

DELEGATED OFFICER REPORT

PROPOSAL	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), g), 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.
LOCATION:	Town Park at the Berewood Phase 2 Development Site, London Road, Purbrook, Waterlooville
REFERENCE NO:	APP/24/00578
APPLICANT:	West Waterlooville Developments LTD
APPLICATION TYPE:	Approval of reserved matters
CONSULTATION EXPIRY DATE:	14/10/2025
APPLICATION EXPIRY DATE:	28/10/2024
WARD:	Unspecified
SUMMARY RECOMMENDATION:	Approve with Conditions

This report relates to development within the southern section of West of Waterlooville Major Development Area (MDA). It seeks approval of reserved matters for the Town Park Phase B. The development is split between Winchester City Council's and Havant Borough Council's areas. In such a situation, legislation requires that the applicant must submit a separate application to each Local Planning Authority, in respect of the part of the site which falls within the relevant administrative area. The applicant has done this and the applications show the whole development site rather than just the land within the relevant Council area. However, each Council can only determine the application in so far as it falls within its own area. The reference number for the corresponding application at Winchester City Council is 24/01695/REM.

1 Site Description

- 1.1 The site forms part of the Berewood Major Development Area (MDA) which benefits from a cross-boundary outline permission (APP/10/00828) with Winchester City Council for approximately 2,550 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 health care, 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.
- 1.2 The current application site, is located to the north of Town Park Phase A. It is to the west of residential Phases 3B and 8. Phase 3B was approved under APP/21/01259 and is nearing completion, whilst reserved matters were approved for Phase 8 under APP/24/00939 following a committee resolution on 24/06/2025. There are further residential phases to the west and north.

- 1.3 The application site for the current reserved matters application, largely falls within the administrative boundary for Winchester City Council, with the eastern part falling within the boundary for Havant Borough Council, roughly defined by footpath FP723 which runs north to south through the Town Park.

2 Planning History

- 2.1 There is an extensive planning history for the site, the most relevant planning applications for the application the subject of this report are as follows;

2.2 Outline permission – to which this reserved matters application relates:

APP/10/00828 - Outline application for the development of approx 2,550 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 health care, 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 (Matters for Approval Access only). Full planning application for the development of Phase 1 comprising 194 no. dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian/cycle ways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape works. Full planning for engineering operations associated with infrastructure requirements and service provision for the detailed Phase 1 application, the temporary closure of Havant Footpath No 11 and Southwick and Widley Footpath No 30, with suitable alternative route provided. Approved 18/04/2012.

The permission issued under APP/10/00828 has subsequently been amended by the following Non Material Amendment applications:

- APP/14/01234 (materials for Phase 2 – permit 19/12/14),
- APP/15/01399 (Design Code/ materials – permit 12/01/16),
- APP/16/01260 (Design Code/ materials – pending (permitted by WCC on 03/10/2018),
- APP/23/00122 (land use, building heights and density parameter plans- permit 20/04/23),
- S106 Deed of Variation; APP/21/00643 - pending

As set out in the site description, this application was a cross-boundary application with Winchester City Council.

2.3 Phase B Town Park

APP/18/01317 - Reserved Matters Application for Access, Landscaping and Layout, pursuant to outline application APP/10/00828 for approval of landscape detail, access and levels at Berewood Town Park Phase B. (Winchester City Council Outline Application reference 10/02862/OUT and Reserved Matters reference 19/00008/REM) - PERMIT, 17/04/2019

This reserved matters relates to the same area as that this current application seeks reserved matters for. This differences between this application and the current application are;

- APP/18/01317 sought to largely contain the Sustainable Urban Drainage System

(SuDs) within the land within Havant Borough. The current application no longer seeks the SuDs within this area, instead these would be located within land within Winchester City Council's administrative area. The area within HBC administration now seeks an adventure exploratory trail and landscaping as set out in section 3 of this report.

- The eastern phase boundary is now more linear and excludes a small projection that is now included in the Phase 8 area.

APP/20/01055 - Reserved Matters Application for Town Park Phase B, under 6 (i) a), b), c) & (d) conditions 3, 4, 6 (ii) a) b) e) f) i), 7, 10 and 11 of planning consents APP/10/00828 (and WCC 10/02862/OUT) and in accordance with section 9 (Open Space) of the S106 – PENDING

This reserved matters relates to the same area as that this current application seeks reserved matters for. This difference between this application and the current application is;

- The eastern phase boundary is now more linear and excludes a small projection that is now included in the Phase 8 area.
- 1m wide mown grass verges added to accommodate the diverted Footpath 732.

Other reserved matters applications made to HBC within the MDA:

Phase A Town Park

APP/14/00061 - Reserved Matters Application for landscaping of Phase A of the Town Park (under Condition 6(i)d), together with discharge of Condition 6(ii)(f)(ecological mitigation) and condition 3 (Compliance with outline documents) of Planning Permissions APP/10/00828 - PERMIT, 22/07/2014

APP/16/01211 - Reserved Matters Application for approval of details relating to access, layout and landscaping of Phase A of the Town Park under Conditions 6(i) (a), (c) and (d) of Planning Permission APP/10/00828 and WCC 10/02862/OUT (revision to scheme previously approved under reference APP/14/00061 and WCC 14/00092/REM)- PERMIT, 30/05/2017

Phase 2

APP/14/00032 - Reserved Matters Application for 246 residential dwellings, phase 2 of the Berewood development within the West of Waterlooville MDA development (to meet the requirements of Condition 6), together with discharge of Conditions 3 (Compliance with outline documents), 4 (Compliance with Design Code), 11 (noise mitigation) and 16 (Construction Management Plan), of Outline permission APP/10/00828 - PERMIT, 24/06/2014
(Amended by NMAs; APP/16/00969, APP/19/00302)

Phase 3B

APP/21/01259 - Reserved Matters Application for development within Berewood Phase 3b comprising 122 dwellings in total (20 of which are located within the Borough of Havant) associated amenity space, access, garages, parking, internal road, pathways and associated landscaping (matters of layout, appearance, access, landscape and scale) pursuant to application ref: APP/10/00828.
PERMIT, 13/10/2022
(NMA; APP/23/00824 pending)

Phase 8

APP/24/00939 - Reserved matters application comprising 185 residential dwellings, associated amenity space, access, garages, parking, internal roads, pathways and associated landscaping (matters of layout, appearance, access, landscape and scale) pursuant to application ref APP/10/00828 (and WCC application 10/02862/OUT).
Discharge of conditions 3, 6, (ii) a),b),d),e),f),h),j)), 7, 16 and 18.
PERMIT 19/09/2025 (Committee resolution 24/06/2025)

3 Proposal

3.1 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), g), i) and 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.

3.2 This reserved matters phase is cross boundary with the majority of the land falling within the area of Winchester City Council. Within the administrative boundary of Havant Borough Council the following is proposed;

- Diversion of Footpath 732 (As shown on the Proposed Surface Treatments Plan (GTWVILLE_TP2/RD/40 Rev G))
- Dry meadow grass with open grass for fitness classes and open views to the north
- Tree planting and ornamental shrubs.
- Adventure exploratory trail within the landscape. Trim trail equipment to encourage all ages to enjoy active space. Route to provide safe space for bike learning off the main paths.
- Benches to match the Town Park Phase A and picnic tables.
- Flowering Lawn mixture and seasonal bulb mix

Officer comment: During the course of the application the description of the development has been amended to include the discharge of condition 6 (ii) g) as the submitted plans show interpretation boards within the park. The submitted plans show the interpretation boards to be within the boundary of Winchester Borough, to the west of FP732.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

National Design Guide 2021

Havant Borough Council Climate Change Strategy and Action Plan 2025

Havant Borough Local Plan (Core Strategy) March 2011

CS1 (Health and Wellbeing)

CS8 (Community Safety)

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)

CS13 (Green Infrastructure)

CS15(Flood and Coastal Erosion)

CS16(High Quality Design)

CS18 (Strategic Site Delivery)

CS19(Effective Provision of Infrastructure)

CS20(Transport and Access Strategy)

CS21(Developer Requirements)

DM6 (Coordination of Development)

DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

DM10 (Pollution)
DM11 (Planning for More Sustainable Travel)
DM12 (Mitigating the impacts of Travel)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)
DM18 (Protecting New Development from Pollution)

Draft Building a Better Future Plan

The Draft Building a Better Future Plan was approved for consultation by the Borough Council's Cabinet on 5 March 2025. Alongside the Draft Building a Better Future Plan, the Council has also published a number of evidence base studies which have informed the plan's development strategy and detailed policies. The Council is currently consulting on the Draft Building a Better Future Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The following draft policies are of relevance to this application, however at this time minimal weight can be given to these, in line with government policy at paragraph 49 of the NPPF 2025.

Policy 1: Spatial Strategy
Policy 2: Defined Urban Areas
Policy 8: Health and Climate Change
Policy 9: New Homes for Sustainable Communities
Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development
Allocation 23: MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)
Policy 12: High Quality Design
Policy 21: The Local Ecological Network
Policy 24: Protected and Notable Species
Policy 26: Flood Risk
Policy 27: Drainage
Policy 30: Heritage and the Historic Environment
Policy 31: Trees, Hedgerows and Woodland
Policy 44: Air Quality
Policy 45: Aquifer Source Protection Zones
Policy 46: Contaminated Land
Policy 47: Accessibility, Transport and Parking

Listed Building Grade: Not applicable.
Conservation Area: Not applicable

5 Statutory and Non Statutory Consultations

Active Travel England

On the basis of the information available, Active Travel England is content with the development proposed.

Arboriculturalist (HCC)

Comments received 18/09/24:

Thanks for the opportunity to comment on the proposals for Town Park, Berewood.

The proposal looks to be well treed and this is welcome. The planting of significant numbers will mitigate for the loss of those cited in the proposal.

The method statement reference Ref: May 2024 JFA9524 is generally fine and is to be conditioned in full subject to three points please:

1. Category A trees are ideally retained without disturbance. There is a footpath proposed over the RPA of G4 – a group of 4 TPO'd yew trees of significant girth. Even though this is proposed with a no-dig solution, it would be far preferable to have it installed further south, away from the RPA of the trees:

The path can easily be moved south to completely avoid the root plates of these important trees: new line indicated in yellow below:

I would urge this is done as it removed the potential for damage to the most important part of the RPA. It will mean the relocation of one or two new plantings but there is plenty of scope for this away from existing trees.

2. Similarly, any formalisation of the path to the west of T1 – also an A category tree, is to be done without impact and in full consultation with the LPA Tree officer PRIOR to any works starting.

