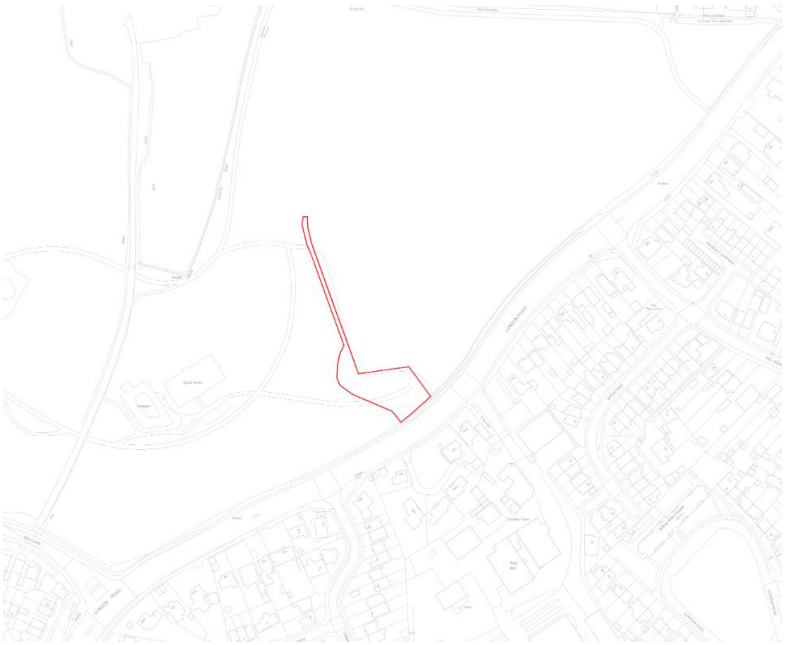
DELEGATED OFFICER REPORT

PROPOSAL	**Full planning application for a new pedestrian and cycle link and associated landscaping works connecting the Berewood Town Park to the London Road Toucan Crossing.**
LOCATION:	Berewood Development Site, London Road, Purbrook, Waterlooville
REFERENCE NO:	APP/26/00074
APPLICANT:	C/O Agent
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	30/04/2026
APPLICATION EXPIRY DATE:	08/04/2026
WARD:	Stakes

SUMMARY RECOMMENDATION: Approve with Conditions

1. Site Description

1.1 The application site comprises a parcel of land within the Town Park, which forms part of the Berewood Major Development Area (MDA) and is located to the north of London Road, which is a main throughfare through Waterlooville with a dedicated bus lane. The application site line adjoins the boundary of the public highway. On the opposite side of London Road there are residential properties (152 and 154A).



1.2 The MDA 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.

1.3 A number of reserved matters applications within the MDA have been approved including Phase 8 a residential development to the east of the application site and the Town Park (phases A & B), which the application site is located within.

