
Planning Statement

Phase 8 Temporary Access and Haul Road,
Berewood, Waterloooville

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1. Introduction

- 1.1. This statement has been prepared in support of a detailed planning application for the construction of a temporary construction access and haul road to serve the West of Waterloooville Major Development Area. This statement sets out the development proposal for the site and policy context and should be read in conjunction with the submitted drawings and other supporting documentation.
- 1.2. The supporting documents submitted with the application comprise the following:
- Application Form (PP-11309045)
 - Phase 8 Temporary Access Design Statement (October 2022)
 - Berewood Phase 3B and 8 Infrastructure SuDS Design Document (January 2019)
 - Outline Construction Environmental Management Plan (CEMP) (October 2022)
 - Ecology Report (October 2022)
 - General Arrangement, Road Marking & Visibility (ref: GTWVILL P8_GA_01-D)
 - Phase 8 Access Combined Drawings
 - Red-line Plan (ref: GTWVILL P8_LG_05)
 - Longitudinal Section (ref: GTWVILL P8_RD_01)
 - Detailed Topographical Survey (ref: IR.WVILLEP8.21_1)
 - Detailed Topographical Survey (ref: IR.WVILLEP8.21_2)
 - Milk Lane, Waterloooville ATC Data
 - Phase 3, Waterloooville ATC Data

2. Planning History

- 2.1. This application is made on behalf of Grainger Plc ('Grainger'). On 30 March 2012 a hybrid Planning Consent was granted (ref: 10/02862/OUT and APP/10/00828) for the development of approximately 2,550 dwellings with associated infrastructure, a local centre (comprising retail, community building, land for healthcare, land for elderly care), public houses, land for two primary schools, land for a nursery, land for employment uses, associated amenity space alongside green infrastructure (this includes a town park), land for allotments, a main pumping station, land for a cemetery, restoration of River Wallington together with landscape structure planting.
- 2.2. Construction of Phase 1 has completed and has been built out by Bloor Homes. Phases 2, 9a, 9b, 10a and 13a of the Berewood development have been built out by Redrow Homes, and Phase 3 has been being built out by Barratt/David Wilson Homes. The Private Rented Sector phase of the development has been built out by Grainger and is now fully occupied. Reserved Matters consent has recently been granted for Phase 5a and Phase 3b. An application for the residential Phases of 9c/11a is currently being considered by Winchester City Council.
- 2.3. A full planning application for the *"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"* was granted temporary permission in September 2019 (ref: APP/19/00403). The limited period of this permission expires on 30 September 2024.

3. The Proposal

- 3.1. The application seeks consent for a temporary construction access and haul road to facilitate the construction of the forthcoming development of Phase 8. 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.
- 3.2. The site currently benefits from temporary permission (ref: APP/19/00403) which is due to expire on 30 September 2024. Various temporal constraints as a result of the Covid-19 pandemic and changes in the programme of works have impacted the delivery of infrastructure across the development area. This has delayed the requirement for this access road as laid out in the previous application. However, this access is now required in order to facilitate the implementation of the next stages of development. As such, it is necessary to extend the period for which this temporary consent can operate in order to align with the construction and delivery of Berewood Phase 8.
- 3.3. The Site Location Plan showing the planning application boundary (ref: GTWVILLE_P8/LG/05) has been submitted with this application.
- 3.4. At present, the only possible access into Phase 8 for construction purposes is via Phase 1 and Phase 3. The levels of construction vehicles through these residential areas would cause disturbance 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. This would therefore prevent construction routing through Phase 1 and Phase 3.
- 3.5. The position of the access and gradient of the haul road spur has been designed to ensure no headlight glare will occur to the properties on the western side of London Road, opposite the proposed access.
- 3.6. The appropriate routing of construction traffic has been detailed in the Phase 8 Combined Drawing pack (ref: GTWVILLE_P8/TP/01), which has been developed as part of the residential development for Phase 8. Details of the construction access routes, and compound location are provided within the Construction Environmental Management Plan (CEMP) and Combined Drawing pack (ref: GTWVILLE_P8/TP/02).
- 3.7. A transport statement has been provided with this application in the Access Design Statement (March 2019, Mayer Brown). A traffic count (ATC) survey has been carried out on both Milk Lane, and the Phase 3 Access Road, and the data from these surveys has been submitted with this application.
- 3.8. The ATC for Milk Lane determined the quantity of vehicles entering and exiting the Berewood development off London Road. This survey concluded that there have been no adverse impacts on traffic congestion or to bus journey times as a result of vehicles entering and exiting Milk Lane.
- 3.9. The ATC survey carried out on the Phase 3 access road determined the estimated quantity of construction vehicles anticipated to use the proposed Phase 8 junction. This survey coincided with peak construction traffic volumes on the Phase 3 development and concluded that, on most days, the peak period for construction traffic will fall outside the peak period for congestion on London Road.