3. Finally, it would be helpful to quantify the number of trees or the area of trees and hedges lost from the groups – square meterage or similar will help to determine the mitigation replacement period. It also helps to ensure that there is no unnecessary loss as it will be more finely quantified.

Arboriculturalist (HBC)

Comments received 08/04/2025:

Following on from our discussion I confirm that the Arb submission from James Fuller is adequate to meet with the conditions previously laid out.

Communities Manager

No comments received.

Community Infrastructure

No comments received.

Conservation Officer, Development Control

No comment.

Councillor Elizabeth (formerly Dianne) Lloyd

No comments received.

Councillor S Milne

No comments received.

Councillor Simon Hagan

No comments received.

Countryside Access Team, HCC, Countryside Access Team, Countryside Service

Comments received 20/08/2024:

The documents submitted for planning applications 24/01558/DIC and APP/24/00578 are confusing, incomplete, and what they do propose is not possible in terms of public highway. They both include proposals that are not achievable for Public Rights of Way [PROW] creating unacceptable conditions according to the Highways Act 1980.

Although the principle of these developments is established by outline permissions, the information presented in both these applications are confusing, incomplete, and

what they do propose is not possible in terms of public highway – the proposals presented are not possible (including under the Highways Act (1980)). Therefore, Hampshire County Council Countryside Service, Highway Authority in regards to the Public Rights of Way [PROW] network, must Object to both applications in their current form. This is on the grounds they lack information and fail to demonstrate policy accordance in regards to protecting the Public Right of Way [PROW] network.

We recommend a PROW drawing submitted for each application – one that CLEARLY shows the existing PROW routes and their proposed routes, as well as their treatments, width, etc. This can then be supplemented with a document describing the management plan to transform these PROW from existing to proposed – thereby allowing consideration of commuted sums, design standards, PPOs, temp diversions, public safety, etc. this is the level of information requires to consider the application in a positive way – allowing the Highway Authority to have confidence and be able to guide the applicant in how to achieve the works they propose.

To highlight the issues for each case:

To clarify: Footpath Newlands 731 is that considered for application 24/01558/DIC and Footpath Newlands 732 is that considered for APP/24/00578.

APP/24/00578 – HBC - Town Park at the Berewood Phase 2 Development Site, London Road, Purbrook, Waterlooville

- The submitted GA phase plans 1-8 include nothing about PROW.
- There is one reference, that of a '1m wide mown verge alongside Footpath 32 diversion route' in the key – but FP732 is not shown or labelled.
- Misuse of the term footpath throughout the drawings, implying many footpaths are proposed throughout the park – these should be permissive footways.
- No information on the interaction of the end of PROW and ways with vehicular roads – do they just butt into each other? How is public safety and pedestrian priority addressed?
- Park perimeter treatment is unclear – This is material to PROW network as PROW access for the public must be continuous (ie. 24 hours per day, every day – therefore, one cannot close the park at night).
- The agreed intension is that FP732 is to be diverted onto the grass verge adjacent to a bound surface route through the park – based on the Highway Authority not maintaining the non-standard surface material.
- In the Landscape Design Statement: Page 16 misuses the term footpath and no information is included about the Footpath (FP 732) .

Conclusion:

The documents submitted for planning applications 24/01558/DIC and APP/24/00578 are confusing, incomplete, and they both include proposals that are not achievable for Public Rights of Way [PROW] creating unacceptable conditions according to the Highways Act 1980.

Although the principle of these developments is established by outline permissions, Hampshire County Council Countryside Service, the Highway Authority in regards to the Public Rights of Way [PROW] network, must Object to both applications in their current form. This is on the grounds they lack information and clarity; and thereby fail to demonstrate policy accordance in regards to the protection of the Public Right of Way [PROW] network.

Officer comment: Planning reference 24/01558/DIC refers to an application made to WCC for discharge of conditions with particular reference to school footpath connections. This was approved on 5/2/25.

Comments received 24/10/2024:

Following further information provided by the applicant, and the applicant meeting with the Hampshire County Council Countryside Access team to discuss both practical proposals and the legislative process in regards to PROW, Hampshire County Council Countryside Service, Highway Authority in regards to the Public Rights of Way [PROW] network, revises its response to the applications hereby considered to no objection, subject to conditions and informatives.

Additional information considered:

- Email from Bryony Stala of Savills dated 08.10.24, with attached drawing Berewood PROW Map, GTVILLE_SW_LG_40_L.

For APP/24/00578 – HBC - Town Park at the Berewood Phase 2 Development Site, London Road, Purbrook, Waterlooville:

- Revised drawings to have improved terminology for PROW, permissive paths and informal paths.
- Confirmation that public access to Footpath Newlands 732 will be retained 24 hours per day, every day, through the Town Park.
- PROW/road interactions clarified. We highlight these should be to a standard acceptable by Hampshire County Council for public/adopted roads.
- Confirmation of the principle of diverting Footpath Newlands 732 as shown on Berewood PROW Map, drawing GTVILLE_SW_LG_40_

Conclusion:

It is considered that the issues raised in the HCS consultation response dated 07 August 2024 have been addressed to the satisfaction of the Service to ensure that the PROW network is protected in accordance with relevant policy. Therefore, HCS now raise no objection, subject to conditions and informatives.

This no objection is subject to the applicant/developer carrying out works with strict consideration for public safety that follows the legislative requirements relating to the PROW network. This shall result in a legal and workable PROW network acceptable to the Hampshire County Council Countryside Access team. It is recommended that applicants properly consider and design for the PROW network early in the planning process, such as at pre-application stage, or prior to outline planning application.

It is important for legislation and public safety that any closures, diversions and works that are carried out on PROW are done via the required procedures with prior approval of the Highway Authority, Hampshire County Council.

Conditions:

1. Public Access to Footpath Newlands 732 must be retained 24 hours per day, every day, including through the Town Park. Therefore, no obstruction should be placed to prevent this. This includes not installing stiles, gates, or similar barriers across the PROW at any point along the full length of the PROW, including at the perimeters of Town Park.

Reason: To ensure the protection and enhancement of the Public Rights of Way network in accordance with Paragraph 104 of the NPPF (2023).

2. A Construction Traffic Management Plan will be submitted to and approved by the LPA and Hampshire Countryside service in regards to ensure public safety of the local PROW network. This shall include, but not be limited to:

- a. Timeline and phasing of works.
- b. Site access routes
- c. Health and safety Risk assessment for the public for construction activities, with this steering the most appropriate approach and actions to manage safety and construction practises.

- d. Identification of temporary closures and diversions, including dates and duration, of PROW as identified by the timeline and phasing to enable works to occur and public safety to be maintained.
 - e. Confirmation of correct procedures to be followed in regards to the closures and diversions.
 - f. The considered routing of temporary diversions, their suitability, proposed surfaces and management during use.
 - g. Specification and detailed plans of the proposed routes of the PROW network.
 - h. Detailed design and use plans for any construction crossings of PROW in circumstances where that PROW stays open for public use.
 - i. Consideration of dust, mud noise for PROW users.
 - j. Guidance and instructions for drivers and plant operators
 - k. Restoration process following construction to ensure PROW surfaces are left to the satisfaction of the Area Countryside Access Manager.
 - l. Public complaints procedure and contact.
 - m. Review process.
- Reason: To ensure the protection and enhancement of the Public Rights of Way network in accordance with Paragraph 104 of the NPPF (2023).

Officer comment: *A Construction Traffic Management Plan was submitted during the course of the application (Mayer Brown ref GTW/VilleTPB2(CTMP).1/CTMP01R2 dated March 2025) This was commented on by HCC Highway Authority and as such is considered to be acceptable and will be conditioned.*

County Archaeologist, Strategic Environmental Delivery Group, HCC

Thank you for your consultation. Archaeological evaluation and mitigation has already taken place under conditions included within the outline application. As such, I do not wish to raise any archaeological issues.

Crime Prevention -Major Apps

No comments received.

Design Council (formerly Commission for Architecture and the Built Environment)

No comments received.

Ecologist, Planning Policy Team

I have reviewed the submitted Letter Report - Town Park Phase B Discharge of Conditions (LC Ecological Services, April 2024). This report details the range of ecological assessments undertaken at the site and provides details of proposed ecological mitigation measures for habitats and species. These details are echoed in the submitted Landscape Design Statement, Revised Landscape Concept and associated Landscape Plans. I am content with the submitted information, and works should therefore proceed in accordance with the submitted information.

Engineering Services, Havant Council

No drainage observations.

Environment Agency, Romsey Depot

We have no objection to the discharge of these conditions as submitted.

Advice to Applicant/LPA

We look forward to receiving any consultations on information submitted for the River Wallington river restoration (removal of concrete bed and banks). This was secured

within a 106 agreement. Phase 1 of the river restoration has been completed. The second phase was linked to a trigger i.e., phasing of the development. We would appreciate any clarification on when the second phase of restoration will be undertaken and or complete according to the 106 agreements.

Environmental Health (Contamination)

Comments received 25/09/2025:

Comments here relate to the application to discharge c.7 (Phase-Specific Contaminated Land Assessment) and c.11 (Reserved Matters Area Construction Environmental Management Plan, CEMP). Documents reviewed:

- LEAP Environmental Ltd. Phase 1 Extended Geoenvironmental Desk Study Report Ref: LP002962rev89, 26/07/2022
- T&P Regeneration Ltd. Phase 2 Ground Investigation Report, Barewood, Town Park Phase B Ref: CS-J-0161rev3 31/10/2019
- Mayer Brown Ltd. Construction Traffic Management Plan (CTMP) Town Park Phase B Ref: CTMP01R2, XX/03/2025

c.7 – Contamination

It is noted that the T&P Regeneration report included the Phase 2B site within it's study area, and that Environmental Health reviewed this report in 2021 in connection with APP/20/01055, concluding that no 'planning controls are [considered to be] required to formally manage contamination risks'.

It is not entirely clear why a phase 1 study was subsequently commissioned, but it is implicit that this was considered prudent given the low sampling density relative to the scale of the site. The submitted report is an 'extended' phase 1 study, including some additional non-targeted shallow soil sampling (without logs) to supplement the 2019 report findings.

Whilst the results were favourable, the report reiterates that the sampling density is considered to be insufficient, and highlights that agricultural contaminants have not been included in sampling suites to date. This is compounded by a lack of factual information relating to the nature & intensity of agricultural use of Plant Farm through it's recent history (>1970). The report concludes that further (additional) Phase 2 intrusive investigation is required.

This notwithstanding, I would consider further intrusive works to be largely unnecessary – the development is relatively low risk, comprising a large averaging area and lower dwell-times (visitation frequency, duration of visitation), consequently attracting elevated GAC's relative to more sensitive uses. In all likelihood, the targeted sampling reported in the 2019 is broadly representative of the risks associated with the periphery of the Plant Farm Complex and the constructed/improved farm tracks & footpaths.