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 Planning Permission**

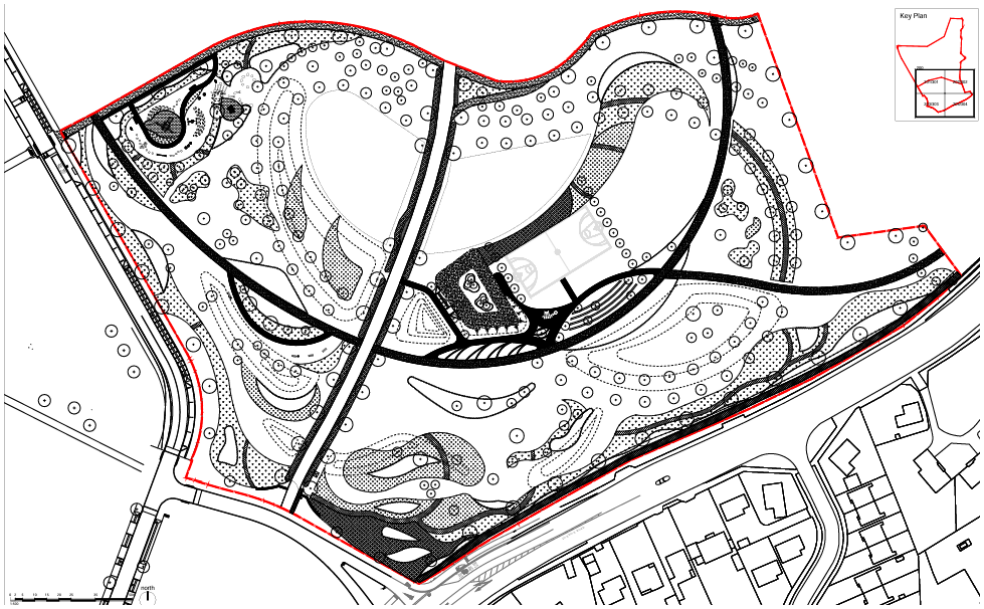
APP/10/00828 - Outline application for the development of approx 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for health care, land for elderly care) 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 a number of Non Material Amendment applications and has been subject to a deed of variation to the S106.

2.3 **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



2.4 **Phase B Town Park (to the north of Phase A)**
APP/24/00578 - 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.
PERMIT 19/12/2025

APP/26/00449 - Application for Non-material amendment to Planning Permission APP/24/00578 relating to materials to be used for footpaths. PENDING

2.5 **Phase 8 (to the east of the Town Park)**
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 Full planning application for a new pedestrian and cycle link and associated landscaping works connecting the Berewood Town Park to the London Road Toucan Crossing.

3.2 The applicants cover letter states that they are seeking *'a new footpath connection within the Town Park, linking existing pedestrian routes approved under previous permissions to the location of the London Road Toucan Crossing. This proposal forms a key component of the sustainable transport strategy for the Berewood Major Development Area and responds to obligations set out in the approved outline consent and Section 106 Agreement. The London Road Toucan Crossing itself does not form part of this planning application and will be delivered separately as off-site highways works under a Section 278 Agreement, in accordance with the outline consent and associated legal obligations.'*

3.3 The submitted plans also show additional soft landscaping to the north of the proposed footpath along the boundary between the Town Park and Phase 8.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Council Borough Design Guide SPD December 2011

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)
CS16 (High Quality Design)
CS18 (Strategic Site Delivery)
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)

Havant Borough Local Plan (Allocations) 2014
AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: N/A
Conservation Area: N/A

5. Statutory and Non Statutory Consultations

Arboriculturalist/Tree Officer
The AMS and TPP (including facilitation work – and to remove some low quality trees) appears to be sound and if followed should meet the criteria to discharge the outstanding arboricultural condition

I would strongly suggest that following the setting out and erection of the Heras fencing that the Agent's Arb Consultant visits the site and then formally informs you that the TPP has been fully adhered to and is in line with BS:3837.

Officer comment: These comments refer to condition discharge, this is a full planning application, nonetheless compliance with the AMS and TPP can be secured by planning permission.

County Highways Team
Final comments received 09/04/2026
In response to previous comments dated 10 March 2026 the applicant has submitted updated plans which the Highway Authority have reviewed and have the following comments to make.

The applicant confirms that the gradient for the proposed path is 1:33 due to the path being 14.89m long with a gradient difference of 0.451m across the route. This is demonstrated on drawing GTWVILLE_LRTC/GA/41 Rev P2. This gradient is considered suitable for use of cyclists and therefore no further comments are made on this matter.

Construction Traffic Management Plan (CTMP)
In response to previous comments a revised CTMP Rev 2 dated March 2026 has been submitted.

Compound Layout(s):
Paragraph 2.13 confirms that a banksman or suitable equivalent will guide vehicles when accessing and egressing the site to ensure conflicts do not occur with existing vehicle movements once Phase 5 infrastructure is open to traffic. This narrative is considered acceptable.

