

BARGATE

Mrs Arleta Miszewska
Principal Planning Officer
Development Management
Havant Borough Council
Public Service Plaza
Havant
PO9 2AX

11 July 2025

Sent via email: Arleta.Miszewska@havant.gov.uk

Dear Arleta,

SOUTHLEIGH PARK HOUSE, EASTLEIGH ROAD, HAVANT, PO9 2PE

APPROVAL OF DETAILS RESERVED BY CONDITION 9 (ALTERNATIVE CYCLE ROUTE) PURSUANT TO RESERVED MATTERS CONSENT APP/21/01451

On behalf of Bargate, I am pleased to confirm that I have today submitted an application via the Planning Portal (ref. PP-14115621) for the approval of details reserved by condition 9 of Reserved Matters consent APP/21/01451 (approved 15 May 2025) pursuant to Outline planning permission APP/17/00863 (approved 30 January 2019).

Condition 9 of the Reserved Matters consent reads as follows:

“Notwithstanding the details submitted, no development above ground slab level shall occur until details of an opportunity for an alternative cycle route provision running to the west of Plots 31-23 [sic] have been submitted to the Local Planning Authority, and the Local Planning Authority have confirmed whether that route is to be implemented. Development shall be carried out in accordance with the approved plans.



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Reason: In the interests of highway safety and to promote safe and convenient cycling within the application site in accordance with Policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework (2024)."

In summary, condition 9 is interpreted as requiring the potential for delivering an alternative (additional) cycle route to the west of plots 31-32¹ on the approved site layout (drawing number BARG230130_CSL.01_L) to be explored, investigated, reviewed and/or assessed.

The reason for the condition being imposed on the Reserved Matters consent is described as *"in the interests of highway safety and to promote safe and convenient cycling within the application site"*. In this regard, you will recall that it was not possible to agree with Hampshire County Council (HCC) – in their capacity as the Local Highways Authority (LHA) – the necessity for an alternative cycle route to the west of plots 31-32 prior to the application being reported to Planning Committee.

Bargate's position on this, which was set out via email at the time and remains unchanged, is as follows:

"I'm surprised that a route in this location is desired. This is because (with reference to the mark-up below i.e. the blue line) [see Figure 1 below] it would require cyclists, when heading northwards, to turn left by plot 35 and then head directly towards the central vehicle access point, where vehicles will be arriving, and then cross over onto the wrong side of the carriageway to join the desired route to the west of plots 31-32. Cyclists would then re-join the carriageway to the west of plot 31, immediately next to the northern access point, and then have to cross over onto the wrong side of the carriageway again. The cycle route shown on the attached plan proposes cyclists travelling through the centre of the site, some distance from the vehicular access points, which would provide both motorists and cyclists with advance notice of vehicles arriving into the site and cyclists travelling through the site, minimising the potential for collision. The desired route would also add time/distance to the journey of cyclists and for this reason I envisage that the proposed central route would be much preferred by those travelling within and

¹ Note that there is a minor typo in the condition wording, as while it refers to "west of plots 31-23", plot 23 is on the other side of the site, with plot 32 located to the south of plot 31, and so the condition was meant to read "west of plots 31-32".



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through the site. While we also have concerns about the technical feasibility of achieving a route in this location (as explained below and in Andrew's earlier response note), and are very reluctant to agree to such a condition, in order to progress to a committee resolution, we are, in principle and subject to the precise wording, willing to accept a condition to this effect. I would be grateful if you could provide your suggested condition wording for our review."

For ease of reference, the relevant extract for this part of the site – based on the approved site layout (drawing number BARG230130_CSL.01_L) – is shown in Figure 2 below.

Building upon the concerns raised by Bargate regarding the technical feasibility of achieving the desired route, please find enclosed the following information that is submitted in support of this application:

- MJA Consulting Planning Condition Report date 24 June 2025, ref. KTG/RP/6281 P2.
- Letter from Barrell Tree Consultancy dated 10 July 2025, ref. 20122-Let4-Cycleway Tree Impacts on Trees-JB.

The MJA Report documents various factual points regarding the existing situation on land west of plots 31-32, including the extent of vegetation cover, root protection areas, topography and gradient. It then assesses, in turn and from an engineering perspective, the available cycle route (dashed pink in Figure 1 below), alongside the alternative cycle route requested (shown blue). From an engineering perspective, the former is clearly acceptable, while several significant concerns are raised regarding the latter.

The Barrell letter was informed by the information set out in the MJA Report. The former considers the implications of the alternative cycle route requested (shown blue), as outlined in the latter. These can be summarised as the route requiring the removal of boundary screening (shrub and ground cover), alongside additional trees, including those categorised as Grade A+ and B+ i.e. high-value trees. Importantly, the Barrell letter concludes that:

"These losses will significantly and adversely affect the visual continuity of the current nature of this lane in its rural setting, and open up views into the site that were always intended to be screened by this boundary tree and shrub cover."