I note that APP/10/00828 c.9 is a compliance condition relating to the discovery of deposits of suspected contaminated material that is out of keeping with that characterised in prior assessments (e.g. as documented in the 2019 T&P regen report). Given the nature of the development, it's environmental context, and the site conceptual model presented in the above-listed reports – I would consider c.9 to afford sufficient surety.

I do not consider any further investigation works to be warranted, and would therefore recommend that c.7 be discharged in relation to Town Park Phase B.

c.11 – CEMP

I note that the submitted CTMP makes several references to details contained within Table 5.2 of 'the CEMP'. It is implicit therefore that the CTMP does not comprise the only document intended to satisfy the requirements of c.11, yet it appears to be the only document registered to the current application.

I have been unable to locate a relevant overarching CEMP which contains the referenced provisions – the ones I have on file in relation to previous reserved matters applications are phase-specific, and the Town Park Phase A CEMP does not appear to include a Table 5.2.

I have reviewed the CTMP against the condition requirements, and note that it does omit provisions, comments, or statements in respect of some of the specific requirements. It may be that omissions imply that the condition provisions are not relevant to the Town Park Phase B development, but that this is not stated (e.g. information on piling, in accordance with c.11 iv), but this is not clear in all cases. Brief summary below;

- iv. Piling Techniques: not covered, assumed not relevant.
- vi. Programme of works (reserved matters development): 3.1 covers the basics (duration of works, establishment of the site compound), and 3.2 refers to a detailed programme of works being deferred to the contractor's project manager. It is implicit from 3.2 that c.11 vi requirement has not strictly been met, as the detailed plan had not been authored at the time of writing (the CEMP)
- vii. Restriction of hours of both Deliveries and Building Works: 3.2 meets this requirement in relation to construction works & plant, but does not extend to deliveries, nor does it restrict site opening hours. Whilst the CTMP includes provisions for avoiding periods of peak travel demand, it remains unclear whether deliveries <08:00am will be permitted/routine.
- viii. boundary hoarding & lighting: The CTMP makes no specific reference to boundary hoarding – it is assumed that given the nature, scale & pace of works, boundary hoarding is unnecessary, but that this is not stated. I note that 7.21 refers to general site & task lighting only, and does not relate to boundary lighting. Boundary treatment for the development area remains unclear.
- ix. Protection of trees, hedgerows etc.: the CTMP contains no provisions in this relation to this requirement
- xiii. Measures to prevent pollution of *the* watercourse: the CTMP contains no provisions in this relation to this requirement. It is unclear whether 'the watercourse' includes OWC's that comprise ephemeral drainage ditches &/or swales, and whether this provision has any relevance to Town Park Phase B.
- xv. Details of surfacewater runoff [management]: the CTMP contains no provisions in this relation to this requirement
- xvi. Construction Lighting: I note that 7.21 refers to 'local task lighting', but would question whether this reference is sufficient to amount to 'details of..'

I also note that the CTMP does not make any reference to a contamination watching brief, or instructing groundworks personnel in the requirements of c.9.

From an Environmental Health perspective, vii, viii & xvi are of greatest relevance, predominantly to residents of Plant Farm Crescent & Whitbourne Way.

Given that the CTMP does not address all of the requirements of c.11, it is assumed that an objection to discharge could be sustained. In the first instance, I would recommend that it be confirmed that there are no provisions within an unsubmitted CEMP which provide clarity on these points. If not, it may be that minor amendments need to be made to the CEMP in order to provide clarity on delivery/site opening hours, and on the nature of boundary and task lighting.

Otherwise, the provisions for control of noise & dust appear reasonable and proportionate.

Comments received 21/10/2025 following the submission of a revised CEMP and CTMP:

These comments are additional to-, and supersede- those dated 25/09/2025.

Documents reviewed:

- LEAP Environmental Ltd. Phase 1 Extended Geoenvironmental Desk Study Report Ref: LP002962rev89, 26/07/2022
- T&P Regeneration Ltd. Phase 2 Ground Investigation Report, Berewood, Town Park Phase B Ref: CS-J-0161rev3 31/10/2019
- Mayer Brown Ltd. Construction Traffic Management Plan (CTMP) Town Park Phase B Ref: CTMP01R2, XX/03/2025
- Mayer Brown Ltd. Outline CEMP (Construction Environmental Management Plan) Town Park Phase B Ref: 28028-GTWvilleTPB2(CEMP).9, 16/10/2025 Rev4

c.7 – Contamination

Comments from 25/09/2025 remain applicable. I do not consider any further investigation works to be warranted, and recommend that c.7 be discharged in relation to Town Park Phase B.

c.11 – CEMP

It is noted that both the recently submitted Outline CEMP & the previously reviewed CTMP both relate to the discharge of c.11. Whilst the content of these documents are not mutually exclusive, and do overlap in places, both will need to be listed as approved supporting documents.

There are also some inconsistencies between the two documents, likely deriving from their status as 'live' documents which accommodate the evolution of the development schedule. It is assumed that references in the CTMP to (mitigation measures presented in-) table 5.2 of the CEMP now refer to Table 6.2, and that the duration of the construction schedule is probably more accurately represented by the more recent document.

I have reviewed the CEMP against both the requirements of c.11, and the apparent requirement omissions outlined in my comments of 25/09/2025. Brief summary below;

- iv. Piling Techniques: CEMP confirms none planned in phase B, as expected. Resolved.
- vi. Programme of works (reserved matters development): 4.12 & 4.13 of the CEMP broadly mirror 3.1 & 3.2 of the CTMP. 4.12 covers the basics (updated duration of works, establishment of the site compound is 1st week) and 4.13 refers to a detailed programme of works being deferred to the contractor's project manager. It is implicit from 4.13 that c.11 vi) requirement may not have been strictly been met (depending upon the level of detail that the LPA might have reasonably expected when imposing the condition), as the detailed plan had not been authored at the time of writing (the CEMP). The condition wording is not specific on the level of detail, but it may be inferred that the primary purpose of this provision is the implementation of traffic management measures, which are intrinsically linked to the establishment of the site compound. For this reason, it could be argued that the outline-details are sufficient to signal an appropriate & sufficient response.
- vii. Restriction of hours of both Deliveries and Building Works: 4.14 broadly duplicates the provisions of 3.2 of the CTMP, but extends it's application to (in addition-) explicitly include deliveries. Site opening hours remain unspecified/unrestricted, but this is reasonable (e.g. for staff arrivals) given the clarification & extension of restrictions to include all practical 'work'.
- viii. boundary hoarding & lighting: The CEMP makes no specific reference to boundary hoarding – but does refer to 'boundary fencing' at Table 4.3, and makes ancillary references at 5.9 & 5.10. It is implicit that fencing will be of Heras type, and not to comprise solid hoarding. There are no references to boundary lighting, or lighting at the site access – it is assumed that none is proposed. This provision also refer to construction lighting – duplicating the specific requirement at xvi. See below for related comment.
- ix. Protection of trees, hedgerows etc.: The CEMP contains provisions omitted from the CTMP. Resolved.
- xiii. Measures to prevent pollution of *the* watercourse: Whilst the CEMP does not identify a specific watercourse as the subject of this provision, several provisions relate to the protection of both surfacewater drains and ordinary watercourses (in general). Table 6.2 items 18-20 & 22-35 relate, alongside related provisions for training/briefing personnel at 4.17 & 4.18. Resolved.
- xv. Details of surfacewater runoff [management]: The CEMP contains provisions omitted from the CTMP. Resolved.
- xvi. Construction Lighting: The CEMP contains provisions omitted from the CTMP – Table 6.2 Item 4 relates. Resolved.

It is noted that, similar to the CTMP, the outline CEMP does not make any reference to a contamination watching brief, or instructing groundworks personnel in the requirements of c.9. This is not a specific requirement of c.11, but could imply a risk of it's provisions being overlooked.

I do note however that the site is low risk, save for deliberate depositions/disposals related (or ancillary-) to agricultural use of the land. I also note the provisions 7.12-7.15, relating to CEMP implementation audit procedures, and 7.10 relating to progress meetings.

Environmental Health has previously attended such meetings in relation to earlier development phases, and it is noted that some personnel listed for this phase were also key attendees of those prior meetings. Direct experience of the progress meetings lends considerable confidence, e.g. that minor inconsistencies between documents/provisions, and the omission of contamination provisions from the CEMP (notwithstanding that UXO/UXB is provided for-) does not imply that there is a risk that the purpose of c.11 is at risk of being undermined.

Irrespective of the quality of the contactors detailed CEMP, the Client internal- and Client/Contractor- processes may be expected to ensure diligent implementation.

On this basis, I have no objections to the discharge of c.11.

Environmental Health (Noise and Air Pollution)

Original Comments received 21/10/2025:

The Mayer Brown *Outline CEMP* (October 2025) and *Construction Traffic Management Plan* (March 2025) have been reviewed by Environmental Health.

Condition 11 - CEMP

The memo from Environmental Health dated 25th September 20 requested further details regarding elements vii, viii, and xvi.

The Mayer Brown *Outline CEMP ref 28028 - GTWvilleTPB2(CEMP).9* (October 2025) and the Mayer Brown *Construction Transport Management Plan Report Reference: GTWvilleTPB2(CTMP).1/CTMP01R2* (March 2025) has been reviewed by Environmental Health.

vii)

Section 4.14 includes details of proposed hours for building works and deliveries and confirms that no deliveries shall take place before 8am. No information regarding site opening hours has been provided.

viii)

Section 7.17 of the Mayer Brown Construction Transport Management Plan details that the perimeter of the site will be secured by a mixture of 2.0-meter Heras fencing and 2.0-meter timber hoarding. Row 4 of table 5.2 includes details of construction lighting controls that shall be implemented to minimise impacts to bats and other nocturnal wildlife, however no information appears to have been provided regarding boundary lighting specifically.

xvi)

Row 4 of table 5.2 includes that construction lighting shall use LED luminaires wherever possible; using light sources that emit minimal ultraviolet light, peak higher than 550nm and be of a warm neutral colour of <2700 kelvin. All security lighting is to be on a timer and only triggered at waist height. This information is sufficient to meet the requirements of this element of the condition.

It is noted that section 6-6 of the Outline CEMP includes that monitoring of noise, dust and water quality will be carried out in accordance with the specialist environmental procedures and commitments made where required, however no details of monitoring methodologies have been provided. Environmental Health are primarily concerned with

the monitoring of noise and dust.