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- 3.10. Discussions have been had with Hampshire Highways regarding the design of the access in relation to the necessary S.278 approvals, with traffic flow data submitted alongside this application currently being reviewed by officers for formal comment.

Duration of Temporary Use

- 3.11. Under Section 72 of the Town and Country Planning Act (1990) Local Planning Authorities may grant planning permission for a specific temporary period. 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 previous build-out rates for Berewood.
- 3.12. The five-year build out relates to construction brought forward by the future housebuilder. Therefore, a period of five years has been applied for in order to allow the access and haul to be constructed by Grainger and for the housebuilders to mobilise on site.
- 3.13. The 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. Should the Council have any queries regarding the timeframe sought, Grainger would be willing to enter into discussions on this matter.

Lighting

- 3.14. Existing street lighting will not be impacted by the proposals.
- 3.15. 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. A longitudinal section has been provided with this application (Ref: GTWVILLE P8_RD_01.pdf). The supporting information provided with the application demonstrates that no adverse harm will be caused to existing residential amenity as a result of the proposed access and haul road.

Restrictions on Use

- 3.16. Restrictions on the use of the construction access will be subject to the general agreed periods for the Berewood development. Full details can be found in the CEMP submitted with this application.

Drainage and Flood Risk

- 3.17. The existing levels are shown on drawing reference IR.WVILLEP8.21_1 and IR.WVILLEP8.21_2. 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 (ref: 10/02862/OUT) to both Havant Borough Council and Winchester City Council was discharged on 2 September 2019.

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- 3.18. It is not anticipated that the new access will have a significant impact on the overall impermeable surface area of the highway. The site subject to this application lies within Flood Zone 1 and therefore has a less than 1 in 1,000 annual probability of river or sea flooding. As set out above, drainage from the new access will utilise the proposed Phase 8 SuDS features.

Ecology and Arboricultural Implications

- 3.19. The proposal will require the removal of part of the existing hedge on the northern border with London Road. An ecology briefing note (Lindsay Carrington Ecological Services 2022) has been provided with this application which determines the impact of the proposal on ecology. This note also details mitigation works.
- 3.20. The section of hedge to be removed is a recently planted hedgerow determined to be species rich. However, this access is only required temporarily, and once development is complete, the gap in the hedgerow will be re-instated with native planting to restore the affected section.
- 3.21. The proposal will not impact any existing trees through the construction of the temporary access road.

