
Technical Note

Project No: ITB12174-019 TN
Project Title: Land west of Old Manor Farm, south of Lower Road, Bedhampton
Title: Summary of Transport and Highways Position
Ref: SJ/BC/ITB12174-019A TN
Date: 1 December 2022

SECTION 1 Overview

1.1.1 Bargate Homes and Vivid Homes have appointed i-Transport LLP to provide highways and transport advice in relation to the planning application for the proposed development at, Land west of Old Manor Farm, south of Lower Road, Bedhampton, within the Havant Borough of Hampshire. i-Transport LLP were retained to respond to post submission consultation responses and continue discussions with Hampshire County Council (HCC) the Local Highway Authority.

1.1.2 The planning application included means of access as a detailed element with residential development in outline. Overall, the development is for:

Outline planning application for up to 43 dwellings, with access from Lower Road and associated landscaping, open space and allotments, and all other matters reserved.

1.1.3 i-Transport produced a series of documents including a Transport Assessment (*ref: ITB12174-012B R*) and Residential Travel Plan (*ref: ITB12174-013B R*) to support the planning application (*planning ref: APP/21/01071*). This was submitted to Havant Borough Council (HBC) as the local planning authority in September 2021.

1.1.4 Various additional tasks were undertaken following the planning application consultation response from HCC, these are listed below. However, all matters are now agreed with HCC, their consultation letter dated 7 September 2022 (*ref: 047319*) as included in **Appendix A**, confirms:

"The comments raised within the Highway Authority's original response have now been suitably addressed by the applicant. The Highway Authority therefore recommends no objection, subject to the following S106 obligations and conditions."

1.1.5 This summary note sets out the documents submitted, and responses received during the planning application and provides a summary of the highway proposals against National Policy.

- 1.1.6 The proposed development forms the second phase of Land at Lower Road, which included 50 new dwellings together with access, landscaping and open space. This first phase of development was allowed at appeal in July 2021 (*appeal ref: APP/X1735/W/20/3259067*). The proposed development includes all modes site access via the first phase onto Lower Road. The Land at Lower Road appeal decision included highways as one of the main issues:

"the effect of the proposed development on the efficient and safe operation of the highway network in the vicinity of the appeal site" (*para 8 of inspectors appeal decision ref: APP/X1735/W/20/3259067*)

- 1.1.7 The appeal decision concluded on highways:

"I find that it has been demonstrated that safe and suitable access to the site can be achieved and that the local road network has capacity to accommodate the traffic resulting from the development... ..Moreover, in accordance with paragraph 109 of the Framework, the proposal would not have an unacceptable effect on highway safety and would not have a severe residual cumulative impact on the road network." (*para 61 of inspectors appeal decision ref: APP/X1735/W/20/3259067*)

- 1.1.8 Therefore, as part of the Transport Assessment submitted with the planning application for the proposed development, the issues raised at the first phase have also been addressed for the proposed development.

i-Transport Submission Documents

- 1.1.9 To support the application, i-Transport prepared two reports as follows:

- Transport Assessment (TA) – i-Transport ref: ITB12174-012B R, dated 23 September 2021; and
- Residential Travel Plan – i-Transport ref: ITB12174-013A R, dated 23 September 2021.

Consultation Responses

- 1.1.10 Following the application submission, HCC issued two formal consultation responses:

- HCC formal letter consultation response (*ref: 6/3/13/182*) dated 7 December 2021; and
- HCC's second formal letter consultation response (*ref: 047319*) dated 7 September 2022.

i-Transport Post Application Submission Documents

- 1.1.11 The following notes and responses were prepared by i-Transport to resolve outstanding comments from HCC Highways:

- Planning Application Highways Response (i-Transport ref: ITB12174-015A TN), this included:
 - Technical note on Routes to Warblington School (i-Transport ref: ITB12174-014 TN);and

- A Stage 1 Road Safety Audit of the proposed site access (Courzons ref: 22001-3) with i-Transport LLP design organisation response.
- Outline Construction Traffic Management Plan (i-Transport ref: ITB12174-017 TN);
- The Residential Travel Plan was updated in line with HCC highways comments (i-Transport ref: ITB12174-013B dated 8 February 2022; and
- Further Highways Response (i-Transport ref: ITB12174-018A TN).

1.1.12 Separate discussions were held with the HCC highways officers during the consultation period to discuss points raised and to ensure all comments were being addressed.