Row 10 of table 5.2 includes that "*All supervisors to be familiar with the provisions of IAQM 'Guidance on the Assessment of Dust from Demolition and Construction'*". Dust control measures are detailed in table 5.2 and in Method Statement 3 of Appendix C of the Outline CEMP, however it is noted that no risk assessment or site-specific Dust Management Plan has been provided.

Due to the scale of the works and proximity to residents, it is requested that the applicant carries out a risk assessment and produces a site-specific dust management plan in accordance with IAQM 'Guidance on the Assessment of Dust from Demolition and Construction, 2024'. The dust management plan should include the highly recommended measures for the risk category determined for general operations and each of the construction related activities.

A summary of the further information required to discharge the condition is included below.

- Details of site opening hours
- Details of boundary lighting
- Details of noise monitoring methodology (regard should be made to methodology detailed in Annex E of BS5228-1:2009 and should advise whether the ABC method or 5dB method shall be implemented). Locations of noise monitoring stations on site boundaries near residents.
- Details of dust monitoring - this can comprise visual daily inspections as per IAQM 'Guidance on the Assessment of Dust from Demolition and Construction, 2024, and does not necessarily require dust deposition and flux monitoring or PM10 monitoring.
- Risk assessment and site-specific Dust Management Plan in accordance with IAQM 'Guidance on the Assessment of Dust from Demolition and Construction, 2024 to include appropriate [highly recommended] dust mitigation measures.

No information appears to have been submitted with reference to a contamination watching brief or instructing groundworks personnel in the requirements of condition 9.

Comments received 29/10/2025:

I have reviewed the agent's response and am satisfied with the information provided regarding opening hours, boundary lighting, and noise monitoring.

However, the Construction Environmental Management Plan (CEMP) still does not detail how dust will be monitored, nor does it include a risk assessment in accordance with IAQM guidance. This guidance is intended to determine the risk level of construction activities [including demolition (where relevant), earthworks, construction, and track-out] and to identify recommended mitigation measures based on the risk rating.

Providing the document to contractors as a point of reference does not fulfil its purpose or specify any site-specific control measures to manage dust emissions. The CEMP should be issued to contractors so they can implement the dust control measures which have been agreed to discharge the condition.

Given the scale of the development and its proximity to residents, dust should be assessed in isolation as per IAQM guidance, with a clear commitment to appropriate mitigation measures. It is acknowledged that this is not an explicit requirement of the condition, but it is considered best practice.

The following further information is requested.

Details of dust monitoring.

- Are dust monitoring stations to be used to monitor flux and deposition or, will visual inspections be carried out on and off site instead?

- How often shall monitoring take place? Daily/weekly?
- Will monitoring be increased in response to different weather conditions?
- Will wind direction and strength be logged to identify boundaries / receptors that are more vulnerable to dust impacts when the wind is going in a particular direction?
- Will findings of daily monitoring be logged and made available to the local authority upon request? - the specific details of how dust shall be monitored are necessary to make this element of the condition effective and enforceable.

Is the entire site to be stripped initially or will it be stripped in sections? - It is highly recommended that the site is stripped in sections to minimise the amount of loose soils to reduce risk of impacts to residents from wind whipping.

Speed limit on site - vehicle movements can be a significant source of dust, an appropriate site speed limit is required.

Details of water supply for dust suppression.

Details of plant / equipment to be used for water suppression (browsers etc.) to include the type of plant and how many.

Provision of an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout allow. Or a wheel wash stationed at the site entrance.

The plans in the CEMP and CTMP indicate that the wheel wash shall be at the entrance to the compound area, but that vehicles then need to drive through a short section of the site before rejoining the highway. This could reduce the effectiveness of the wheel wash if that area of the site is not hard surfaced.

The use of screens or barriers around dusty activities, stockpiles and the site boundary.

No bonfires on site.

Further to my previous email, the CEMP does not include a watching brief to meet the requirements of condition 9. Is this information to be provided separately?

Comments received 26/11/2025 following the submission of a revised CEMP:

Condition 11

The amended Outline CEMP has been reviewed by Environmental Health. I am satisfied that the noise monitoring information is sufficient and that the dust risk assessment and Dust Management Plan comply with IAQM guidance and that the proposed mitigation measures are appropriate for the development.

I am satisfied the information is sufficient for the condition to be discharged.

Condition 9

I am satisfied that the Outline CEMP includes a watching brief and that condition 9 can be discharged.

Environmental Services

HBC on behalf of Norse South East:

1. Access Requirements:

Access/Service Roads need to be capable of taking a 26 tonne Refuse Collection Vehicle (RCV) and allow vehicle to reverse close to bin store or containment area. Width of RCV 2.8m, maximum length 11.3m.

Drop kerbs also need to be provided to allow easy transfer of bins from store area to vehicle.

No bins to be pulled or waste carried more than 25 metres.

2. Bin Stores:

Almost all bulk bins utilised by the Authority are approximately 1.26 metres wide, therefore doors to stores need to be of 1.8 metres width to enable all types of container to be easily removed and returned.

A standard depth of 1.0 metre also applies to the majority of bulk bins, and bin stores therefore need to accommodate the required of containers measuring 1.26m x 1.0m.

NB: In 2026 food waste collections will be introduced, so consideration should be given to capacity for additional containers.

3. Bin requirements

Note: Factors such as family size and age of occupants can influence the number of bins required and it is therefore advisable that the waste Management team be asked to confirm each calculation if possible.

4. Bin sizes for Information:

- a) 140 litre (plastic) - 1065mm tall x 485mm wide x 550mm deep
- b) 240 litre (plastic) - 1075mm tall x 580mm wide x 725mm deep
- c) 660 litre (metal) - 1310mm tall x 1260mm wide x 730mm deep
- d) 940 litre (metal) - 1500mm tall x 1020mm wide x 975mm deep
- e) 1100 litre (metal) - 1370mm tall x 1260mm wide x 990mm deep

Officer comment: No residential properties are proposed in this phase of development. The applicant has not sought the approval of bins under this application.

Hampshire County Council Waste Management, County Waste Management

No comments received.

Hampshire County Council, Property Management, Property Records, Business Information Team

No comments received.

Highways Development Planning, Strategic Transport, Economy, Transport and Environment Department

Comments received 21/08/2024:

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.

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. 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 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 be 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 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 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 GTWVILLETB2(CTMP).1/TK03 Rev P1 and GTWVILLETB2(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.

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

Comments received 17/03/2025:

Thank you for your re-consultation on the above full planning application. In response to previous comments dated 21 August 2024 the applicant has submitted a covering letter dated 10 February 2025 and revised drawings which the Highway Authority have reviewed and have the following comments to make.

Internal Design

Additional consideration has been given to the Healthy Streets indicators with additional picnic tables and benches provided throughout the public open space. Given

the nature of the town park play provision is also provided according with the Healthy Streets indicators.

Walking and Cycling:

The covering letter suggests that paths have been widened throughout the town park to 3.0m catering for cycle provision. The drawing referenced (GTWVILLE_TP2/RD/40 Rev F) however refers to 'footpath surfacing' with no details on measurements. It is therefore unclear whether these paths have been widened to 3.0m to cater for cycle provision and therefore this should be confirmed. The width should be appropriately annotated on a drawing. It is also unclear whether 3.0m shared use is proposed throughout the entirety of the Town Park which would be supported by the Highway Authority. If any footways are proposed these should measure 2.0m to comply with HCC TG10 and be appropriately annotated.

Whilst staggered barriers have been omitted where the proposals meet the Phase 5 infrastructure, these are still present in the northern corner of the site adjacent to Phase 3B. These should be removed to accord with HCC TG10 and improve onward connectivity for cyclists.

The covering letter suggests that visibility splays are not required. The Highway Authority do not agree. Given the nature of the shared use infrastructure providing unsegregated connections for both pedestrians and cyclists, visibility splays should be provided where the shared use paths connect onto Plant Farm Crescent, Phase 5 and Phase 3B infrastructure and internally where shared use paths meet to ensure conflicts do not occur between cyclists and pedestrians at these points on the network. LTN1/20 sets out the visibility requirements where shared use paths meet shared use paths. Table 5.6 sets out an absolute minimum 'x' distance of 2.4 metres with a desirable 'x' distance of 4.5 metres. The 'y' distance should be demonstrated at 17.0m in accordance with a 20kph cycle design speed.

No visibility splays have been demonstrated where the shared use provision crosses the emergency access route, despite the covering letter outlining that these have been provided. These should be submitted on a drawing with the requirements set out above at the planning stage for the Highway Authority to confirm that appropriate visibility can be achieved.

The connection onto the Phase 5 infrastructure in the northeastern corner has been realigned to provide a smoother connection. This is considered acceptable to the Highway Authority.

The covering letter sets out that all tie in details with existing and proposed infrastructure is to be dealt with as part of the respective s38 processes for each relevant location. Whilst the future connections to the Town Park are shown on the Phase 3 and phase 5 infrastructure s38 packages (Grainger's) this is not shown on the s38 drawings for Phase 3a residential. Phase 3a residential is understood to not be under the applicant's control. The applicant should engage with the relevant developer to ensure that the tie in details are provided on the s38 drawing. This will ensure that an appropriate landing area is provided where the shared use path is to connect.

Public Rights of Way (PRoW):

The interaction of the diverted FP732 has now been clearly annotated on drawing GTWVILLE_TP2/RD/40 Rev F. Hampshire Countryside Services should be consulted on this planning application and their views sought on this matter.

Vehicular Access to the Cricket Pavilion

The applicant confirmed during direct discussions that vehicular access to the cricket pavilion is to be undertaken via Plant Farm Crescent and not Milk Lane. Emergency access only is sought from Milk Lane. The covering letter confirms provision of a locked gate and collapsible bollards to prevent vehicular traffic other than in emergencies accessing via Milk Lane. This commentary is sufficient to address previous concerns raised.

Materials and Construction Details

The proposed surface treatments are shown within drawing GTWVILLE_TP2/RD/40 Rev F. The surfacing treatments for the existing paths present within the Town Park Phase B redline remain unconfirmed. Clarity is sought as to whether the surfacing is to remain as existing. Any changes to the surface materials should be set out at the planning stage for agreement on their suitability with the Highway Authority.

Despite the applicant confirming that emergency access is sought from Milk Lane to access the pavilion, the applicant has revised the materials in this location to comprise of carriageway construction. This is considered appropriate.

Landscaping Proposals

Given Phase 8 is subject to a live planning application (APP/24/00939), the proposed masterplan should be overlayed on the Town Park proposals to ensure that the proposed tree planting on the eastern boundary does not obstruct the visibility splays required for the bridleway crossing. The Highway Authority require the relevant visibility splays to be provided on this plan (equestrian/cyclist/pedestrian). An appropriate planning condition will be secured on this consent to ensure that obstructions in visibility envelopes do not exceed 0.6m in height.

