

This application is made for an alteration to the approved haul road to serve the first residential phases.

The red edge adjoins the approved access from the Research Park roundabout spur.

Part of the proposal- the northern section lies outside KP1 and as such is reliant on condition 14 of the outline permission which enables applications to come forward in exceptional circumstances outside the key phase approvals provided that it is necessary and beneficial to do so.

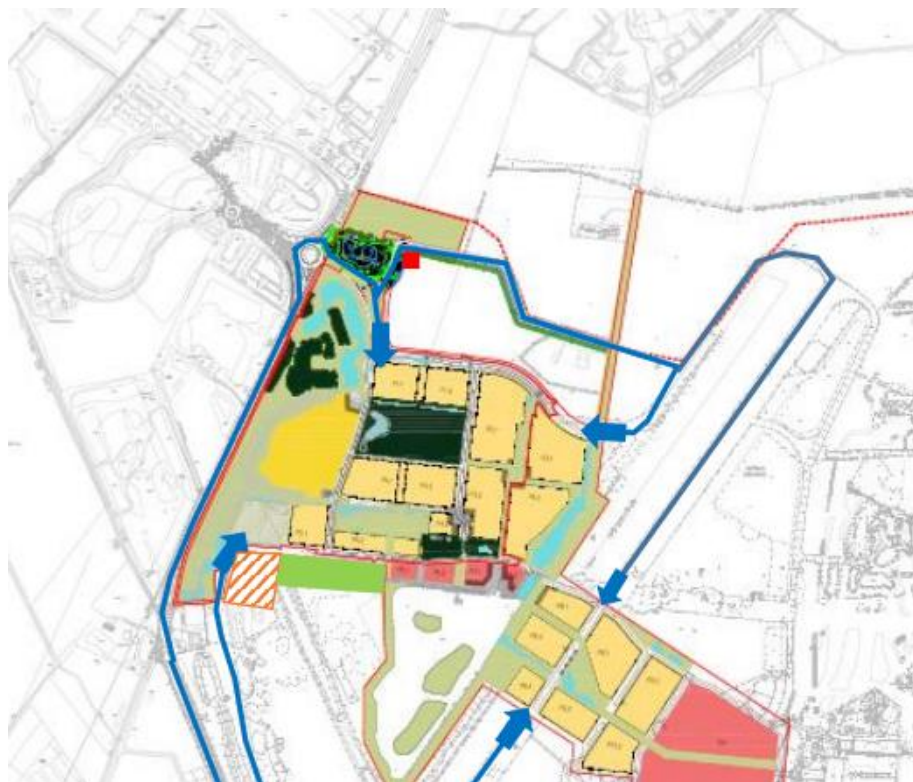
See planning justification statement below;

[21/01906/REM | Reserved matters application for the approval of details \(outside of a key phase\) of access, appearance, landscape, layout and scale in respect of a temporary construction haul road serving the Waterbeach Barracks and Airfield Development \(S/0559/17/OL\), including construction of engineered drainage works, drainage ditch, filter drains and temporary connection to drainage pond, earthworks and ground remodelling, areas for construction use and any necessary vegetation removal and demolitions | Waterbeach Barracks Denny End Road Waterbeach Cambridge Cambridgeshire CB25 9PA \(greatercambridgeplanning.org\)](#)

The application is for reserved matters pursuant to the outline and as such is reliant on the planning permission and approved docs with the outline- in my view it is consistent with this.

The planning rationale is to maximise separation between the residential phases and the route of the haul road to increase efficiency and minimise impacts.

The initial (approved) route for the haul route was set out and approved in the construction Environmental Management Strategy SCDC S/3884/19 /DC and this proposal seeks to refine this both with KP1 and around the northern part.



Plan extract from CEMS -originally KP1 was to be served direct from the haul route to the NW- however this would have impact on amenity and require both haul route traffic and domestic traffic to use th same piece of road- buy changing this the haul route loops around the KP1 and served it from the back leaving the access spur solely for domestic traffic.

The southern part of the haul road is temporary and will be withdrawn once the residential parcels in KP1 are built; however, the northern element of the route will be retained as long-term haul route to serve further phases of the developemtn beyond KP1.

Summary

The proposal is for relatively minor alterations to the haul routes and requires REM consent because the northern loop is outside KP1.- it seems to me that this is a sensible amendment to the haul road strategy to facilitate the separation of construction traffic and domestic traffic.

Also within KP1 it will avoid the need for haul traffic to go through residential areas and will facilitate a parcel by parcel withdrawal of the haul route as KP1 is developed thus reducing impact on residential amenity.