SECTION 2 Transport and Highways Summary against NPPF

2.1.1 The proposed development has been assessed against the four key transport tests set out in paragraph 110 of the National Planning Policy Framework cross referenced to the reports and notes submitted as part of the planning application:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- b) safe and suitable access to the site can be achieved for all users;***
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

2.1.2 The NPPF key transport tests above can be summarised as follows:

- Will the opportunities for sustainable travel be appropriately taken up?
- Will safe and suitable access be provided?
- Will the design of the site in transport terms reflect current national guidance?
- Will the traffic impacts be acceptable?

2.1.3 The NPPF is also clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe or unacceptable in terms of highway safety.

Will the opportunities for sustainable travel be appropriately taken up?

2.1.4 A good standard of walking facilities are provided on the local highway network in the vicinity of the site, with local roads providing suitable conditions for cycling. (Para 3.9.1 of TA). Lower Road is part of the HBC formal cycle network, with recorded speeds on Lower Road being around 20mph and is lightly trafficked making it safe and convenient for cycling. (Para 3.4.9 of TA). In addition, Lower Road provides a cycle connection to the National Cycle Route Network at the 'Rusty Cutter' roundabout where NCN 22 can be accessed for cycle journeys to Portsmouth. (Para 3.4.11 of TA)

- 2.1.5 The site is very well served by bus with routes 21 and 23 calling at bus stops along Bedhampton Road (circa 700m or an approximate ten-minute walk) from the centre of the site. The bus stops provide up to six services per hour to destinations including Portsmouth, Havant and Southsea. (Para 3.5.2 of TA)
- 2.1.6 The nearest rail station to the proposed development site is Bedhampton Railway Station which lies on a section of line which is common to the Portsmouth – London line (London Waterloo to Portsmouth Harbour) and the Coastal Line from Brighton to Southampton. Bedhampton Station is located approximately 1000m northeast of the proposed site. (Para 3.5.3 of TA). In addition to Bedhampton station, Havant Railway Station is located some 2.4km northeast of the site. This provides an additional option for users with a more frequent and accessible service. (Para 3.5.7 of TA)
- 2.1.7 Analysis of the local highway network shows that the local roads around the site are lightly trafficked and have a good highway safety record. (Para 3.9.2 of TA). There have been no recorded collisions in the last five years on Lower Road in the vicinity of the site. (Para 3.8.6 of TA).
- 2.1.8 There is a range of facilities (retail, education, health, employment, and leisure) within reasonable walking and cycling distance of the site, enabling future residents to access these facilities by non-car modes. (Para 5.3.2 of TA)
- 2.1.9 Portsmouth and Chichester city centres which offer further employment, retail, health, and leisure services that can be reached by a short (approx. 20 minute) train journey. Bedhampton railway station can be accessed on foot or by cycle, and the Number 21 and 23 buses provide excellent bus access. (Para 5.3.3 of TA)
- 2.1.10 The development proposal therefore complies with current local and national transport policy, by promoting development in a location where there is accessibility to a range of destinations by a choice of modes of transport. (Para 5.5.3 of TA)
- 2.1.11 A package of off-site walk and cycling improvements has also been agreed with HCC and is summarised at the end of this Technical Note.

Will safe and suitable access be provided?

- 2.1.12 It is proposed to provide safe and suitable site access for all users of the site through the first phase of development, this will be an extension of the existing cul-de-sac within phase 1, which involves changes to the alignment, parking spaces and SuDS within phase 1. (Para 4.3.2 and 4.3.3 of TA)
- 2.1.13 Following consultation comments from HCC Highways (*ref: 6/3/13/182*) dated 7 December 2021, minor changes were made to the site access design, these included:

- a revised design based on a 20mph design speed;
- the path to rear gardens in phase 1 relocated away from the access,
- the forward visibility splay along the access road can be kept clear, with land retained and managed by the appointed management company; and
- the access also includes enlarged radii on the bend for a 20mph design speed, with local widening at the bend to assist further with vehicles passing.

2.1.14 The revised site access also took on board comments following an independent Stage 1 Road Safety Audit. (Para 4.1.3, 4.1.6 and 4.1.7 of the Planning Application Highways Response)¹. This included widening of the bell mouth access from 5.0m to 5.5m. The Road Safety Auditor confirmed that there are no residual road safety issues with the proposed design. (Para 4.1.7 of the Planning Application Highways Response).