Levels and Drainage

No levels details have been provided and therefore the Highway Authority are unable to fully assess the drainage proposals. Levels and drainage details can either be provided through the planning process or secured through an appropriate planning condition to be agreed prior to commencement. The applicant should confirm how they wish to pursue this.

The covering letter outlines that there is an existing ditch running around the southern perimeter of Phase 7 which continues parallel to the south of Plant Farm Crescent. It is understood it is intended for the surface water run off to fall under the catchment area of this ditch. The Highway Authority would be satisfied with this subject to confirmation from the applicant that the ditches will have the capacity to collect this private water. This will ensure that private water does not drain to areas to fall under the adopted highway and vice versa.

The applicant outlines that OWC consent is being sought through the s38 for Phase 5 infrastructure. Confirmation on the OWC consent should be provided to support this planning application.

Reference to the previous SUDS feature should have stated the southern-eastern corner of the site as referenced on the landscaping drawing (drawing 2715-TP-LA-02 Rev P6). The previous comments on this still stand. 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.

Confirmation is yet to be provided on how the drainage features are to be maintained, or access obtained for maintenance. The impact on the public open space should be minimised and this should be clarified to support this planning application.

Discharge of Condition

No revised CTMP appears to be provided to support this planning application in response to previous comments dated 21 August 2024. It is unclear if the applicant seeks for this condition to be discharged through this consent or whether a condition is to be provided for a CTMP to be agreed with the Highway Authority prior to commencement. Should this be considered through this consent then a revised CTMP should be provided incorporating the previous comments raised.

Recommendations

Having regard to the above the Highway Authority require the further information before a formal recommendation can be made on this application. It is recommended that engagement is sought with the Highway Authority to resolve the outstanding matters raised throughout this response.

Comments received 02/07/2025:

Thank you for your consultation on the above planning application. In response to previous comments dated 11 March 2025 the applicant has submitted a covering letter dated 30 April 2025 and revised drawings which the Highway Authority have reviewed and have the following comments to make.

Walking and Cycling

Drawing GTWVILLE_TP2/RD/40 Rev G confirms that 3.0m shared use paths are proposed for primary paths throughout the Town Park Area. Where footways are proposed, these are to measure 2.0m in accordance with HCC TG3. The location of the footways provides more of an informal route throughout the Town Park and do not provide key connectivity to parcels within the Berewood MDA. This is acceptable to the Highway Authority. Staggered barriers have been omitted in the northern parcel of the site adjacent to Phase 3B to comply with TG10. This is acceptable to the Highway Authority.

Cycle visibility splays of 4.0m x 17.0m have been demonstrated within drawing GTWVILLE_TP2/RD/42 Rev A in accordance with LTN 1/20 for a 20kph cycle speed. The Highway Authority is content that appropriate visibility can be achieved throughout the internals of the Town Park reducing the likelihood of conflicts between pedestrians and vehicle users.

Materials and Construction Details

The covering letter confirms that the existing path present within Town Park Phase B running adjacent to the boundary of Phase 8 is to remain as existing with no amendments proposed. This is noted. The Highway Authority have no further comments to make in relation to this matter.

Landscaping Proposals

The applicant has relocated the trees outside of the visibility splays for Phase 8 to ensure that this does not fetter the delivery of this adjacent residential development. This is shown within drawings 2715-TP-PP-06 Rev T1 and 2715-TP-LA-08 Rev T1. The visibility splays for Phase 8 have been shown on drawing GTWVILLE_TP2/GA/05. The Highway Authority are therefore content that the proposed planting details within Town Park Phase B will not obstruct the visibility splays required to facilitate safe and suitable access into the adjacent residential parcel. Notwithstanding this, the Highway Authority will seek to secure through condition that any planting or installation of any

play equipment or street lighting in the area shown in the above drawings should be agreed with the County Council prior to any works being undertaken. This will ensure that the land required to remain clear for the visibility splays is appropriately protected.

Levels and Drainage

The applicant has confirmed that OWC consent has been sought and granted with respect to Phase 5 Infrastructure on 06 August 2024. This confirmation resolves this matter raised. The covering letter further confirms that that previous SuDS feature has not been constructed but was a historic intention. This has been superseded by the Phase 8 SuDS basin. This is noted and no further comments are made in this regard. The Highway Authority are content that no further levels and drainage details given that the applicant has confirmed that the attenuation basins and ditches around the perimeter of the site have the capacity to collect the private water. This is necessary to ensure that the private water does not flood onto Plant Farm Crescent to the detriment of highway safety.

Discharge of Condition – CTMP

To support the discharge of condition 11 the applicant has submitted a Construction Traffic Management Plan dated March 2025 which the Highway Authority have reviewed and have the following comments to make. Construction routing is identified within Appendix A of the CTMP. This corroborates the previously agreed construction routing for the Berewood MDA and is therefore acceptable.

Traffic Management:

Paragraph 6.4 outlines that deliveries are to be scheduled to occur outside the weekday AM and PM peak periods (08:00-09:00 and 17:00-18:00) and the Saturday peak period (12:00-13:00). Given the proximity of the site to Berewood Primary School, a commitment has also been provided to schedule deliveries outside of school pick up and drop off periods (08:30-09:00 and 15:00-16:00). This is considered acceptable.

No waiting, parking, loading or unloading is to be permitted along Plant Farm Crescent with loading and unloading to be contained within the site compound. This is acceptable.

Compound Layout:

Swept Path Analysis has been updated within drawing GTWVILLETB2(CTMP).1/TK03 and TK04 rev P3 outlining that a large tipper is able to manoeuvre within a site compound area. The Highway Authority are satisfied that the layout of the compound can appropriately accommodate manoeuvring for the larger tipper to access and egress in forward gear. This is acceptable. Should larger vehicles require access than alterations may be required to the compound layout as raised further below.

An indicative site compound layout has also been provided within drawing GTWVILLETB2(CTMP).1/01 Rev P2. It is noted that amendments may be required to the compound layout dependent on the appointed contractor for the works. The current layout of the site compound provides an appropriate turning area and outlines the contractor parking area. Given that the CTMP is a live document, any amendments to the site compound can be altered within the CTMP with agreement to be sought with the Highway Authority. It is understood that the location of the compound is in an area that has been previously utilised as a compound for other phases of the Berewood MDA.

Wheel Washing Facilities:

Whilst a wheel wash facility has not been annotated on the site compound drawing, the Highway Authority are content that the wording within paragraph 4.4 is sufficient. The CTMP states that these facilities are to be located as close to the site access as possible and will be finalised by an appointed contractor. A commitment regarding access to a road sweeper has also been provided within paragraph 4.5 of the CTMP which is considered acceptable.

Traffic Management:

A commitment has been provided within paragraph 6.11 of the CTMP regarding the scheduling of deliveries which outlines that they are to be booked in advance and provided a specific arrival slot. This is considered acceptable.

Signage for vehicles:

The applicant should be made aware that relevant licenses will need to be obtained from the Highway Authority before placing any signage for vehicles onto the public highway.

On-site public safety:

Additional commentary has been provided within paragraph 7.6 of the CTMP outlining that signage and pedestrian barriers to re-route the footway along the Plant Farm Crescent will be provided where required to protect the pedestrian route during construction. This measure is acceptable.

Pre-commencement survey:

The narrative provided within the CTMP regarding the pre-commencement survey is considered appropriate given that any snags or amendments to the carriageway as a result of construction activities can be carried out as part of the S38 process.

Recommendations:

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

- The development hereby approved shall be constructed in accordance with the Construction Traffic Management Plan (Mayer Brown ref: GTWVileTPB2(CTMP).1/CTMP01R2 dated March 2025) unless otherwise agreed in writing by the Highway Authority

Reason – In the interest of Highway Safety

- Before such time as any planting, play equipment or street lighting is installed within the areas of the site covered by drawings 2715-TP-PP-06 Rev T1 and 2715-TP-LA-08 Rev T1 agreement should be sought with the Highway Authority of the proposed location(s)

Reason – In the interest of Highway Safety and to ensure the visibility splays remain unobstructed for the adjacent Phase 8 residential development

- The approved lines of site splays on drawing GTWVILE_TP2/RD/42 Rev A and GTWVILE_TP2/GA/05 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of Highway Safety

Comments received 06/10/2025 following the submission of a revised CEMP and CTMP on behalf of both HCC Highways and Countryside and Access Team:

I have reviewed and can't appear to see any reference to the PRoW network and any management/interaction with the existing PRoW network during construction phases. This will need to be included before I can be content with the CTMP/CEMP now that we have taken on the Countryside function within DP.

Comments received 11/11/2025 following further revised CEMP and CTMP:

Thank you for your re-consultation on the above planning application. The Highway Authority have previously recommended no objection to this planning application and the discharge of condition 11 of the outline planning consent in a formal response dated 03 July 2025. Since this response has been issued, the responsibility of PRoW matters also falls under the jurisdiction of the Highway Authority to respond to. It is understood a CTMP was requested to be conditioned, however, the CTMP/CEMP requirements are being discharged as part of this planning application. The Highway Authority in direct discussions with the applicant have reviewed the revised CTMP and CEMP both dated October 2025 and are content that this includes all relevant matters with regard to the PRoW (under sections 7 and 5 respectively). No objections are therefore made to the discharge of condition 11.

Landscape Team, Havant Borough Council

Planning Application APP/24/00578 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.

Having reviewed the submitted documents we have no adverse comments and as such recommend the discharge of the above conditions.

Leisure Officer

Comments received 18.03.25:

The S106 agreement for the site states the below:

9.34 The Multi-Use Sports Pitch shall comprise of 4 full size tennis courts with regulation surrounds a porous macadam surface and a weldmesh perimeter fence provided to all sides with pedestrian and vehicular access gates in accordance with the design and constructional guidance contained in 'A Guide to the Design and Specification and Construction of Multi-Use Games Areas' Parts 1 and 2 published by Sport England and provided with time controlled floodlighting designed and installed to provide illumination in accordance with Sport England guidance and minimum light pollution to surrounding areas.

The above references the installation of sports floodlighting to the facility. There is no detail submitted regarding the floodlighting system. Please can this be provided. As the facility is proposed to be a bookable facility for sport, access control and security is important, to ensure only those who have booked can enter the facility. Please can details be shared on what system will be installed to enable this to be well managed? Our recommendation would be to install an electronic gate lock system that can interact with participant booking systems and any floodlight timing system.

Whilst appreciating that the S106 agreement states the facility will be a bookable space for tennis and 5 a side football, clarity is required on the facilities intended purpose as a football facility i.e. is it intended for recreational informal football, or formal (FA recognised match play/competition/training)?