Signage for Vehicles:
Paragraph 7.2 confirms that the appropriate licence will be obtained from the Highway Authority where required should signage be placed on the public highway. This commitment is considered acceptable.

Temporary Footway Diversion:
Paragraph 8.8 confirms that the TTRO will be obtained, and the footway diversion implemented prior to commencement of the footpath link works. This narrative is considered acceptable.

Recommendations
Having regard to the above the Highway Authority provide no objections to this planning application subject to suitably worded conditions covering the following:
• Compliance with the agreed Construction Traffic Management Plan (CTMP) Rev 2 dated March 2026
• For the details of the final drainage and levels arrangements to be provided for agreement with the Highway Authority prior to commencement to ensure that the level tie in arrangements with the A3 London Road are safe and suitable and that the drainage details do not result in water surface water entering the adopted highway
• Prior to commencement of the footpath link as shown indicatively within drawings GTWVILLE_LRTC/GA/11 Rev P2, GTWVILLE_LRTC/GA/06 Rev P1 and GTWVILLE_LRTC/GA/41 Rev P2 tie in details with the A3 Portsmouth Road are to be approved by the Highway Authority and for the works to be constructed to the satisfaction of the Highway Authority prior to first operation of the access for construction purposes
• For the development to be constructed in accordance with the approved plans

Original comments received 10/03/2026
The following highway related drawings have been submitted to support this planning application:
• Drawing GTWVILLE_LRTC/GA/41 Rev P2 –Levels and Drainage
• Drawing GTWVILLE_LRTC/GA/11 Rev P2 – General Arrangement
• Drawing GTWVILLE_LRTC/GA/06 Rev P1 – Scheme Layout

The works on the highway and the tie in details will require a minor s278 agreement with the Highway Authority. Further details can be found at the following link: https://www.hants.gov.uk/transport/developers/section-278. It would be recommended that the applicant delivers this path in conjunction with the s278 agreement for the Toucan Crossing.

The drawings outline the delivery of a 3.0m shared use footway cycle connection to provide pedestrian and cycle connectivity into the Town Park from the London Road Toucan Crossing which is committed to be delivered through the outline s106 parameters. It is understood that this connection is to be a permissive path and not to be formally adopted by the Highway Authority through the s38 process. The Toucan Crossing is currently subject to the s278 technical approval process with the Highway Authority and the location is now fixed. The Highway Authority are satisfied that the proposed connection ties into the proposed location of the Toucan Crossing appropriately.

Levels and drainage details outline that the path will gently slope down towards the highway however the gradients should be confirmed to ensure that they are suitable for use by cyclists. This should be confirmed at the planning stage.

Suitable cut off drainage will be required to ensure that private water does not drain onto the highway and vice versa. This is a detailed design matter and can be appropriately resolved at the s278 stage.

Construction Traffic Management Plan
A CTMP Rev 1 dated 07 January 2026 has been submitted to support this planning application which the Highway Authority have reviewed and have the following comments to make.

Traffic Management:
Paragraph 6.5 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 and the Town Park area, 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 the local highway network, with loading and unloading to be contained within the site compound. This is acceptable.

A commitment has been provided within paragraph 6.10 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. The number of predicted daily movements are summarised within table 6.1 of the CTMP and the Highway Authority do not have any concerns on the impact on the local highway network with the number of vehicle movements proposed.

Construction Vehicle Routing is depicted within Figure 2.4 and Appendix A which is considered acceptable as this mirrors the wider agreed routing for the Berewood MDA. It is intended that materials deliveries will be taken to the Phase 5 infrastructure compound with dumper trucks transporting materials on a daily basis to the A3 London Road where the proposed connection meets the Toucan Crossing.

It is noted that paragraph 6.13 suggest that a pre-commencement condition survey is undertaken as part of the s38 adoption process for relevant roads and therefore is not required. This is noted and considered acceptable.