2.1.15 A revised vehicle swept path analysis was undertaken of the revised site access design, this included a refuse vehicle passing an estate car on the revised phase 1 access road, two estate cars easily passing along the access road and an estate car passing a medium transit van along the access route without difficulty. (Para 4.14 of the Planning Application Highways Response)

2.1.16 Following on from the above, discussions were held with HCC Highways, where a concern remained regarding the swale within phase 1 conflicting with the proposed carriageway access into the proposed site. The site access was subsequently revised to include:

- A redesigned swale within phase 1;
- Resultant relocation of a north/south section of footway (north of the access road) towards the reoriented parking bays (for phase 1 plots 26-28); and
- A 2m wide footway was added to the southern side of the site access road (in place of the service margin) along with tactile paving to aid crossing of the relocated north/south footway.

2.1.17 The revised site access design was agreed with HCC Highways² as being suitable for overcoming their original comments.

¹ i-Transport LLP tech note ref: ITB12174-015A TN.

² HCC formal letter consultation response (ref: 047319) dated 7 September 2022.

2.1.18 Therefore, the site access design from the phase 1 site remained in the same location but was revised throughout the consultation period to the satisfaction of HCC Highways. This included an additional pedestrian connection into the proposed site, a pedestrian crossing within phase 1 and improved geometries for vehicle movements. The site access proposal was subject to a Stage 1 RSA which confirmed there are no residual road safety issues with the proposed design, demonstrating that the proposed site access is safe and suitable for all expected modes.

Will the design of the site in transport terms reflect current national guidance?

2.1.19 The proposed development site layout is in outline, whereas the first phase where site access is proposed was in detailed and is currently being built out. As the proposed development is to be brought forward by the same developer as phase one, the illustrative masterplan has been prepared to allow active travel connections between the two phases. The masterplan also shows a shared space loop within the proposed development is possible, this allows a permeable site for active travel towards phase 1, giving users the maximum choice how they would like to make their journeys.

2.1.20 Suitable cycle and car parking (including allocated/unallocated and electric vehicle charging) will be provided on the site along with well-considered servicing for refuse collection, deliveries, and emergency access. These will be provided in line with the latest guidance and will be agreed with HCC Highways during the Reserved Matters applications if the Inspector were to approve the development. (Para 4.5.3 of TA)

2.1.21 As part of the planning application, a Residential Travel Plan³ was submitted and agreed with HCC Highways, this includes interventions to promote sustainable travel including the potential for car sharing.

2.1.22 Therefore, the development although submitted in outline will be achieved similar to the first phase, with the illustrative masterplan showing suitable connections for different travel modes, servicing areas and suitable parking which can be refined at Reserved Matters applications in line with latest guidance at local and national levels.

Will the traffic impacts be acceptable?

2.1.23 The traffic impact of the proposed development was assessed on the local highway network in the vicinity of the site, this is detailed in Section 7 of the TA.

³ Residential Travel Plan – i-Transport ref: ITB12174-013B R, dated 8 February 2022.

- 2.1.24 The development is anticipated to generate circa 23 two-way vehicle movements during the weekday peak hour periods, equating to less one extra vehicle movement every two minutes. These are based on vehicle trip rates from the consented phase 1 development and were agreed with HCC Highways. (Para 7.1.4 and Table 7.3 of TA)
- 2.1.25 Operational assessments were undertaken at the Phase 1 site access junction with Lower Road, Brookside Road/Bedhampton Road junction and Bedhampton Road/Bedhampton Hill roundabout. These are forecast to operate within theoretical capacity with the addition of the development traffic. The greatest impact will be in the evening peak period on Portsdown Hill Road where the queue will increase by two vehicles. This suggests that the residual impact of the development falls well short of the “severe” impact set by the National Planning Policy Framework. (Para 7.9.5 of TA)
- 2.1.26 Due to the comments raised in the public consultation relating to the first phase of development regarding the shared section of Lower Road, further surveys and a new analysis of pedestrian, cyclist and vehicle movements was undertaken in the TA, this included the first phase of development. Lower Road still retains an impeccable safety record, it will continue to be a quiet and safe environment when the proposed development is complete with a mix of pedestrian, cyclists and vehicles using the shared surface, with no noticeable impact on the operation of Lower Road. (Paras 6.5.1, 6.5.2 and 8.1.7 of TA)
- 2.1.27 Additional requests were received from HCC Highways on a Walking and Cycling route audit to Warblington Secondary School, and an assessment of pedestrian and cycle flow from Forty Acre Farm Development. i-Transport LLP provided a technical response to these items in the Planning Application Highways Response⁴ and Further Highways Response⁵ these included sensitivity scenarios of the level of pedestrians, cyclists, and vehicular movements along Lower Road. The conclusions remained the same as the TA, with Lower Road continuing to be a genuine shared surface during busier times and throughout the day. This conclusion is agreed by HCC.