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In light of these conclusions, it is necessary to return to the requirements of condition 9, alongside the reason given for the condition being imposed on the Reserved Matters consent.

Regarding the former, this letter – and the supporting information – have clearly explored, investigated, reviewed and/or assessed the potential for delivering an alternative cycle route to the west of plots 31-32. The LPA must now determine whether the submitted information provides sufficient justification to rely on the available cycle route (dashed pink) and discount the alternative cycle route requested (shown blue).

Regarding the latter – and to enable the LPA to reach a conclusion – the reason for the condition being imposed is described as *“in the interests of highway safety and to promote safe and convenient cycling within the application site”*. The submitted information very clearly demonstrates that the available cycle route (dashed pink) is in the interests of highway safety while promoting safe and convenient cycling, whereas the alternative cycle route requested (shown blue) would result in quite the opposite.

Therefore, this submission provides sufficient justification to discharge the requirements of this condition, as well as confirming that the available cycle route (dashed pink) should be relied upon, with the alternative (additional) cycle route requested (shown blue) discounted.

Please note that payment of the relevant fee for this application of £298 plus the Planning Portal service charge of £85 will be made separately.

I trust that this submission is acceptable and look forward to hearing from you. If you have any queries or require additional information, please contact me at luke.vallins@bargatehomes.co.uk.

Yours sincerely,



Luke Vallins MRTPI

Head of Planning, Bargate Homes



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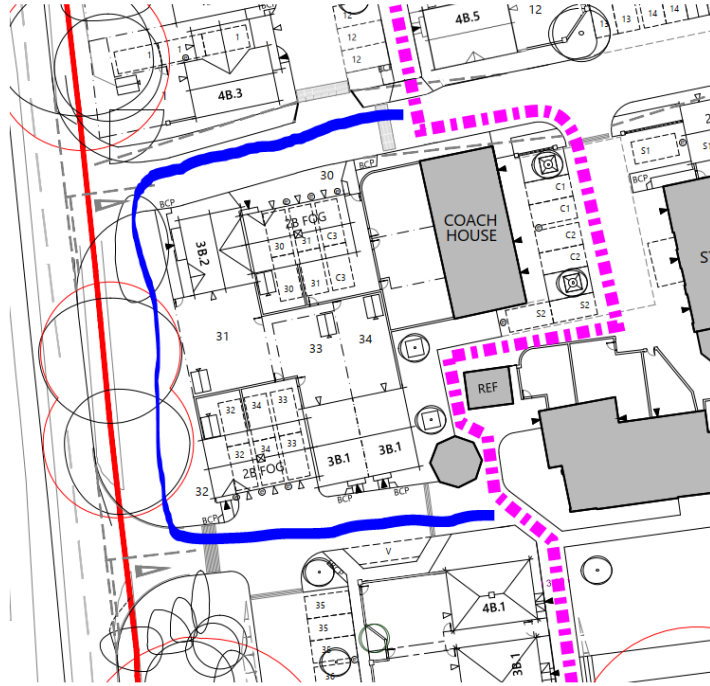


Figure 1: Annotated mark-up of an earlier version of the layout (previously sent via email) showing the available cycle route dashed pink with the alternative (additional) cycle route requested shown blue

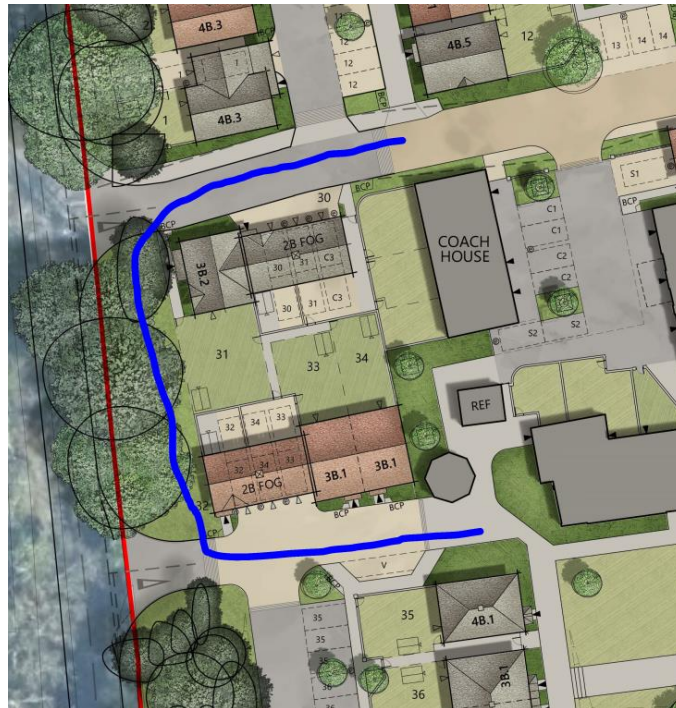


Figure 2: Annotated mark-up of the approved layout with the alternative (additional) cycle route requested shown blue



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