Compound Layout(s):
An indicative site compound layout has also been provided within drawing GTWVILLETOUCAN(CTMP).1/01 Rev P1. Swept Path Analysis has been provided within drawings GTWVILLETOUCAN(CTMP).1/TK01 Rev P1 and GTWVILLETOUCAN(CTMP).1/TK02 Rev P1 outlining that a large tipper and rigid vehicle respectively is able to manoeuvre within the compound area to access and egress in forward gear. This is acceptable. The swept path analysis drawings outline that the vehicles overhang the opposite side of the carriageway on the northbound approach arm to the roundabout when egressing the site. A commitment should be provided to outline that a banksman or a suitable equivalent will guide vehicles when egressing the site to ensure conflicts do not occur with existing vehicular movements once Phase 5 Infrastructure is open to general traffic.

Within the site compound area, parking for contractors is to be provided. Paragraph 7.12 of the CTMP outlines that vehicular parking is to be confined to designated on-site parking areas with no parking permitted on any roads on the local highway network. This is considered acceptable. The Highway Authority would expect there to be no parking contained within the local residential roads within the Berewood MDA however this will be for the applicant to manage given these roads are yet to full under the jurisdiction of the Highway Authority.

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 2.15 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 2.15 of the CTMP which is considered acceptable.

Signage for vehicles:
The CTMP outlines that signage is to be provided to direct construction vehicles to and from the site within paragraph 7.2. No narrative has been provided within the CTMP to state that the appropriate licence will be obtained from the Highway Authority where required should signage be placed on the public highway. This should be included within the CTMP.

Pedestrian Protection:
Pedestrian routes are to be kept segregated from vehicular routes. It is noted that paragraph 7.10 outlines that Chapter 8 compliant traffic management will be implemented to control pedestrians and traffic where necessary. Given the CTMP is intended as a live document any additional traffic management measures as required should be incorporated within a revised document.
It is understood that there is no interaction with PRoW users and the network given the proposed construction traffic routing does not rely on the town park however this should be confirmed by the applicant.

Temporary footway diversion:
To further protect pedestrians during constriction, a temporary footway diversion is proposed on the western side of London Road during the construction phases. This proposed diversion is presented within Fig. 8.1 of the CTMP. The proposed diversion utilises the existing refuge and signalised crossing points along London Road. Appropriate signage will be in place to warn pedestrians of the footway closure and diversion onto the opposite side of the carriageway. Whilst not referenced within the CTMP alternative access could also be sought through the Berewood MDA albeit it is appreciated this would be a longer diversion.

Paragraph 8.8 references that a TTRO application will be made to HCC for the temporary closure which will set out the proposed alternative route, and duration this will be in place for. Whilst the diversion appears reasonable this will be subject to the separate statutory TTRO process. A commitment should be provided within the CTMP that the TTRO must be obtained and the diversion placed on site prior to commencement of the footpath link.
Recommendations

Further information is requested on the proposed gradients of the connection with additional narrative also requested to be included within the CTMP before a formal recommendation can be provided on this planning application. The Highway Authority welcome direct engagement with the Highway Authority to resolve these final matters.

HBC Ecologist
I have reviewed the submitted Ecological Impact Assessment (LC Ecological Services, December 2025), the Biodiversity Net Gain Assessment (LC Ecological Services, December 2025) and the Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025).

The application site comprises an area of managed semi-natural grassland (both modified and slightly more species-rich) alongside a small area of native scrub and a section of native hedgerow. I am content that the vegetation communities within the site have been assessed properly and that impacts to habits are well explained. There is some potential for impacts to protected and notable species, primarily through the loss of small areas of habitat.