Mitigation

- 2.1.28 As part of i-Transports LLP Further Highways Response, it was agreed that the application will provide a sustainable transport package to the value of £164,400 as follows:
- Contribution of £108,000 towards:

⁴ i-Transport ref: ITB12174-015A TN

⁵ i-Transport ref: ITB12174-018A TN

- The Local Walking and Cycling Infrastructure Plan (LCWIP) improvements between the Bedhampton Road roundabout and Bedhampton Station; and/or
 - Pedestrian improvements in the vicinity of the Brookside Road / Bedhampton Road junction; and / or
 - Pedestrian improvements on Bidbury Lane and the wider route to Bidbury School.
- Delivery of a Travel Plan with measures of £39,900, over a 5-year period.
 - Payment of HCC Travel Plan monitoring and approval fees of £16,500.

2.1.29 The above would be secured via a s106 Agreement. (Section 6 of Further Highways Response). These sums/obligations (via a s106) were agreed with HCC Highways as confirmed in their second consultation letter⁶

Conclusion

2.1.30 As set out above, the work undertaken as part of the Transport Assessment and following technical note responses to HCC Highways show that the proposed development is in accordance with National Policy (including paragraphs 110, 111, 112 and 113 of the NPPF), with no objection from HCC Highways. The assessments undertaken are sound, the development proposal is acceptable in transport terms with no highway grounds for refusal.

⁶ HCC formal letter consultation response (ref: 047319) dated 7 September 2022.

APPENDIX A. HCC HIGHWAYS SECOND CONSULTATION LETTER

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Enquiries To Chris Hirst

Direct Line 0370 779 0563

Date 7 September 2022

My reference 047319

Your reference APP/21/01071

Email havantdc@hants.gov.uk

Dear Sirs,

Land south of, Lower Road, and west of Old Manor Farm, Havant

Outline planning application for up to 43 dwellings, with access from Lower Road and associated landscaping, open space and allotments, and all other matters reserved.

Thank you for re-consulting the Highway Authority on the above planning application.

Further to the Highway Authority's response dated 7th December 2021, the applicant has provided a Technical Note (TN1) and outline Construction Traffic Management Plan (CTMP) to address the comments previously raised. Discussions were subsequently held with the applicant following these documents, leading to a follow up note (referred to as TN2) to address the remaining points. Following a review of these documents, the Highway Authority have the following comments to make.

Sustainable Access – Walking and Cycling

Within the Highway Authority's previous response, it was highlighted that the catchment secondary school (Warblington School) is located 3.7km away from the site, sitting outside of the 'preferred maximum' walking distance of 2km. A walking and cycling audit was requested to audit the route for pedestrians and cyclists to identify whether the route to school should be improved given the identified distance.

The applicant has subsequently undertaken a review of the route to Warblington School within Appendix B of TN1. The review summarises that the walking and cycling routes

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available to pedestrians are good and therefore no upgrades are required to provide a safe route to school. The note also states that alternative methods of travel are available to school children in the form of bus and rail provision.

The Highway Authority have reviewed the audit and whilst it is accepted that part of the route to Warblington School is acceptable in its current form, improvements are required for pedestrians and cyclists accessing Bedhampton station, increasing the uptake of travel to both the station for rail travel and for those looking to access Warblington School. Bedhampton Road has been identified within Havant Borough Council's Local Cycling and Walking Infrastructure Plan (LCWIP) as requiring improvements for both pedestrians and cyclists. The road has been identified as a secondary route for sustainable road users in the Havant area, although it will act as a primary route for pedestrians and cyclists looking to access the aforementioned school and local facilities directly from the Lower Road development.

Details regarding proposed pedestrian and cycle improvements is noted further within this response.

