
Site Address:	Grainger Development Site, Land West of London Road, Waterloooville		
Proposal:	Formation of construction access and haul road for temporary period of 5 years, to facilitate construction for the West of Waterloooville Development approved under planning ref APP/10/00828.		
Application No:	APP/19/00403	Expiry Date:	06/06/2019
Applicant:	Ms L Turley West Waterloooville Developments/ Grainger Plc		
Agent:	Ms Stala Savills	Case Officer:	Lewis Oliver
Ward:	Hart Plain		

Recommendation: **GRANT TEMPORARY PERMISSION**

1 Site Description

This report relates to development within the eastern section of West of Waterloooville Major Development Area (MDA), adjacent to the forthcoming phase 8 of the MDA. The proposed access will be providing access from west side of London Road, south of the existing Mill Road junction. The eastern boundary adjacent to London Road, is defined by a footpath with the boundary of the development site being a mature hedge.

2 Planning History

The outline permission for the site is 10/02862/OUT for Winchester and APP/10/00828 for Havant. The approved outline permission was for: Outline application for the development of approx 2550 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 healthcare, 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. The same permission also approved the detail for 194 dwellings on Phase 1, to the west of the ASDA roundabout on Maurepas Way. There is a S106 agreement that covers financial contributions and works for various infrastructure matters; the timing of the payments and works being tied to numbers of units completed over the entire Grainger part of the MDA.

Subsequent to the approval of the outline permission, both Authorities approved a Design Code under APP/12/01297 for Havant and 10/02862/OUT for Winchester for the outline area, named Berewood, in December 2012. The Code deals with the structure, use and form of development for a number of identity areas which are the Market Town, Garden Suburb, The Hamlets, Employment hub and the Countryside and River Wallington Corridor. The application lies within the Garden Suburb identity area. The approved Design Codes also give guidance on planting and hardsurfacing.

Other applications submitted since the approval of the outline and of relevance are:

10/02862/OUT (WCC) and APP/12/01322(HBC) - Discharge of Conditions Application for Infrastructure for Phase 2 - Approved
 14/00068/REM (WCC) and APP/14/00032 (HBC) - Reserved matter application for 246 dwellings, phase 2 of the Berewood development, together with the discharge of conditions 3, 4, 11 and 16 of the outline permissions - Approved 22 July 2014.
 APP/14/00061 (HBC) and 14/00092/REM (WCC) - 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 for HBC APP/10/00828 and WCC 10/02862/OUT - Approved 22 July 2014
 APP/14/01265 - Discharge of Condition No 6(ii)(o) of Planning Permission APP/10/00828 in respect of play equipment for Phase A - Approved 20 July 2015
 APP/15/00366 - Discharge of Condition No. 1 of Reserved Matters Application APP/14/00061 - Approved 1 June 2015
 10/02862/OUT - Deed of Variation to the S106 Agreement to allow for various changes to the timing and delivery of infrastructure associated with the Berewood development, both in light of the current stages of development of the site and the evolving approaches to delivery of that infrastructure. Included in the proposed changes is the relocation of the MUGA from the northern reaches of the Town Park to the southern area the subject of this current application. Whilst the Deed of Variation is yet to be signed at the time of drafting this report, the variations were approved in principle by the Joint West of Waterlooville Major Development Area Planning Committee at its meeting on 9 January 2017.

3 Proposal

Formation of construction access and haul road for temporary period of 5 years, to facilitate construction for the West of Waterlooville Development approved under planning ref APP/10/00828. The application seeks consent for a temporary construction access and haul road to facilitate the construction of the forthcoming development phases. The access will be located on the west side of London Road, south of the existing Mill Road junction. The location of the temporary construction access has been designed to provide a right turn lane off of London Road and into Phase 8, utilising the existing hatched area. A temporary tactile pedestrian crossing is proposed to continue the pedestrian link along London Road. The access will be developed to adoptable standards.

4 Policy Considerations

National Planning Policy Framework
 Havant Borough Council Borough Design Guide SPD December 2011
 Havant Borough Council Parking SPD July 2016

Pre-submission Havant Borough Local Plan 2036

The Pre-submission Havant Borough Local Plan 2036 was approved by the Council on 30 January 2019 and was subsequently published under Regulation 19 of the Town and Country

Planning (Local Planning) (England) Regulations 2012 for public consultation between 4 February 2019 to 18 March 2019. After this period, the next stage in the plan preparation will be

the submission of the Local Plan for independent examination and thereafter adoption.

Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF, which confirms that weight may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced below are currently afforded some weight, dependent on the level of objection received to each individual policy during the consultation process.

The relevant planning policies of the emerging Local Plan are:

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DR1 - Delivery of Sustainable Development
E1 - High Quality Design
E2 - Health and wellbeing
E3 - Landscape and settlement boundaries
E14 - The Local Ecological Network
E15 - Protected Species
E16 - Solent Special Protection Areas
E22 - Amenity and pollution

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)
CS18 (Strategic Site Delivery)
CS19 (Effective Provision of Infrastructure)
CS21 (Developer Requirements)
CS7 ()
DM6 (Coordination of Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

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

5 Statutory and Non Statutory Consultations

County Ecologist

The method statement for hedgerow removal has been agreed in advance with Natural England and so, if these methods can be secured within the permission, that will suffice in this instance

Environment Agency

No response

Environmental Health Manager, Community Group

No Objection

Hampshire Highways

The Highway Authority previously commented on the application, dated 20th May 2019 and requested a Transport Statement to be provided which included the following information;

- Personal Injury Accident data
- Junction modelling
- Confirmation of peak times of the A3
- Junction reinstatement details
- Details of the phases the access will be provided for
- A plan showing how the works sit within the wider site layout

The applicant has submitted a Transport Statement dated July 2019 and will form the basis of this response.

Having regard to the above, the Highway Authority is satisfied that the proposals will not have a significant impact on the operation and safety of the local highway network and therefore raise no objection to the planning application subject to the access only being used for 5 years for construction traffic and conditions

Local Lead Flood Authority HCC

Following the submission of further information from the applicant the submitted information addresses our requirements/previous concerns and we have no further comments.

Initial Response:

In order for us to provide a substantive response, the following information is required:

- Evidence that the applicant understands the sensitivity of discharge points relating to the receiving water body. Where this is main river or discharging through contaminated land the LPA may have to consult the Environment Agency (EA)
- Maintenance regimes of the entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

Traffic Management, East Hampshire District Council

The Traffic Team have no adverse comment to make.

Winchester City Council

No Objection

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: 37

Number of site notices: 2_

Statutory advertisement: Not applicable.

Number of representations received: 4

Comment	Officer Comment
Adverse impact on highway safety	Addressed in section 7.1 (iv)
Adverse impact on air quality	This Major Development Area has consent for the overall number of dwellings. This proposal is not to increase the number of dwellings, but provide an alternative access. As such it is not considered that the development would have a significant adverse impact on air quality of the area. The avoidance of Purbrook Village is welcome as a precautionary measure, as air-pollution sensitive receptors exist within 1.5m of the kerbside at this location. The traffic route proposed is considered to be the best available to minimise adverse impacts, and for this reason is supported.
No need for this further access to the MDA	Addressed in section 7.1 (i)
Adverse impact on the character and appearance of the area	Addressed in section 7.1 (ii)
Adverse impact on the amenities of neighbouring properties	Addressed in section 7.1 (iii)

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on Highways

- (v) Impact on Drainage
- (vi) Impact on Ecology

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The principle of the development of this area has 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).

At present, the only possible access into Phase 8 for construction purposes is via Phase 1 and Phase 3. With the potential for development within Phase 8 to start as early as the last quarter of 2019, the construction will coincide with the final stages of the Phase 3a build and the on-going construction of phase 9a, 9b and 10a. Meaning that all construction traffic for these phases would be required to enter Berewood from Phase 1 and route along Grainger Street, before turning down through Phase 3 and reaching the construction area for Phase 8. The levels of construction vehicles through these residential areas would cause disruption that could be avoided by having one single point of access for construction vehicles into Phase 8 through the provision of an access that utilises an existing classified road and can provide for a dedicated right turn.

For this application, consent is sought for a period of five years. It is considered that the temporary access road will serve construction on the site throughout the build out of Phase 8. The required time frame for the access to be in place has been calculated using current build out rates for Berewood. Comparable evidence can be drawn from the build out rates at Phase 13a, which is in the Winchester area. Phase 13a is currently being built out by the developer, consent for this phase was granted on 28 February 2018 (Ref: 17/01772/REM). Following grant of Reserved Matters Consent, occupations commenced in December 2018, 10 months following grant of permission. As such the 5 year time frame sought for the access into Phase 8 is considered to be justified in relation to comparable evidence of build out rates on other parcels within the Berewood development.