If formal football provision is the intended purpose, alongside the tennis provision, further engagement with the LTA and the FA as respective governing bodies is required in the design of a facility that meets with both sports' technical requirements.

The current proposed facility with porous macadam surface is fit for tennis use, but is not fit for formal football use, which would require 3g artificial grass surfacing. If informal recreational football is the intended purpose, then consideration needs to be given to the fact that there is already another multi use games area on the same site provided as part of phase one and there is also a proposed grass kickabout area as part of phase 2. Informal football is therefore already well catered for, and we would advise that the 5 a side football line markings would be unnecessary. In this instance we would recommend the facility is provided as a 4-court tennis facility only.

Furthermore, the current layout proposed would provide logistical challenges in the facilities management and provision of either football or tennis. Because the 5 a side football pitch marking overlays 4 tennis courts, it means that all 4 sets of tennis nets and posts which are designed to be in place permanently, would need to be taken down to enable the facility to be used for football. There is also no football goals provided or built into the fence line of the facility as is best practice with the provision of a MUGA. This means that portable goals would need to be brought onto site, without clarity on where they could be stored.

Officer comment: *The MUSA is within the Boundary for Winchester City Council. These comments have been passed onto WCC for their consideration. Nevertheless a condition is recommended in respect of external lighting for the MUSA.*

Local Lead Flood Authority HCC, Hampshire County Council

Hampshire County Council as Lead Local Flood Authority has provided comments in relation to the above application in our role as statutory consultee on surface water drainage for major developments.

This response does not reflect the position of Hampshire County Council as the Highway Authority. If there is a potential for the drainage features to be offered for adoption, this will need to be discussed separately with Highways development planning as they might not be considered acceptable by the Highway Authority.

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:

- Post Development Exceedance Flow Plans ref: GTWVILLE_TP2/DR/05 A
- Proposed Town Park Drainage GTWVILLE_TP2/DR/01 L

The drainage proposals were reviewed and agreed under a previous application (ref: APP/20/01055) and no issues were raised. Given that the design is the same as that considered previously, we have no objection to the discharge of condition application.

Norse South East, Operations Director

No comments received.

Open Space Society, 5 Rowan Drive

No comments received.

Planning Policy

No comment.

Portsmouth Water Company

Thank you for consulting Portsmouth Water on the above application reference APP/24/00578 for the development of Town Park, London Road, Purbrook. The Portsmouth Water Catchment and Environment Team have reviewed the application and have no concerns regarding impacts to groundwater quality.

Ramblers Association

No comments received.

Southern Gas Network

No comments received.

Sport England**Comments received 21/08/2024:**

Sport England objects to this application as it is not considered to meet the relevant planning objectives/principles set out in our Planning for Sport guidance (2024). In terms of the submitted reserved matters, Sport England has consulted the relevant national governing bodies for sport on the reserved matters details and we wish to make the following representations. Sport England has sought views from the ECB on the proposed new cricket ground and we have received the following comments. The ECB comments that in line with the Playing Pitch Strategy (PPS) review, December 2023, this facility will contribute to the need for 2 x 8 pitch good quality cricket squares.

The Hampshire Cricket Board (HCB) can confirm post a recent site visit that the dimensions and the ground appear to be full size. Generally, the HCB are very supportive in line with projected growth referenced in Havant PPS (noting that the land is in the adjoining Winchester District and the ownership/responsibility/operating model (Havant, Winchester, new town council) is under discussion.

The ECB adds that there does not appear to be any irrigation taking place unlike a couple of months prior, so via the council the HCB have offered a pitch advisor visit / PQS to ensure the ground is receiving the best possible care in its early stages.

In summary, the ECB are supportive of this development and the proposed layout (noting that the cricket square orientation is within North/South orientation tolerances.

The ECB requests sight of a fuller sports pitch drainage plan to ensure that this aspect of the sports pitches development meets with the required standards. The ECB would also recommend that a Ball Strike Risk Assessment is considered by the applicant noting the location of the proposed MUGA/courts and informal viewing areas located to the south. The ECB can supply for details on this by request.

Additionally, can the applicant confirm the timing of the pavilion build (considered under a separate planning application 20/02445/REM at Winchester City Council and agreed in March 2022), and whether the ground could be brought into use sooner with the use of temporary cabins?

In relation to the proposed MUGA/courts, the LTA comments that they are

supportive of the porous macadam surface treatment but would like to confirm tennis court lines will be part of the MUGA provision.

England Netball comments that they would ask for more details on the MUGA layout and would encourage netball to be included as the sport is popular around this area. A macadam surface is preferable or 2G artificial grass surface would be sufficient in this location.

Basketball England comments that the plans do not include basketball line markings. More information is needed to provide a full assessment.

Sport England Position:

Sport England considers that the relevant policy, principles or objectives are the following as set out in our Planning for Sport guidance.

Objective:

- Provide – To provide new opportunities to meet the needs of current and future generations. Appropriate new provision that meets needs and encourages people to play sport and be physically active should be provided by adapting existing places and through new development.

Principles:

- Plan, design and maintain buildings, developments, facilities, land and environments that enable people to lead active lifestyles.
- Provide sport and physical activity provision which is fit for purpose and well designed.

In light of the comments from the national governing bodies, Sport England wishes to object on the basis that further details are requested in respect of the design; layout and specification of the proposed MUGA/courts. This will ensure that the proposed facility complies with the relevant governing bodies design guidance. Given the proximity of the new cricket ground to the MUGA/Courts, we would also like to seek confirmation that a ball strike risk assessment has been carried out by a suitable specialist and any mitigation identified in terms of a ball-stop netting solution. Currently, Labosport are the only ECB recognised consultants for such assessments.

Comments received 28/03/2025

Thank you for reconsulting Sport England on the further information and plans in relation to the above application.

Sport England welcomes the response from the Agent to our comments. The agent clarifies that the cricket pitch has been built out under 19/00008/REM permission. Contrary to the agent's assertion that Sport England did not object to any of the details approved under 19/00008/REM and withdrawn under 20/02520/REM, Sport England has no record of being consulted. We have therefore had no opportunity to comment on the detailed design; specification and layout of the cricket pitch. In our response dated 21st August 2024, Sport England raised some issues in respect of the design; layout and specification of the MUGA/courts; and potential ball strike risk associated with use of the cricket pitch. Sport England welcomes the clarification from the agent on the intention to undertake a specialist ball strike risk assessment. We also note that the proposed MUGA will be a dedicated tennis and football (5 x 5) facility. Sport England strongly recommends that the proposed MUGA is designed and constructed in accordance with Sport England's technical design guidance Artificial Surfaces for Outdoor Sport (2013). Please see: <https://www.sportengland.org/guidance->

and_support/facilities-and-planning/design-and-cost-guidance/outdoor-surfaces. A suitable multi-sport surface would be a sand-based artificial grass pitch.

Sport England notes the comments from the Havant Borough Council's Community Team and we support their comments including in relation to sports lighting the MUGA. Sport England supports the use of sports lights to ensure that community use of the facility can be maximised. The peak period for community sport is considered to be weekday evenings after 6pm and weekends. The installation of sports lighting will support community use of the facility especially for training purposes. Sport England's guidance on artificial lighting can be found: <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/artificial-lighting> This includes guidance on recommended lighting levels for different sports. Sport England has no further comments to make and we are content to withdraw our objection and support the application in accordance with the Planning for Sport principles and planning objectives set out in our 21st August 2024 response.

Comments received 04/06/2025:

Thank you for reconsulting Sport England on the above reserved matters application. We welcome the agent's response and the submission of the ball strike risk assessment report.

Sport England has consulted the ECB as the governing body for cricket.

Sport England and the ECB have some concerns about the clarity of the report and the inconsistency in places. The report is not clear about the location and heights of the ball stop solution. Specifically, the diagram on pages 2 and 12 is not clear about the location; length and heights of the mitigation with some of the annotation is missing. The table above states that a 10m solution is recommended on the eastern orientation. However, this is different to the diagram below on Pages 2 and 12 which seems to recommend a more staggered approach with varying heights.

While the ECB is not opposed to the proposed junior/senior split of the wickets, how will this be managed with no active cricket club on site?

We would not support the installation of ball stop netting/fencing in front of the proposed pavilion.

Can the report clarify that even with the recommended ball stop mitigation in place a senior/junior cricket split of the wickets is still required?

Also, it is understood that Hampshire Cricket Board recently visited the site. There are concerns that the fine-turf outfield and square are not being maintained and, are deteriorating. Can the applicant please advise further on this and the current site management plan?

Comments received 02/07/2025

Thank you for reconsulting Sport England on the updated ball strike risk assessment. We have further consulted with the ECB and they are satisfied with the proposed approach. On that basis, Sport England is satisfied with the details and the proposed approach as set out. We have no further comments to make.

Officer comment: *The MUGA is within the boundary of Winchester City Council; nevertheless a condition is recommended in respect of external lighting for the MUGA.*

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: 111

Number of site notices: 3

Statutory advertisement: 09/08/2024

Number of representations received: 0

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 and planning history
- ii. Layout, Appearance, Access and Landscaping
- iii. Sustainability
- iv. Ecology
- v. Archaeology
- vi. Flood risk and drainage
- vii. Contaminated land
- viii. Construction impacts
- ix. Community Infrastructure Levy and S106

(i) Principle of development and planning history

7.2 The application site is located within the settlement area of Waterlooville and is within the West of Waterlooville Major Development Area, which was granted outline planning permission on 18 April 2012 by Havant Borough Council (HBC) (HBC ref: APP/10/00828) and 30 March 2012 by Winchester City Council (WCC) (WCC ref: 10/02862/OUT), for *'the development of approx. 2,550 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 health care, 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 (Matters for Approval Access only).'*

7.3 The principle of the development of this area for a Town Park has therefore been established by the outline permission APP/10/00828 (HBC) and 10/02862/OUT (WCC) and the accompanying documents including the Masterplan Design Document (MDD) together with the requirements of the S106, with respect to phasing of the Town Park, and the subsequent Design Codes. Through these documents the siting of the Town Park and the intended uses within it and the approach to its landscaping have been established. The current reserved matters application relates to landscape detail and access for the Town Park and layout and appearance of the park and multiple sports area.