I am content that the proposed ecological avoidance and mitigation measures are proportionate. For Hazel Dormice – a European Protected Species that occurs across the wider Berewood site – the assessment concludes that the small area of suitable woody habitat (scrub and hedgerow) is generally isolated from the wider landscape and that the likelihood of this species being present is minimal. This is a sensible and proportionate approach, and I note that that should evidence of Hazel Dormice be encountered, all works will cease and a licence from Natural England will need to be obtained. This is the responsibility of the applicant and their appointed agents.

In terms of Biodiversity Net Gain, the submitted details are acceptable. The proposals would result in an overall gain of 10.86% in habitat units and 21.04% in hedgerow units.

In summary, I would recommend that all ecological avoidance, mitigation, compensation and enhancement measures are secured.

Development shall proceed in strict accordance with the ecological avoidance and mitigation measures detailed within the Ecological Impact Assessment (LC Ecological Services, December 2025), Biodiversity Net Gain Assessment (LC Ecological Services, December 2025) and Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025). Reason: to protect biodiversity in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

I would recommend that all BNG requirements are secured through condition. Recommended condition wording is provided below.

A Biodiversity Gain Plan shall be prepared in accordance with Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025) and must include:

(1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
(2) the pre-development biodiversity value of the on-site habitat;
(3) the post-development biodiversity value of the on-site habitat;
(4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;
(5) any biodiversity credits purchased for the development; and
(6) any such other matters as the Secretary of State may by regulations specify.

The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

(7) a non-technical summary;
(8) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
(9) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
(10) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
(11) the monitoring methodology and frequency in respect of the created or enhanced habitat.

Notice in writing shall be given to the Council when the:
(12) HMMP has been implemented; and
(13) habitat creation and enhancement works as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

HBC Environmental Health
I have reviewed the Celadon Consulting Ltd document entitled 'Grainger plc | Berewood London Road Toucan Crossing Footpath | Outline Construction Environmental Management Plan' (dated January 2026).

I am satisfied that the plan includes provision of measures to control dust and noise arising from construction activities which are broadly adequate. The plan also commits to displaying contact details on site hoarding/signage to provide the public with a means of raising complaints.
The CEMP includes provision for environmental inspections and site checks relating to dust-generating activities; however, it does not clearly set out a dust monitoring regime, nor does it include a commitment to visual monitoring of dust crossing the site boundary or the recording of dust inspection findings.

Whilst noise monitoring is proposed, the plan does not commit to maintaining a log of monitoring data.

The CEMP broadly meets the requirements of the condition; however, details of boundary hoarding, boundary lighting and construction lighting are lacking. There is also limited information regarding the procedure for investigating and responding to complaints.

It is therefore recommended that the applicant is requested to provide a revised CEMP to include details of:
- Boundary hoarding, boundary lighting and construction lighting.
- Site inspections for dust, including arrangements for recording findings.
- Visual monitoring for dust crossing the site boundary.
- Maintaining a log of any noise monitoring undertaken, and
- A complaints investigation procedure, including the keeping of a complaints log, response times and a commitment to implementing corrective actions where appropriate

Officer comment: This would be secured by condition.

Landscape Team
No landscape objection.

Portsmouth Water
Plan and standing advice issued.

Southern Gas Networks
Plan and standing advice issued.

Winchester City Council
The council has no comments on this application.

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice		05/03/2026	26/03/2026	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

2 letters of objection were received on the following grounds;

- Objection to the proposed A3 London Road Toucan crossing location.
- Concern that the crossing requires longer-term consideration, including potential redevelopment of Goodwillie's Timber Yard.
- Suggestion that the crossing be incorporated into future Goodwillie's site access traffic lights.
- Suggestion that a temporary zebra crossing be considered
- Questioning the need for another park entrance given existing access points and few nearby dwellings.
- Concern about residential amenity impacts, including lighting, noise, idling traffic, odour, pollution and vibration.
- Objection that the crossing is unnecessary and poorly located.
- Concern that the crossing may be unsafe due to road conditions and braking requirements.
- View that the crossing would serve only limited pavement and properties.
- Concern that north/south users would need to cross another road, increasing risk despite nearby crossings.
- Objection to breaching the established double-fenced hedgerow.
- Concern that the application justifies the crossing rather than responding to need.
- View that cyclists should use existing cycle routes or nearby exits.
- Concern that the location reflects earlier decisions rather than the best public outcome.