(ii) Impact upon the character and appearance of the area

The proposal will change the immediate context of the site, through removing a stretch of hedging to facilitate the access. As has been noted the proposal is for a temporary 5 year period and is proposed to be replaced. Whilst noting that this would result in a change to the current character and appearance of the area, the site is located adjacent to existing residential areas, defined by access roads. It is therefore considered that given the limited changes in character, set adjacent to the existing residential context, that the development would not have a significant adverse impact on the character and appearance of the area to justify a reason for refusal on this matter. Furthermore the hedging is due to be reinstated once the road is no longer required, so that longer term the character of the immediate street scene would revert to that existing.

(iii) Impact upon residential amenity

The application is submitted with a comprehensive Construction Environmental Management Plan (CEMP), which follows on from the approved CEMP at the outline stage. This sets out in detail construction practices, times of operation, including noise mitigating measures which include utilising noise attenuation measures. Furthermore the proposed gradient of the temporary access road has been designed to prevent

light pollution into the properties on the opposite side of London Road, namely the residents of numbers 172, 170 and 168. The temporary road will pass through an existing cut slope of approximately 1m in height, which is supported by a longitudinal section detailing the topographical changes as part of this development. The supporting information provided has been considered by the Environmental Health Team, who have raised no objection to this scheme. Taking all these matters together it is not considered that the development would have a significant adverse impact on the amenities of neighbouring properties.

(iv) Impact on Highways

Following a request from the Highway Authority for further information regarding this application a further Transport Statement was submitted. The proposed vehicular access comprises a 2.5m right turn lane on London Road and a new bellmouth access. The right turn lane is proposed to ensure the construction traffic does not impact the operation of London Road and a 2.5m width allows a HGV to wait without encroaching onto the main carriageway. The works will be required to be delivered through a Section 278 legal agreement between the applicant and the Highway Authority.

The access is proposed to only serve construction traffic for a five year period and will not be used for any other traffic, including show home access, which will be controlled through the S278 process, which would be with the Highway Authority.

In terms of trip generation this has been based on a traffic survey of the existing Phase 3A construction access which is for 296 units. The applicant has used a pro-rata approach and set out the projected construction traffic for this site. Through using this methodology the daily total is 133 vehicles which includes 20 HGV's movements. In terms of the overall impact of the development proposed, the Highway Authority have advised that the local and strategic highway network is not at capacity and the highway can therefore accommodate the potential increase in traffic from the development.

Detailed analysis using industry standard software has been undertaken for the proposed site access proposal, the assessment shows that the access will not result in significant impact on the local highway network and therefore the Highway Authority is satisfied that the access operates within capacity.

The applicant has submitted an outline Construction Traffic Management Plan (CTMP). The Highway Authority has outlined that it is satisfied that a CTMP is secured through the outline permission APP/10/00828 in which condition 11 requires a CTMP for any Reserved Matters stage and therefore does not have to be secured through condition as part of this application.

Overall the impacts on the highway network are not considered to be severely harmful to the safety or free flow of the highway network and as such the development should not be refused. It is clear in paragraph 109 of the NPPF that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

(v) Impact on drainage

The runoff from the proposed temporary access road and the connection onto London Road will utilise the Phase 8 network including the attenuation ponds proposed as part of the Phase 8 drainage system. A Discharge of Conditions Application was submitted to both Havant Borough Council and Winchester City Council, which has been

approved by both Havant and Winchester City Councils.

The drainage strategy for each phase of the Berewood scheme has been developed in line with the above referred *Proposed Outline SuDs Strategy Statement*. The drainage provision for the proposed Phase 8 haul road forms part of the overall drainage provision for the Phase 8 and Phase 3B development package. The proposal include attenuation, stormwater storage and pollution prevention measures, exceedance measures, supporting calculations and maintenance regimes.