Pedestrian and Cycle Flows

To forecast the pedestrian and cycle flows associated with the Forty Acre Farm development, the applicant has reviewed the Transport Assessment and Travel Plan submitted in support of the consented application.

The multi modal trip generation has been split via the mode share data available within the Travel Plan to derive the number of people who will walk and cycle from the development. A specific route assessment is undertaken within TN1 to establish the likely walking routes for pedestrians routing from the Forty Acre Farm development to local facilities. The assessment assigns 60% of walking and cycling trips west along Havant Road to Drayton, whilst the remaining 40% of trips are assigned to the east, before being split further with 15% routing via Bedhampton Hill, 15% via Lower Road and 10% via Harts Farm Way. The Highway Authority raised concerns with the low level of trips assigned via Lower Road during initial discussions around the methodology, resulting in a sensitivity scenario within TN1 which assigns 30% of the eastern walking and cycling trips via this route. In total, 46 daily walking trips and 13 daily cycle trips were originally forecast from the Forty Acres development to travel along Lower Road out of the 154 and 44 respective pedestrian and cycle daily trips. In total, 5 walking and cycling trips were predicted along Lower Road in both the AM and PM peak hours within the sensitivity test.

Following a review of these figures and the assessment, the Highway Authority raised that the assessment had not included trips to Bidbury Infant and Junior School, which are the catchment schools for the Forty Acre Farm development. Trips to these schools will be facilitated via the new walking route provided around the Rusty Cutter Roundabout. It was also identified that there is likely to be an element of suppressed

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demand associated with the existing lack of crossing facilities at the roundabout. Once the Rusty Cutter improvement works are implemented, it is considered that more pedestrians will choose to walk across the roundabout and route via Lower Road, which needs to be factored into the applicant's assessment.

A revised assessment was subsequently put forward in TN2 to address the points raised above. Utilising the aforementioned modal split from the travel plan and the predicted number of pupils, an additional 31 two-way pedestrian movements are forecast in total in the AM peak hour from the Forty Acres development. When applying the route assignment split, an additional 16 movements are forecast in the AM peak hour along Lower Road from the movements put forward in TN1. To account for the potential suppressed demand, given the current lack of crossing facilities at the Rusty Cutter roundabout, the pedestrian and cycle flows have been uplifted by a further 10% for both the existing and proposed scenarios.

Taking account of the updated assumptions made regarding the school trips and suppressed demand, the final sensitivity scenario for the total pedestrian, cyclist and vehicular trips utilising Lower Road in the future year with development scenario is shown below. The numbers in brackets represent the increases associated with the proposed development.

	Pedestrian	Cyclist	Vehicular
AM Peak	66 (+14)	23 (+1)	93 (+23)
PM Peak	40 (+6)	38 (+1)	99 (+23)
Daily Trips	373 (+76)	132 (+6)	949 (+218)

The figures indicate that Lower Road will continue to operate as a shared surface, albeit with higher vehicular, pedestrian and cyclist trips associated with the proposed development. The latest figures have been reviewed by HCC's in house safety auditor who has confirmed that whilst there will be more peak hour and daily movements along Lower Road, it will not affect the current safe operation of the shared space arrangement, corroborated by accident data which shows there have been no accidents along Lower Road from the past 20 years.

Site Access

Within the Highway Authority's first response, concerns were raised with regards to the poor forward visibility available through the access and the limited carriageway width which restricted the ability of two vehicles to pass concurrently. The applicant was required to revisit the site access design given the identified safety concerns.

Following these comments and a further discussion with the applicant, a revised access proposal has been presented which provides forward visibility to a 20mph design

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speed, supported by localised widening to facilitate two-way movements through the access and along the access road.

The Highway Authority have reviewed the updated proposal presented in drawing number ITB12174-GA-018 Rev D, along with the Stage 1 Road Safety Audit. The latest design demonstrates that two family cars can pass without conflicting through the access and onwards into Phase 2. The tracking for a car and refuse vehicle demonstrates that the manoeuvre can now be undertaken, and it is also acknowledged that the improved forward visibility will allow a vehicle to anticipate the approaching refuse and wait for it to pass through the narrower section of the access.

The RSA1 picked up on issues including the transition from the footway to the north of the access road as it meets the carriageway, measures to stop pedestrians from falling into the swale and widening of the bend of the access road to 5.5m to improve vehicle manoeuvring, the latter of which has been addressed and agreed.