Material planning considerations are addressed in Section 7.

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. Impact on visual amenity and landscaping
iii. Highway safety
iv. Impact on residential amenity
v. Ecology and BNG

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 has outline planning permission for a mixed use development. As part of that outline planning permission there is a requirement to deliver a toucan crossing on London Road. The proposal would provide a 3m wide pedestrian and cycle route that would enhance connectivity and promote sustainable travel. Policy CS1 of the Havant Borough Local Plan (Core Strategy) March 2011 seeks to support development that increases footpath and cycle use through the design of development and linkage. As such the principle of the development is acceptable.

7.3 It is noted that third party objection has been raised with regards to the location of the toucan crossing. The current application does not seek consent for the Toucan Crossing itself. The crossing is to be delivered separately as off-site highway works through the Section 278 process. Nevertheless, the principal of the provision of a pedestrian and cycle connection between the Berewood Town Park and London Road is established through the wider West of Waterlooville/Berewood outline permission, the approved masterplanning documents and the associated Section 106 obligations. The proposed link is therefore consistent with the approved sustainable transport strategy for the Major Development Area and would provide a direct connection between the Town Park, London Road and onward routes towards Waterlooville town centre. The County Highway Authority have confirmed in their consultation response that the Toucan Crossing is currently subject to the s278 technical approval process, and the location is now fixed. This current application seeks to provide a footpath within the town park linking to this toucan crossing.

ii. Impact on visual amenity and landscaping

7.4 The proposal seeks a 3m wide pedestrian and cycle route, it would provide a link between the footpaths approved as part of the reserved matters for the Town Park Phase A and Phase 8 and London Road.

7.5 In respect of landscaping the proposal would require localised vegetation removal, including two trees and one group of trees within mixed hedgerow to facilitate the new link which would result in some urbanisation. However, the scale and finish of the proposed pedestrian/cycle way would be in keeping with the appearance of pathways within the wider development and would not materially harm the visual appearance of the Town Park. The proposed changes in topography would be acceptable and the openness of the linkage would allow for good natural surveillance of the linkage from within the Town Park and London Road.

7.6 The submitted Arboricultural Method Statement and Tree Protection Plan have been reviewed by the Council's Tree Officer, who has raised no objection subject to appropriate implementation. The Council's Landscape Team has also raised no objection. The proposed planting scheme would soften the appearance of the development and would complement the existing Town Park landscaping and integrate it into the wider green infrastructure. Furthermore, it improves the soft landscaping between the residential area of Phase 8 and the Town Park, softening the built form of Phase 8 and providing cohesion between the phases.

7.7 A design code was approved in accordance with a condition on the outline planning permission for the wider MDA. As the current application seeks full planning permission there is no requirement for the proposal to comply with the Design Code, nonetheless, the proposal broadly accords with Design Code and would appear cohesive with the wider development. A condition is recommended requiring the materials for the pedestrian/ cycleway to match those within the Town Park, it should be noted that there is a pending non-material amendment (ref: APP/26/00449) that seeks to change the footpath surfaces from '25 Ulticolour 6mm Thin Surfacing System (Light Buff colour)' to an 'AC6 black tarmac finish'. The determination of this application does not prejudice the determination of the NMA.

7.8 The proposal would therefore have an acceptable appearance and would accord with policies DM8, CS13 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011.

iii. Highway Safety

7.9 During the course of the application, the applicant has provided additional information following comments from the County Highway Authority. This has included details of gradients and a revised Construction Traffic Management Plan. The County Highway Authority has since confirmed that it raises no objection subject to conditions. The proposed path gradient is considered suitable for cyclists, and detailed drainage, levels and tie-in arrangements with London Road can be secured by condition and addressed through the relevant highway approval process (S278). On this basis, the proposal is not considered to result in an unacceptable impact on highway safety. The proposal therefore accords with policies CS20 and DM11 of the Havant Borough Local Plan (Core Strategy) March 2011.