7.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) defines these reserved matters as follows:

Landscaping - in relation to a site or any part of a site for which outline planning permission has been granted, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated;

Access - means the accessibility to and within the application site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

Appearance - means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting and texture;

Layout - means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;

7.7 This application also seeks the discharge of planning conditions 6 (i) a), b), c), and d), and conditions 3, 6 (ii) a), b), e), f), g), i) o), 7, 10 and 11. These conditions are detailed below;

3. The submission of all reserved matters and the implementation of development shall be carried out in substantial accordance with the Design and Access Statement (November 2010), the Master Plan Design Document (November 2010), the Planning Statement (November 2010), the Environmental Statement and supporting Appendices and Appendix (November 2010), and the Sustainability and Energy Statements (October 2010). Each reserved matters application shall be accompanied by a statement of conformity to the Environmental Statement and a statement of compliance with the energy and sustainability statements.

Reason: To define the scope of this permission and having due regard to policy CS18 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

6. No development hereby permitted shall commence in a reserved matters area until plans and particulars specifying the detailed proposals for all of the following aspects of the same [herein called 'the reserved matters' and the 'other matters'] have been submitted to and approved in writing by the Local Planning Authority for that reserved matters application. Thereafter the development hereby approved shall be carried out in accordance with the approved details.

For each reserved matters application the applicant shall include plans and particulars that demonstrate how the reserved matters area relates to the Phased Area Strategy as defined in the S106.

(i) The reserved matters:

(a) The layout, siting and scale of all buildings and structures;

(b) The design and external appearance of all buildings and structures (including details of the colour and texture of external materials to be used);

(c) Details of means of access, including the layout, construction and sight lines;

(d) Landscaping including a landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces, the design of street furniture and the finished levels in relation to

existing levels, treatment of retained areas of landscaping/vegetation including woodland, hedgerows, scrub and grassland. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and timing provisions for completion of the implementation of all such landscaping works. The implementation of all such approved landscaping shall be completed in full accordance with the approved timing provisions. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

ii) Other matters:

(a) The layout of the development including the positions and widths of roads, cycle ways, bridleways and footpaths and routes to countryside, including horizontal cross sections and longitudinal sections and details of any associated infrastructure;

(b) The finished levels (above ordnance datum) of both the ground floor of the proposed buildings(s) and the surrounding ground levels;

(c) Access facilities for the disabled;

(d) The layout, depth and capacity of all foul sewers and surface drainage including SUDS and their means of disposal; and details of any other proposed ancillary drainage works/plant (e.g. pumping stations);

(e) An accurate plan showing the position, type and spread of all existing trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the tree(s) to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree;

(f) Details of ecological mitigation measures (informed by up – to – date ecological surveys and assessment, the details of which shall be submitted to and approved by the Local Planning Authority) required for each reserved matters application, including both ecological works directly related to that reserved matters area and any works associated with that development area but outside of the boundary of that area. Ecological mitigation measures should be in accordance with measures set out within the approved Environmental Statement.

(g) Details for the provision to be made for ecological information interpretation boards

(h) The alignment, height and materials of all walls and fences and other means of enclosure including acoustic barriers;

(i) Hard surfacing proposals including surfacing materials;

(j) The provision to be made for the parking, turning, loading and unloading of vehicles and cycle parking;

(k) The provision to be made for the storage and removal of refuse from the premises;

(l) The provision to be made for street lighting;

(m) The provision to be made for external lighting;

(n) The location, height and appearance of any chimney(s), flues and vents.

(o) details of play and sports equipment

Development shall be carried out in accordance with the approved details which shall be fully implemented for each reserved matters area unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the approved development is constructed and finished to a satisfactory standard.

7. Prior to the commencement of development within any reserved matters area (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of that reserved matters area shall be submitted to and approved by the Local Planning Authority. That scheme shall conform to current guidance and best practice as set out in BS10175:2001. Investigation of potentially contaminated sites – code of practice and contaminated land reports 7 to 11 or other supplementary guidance and include the following phases unless identified as unnecessary by the preceding stage and agreed in writing, by the Local Planning Authority:

- a) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study and previous investigations;
- b) A remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and or gases when the site is developed and proposals for future maintenance and monitoring. Such schemes shall include nomination of a suitably qualified person to oversee the implementation of the works.

The development must not be carried out other than in accordance with the agreed details. Any changes to these agreed elements require the express consent of the Local Planning Authority.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants and having due regard to policy DM10 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

10. No development or any site preparation which has any effect on disturbing or altering the level or composition of the land in the areas identified through the Environmental Statement, shall take place in any reserved matters area until the applicant, or their agents or successors in title, has undertaken a programme of archaeological works for that reserved matters area in accordance with the written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To safeguard the potential archaeological interest of the site and having due regard to policy CS11 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

11. No development within a reserved matters area shall take place until a Construction Environmental Management Plan (CEMP) which should be in accordance with the ecological mitigation measures set out in Environmental Statement and the ecological mitigation plan submitted for that Reserved Matters Application, has been submitted for each particular reserved matters application, and approved by the Local Planning Authority, to include details of:

- i. construction traffic routes in the local area
- ii. parking and turning of operative, construction and visitor vehicles
- iii. loading and unloading of plant and materials
- iv. piling techniques
- v. storage of plant and materials
- vi. programme of works (including measures for traffic management)
- vii. all deliveries and building works which should only be carried out between the hours of 0800 and 1800 hours Monday to Friday and 0800 and 1300 hours Saturday and no time on Sundays or recognised public holidays
- viii. provision of boundary hoarding and lighting including construction lighting
- ix. protection of trees, hedgerows and other natural features to be retained including their management until such time as they are adopted.

- x. details of proposed means of dust suppression and noise mitigation
- xi. Measures to protect the listed building as necessary
- xii. details of measure to be taken to prevent mud from vehicles leaving the site during construction
- xiii. measures to prevent pollution of the watercourse during construction
- xiv. the handling and management of construction waste
- xv details of surface water runoff.

Xvi Construction lighting.

Only the approved details shall be implemented during the construction period.

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 CS11, CS16, DM8 and DM10 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

- 7.8 Also relevant to the consideration of this application is condition 4 on the outline permission (APP/10/00828) which states;

4. No development shall take place, other than for the approved phase 1, until a Design Code has been submitted to and approved in writing by the Local Planning Authority. The Design Code shall be substantially in accordance with the principles of development approved in the Master Plan Design Document (November 2010). Each subsequent reserved matters application for development should be accompanied by a written statement which sets out how that proposal has complied with the principles set out in the Design Code.

Reason: To ensure satisfactory comprehensive development and proper planning of the area and having due regard to policy CS18 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

- 7.9 The approved Berewood Design Code was subject to a non-material amendment application, which has been granted by Winchester CC. The Berewood Design Code sets out that that the Town Park is within the Garden Suburb Identity Area. Under GS02A.02 it specifies that the Town Park must include;

- 1) Multi-Use Sports Area
- 2) Multi-Use Games Area
- 3) Local Equipped Area of Play
- 4) Skateboard Park
- 5) Local Area of Play
- 6) Trim Trail
- 7) Informal landscape, incorporating a variety of species, including fruit trees and ornamental.

- 7.10 The applicant has submitted a Landscape Design Statement with this reserved matters application, which demonstrates how the development complies with the design code. Reference to the Design Code is made in the following sections of this report, along with an assessment against the relevant planning policies.

(ii) Layout, Appearance, Access and Landscaping

Layout (Reserved Matter 6 (i) (a) refers)

- 7.11 The key layout principles applying to the Town Park are consistent with those approved under 10/02862/OUT and APP/10/00828. Within the administrative boundary of Havant Borough Council there would be an adventure exploratory trail within the

landscape with trim trail equipment. This would be located near Phase 8 residential development which would provide good natural surveillance of this area. The exploratory trail would have an informal layout that would meander from north to south, this would appear organic and together with the landscaping provide a semi-natural play environment. This together with the other elements of the proposal, including that within WCC administrative area would provide a cohesive area public open space with an acceptable layout and good legibility.

- 7.12 Picnic tables and benches would be appropriately sited in close proximity to footpaths and near the exploratory trail, this accords with criterion GS07.04.04 of the Design Code.

Appearance (Reserved Matter 6 (i) (b) refers)

- 7.13 The Landscape Design Statement sets out that the family activity area (which comprises the exploratory trail and trim trail) would feature rustic, timber materials for the informal play/ training equipment that can be used for balance, stepping and hanging. This would be appropriate for the purpose of this area of the Town Park encouraging exploratory play and exercise for all ages whilst blending well with both the wider application area and the wider landscape. The informal structures would accord with criterion GS07.04.04 of the Design Code.
- 7.14 Within Havant's boundary there would be benches and picnic tables. These would reflect the appearance of the benches within the Town Park Phase A, as such would appear acceptable and help both phases appear cohesive.
- 7.15 In terms of levels, no levels plans have been submitted with this application, however, the site's existing topology is relatively flat. The submitted landscaping plans do prescribe detail of the gradient of reprofiled banks for the existing pond within the Winchester boundary. The level of detail for the levels is considered acceptable and it is noted that HCC Highways have considered the available levels information and have raised no objection.

Access (Reserved Matter 6 (i) (c) refers)

- 7.16 Within the administrative boundary of Havant Borough Council the proposal seeks the diversion of Footpath 732, this would take a slightly different route from north to south, opposed to north to southwest, however it would continue to provide good connectivity between both phases A and B of the Town Park and the wider MDA. It has been demonstrated that there would be acceptable pedestrian visibility at the bridleway junction with Phase 8. The Countryside Access Team and The County Highway Authority have raised no objection to the proposal, following revisions.
- 7.17 Throughout the wider application site, there would be good connectivity between all the activities and facilities which would promote walking and cycling. The footpaths would have an acceptable width of 3m for the formal footway and 2m for the self-binding gravel paths. Overall, the proposal is considered to ensure an appropriate level of permeability of this significant community facility with the residential areas adjacent that it will most directly serve.

Landscaping (Reserved Matter 6 (i) (c) refers)

- 7.18 The proposed soft landscaping within the boundary of Havant includes;
- Dry meadow grass with open grass for fitness classes and open views to the north
 - Tree planting and ornamental shrubs.

- Flowering Lawn mixture and seasonal bulb mix
This would provide a verdant appearance with seasonal interest and ensure that this blends well with the wider application area and Phase A of the Town Park to the south allowing for cohesion. The meadow grass would accord with requirement GS06.03.05 of the Design Code.

7.19 The tree planting would have an organic layout with some clustering along the eastern site boundary, where the Town Park adjoins Phase 8. The proposed trees comprise Field Maple, Silver Birch and Cherry trees, these species would comply with the requirements of GS02A.02 and appendix A of the Design Code which seeks fruit and ornamental trees. This planting would also provide some screening and an informal buffer to the residential phase to the east. The Council's Arboriculturist has commented that *'the proposal looks to be well treed and this is welcome. The planting of significant numbers will mitigate for the loss of those cited in the proposal.'*

7.20 In terms of hard landscaping, there would be a compacted gravel footpath/ cycle track that would meander through the exploratory play area. This would appear acceptable and would accord with criterion GS07.03.01 of the Design Code. It would be less formal than that of the main footpath, helping with legibility and interpretation of this area's purpose linking the sporadic informal play features/ rustic training equipment and helps to identify this as an area for those learning to ride a bike, away from the main paths.

