

12 September 2025



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By email

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Dear Arleta,

APP/23/00471 OUTLINE PLANNING APPLICATION FOR A RESIDENTIAL DEVELOPMENT OF UP TO 69 DWELLINGS WITH ACCESS FROM LAXTON LEAZE AND EMERGENCY ACCESS FROM ELLISONS CRESCENT AND ALL OTHER MATTERS RESERVED

Please find attached drawings and documents that respond to comments on the application from HCC Highways, HCC Countryside and the Havant Landscape Architect. The amended drawings and reports that supersede those that currently support the application are laid out as follows:

Drawing/Document Title	Superseded Drawing/Document	Amended Drawing/Document
Main Access Drawing	GTWVILLE_BSL/SK02 G	GTWVILLE_BSL/SK02 N
Emergency Access Drawing	GTWVILLE_BSL/SK03 C	GTWVILLE_BSL/SK03 D
Vehicle Tracking Drawing	GTWVILLE_BSLVT/01 B	GTWVILLE_BSLVT/01 E
Vehicle Tracking Drawing	GTWVILLE_BSLVT/02	GTWVILLE_BSLVT/02 A
Vehicle Tracking Drawing	-	GTWVILLE_BSLVT/03 B
Vehicle Tracking Drawing	-	GTWVILLE(BSL).1/TK01
Vehicle Tracking Drawing	-	GTWVILLE(BSL).1/TK02
Walking Cycling and Horse Riding Assessment	January 2025	July 2025
Stage 1 Road Safety Audit and Designer's Comments	-	July 2025
Impact of BSL Development Trips on the Approach to the Ladybridge Roundabout	-	-

HCC Highways

The comments dated 15 April 2025 raise a number of matters relating to:

- The previously submitted WCHAR
- The need for a Road Safety Audit
- The main site access
- Visibility splays
- Vehicle tracking

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- Decide and Provide targets
- Contributions toward off-site infrastructure
- The Berewood southern access
- Alterations to the culvert at the site access

Bearing these in mind the following has been undertaken:

- The WCHAR has been updated to consider previous comments
- A Stage 1 Road Safety Audit with designer's comments has been provided that assesses the updated proposals for the main site access.
- The main site access drawing has been updated to display the width of the service margin, relevant visibility splays.
- The visibility splays for the emergency access have been updated.
- Vehicle tracking has been updated to show for speed.
- An assessment of the traffic flow to the Ladybridge Roundabout has been undertaken.

With regard to the Decide and Provide targets, HCC Highways previously stated in comments dated 13 November 2024 that *"Given the benefits of the land parcel with its close proximity to Waterloo Town Centre, a target modal share of 30-40% of all trips from the site being undertaken by sustainable travel modes would not seem unreasonable."*

In the comments dated 15 April 2025 HCC state for the suggested 31% that *"these targets are not ambitious enough and would expect to see a larger target modal share to sustainable modes closer to 40% given the levels of sustainable transport improvements that have been identified within this response, and future improvements to be delivered as part of the Berewood MDA providing meaningful opportunities to lead to modal shift"*.

It should be put in context that the baseline (21% by sustainable modes) has been taken from the existing trip characteristics from the adjacent Berewood development taken from the Year 4 Monitoring Report. It is targeted to achieve a target of an additional 10% above this baseline to get to 31%. This is considered to be ambitious for this location as the 21% baseline already includes some mode shift in the existing trip characteristics for the wider much larger Berewood development. The Berewood Travel Plan has only achieved an increase in sustainable modes of 6% over 4 years. The life of a Travel Plan for a development such as BSL, with 69 dwellings, would be 5 years and it is considered unrealistic to achieve an increase in sustainable modes of greater than the 10% suggested over the 5-year plan period.

The target of 31% is within the original range considered acceptable by HCC in their previous response and the applicant considers that this offers an ambitious target for the reasoning above.

Regarding the proportionate contributions toward six elements of off-site infrastructure sought it has previously been expressed by Savills (see letter dated 28 February 2025) that any request for obligations must meet the Regulation 122 tests. The applicant does not consider that contributions to all of these would meet the required tests. However, the applicant is willing to provide a proportionate contribution toward a link between Laxton Leaze and Plant Farm Crescent to cater for cyclists and toward a wayfinding strategy.

To address the potential for increased vehicular traffic from the site using Peasgood Lane and Ellisons Crescent the applicant suggests that a planning condition could secure internal signage to discourage right turns onto Peasgood Lane. The applicant promotes that this measure, in addition to the narrow and tortuous nature of Peasgood Lane and Ellisons Crescent, would reinforce the use of Laxton Leaze and negate the need for any form of modal filter on land that is not controlled by either the applicant or HCC Highways.

In respect of the comments relevant to restricting occupation of the site until the Berewood Southern access is in place Mayer Brown have prepared a traffic flow diagram detailing the flows on the approach to the Ladybridge Roundabout. This exercise has found that the Blue Star Land development will have very little impact on the Ladybridge Roundabout – less than 1% increase in movements at peak hours. As such any means to restrict

occupations to the site would not be necessary, relevant or reasonable. It is also not appropriate to tie any future occupation of the proposed development to another development.

The applicant recognises that the necessary consent to make alterations to culverts and is engaged with the LLFA on all water related matters for the proposals. As of their comments dated 11 September 2025, the LLFA have no objection to the proposed development.

HCC Countryside

The comments dated 02 July 2025 raise the diversion of Havant Footpath 11. The proposals for this footpath have previously been discussed with HCC Countryside Officers, Harry Goodchild and Andrew Atkins, during a site and route walkover on 29 April 2024.

Specific details of any diversion would be controlled by the parameters of this outline application and supplied with a future application for Reserved Matters Approval. Section 1.5 of the WCHAR has been revised with regard to the PRow diversion details to demonstrate that the route of FP11 would be provided as close to the existing route as possible.

Havant Landscape Architect

The comments dated 03 July 2025 refer to previous comments dated 24 September 2024. With reference to these, the proposed SuDS attenuation basin is located on the lowest area of the site to allow for sustainable drainage via gravity. The proposed attenuation basin would provide a focal point for Public Open Space through variety in habitat and as such it makes sense to locate an element of POS in this location. An area for play is located on the illustrative masterplan in the area where FP11 and permissive path P7 meet, which would provide two traffic free routes and natural surveillance.

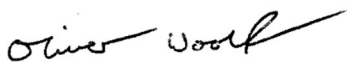
Boundary trees would be retained as evidenced by the buffers to built development as shown on the provided parameter plans.

Open space would be provided in accordance with the standards for the proposed scheme of 69 dwellings.

Conclusion

With these amendments I trust that you have all that you need to progress the application toward a decision. Please let me know if anything further is required or if you have any questions.

Yours sincerely

A handwritten signature in black ink, appearing to read "Oliver Woolf".

Oliver Woolf MRTPI
Savills Planning