7.10 Third parties have commented on the suitability of the location of the toucan crossing. This is outside the scope of the current application. However, the Highway Authority has confirmed that the location of the Toucan Crossing is now fixed through the separate technical approval process under S278 relating to the outline planning permission.

iv. Impact on residential amenity

7.11 Concerns by third parties have been raised regarding residential amenity, including potential effects from lighting, traffic queuing, idling vehicles, noise, odour, pollution and vibration. The application before the Council relates to the creation of the pedestrian and cycle link within the Town Park and associated landscaping works and is not for the toucan crossing point. The link itself would not generate vehicular traffic and is intended to promote walking and cycling.

7.12 Having regard to the nature and scale of the works proposed under this application, the development is not considered to give rise to unacceptable harm to neighbouring residential amenity. The proposal would therefore accord with policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011.

v. Ecology and BNG

7.13 The application is supported by an Ecological Impact Assessment (LC Ecological Services, December 2025), the Biodiversity Net Gain Assessment (LC Ecological Services, December 2025) and the Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025). Which has been received by the Council's ecologist whom is satisfied that the proposed ecological avoidance and mitigation measures are proportionate. In terms of Biodiversity Net Gain, the submitted details are acceptable. The proposals would result in an overall gain of 10.86% in habitat units and 21.04% in hedgerow units.

7.14 Subject to compliance with the submitted details and BNG being secured through planning conditions it is considered that the proposal would not result in an adverse impact on ecology and would comply with the BNG legislation and would accord with policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

8 Conclusions

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. As part of that outline planning permission there is a requirement to deliver a toucan crossing on London Road. The current proposal seeks to align the onsite infrastructure with the agreed positioning for the toucan crossing and would provide a 3m wide pedestrian and cycle route that would link the MDA to London Road and enhance connectivity and promote sustainable travel. There would be no material harm to visual amenity, residential amenity, biodiversity or highway safety subject to conditions.

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9. RECOMMENDATION:

That the Interim Head of Planning be authorised to Approve with Conditions for application APP/26/00074

Conditions:

1	The development must be begun not later than three years beginning with the date of this permission. **Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2	The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Construction Environmental Management Plan - 20369 GPBerewoodLRTC: FINAL Construction Traffic Management Plan - GTWVilleToucan(CTMP).1/CTMP01 Final Rev 2 Landscape Planting Plan – Sheet 1 - A097730-TTE-00-ZZ-DR-L-001 P04 Landscape Planting Plan – Sheet 2 - A097730-TTE-00-ZZ-DR-L-002 P02

	Biodiversity Net Gain Assessment Toucan Crossing - Dated 08/01/2026 Ecological Impact Assessment Toucan Crossing - Dated 08/01/2026 Proposed Application Site Plan - GTWVILLE_LRTC/GA/05 P4 Proposed Path Connection General Arrangement - GTWVILLE_LRTC/GA/11 P2 Proposed Path Connection Levels & Drainage - GTWVILLE_LRTC_GA_41-P2 S.278 Highway Works Existing Layout - GTWVILLE_LRTC/GA/02 P2 Scheme Layout - GTWVILLE_LRTC/GA/06 P1 Arboricultural Method Statement - JFA9525 January 2026 Toucan Crossing Statutory Metric - Dated 10/12/2025 **Reason:** To ensure provision of a satisfactory development.
3	Prior to the commencement of development, details of the final drainage and levels arrangements shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter works shall be carried out in full accordance with the approved details. **Reason**: To ensure that the level tie in arrangements with the A3 London Road are safe and suitable and that the drainage details do not result in water surface water entering the adopted highway. In the interest of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.
4	Prior to commencement of the footpath link as shown indicatively within drawings GTWVILLE_LRTC/GA/11 Rev P2, GTWVILLE_LRTC/GA/06 Rev P1 and GTWVILLE_LRTC/GA/41 Rev P2, tie in details with the A3 Portsmouth Road shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the works shall be constructed to the satisfaction of the Highway Authority prior to first use of the footpath. **Reason**: In the interest of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.
5	The development shall be carried out in full accordance with the submitted AMS and TPP. Prior to the commencement of development tree protection fencing shall be erected, the applicant's arboriculturist consultant shall visit the site and confirm to the Local Planning Authority that the TPP has been fully adhered to in line with BS:3837, thereafter the tree protection fencing shall remain in situ for the duration of the construction period. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

	Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011. It is considered necessary for this to be a pre-commencement condition to ensure trees are safeguarded during the construction of the development.
6	There shall be no external lighting installed on site, unless otherwise agreed in writing by the Local Planning Authority. **Reason:** To protect the occupants of nearby residential properties, from any light disturbance / nuisance, and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
7	Development shall proceed in strict accordance with the ecological avoidance and mitigation measures detailed within the Ecological Impact Assessment (LC Ecological Services, December 2025), Biodiversity Net Gain Assessment (LC Ecological Services, December 2025) and Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025). **Reason:** to protect biodiversity in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.
8	A Biodiversity Gain Plan shall be prepared in accordance with Biodiversity Net Gain Statutory Metric (LC Ecological Services, December 2025) and must include: (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat; (1) the pre-development biodiversity value of the on-site habitat; (2) the post-development biodiversity value of the on-site habitat; (3) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development; (4) any biodiversity credits purchased for the development; and (5) any such other matters as the Secretary of State may by regulations specify. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include: (1) a non-technical summary; (2) the roles and responsibilities of the people or organisation(s) delivering the HMMP; (3) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

	(4) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and (5) the monitoring methodology and frequency in respect of the created or enhanced habitat. Notice in writing shall be given to the Council when the: (6) HMMP has been implemented; and (7) habitat creation and enhancement works as set out in the HMMP have been completed. The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP. **Reason:** In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.
9	The materials for the pedestrian/ cycleway shall match those within the Town Park, unless otherwise agreed in writing by the Local Planning Authority. **Reason:** In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
10	The soft landscaping shall be carried out in full accordance with the approved landscape planting plans A097730-TTE-00-ZZ-DR-L-001 P04 and A097730-TTE-00-ZZ-DR-L-002 P02, prior to the first use of the development or within the first available planting season following the first use of the development hereby approved. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season, unless agreed in writing by the Local Planning Authority. **Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
11	Notwithstanding condition 2, no construction works involving excavation shall start until a final Construction Environment Management Plan (CEMP) has been submitted to, and approved in writing, by the Local Planning Authority. Works shall take place in accordance with the approved CEMP which shall be an update to submitted document ‘Celadon Consulting Ltd document entitled 'Grainger plc | Berewood London Road Toucan Crossing Footpath | Outline Construction Environmental Management Plan' dated January 2026’ and shall include additional details relating to:

	• Boundary hoarding, boundary lighting and construction lighting. • Site inspections for dust, including arrangements for recording findings. • Visual monitoring for dust crossing the site boundary. • Maintaining a log of any noise monitoring undertaken, and • A complaints investigation procedure, including the keeping of a complaints log, response times and a commitment to implementing corrective actions where appropriate.' **Reason:** In the interest of amenity and to minimise any disturbance / nuisance during the construction period, and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.

Informatives:

1. In accordance with paragraphs 39-51 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.

2. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

   (a) a Biodiversity Gain Plan has been submitted to the planning authority, and

   (b) the planning authority has approved the plan.

   The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Havant Borough Council.

   There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

   Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.