

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Enquiries to	Sophie Osborne	My reference	059537
Direct Line	N/A	Your reference	APP/25/00901
Date	12 February 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: APP/25/00901 At Grainger Development Site Land West of, London Road, Waterloooville

Variation of S106 agreement dated 30.03.2012 in respect of APP/10/00828 (Deed of Variation 2).

Thank you for your consultation on the above planning application. The applicant is seeking to agree a variation of the original s106 agreement. The applicant has submitted a response to highways comments dated 06 January 2026 which the Highway Authority have reviewed and have the following comments to make.

The Highway Authority have engaged in direct discussions with the applicant in a meeting held on 03 February 2026 and our comments on the proposals are set out below.

Phased Area Strategies:

It is understood that the applicant is seeking to amend the Phased Area Strategy Definition to refer to each of the sub-phases within a specific phase as identified as part of the outline s106 agreement. For example, Phase 6 has since been split into Phases 6A, B and C for individual developers to bring forward.

The Highway Authority do not support the proposal to amend the definition to refer to sub-phases or the narrative to support the changes. The intention through the outline consent and s106 agreement has been that the master developer (Grainger) is responsible for the overall strategy for the phase and

Director of Universal Services
Patrick Blogg

the compliance with the phased area strategy. This is to be agreed prior to any planning applications and land sales so that individual developers are aware of their requirements particularly regarding access arrangements and sustainable connectivity prior to land sale and/or submission of a formal planning application. Splitting the phases into sub-phases loses the holistic thinking of the wider master planning and encourages piecemeal consideration of the wider strategy. This can lead to gaps in the consistency of the walking and cycling infrastructure, in particular which would not be acceptable to the Highway Authority.

HCC are not covered under the Relevant Authority definition within the outline s106 and therefore approved from the Highway Authority based on the current drafting is not required to be sought. The Highway Authority is required to approve the phased area strategy given they are critical at approving access points and the wider walking and cycling vision of the phase and its connectivity with the wider Berewood MDA. These matters fall under the statutory duty for the Highway Authority to respond to under any formal planning application. In the absence of the Relevant Authority definition being amended to include Hampshire County Council as an approving Authority, the Highway Authority will not be minded to sign and give approval for this DoV.

London Road Toucan Crossing:

The Highway Authority are unclear where 1,650 and 1,850 occupations have come from regarding triggers for entering into the s278 agreement and for the works to be completed to Completion Certificate Standard respectively. The dwelling triggers associated with the Toucan Crossing need to be aligned with Phase 8 occupations only and not general occupations across the wider Berewood MDA development given the initial trigger in the outline s106 agreement is linked to Phase 8. It is also considered that the opening of the Toucan Crossing should also link to the pending consent of the Town Park connection which is required to be in place and constructed to the satisfaction of the Highway Authority prior to the operation of the Toucan Crossing. The triggers presented by the applicant within the letter dated 06 January 2026 are not agreed.

Following direct discussions, the applicant has proposed a revised trigger in line with the Phase 8 build programme, which is agreeable to the Highway Authority. This is to be presented within the revised DoV2 drafting.

Multi-Use Greenway (MUG):

Discussions with the Highway Authority are ongoing on the appropriate mechanism moving forward regarding the adoption and maintenance responsibility of the MUG. There has been some confusion with the applicant on the status of the majority of the MUG which is already dedicated as PRoW in the form of diverted footpath 729. This is being discussed with colleagues in Countryside Services directly and further information will be circulated once agreement has been sought. Again, the Highway Authority are unclear where the 2,050 dwelling triggers have come from and further clarity is sought on this matter.

Recommendations

In summary, further engagement with the Highway Authority is requested before agreement can be sought to the proposed amendments to the outline s106 agreement through DoV2.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above contact details should you require any further clarification.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Universal Services