7.21 Having regards to the above, in terms of the visual appearance and impact on the character of the area, the proposal would have an acceptable layout, appearance and access and would be appropriately landscaped. The proposal would therefore accord with policies CS13 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011. Furthermore, the proposal broadly accords with the requirements of the Design Code. Condition 6 parts (i) a), b), c), and d) and (ii) a) (width of paths), b) (levels), e) (trees), i) (hard surfacing) and o) (play and sports equipment) can be discharged in respect of this phase.

(iii) Sustainability

7.22 The application seeks to discharge condition 3 of APP/10/00828, which requires all reserved matters to be in substantial accordance with the approved Sustainability and Energy Statements. No Environmental Statement has been submitted with this phase, nonetheless, owing to the nature of this phase officers are satisfied that the aims of the approved Sustainability and Energy Statements are achieved as this phase encourages cycling, incorporates natural materials within the exploratory play area and enhances the natural environment by additional tree planting and encourages biodiversity through appropriate soft landscaping.

(iv) Ecology

7.23 The submitted Landscape Design Statement states that *'The landscape proposals for the open space have been informed by existing ecological constraints, opportunities to enhance existing habitats and to create new ones.'*

7.24 The Council's Ecologist has commented that *'I have reviewed the submitted Letter Report - Town Park Phase B Discharge of Conditions (LC Ecological Services, April 2024). This report details the range of ecological assessments undertaken at the site and provides details of proposed ecological mitigation measures for habitats and species. These details are echoed in the submitted Landscape Design Statement, Revised Landscape Concept and associated Landscape Plans. I am content with the*

submitted information, and works should therefore proceed in accordance with the submitted information.'

- 7.25 The submitted plans show the provision of ecological interpretation boards with the boundary of Winchester City Council, and although these are not within the administrative boundary for Havant, these have an acceptable siting.
- 7.26 The proposal therefore conserves and enhances biodiversity. It is therefore considered that the proposed development accords with policies CS11, CS13 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011. Criterion (f) and (g) of condition 6 of APP/10/00828 can be discharged.

(v) Archaeology

- 7.27 Condition 10 on the outline planning permission requires a programme of archaeological mitigation of impact to be agreed with the Local Planning Authority. That programme was subsequently agreed under Discharge of Condition application APP/15/00366, and therefore there is only a need to tie the implementation of this revised Phase B development to those approved archaeological details. The County Archaeologist has commented that *'Archaeological evaluation and mitigation has already taken place under conditions included within the outline application. As such, I do not wish to raise any archaeological issues.'* Condition 10 of APP/10/00828 can therefore be discharged.

(vi) Flood risk and drainage

- 7.28 The site is located within Flood Zone 1 and is outside any future flood zone. This application does not seek the discharge of drainage conditions, nonetheless, the LLFA have commented *'The drainage proposals were reviewed and agreed under a previous application (ref: APP/20/01055) and no issues were raised. Given that the design is the same as that considered previously, we have no objection.'*
- 7.29 Having regards to the above the proposal would accord with Policy CS15 of the Havant Borough Local Plan (Core Strategy) March 2011.

(vii) Contaminated Land

- 7.30 This application seeks to discharge condition 7 of the outline permission (APP/10/00828). This condition requires a scheme to deal with the risks associated with contamination of that reserved matters area to be submitted to and approved by the Local Planning Authority. The Council's Environmental Health Officer has reviewed the submitted information and is satisfied that no further investigation works are warranted. Condition 7 of APP/10/00828 can therefore be discharged.

(viii) Construction impacts

- 7.31 This application seeks to discharge condition 11 of the outline permission (APP/10/00828) which requires a Construction Environmental Management Plan to be submitted to the Council prior to the commencement of works on site. During the course of the application revised CEMPs and Construction Transport Management Plans (CTMPs) have been submitted to address comments from the Council's Environmental Health Officer and HCC Highways/ Countryside and Access Team. Following these revisions, these consultees are now satisfied. Condition 11 can therefore be discharged.

(ix) Community Infrastructure Levy and S106

- 7.32 The S106 pursuant to the outline permission (APP/10/00828) contains extensive obligations for the MDA development. This application is not CIL liable as the outline permission pre-dates the Council's adoption of the CIL schedule.

8 Conclusion

- 8.1 The site forms part of the Berewood Major Development Area (MDA) which benefits from an outline permission (APP/10/00828) for approximately 2,550 dwellings and the associated infrastructure including amenity space. This application seeks approval of reserved matters for the Town Park Phase B and is a cross-boundary application with Winchester City Council. The proposed Town Park (Phase B) would have an acceptable layout, appearance, access and landscaping. Within Havant's administrative boundary the proposal seeks diversion of Footpath 732, an adventure exploratory trail and soft landscaping. The proposal within Havant's administrative boundary are acceptable and would provide continuity with both the wider application site area and Phase A of the Town Park. The Town Park as a whole would provide a high quality environment for local residents to enjoy. It is considered that this high quality development will encourage healthy lifestyles which is of significant benefit to the health and wellbeing of local residents. It would also conserve and enhance biodiversity. The proposal is considered to comply with the relevant policies of the development plan. The proposal is also in substantial accordance with the requirements of the Berewood Design Code, which is required by condition 4 of APP/10/00828. As such, the officer recommendation is that the reserved matters application be approved.
- 8.2 Furthermore conditions 6 (i) a), b), c), and d), and conditions 3, 6 (ii) a), b), e), f), g) i) o), 7, 10 and 11 of the outline permission (APP/10/00828) are recommended to be discharged.

9. RECOMMENDATION:

That the Development Manager be authorised to Approve with Conditions for application APP/24/00578

Conditions:

1. The development hereby permitted shall be begun before the expiration of two years from the date of this permission.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

2. The development hereby approved shall be constructed in accordance with the following plans:

Bridleway Crossing Visibility Splay (Phase 8)	GTWVILLE_TP2/GA/05
Proposed Cricket Pitch Wicket Provision	GTWVILLE_TP2/SK/18 (Rev A)
Landscape General Arrangement 6 of 8	2715-TP-LA-08 Rev T1
Landscape General Arrangement 5 of 8	2715-TP-LA-07 Rev P10

Proposed Surface Treatments GTWVILLE_TP2/RD/40 Rev G

Cyclist Visibility GTWVILLE_TP2/RD/42 Rev A

Construction Traffic Management Plan (CTMP) GTWvilleTPB2(CTMP).1/CTMP01R5
Final Rev 5

Construction Environmental Management Plan (CEMP) 28028 -
GTWvilleTPB2(CEMP).9 Final Rev 6

Phase 8 SUDS Pond Location Plan GTWVILLE_TP2/SK/08

Landscape General Arrangements Location Plan 2715-TP-LA-02 Rev P6

Landscape General Arrangement 1 of 8 2715-TP-LA-03 Rev P9

Landscape General Arrangement 2 of 8 2715-TP-LA-04 Rev P9

Landscape General Arrangement 3 of 8 2715-TP-LA-05 Rev P9

Landscape General Arrangement 4 of 8 2715-TP-LA-06 Rev P10

Landscape General Arrangement 7 of 8 2715-TP-LA-09 Rev P8

Landscape General Arrangement 8 of 8 2715-TP-LA-10 Rev P8

Landscape General Arrangement Cricket Pavilion 2715-TP-LA-11 Rev P4

Detailed Planting Plan 1 of 9 2715-TP-PP-01 Rev P9

Detailed Planting Plan 2 of 9 2715-TP-PP-02 Rev P8

Detailed Planting Plan 3 of 9 2715-TP-PP-03 Rev P9

Detailed Planting Plan 4 of 9 2715-TP-PP-04 Rev P9

Detailed Planting Plan 5 of 9 2715-TP-PP-05 Rev P9

Detailed Planting Plan 6 of 9 2715-TP-PP-06 Rev T1

Detailed Planting Plan 7 of 9 2715-TP-PP-07 Rev P8

Detailed Planting Plan 8 of 9 2715-TP-PP-08 Rev P8

Detailed Planting Plan 9 of 9 2715-TP-PP-09 Rev P8

Detailed Planting Plan Cricket Pavilion Areas 2715-TP-PP-10 Rev P4

Location Plan 2715-TP-LA-02 Rev P5

Landscape Concept 2715-TP-LA-01 Rev P3

Landscape Design Statement 2715-TP-DS-01 Rev P3

Landscape Management Plan 2715-TP-MP-01 Rev P1

Illustrative Sections 2715-TP-SK-01 Rev P4

Proposed Town Park Drainage GTWVILLE_TP2/DR/01 Rev L

Post Development Overland Flow Paths GTWVILLE_TP2/DR/05 Rev A

Town Park Phase B Construction Routeing Plan GTWVILLE_TP2/TP/01 Rev A

Anticipated Site Access & Compound Large Tipper Vehicle Access & Egress
GTWVILLE_TP2_TP_02_B

Reason: To ensure provision of a satisfactory development.

3. All hard and soft landscape works shall be carried out in accordance with the approved details. The hard landscaping works shall commence within 12 months of the date of this permission unless otherwise agreed in writing by the Local Planning Authority. The soft landscaping works shall be carried out within the first planting season following the completion of the hard landscaping works unless otherwise agreed in writing by the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased, another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

4. Details of any external lighting of the site shall be submitted to, and approved in writing by the Local Planning Authority prior to the first use of the Multi-use sport area hereby permitted. The information shall include a layout plan with beam orientation, and schedule of equipment in the design (lumen type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details. The lighting shall not be switched on between the hours of 10pm and 7am.

Reason: To protect the neighbouring amenities; and to ensure that the ecological value of the site is not adversely impacted upon by the development and in accordance with policy CS16 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

5. The approved lines of site splays on drawing GTWVILLE_TP2/RD/42 Rev A and GTWVILLE_TP2/GA/05 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: In the interest of Highway Safety and policies CS16, DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1. Public Access to Footpath Newlands 732 must be retained 24 hours per day, every day, including through the Town Park. Therefore, no obstruction should be placed to prevent this. This includes not installing stiles, gates, or similar barriers across the PROW at any point along the full length of the PROW, including at the perimeters of Town Park.
2. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on

development proposals in a manner focused on solutions by:

- Offering a pre-application advice service, and
- Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You were updated about issues after the initial site visit, amended plans submitted, making your proposal acceptable.