indicative location. As raised previously the Highway Authority are unable to provide any comments on the suitability of the compound location in the absence of a confirmed location and layout.

Additionally, paragraph 2.15 which states that on-site parking, turning facilities and the site compound area will be established and appropriately signed off within two weeks of the commencement of works. This is not agreed. The layout should be provided and secured within the CTMP to ensure that there is appropriate space to accommodate material storage, welfare facilities, parking and turning areas and other matters as laid out within paragraph 2.12 of the CTMP. This needs to be established before condition 11 can be discharged.

Sections 7.8 and 7.9 of the CTMP outline that appropriate space will be provided in the site compound for turning of vehicles to access and egress in forward gear. Additionally, paragraph 7.12 states that all loading and unloading will take place in the site. Whilst these measures are considered acceptable, this has not been demonstrated with a site compound layout yet to be established. The design of the compound layout should ensure that this is possible and should be supported by swept path analysis for the largest vehicle to access the site to demonstrate this.

Wheel Wash:
Paragraph 2.13 outlines that wheel wash facilities being provided on-site within the compound area. This is noted. The wheel wash should be located as close to the compound access as possible and available for the full construction period. The wording within the CTMP should be updated to reflect this. The location of the wheel wash facilities should be appropriately annotated on a drawing. Stronger wording should be included to state that all wheels are to be cleaned before leaving the site.

A commitment should also be provided within the CTMP regarding access to a road sweeper should this be required. This should reflect requirements laid out within table 5.2 (item 22) of the outline CEMP also provided to support this discharge of condition application.

Access Arrangements:
Figure 2.4 within the CTMP and Appendix A identifies the construction traffic routing into the site. The construction traffic routing is agreed.

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The CTMP states that construction vehicles may be held within the site to minimise the number of construction vehicles on the local road network. This is noted. The compound layout should ensure that there is sufficient space.

30 daily vehicle movements and 10 daily HGV movements are predicted for the construction period. This is noted. Further narrative is however requested regarding the scheduling of deliveries. A just-in-time basis is proposed however the applicant should ensure that due to the nature of the local road network more than one delivery does not occur at the same time.

The commitments within the CTMP regarding the management of construction and general vehicles are deemed acceptable. Paragraph 7.11 provides a strong commitment regarding vehicular parking to be confined within the designated on-site parking areas with no parking permitted on any roads on the local highway network. This is agreed.

Signage for Vehicles:
The CTMP refers to the fact that signage is to be provided on the public highway for construction vehicles travelling to the site. This is welcomed. The applicant should be made aware that appropriate licenses will need to be obtained from the Highway Authority to erect signage on the highway and this should be referred too within the CTMP. This matter is also relevant for the public facing signage.

On-Site Public Safety:
Pedestrian routes into the site are to be separate from the site traffic route. This is noted. Consideration should also be given towards protection of pedestrian routes along the Western Link Road during the construction period and this should be outlined within the CTMP.

Pre-commencement survey:
It is noted that no narrative has been provided within the CTMP regarding a pre-commencement survey and this should be included. A commitment should also be provided to state that the applicant is responsible to revert any damages to the highway at their own expense should it be confirmed these have occurred as a result of construction activities.

Recommendation:
Having regard to the above the Highway Authority require the further information requested to be included within the CTMP before a formal recommendation can be provided on the discharge of condition 11.

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

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application. The Highway Authority welcome direct discussions with the applicant on the matters raised throughout this response.

Yours sincerely,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050

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