The documents showing the existing flow paths for Phase 8, have been submitted with this application following the request for further information from the Local Lead Flood Authority

The flood water will travel in one of two directions. The first is West into the phase 8 development where it will go back to its natural flow path and end up in the ditch located at the

North of Phase 8. This will account for 55% of the water. The other 45% will flow East into London Road. Here it will flow North with some of it crossing the carriageway due to the

carriageway changing topography. The flood water will enter the drainage system through a series of combined drainage kerbs. In order to limit the catchment flowing to London Road

during a flood/exceedance event, a temporary ditch will be provided along the south side of the haul road which will divert the water to an existing ditch. The LLFA have now raised no

objection to this development, and are content with the measures in place to ensure that the development is free from the risk of flooding and is sustainably drained.

(vi) Impact on Ecology

The application is accompanied by an Ecological Appraisal and Phase 2 Surveys report for Phases 3b and 8 and a Briefing Note (both Lindsay Carrington Ecological Services Ltd, October 2018). The proposed haul road will require the removal of a section of roadside hedgerow off London Road and the construction of the road surface across a large arable field. The short length of hedging to be removed is proposed to be reinstated at a later date. In addition the application is accompanied with a method statement for vegetation removal submitted to and approved by Natural England last year for the whole MDA site. The hedgerow removal would be undertaken in full accordance with the method statement in this document. On the basis that all on site works are to adhere to the requirements referenced within the document, a condition requiring compliance with it is proposed to ensure it is undertaken in accordance with these details.

8 Conclusion

The development is not considered to have a significant adverse impact on the highway network, drainage, ecology, character and appearance of the area or on the amenities of neighbouring properties and is therefore recommended for temporary permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT TEMPORARY PERMISSION** for application APP/19/00403 subject to the following conditions:

- 1 The permission hereby granted shall be for a limited period expiring on 30

September 2024. Unless otherwise agreed in writing with the Local Planning Authority, on or before this date the construction access and haul road shall be removed and the land shall be restored to its former condition, including the re-provision of hedgerow planting along the London Road frontage, in accordance with a scheme of work to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the amenity of the area and to be able to assess the impact on the new access of highway safety in accordance with policies CS1, CS11, CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

PHASE 8 TEMPORARY ACCESS BEREWOOD, WATERLOOVILLE,
HAMPSHIRE - OUTLINE CEMP- March 2019 FINAL V1
Planning Statement
SUDS DESIGN DOCUMENT - May 2019 Issue 01
GTWVILLE-TP2/CD/507 - TYPICAL SUDS OUTFALL DETAIL TYPE 1
GTWVILLE-TP2/CD/508 - TYPICAL HYDROBRAKE CHAMBER TYPE 3
GTWVILLE-TP2/CD/509 - TYPICAL GULLY WEIR DETAILS
Hazel Dormouse Non-Licence method statement, May 2018 undertaken by
Lindsay Carrington Ecological Services
GTWVILLE -P8/RD/01 - LONGITUDINAL SECTION
GTWVILLE-P8/DR/01 - PHASE 3B AND PHASE 8 DRAINAGE LAYOUT
GTWVILLE-P8/GA/01 REV D - GENERAL ARRANGEMENT ROAD
MARKINGS AND VISIBILITY
GTWVILLE-P8/LG/05 - PLANNING BOUNDARY
GTWVILLE-P8/SK/02 PHASE 3B AND PHASE 8 DRAINAGE ROUTE
GTWVILLE-P8/SK/03 - PHASE 3B AND 8 LOCATION PLAN
GTWVILLE-P8/TP/01 - PHASE 8 INFRASTRUCTURE CONSTRUCTION
ROUTING PLAN
GTWVILLE-P8/TP/02 - SITE ACCESS AND COMPOUND LARGE TIPPER
VEHICLE ACCESS & EGRESS

Reason: - To ensure provision of a satisfactory development.

- 3 Development shall proceed in strict accordance with the ecological avoidance and mitigation measures detailed within the Hazel Dormouse Non-Licence method statement, May 2018 undertaken by Lindsay Carrington Ecological Services unless otherwise agreed in writing by the Local Planning Authority. All avoidance and mitigation features shall be permanently retained and maintained in accordance with the agreed details.

Reason: To protect biodiversity in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011

- 4 The development shall be shall be constructed in accordance with drawing GTWVILLE_P8/GA/01 Rev E. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained so thereafter for the lifetime of the works the subject of this permission.

Reason: To provide satisfactory access and in the interests of highway safety

in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.