Within TN2, further work has been undertaken to provide a crossing point from the footway to the west of the swale to a new footway on the southern side of the access road. The footway has also been relocated away from the swale, although measures may still be required to prevent a pedestrian from falling. It is considered that this matter can be conditioned and addressed appropriately at the reserved matters stage. The realigned footway and the introduction of a new footway on the southern side of the access road are considered suitable for providing pedestrians with a safe place to cross.

The widened access road and improved pedestrian facilities are considered suitable for overcoming the Highway Authority's original comments. An appropriate condition shall be secured to ensure the access is implemented as shown in principle in drawing number ITB12174-GA-018 Rev F, with further details provided at the reserved matters stage regarding the interaction between the footpath and the swale.

Junction Modelling

Within TN1, the applicant has clarified that the difference in the modelling outputs between the assessment work presented as part of Phase 1 and Phase 2 of the development at Lower Road is a result of changes in background growth.

The Highway Authority acknowledges that the background growth changes in TEMPRO are likely to account for the differing model outputs; however, the proposed development will further reduce capacity at the Bedhampton Road/Bedhampton Hill Roundabout, with a worst-case RFC of 0.99 observed on the Portsdown Hill Road approach in the 2026 'with development' scenario.

Therefore, the proposed development is required to offset its impact at the junction. Following a review of the operation of the junction and potential measures to mitigate

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the impact, alternative improvements to pedestrian and cycle links from the site have been identified. This would reduce reliance on the private car – an approach encouraged through emerging LTP4 guidance which was not being developed at the time of the original planning application. The Havant Local Cycling and Walking Infrastructure Plan has identified costed improvement schemes along Bedhampton Road to improve pedestrian and cycle connectivity in the area. Given that Bedhampton Road has been identified as one of the routes to school, it would be both fair and proportionate and directly relevant to the proposed development to contribute towards some of the identified schemes. The Highway Authority have also identified improvements to the pedestrian network in the vicinity of the site, further improving the sustainable connections to the development, which could also be implemented via a contribution.

Following discussions with the applicant, a contribution of £108,000 has been agreed towards either measures identified within the LCWIP along Bedhampton Road to improve pedestrian and cycle facilities, or pedestrian crossing facilities at Brookside Road. The contribution has been calculated against the cost of implementing a segregated cycleway on Bedhampton Road between Kings Croft Lane and Bedhampton railway station, which would also be utilised by cyclists looking to access Bedhampton rail station on route to Warblington School. The Highway Authority considers the contribution sufficient for mitigating the vehicular impact of the development.

Travel Plan

The updated Travel Plan has been reviewed and is now considered acceptable. The monitoring, approval and cash deposit fees will be secured through the Section 106 agreement.

Outline Construction Traffic Management Plan

Through the Phase 1 planning application, bespoke wording was agreed for the management of construction traffic through the Construction Traffic Management Plan to ensure that a lorry would not meet an approaching vehicle on the narrow section of Lower Road. It is noted that the outline CTMP reflects the previously agreed wording and is therefore suitable in its purpose as an outline document.

A planning condition will be required for the submission, and agreement of, a full CTMP should the application obtain planning permission. This should incorporate any additional requirements for this specific phase of development if necessary.

Recommendation

The comments raised within the Highway Authority's original response have now been suitably addressed by the applicant. The Highway Authority therefore recommends no objection, subject to the following S106 obligations and conditions:

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S106

- Prior to commencement of development, to pay the sustainable transport contribution of £108,000.
- Prior to commencement of development, to pay the Travel Plan approval, monitoring and cash deposit fees.

Conditions

- A full Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences, in accordance with the Outline Construction Traffic Management Plan. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- To implement the site access as shown in drawing number ITB12174-GA-018 Rev F prior to occupation of development.

Reason: To provide safe and suitable access into the proposed development.

- To provide details of the measures to protect pedestrians from the swale adjoining the footpath to the north of the site access road as shown in drawing number ITB12174-GA-018 Rev F as part of any reserved matters planning application.

Reason:

In the interest of highway safety.

- Through the Reserved Matters application, to provide plans with details of the proposed drainage, street lighting, landscaping, site levels and materials strategies for the indicative site layout as shown in drawing number MOSAIC - REV V4

Reason:

To ensure development of a safe and suitable internal layout design.

Director of Economy, Transport and Environment
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I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI