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Date 24 November 2021

My reference 035188

Your reference APP/21/00678

Email havantdc@hants.gov.uk

Dear Sir,

Camp Field (land to the west of Havant Crematorium), Bartons Road, Havant

Application for Reserved Matters Approval pursuant to Outline Planning Permission APP/19/00007 for the layout, scale, appearance and landscaping of 70 dwellings and associated works. Request for approval of details pursuant to Conditions 5 (Arboriculture); 7 (landscaping); 8 (drainage); 10 (boundary treatments); 13 (levels); 15 (highways); 17,18 and 19 (archaeology); 21 and 32 (lighting).

Thank you for re-consulting the Highway Authority on the above Reserved Matters application. The applicant has submitted additional information in the form of a Technical Note (TN) to address the requirement for dedicated cycle facilities to be provided internal to the site to connect the wider strategic provision on Bartons Road. This was a matter raised within our response dated 18th August 2021. The Highway Authority have reviewed the note and wish to make the following comments.

The TN seeks to provide justification for why the proposed internal layout meets the cycling requirements of the site and the wider Outline Planning Permission. It makes reference to Condition 34 of planning permission APP/19/00007 which requires that "the reserved matters layout shall make provision for potential future vehicular, pedestrian and cycle access to the northern area of the site beyond the existing residential part of the site". This specific requirement refers to the need to ensure future connectivity to the potential further northern parcel of the site (within East Hants District Council's area) by designing the internals to cater for the links should the

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second phase of development forward. Under section 2.1.6, the TN goes on to note that there are no planning conditions which require a shared surface for pedestrians and cyclists, nor the need to connect the provision at the site access and emergency access.

As set out in the Highway Authority's responses throughout the application history, there is a wider strategic requirement to provide off road cycle provision along Bartons Road between Emsworth and Havant to cater for the additional housing developments along Bartons Road and the change in nature of the main purpose of the route and associated increases in travel demand from additional residential properties. This has been recognised throughout all the applications along the Barton's Road corridor and that there is a cumulative need which is to be delivered collectively through fair and proportional works required through planning and delivered by each parcel of land.

The Camp Field site plays a vital role in the delivery and completion of this link in providing shared use pedestrian and cycle provision along the northern section of Bartons Road between Eastleigh Road and the existing provision implemented by Linden Homes.

Representation was made throughout the pre-application and outline application stages for the provision of this shared use provision and matters were discussed in detail at the outline stage. The applicant at this time wished to avoid unnecessary S278 works and wished to provide the necessary shared use provision internal to the site. This was therefore suitably conditioned, and the current applicant appears to have missed this key element both within the conditions themselves and the submitted internal design.

Section 2.1.3 of the TN refers to one of the Highway Authority's responses from the outline planning application which requires the link to connect the infrastructure secured through planning applications within the area. Formal written representation was also made during a pre-application consultation on the Reserved Matters application (not mentioned within the TN) and also the first response to the Reserved Matters application (referred to in section 2.2.2 of the TN).

Under planning reference APP/19/00007, the applicant is obligated under the S106 agreement to provide shared use facilities between the site access on Bartons Road and the Bartons Road/Eastleigh Road junction. The Highway Authority did not extend the obligation to construct shared use facilities adjacent to the carriageway between the site access and emergency access through a S278 agreement on the understanding that the route would be provided internal to the site and as secured in condition 34. It is therefore considered that the works meet the 3 test of CIL in that:

- The link is of strategic importance through the connection it provides to wider shared use infrastructure on Bartons Road and is therefore considered necessary to make the development acceptable in planning terms;

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- It is directly related to the development in that it was identified through the outline application and subsequently secured by the LPA in Condition 34; and
- The scale of the works required is proportionate to the development via the prior acknowledgement that the link would be provided internally through the site rather than continuing along Bartons Road.

The Highway Authority does not dispute the requirement referred to within the TN for Condition 34. However, the applicant has only quoted one bullet point from the conditions list in isolation and does not refer to one of the other specific requirements under the condition from the LPA for the provision of the following: "details of shared use connection between the emergency access and the main site access internal to the development".

It is clear therefore that there is a planning requirement for shared provision and also the need to connect the two points of cycle access to the site. Therefore, as per our previous response on this application, the Highway Authority maintain that it is a requirement of the internal design to provide shared use footway/cycleway facilities to connect the wider infrastructure being provided on Bartons Road, reaffirmed through the wording of Condition 34.

Therefore, for the reasons stated above, the shared use connection provided internally through the site is considered a requirement of planning (identified through Condition 34). The Highway Authority remains open to discussions with the applicant to achieve a suitable design. Until a suitable design has been put forward, the Highway Authority recommends a holding objection to the planning application until this matter is resolved to our satisfaction.

Yours sincerely,

Chris Hirst

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