4. Conformity with Local and National Planning Policy

Local Planning Policy

- 4.1. The current Development Plan for Havant Borough Council comprises the Local Plan (Core Strategy) adopted March 2011, and the Local Plan (Allocations) adopted July 2014. The Havant Borough Local Plan was withdrawn from examination on 16 March 2022 and work has started on a new Local Plan.
- 4.2. The Core Strategy (2011) identifies the West of Waterloooville Major Development Area as a strategic site. Policy CS 18 Strategic Site Delivery identifies strategic sites critical to achieving the vision for the Borough. The provision of the temporary access road to service the construction of this phase is considered to facilitate the delivery of Phase 8 and ultimately will support the development of the Berewood Major Development Area.
- 4.3. Policy CS19 (Effective Provision of Infrastructure) sets out the delivery and requirements of infrastructure in Havant. It is considered that the proposal is in accordance with Policy CS19. The proposal will utilise existing infrastructure, using the existing road network along London Road to access the site, and ensures the new infrastructure will support the local economy through the delivery of Phase 8. Finally, the proposal will not result in the loss of flood protection, education, health, social and other services.
- 4.4. Policy CS20 (Transport Access Strategy) seeks to safeguard travel and transport across the Borough. The proposal accords with Policy CS20, whereby the temporary access road will not increase congestion or have a detrimental impact on the existing bus and public transport network, facilitating safe and efficient construction access into this phase of development.
- 4.5. The delivery of allocated sites is prioritised through Policy DM 6 – Coordination of Development. Here, *“proposals will only be permitted where they do not undermine the future development potential of adjacent sites.”* The proposal is considered to facilitate the future development of the Berewood Major Development Area, and therefore is in compliance with Policy DM 6.
- 4.6. Policy DM16 – Freight Transport is considered to be of particular relevance to the proposal. This policy seeks to prevent negative impacts as a result of freight movements resulting from a development. Appropriate mitigation measures have been considered in the design and construction of the proposal to prevent negative impact on nearby residents as well as the operation, capacity and safety of the surrounding road network and access within Berewood.
- 4.7. The Local Plan Allocations (2014) provides a continuation of the Development Management Policies set out in the Core Strategy. Policy DM 18 – Protecting New Development from Pollution is relevant to the proposed temporary access road. This policy seeks to ensure that projected air, noise, vibration, light or water pollution resulting from development will not have a significant impact on the amenity of future occupiers of the proposed development. It is considered that compliance with the submitted CEMP, the proposed mitigation measures, as well as the temporary nature of the proposal will prevent adverse impacts of pollution on both the current occupiers of London Road, as well as future occupiers within the West of Waterloooville Major Development Area.

National Planning Policy

- 4.8. The National Planning Policy Framework (NPPF), revised on 20 July 2021, is an overarching document which constitutes guidance for Local Planning Authorities on plan making and determining applications. The purpose of the planning system is to contribute to the achievement of sustainable development, which is sought jointly through economic, social and environmental gains. The NPPF is a significant material planning consideration.
- 4.9. The Revised NPPF is guided by 17 chapters, which can be seen as the key objectives of the document guiding sustainable development. This application forms part of the West of Waterloooville Major Development Area, which was allocated through the Havant Borough Council (2011) Core Strategy and complies with the core objectives of the revised NPPF, including:
- Achieving sustainable development
 - Delivering a sufficient supply of homes
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Making effective use of land
 - Achieving well-designed places
- 4.10. Paragraph 111 of the NPPF states that refusal of development proposals on highways grounds should only be enforced if there would be an *“unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*. The residual cumulative impact of the Phase 8 temporary access and haul road has been considered through the traffic count surveys submitted with this application. It is considered that the proposal would not negatively impact the existing road network, construction traffic would be less than that using the Milk Lane junction and is comparable to the Phase 3 access road (adjacent to the Phase 3 residential development).

5. Conclusion

- 5.1. This application is made on behalf of Grainger Plc ('Grainger'). On 30 March 2012 a hybrid Planning Consent was granted (ref: 10/02862/OUT and APP/10/00828). This Planning Statement supports a full application for the creation of a temporary access and haul road from London Road into Phase 8 of the West of Waterloooville Major Development Area.
- 5.2. The purpose of the temporary access is to allow construction vehicles to access the Berewood development site to facilitate the construction of Phase 8 without routeing through Phase 1 and Phase 3. The temporary access will be formed to adoptable standards and shall operate for a period of five years, after which the access point will be returned to its original condition.
- 5.3. The proposed development seeks access from London Road, approximately 52m south of the existing Mill Road Junction. The design and location of the temporary access has been configured to mitigate light pollution into neighbouring dwellings and utilise the existing hatched area to provide a right turn into the proposed access. Works associated with the access road will restricted to the general agreed periods for the Berewood development. Further information on the restrictions is contained in the Construction and Environment Management Plan.
- 5.4. A period of five years is sought for the access to allow the full construction of Phase 8.
- 5.5. The proposal is considered to accord with local and national planning policy and will facilitate the wider delivery of the West of Waterloooville Major Development Area.

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