

From: Rogers, Zara
To: Emma Ward MRICS; Stephen Whittaker
Cc: David Ramsay; david.eyes@havant.gov.uk; Drury, Holly
Subject: RE: Bartons Road - HCC Highways Response
Date: 07 April 2026 13:45:10
Attachments: image001.png
image002.png
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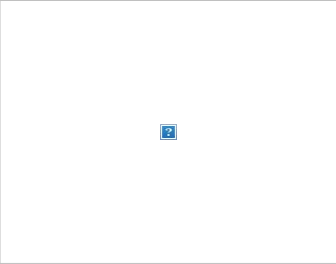
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Hi Emma,

I have forward over the junction modelling to our ITS colleagues to review and will feed back to you on this in due course once.

Thank you for updating the rest of the plans following our meeting. Upon review, the majority of previous issues have been addressed at this stage. It should however be noted that the final extent of adoption will be reviewed during the S38 process and agreed during this time. Furthermore, there seems to be excessive amount of corduroy paving along the shares use path of Bartons Road, but these are just minor issues that can be addressed during S278 detailed design and are therefore acceptable at this time.

Only outstanding issue from us, is the footway/cycle link southwards connecting to Martins Road. Whilst noting there is a stretch of land falls outside of your control in which you have shown a connection to this, we still need to how cyclist will join the carriageway on Martins Road. As currently designed the proposals just connect to the existing footway along Martins Road which doesn't accommodate for cyclists, and therefore additional consideration here is required. Screen shot below of the previous secured scheme which shows how this was previously secured.



Kind Regards

Zara

Zara Rogers
Senior Transport Planner – Highways Development Planning
Hampshire County Council
3rd Floor Elizabeth II Court North, The Castle,
Winchester, Hampshire, SO23 8UJ



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From: Emma Ward MRICS [REDACTED]
Sent: 07 April 2026 10:45
To: Stephen Whittaker [REDACTED]; Rogers, Zara [REDACTED]
Cc: David Ramsay [REDACTED]; [REDACTED] Drury, Holly <[REDACTED]>
Subject: RE: Bartons Road - HCC Highways Response

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Hi Zara

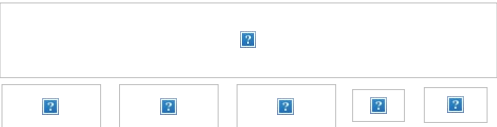
I hope you had a lovely easter break.

Please could you provide an update as to when you will be able to confirm all matters are now dealt with?

Thanks
Emma

Emma Ward MRICS | Head of Planning & Development
[REDACTED] www.stonebondproperties.com

Stonebond Properties (Guildford) Limited
1 Bishops Wharf, Walnut Tree Close, Guildford, Surrey, GU1 4UP



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From: Stephen Whittaker [REDACTED]

Sent: 02 April 2026 11:35

To: 'Rogers, Zara'

Cc: Emma Ward MRICS <>; David Ramsay <>; Eaves, David <>; Drury, Holly <>

Subject: FW: Bartons Road - HCC Highways Response

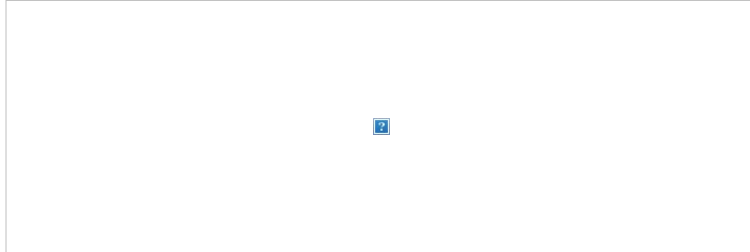
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Hi Zara,

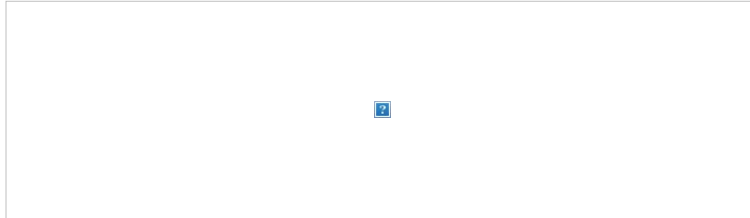
Please see responses to the comments from your ITS colleagues below:

1. We would reiterate that the proposed operation of the signal junction and associated assessment is identical to that previously agreed with HCC. See below:

Extract from Paul Basham TA Appendix N pg 227:



Our assessment:

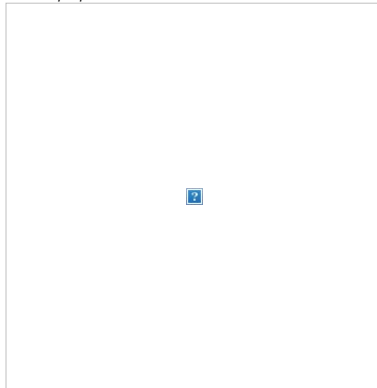


Furthermore, the left turn will have a separate signal head which is a typical arrangement at many other signalised junctions. We do not consider that this represents a higher risk at this junction than at other junction locations and was not raised as a safety risk in the two Stage 1 Road Safety Audits (RSA's) relating to this application and the previous application on the site.

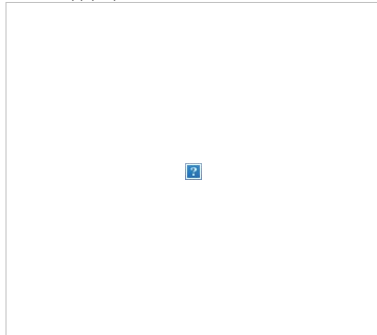
Notwithstanding this we have re-run the Linsig as per the request which shows the junction to operate very slightly over capacity in the PM peak where the cycle crossing is 'called' every 90 seconds. The more realistic assessment of the cycle crossing being called every other cycle, which corresponds with HCC's initial request at pre-app stage, forecasts the junction to be operating within capacity in both AM and PM peak periods. I attach the model files for your review.

2. The suggestion that the area immediately to the north of the junction should provide segregated facilities for peds and cyclists as opposed to the short stretch of shared space we are (and the previous applicant were) proposing is considered non-sensical. The shared space provision enables pedestrians to access the existing crossing over Petersfield Rd (N) and also cyclists to/from Bartons Rd to enter the segregated cycle lane further north on Petersfield Rd. It is further reiterated that the previously agreed scheme also incorporated a section of shared space in this location as shown below.

Current proposal:



Previous app proposal:



3. This matter would require the slight relocation of one sign face (segregated cycle track and footway) as shown above from Bartons Rd to the transition back to segregated facilities on Petersfield Rd which can easily be addressed during detailed design.
4. We strongly disagree with HCC's view that a revised Stage 1 RSA is required. Minor changes to designs are typical and commonplace as a result of issues raised within a safety audit. This does not automatically trigger the need for the design to be re-audited otherwise audits would be stuck in an exhaustive iterative loop. There are later stages of design required and associated stages of the safety audit process where minor matters can be addressed if necessary.

We would highlight that no specific additional safety concerns have been identified as a result of the changes made. Furthermore, the Stage 1 RSA for the previous application, which reviews the same scheme incorporating a signal-controlled toucan crossing over Bartons Rd, raised no other safety concerns in relation to this arrangement.

I trust this responds to the minor matters raised. In summary, we consider that the proposed design and assessment remain appropriate and in accordance with the scheme previously agreed with HCC. Should HCC require the signal operation to be amended we have provided evidence to indicate the junction would remain operating within capacity assuming the cycle crossing is called every other cycle of the signals. This and any other minor changes can be appropriately addressed at detailed design stage.

Kind regards,

Steve Whittaker
BA (hons) MCIHT

Director

mobile. [REDACTED]
[Website](#) [LinkedIn](#)

Kent.
Park House, Park Farm,
East Malling Trust Estate, Bradbourne Ln.
Aylesford, Kent, ME20 6SN
tel. 01732 448 120

Hampshire.
Landmark House,
Station Road, Hook,
Hampshire, RG27 9HA
tel. 01256 630 420



Registered in England No. 08136641

From: Rogers, Zara [REDACTED]
Sent: Wednesday, April 1, 2026 2:46:39 PM
To: Emma Ward MRICS [REDACTED]
Subject: RE: Bartons Road - HCC Highways Response

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Hi Emma,

Thank you for sending through the revised drawings. I will review and get back to you in due course with any comments we may have.

In terms if the junction assessment for the Barton Road/Petersfield road, we have the following comments from our ITS colleagues.

1. The proposed staging diagram shows Petersfield Road left turn as a separately signalled left turn phase. Currently this approach is a single phase. The left turn movement is prevented in stage 4 while the Barton Road crossing phase G runs. For safety reasons the Petersfield Road left turn phase should be omitted and stage 4 should contain the Barton Road crossing phases only. This avoids the risk of a left turn driver mistakenly proceeding ahead when the adjacent ahead traffic is released at the start of stage 4. The Linsig model should be re-run with stage 4 containing phase G (Barton Road crossing) only. The frequency of stage 4 should be modelled based on two scenarios
- appearing every cycle (worst case)
 - appearance based on predicted crossing demand levels
- Once the Linsig has been adjusted to contain the above please send over for us to review.

The following comments relate to the design. Whilst noting these are minor design changes and could be accommodated at a later stage, it would be useful for you to address these not to give comefort that the design can fully be delivered.

2. There is a segregated cycle/pedestrian crossing along the eastern side of Petersfield Road. This facility terminates to the north of the junction and becomes a shared facility up to the junction. The segregated facility resumes to the south of the junction. It should be noted that with the introduction of a Sparrow type crossing over Bartons Road this segregation should be continuous. The layout would need to allow access for pedestrians to use the existing uncontrolled crossing on the Petersfield Road north arm (see below).
3. The proposed shared cycle/footway on the southern side of Bartons Road would lead directly into the segregated facilities at the junction. This confluence of facilities is incorrectly signed on the drawing as being segregated but the segregation is beyond the pedestrian crossing. The design should be amended to allow cyclists who are using the shared route along Bartons Road to gain access across the pedestrian route to the Petersfield Road segregated cycle lane and crossing.
4. The number of issues raised at the Road Safety Audit Stage 1 (RSA1) is somewhat limited with regards to the Petersfield Road/Barton Road junction. These comments relating to the junction intervisibility for cyclists and Bartons Road traffic and the pedestrian crossing of Barton Road. Both of these comments are made on the understanding that the cycle crossing is controlled and the pedestrians uncontrolled.

The designers have responded to this by stating that the fencing will be low level to maintain intervisibility, and that the crossing will be a Toucan. The information within the TA shows a Sparrow type crossing with pedestrians and cyclists separately signal controlled within the same traffic signal stage.

As such the RSA1 does not relate to the design proposed within the TA document and should be considered as irrelevant to the proposals at this stage. A further RSA1 will be required should the Sparrow crossing proceed.

Many Thanks

Zara

Zara Rogers
Senior Transport Planner – Highways Development Planning
Hampshire County Council
3rd Floor Elizabeth II Court North, The Castle,
Winchester, Hampshire, SO23 8UJ



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From: Emma Ward MRICS [REDACTED]
Sent: 30 March 2026 16:34
To: Rogers, Zara [REDACTED]; Drury, Holly [REDACTED]
Cc: Stephen Whittaker [REDACTED]; David Ramsay [REDACTED]
Subject: RE: Bartons Road - HCC Highways Response
Importance: High

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Dear Holly and Zara

Thank you again for your time last week.

We have been working hard since to address your final comments, and I am pleased to attach minor changes to the proposed site layout. I have provided updated comments in green within the table below.

Please could you confirm that all matters are now addressed?

	Applicant Response	Document Ref
Stage 1 RSA	<ul style="list-style-type: none">Item 3.1 – attached is correspondence from our arboriculturist who has advised on the construction method so the RPZ will not hinder delivery of the shared use path along Bartons Road.Item 3.4 – the response has been annotated on the Proposed Site Access Plan as requestedItem 3.2 & 3.8 – we agree this will be addressed during detailed design stage.Internal site layout – attached is a response from the safety auditor providing justification of the audit provided. <p>UPDATE: the footway widening and site access plans have been annotated as requested. I also attach a technical note from our arboriculturist to address item 3.1 which reflects the email correspondence previously provided.</p>	<ul style="list-style-type: none">24-097-017_Rev C - Proposed Footway Widening24-097-016_ Rev E Proposed Site AccessMW.2407.SSE.TN
WCHAR	The guidance for a healthy streets review was introduced in Dec 25, in the same week as the application re-submission. This was not stipulated as an emerging requirement within your original consultation response, and so we could not reasonably have been expected to address this in our re-submission. Given this context, it feels an unreasonable request to now include this at this stage of the application. In any event, we are of the opinion the outcome would not alter the extents of the s278 works, which were established as part of the previous planning application on the site and engagement with HCC as part of this current application. <i>UPDATE: you kindly agreed in the meeting that you are, in this instance, willing to drop this request.</i>	N/A
Buses	Your response confirms the proposed link from the site to Martin Road is acceptable. Widening of this link from c.2m to 3m is not considered necessary as the main reason for the connection is to provide pedestrians with a route to the bus stop on Martin Road. This route is operated by Stagecoach who do not permit bikes on buses - please see here . <i>UPDATE: we now show a 3m path. I also attach the technical note from our arboriculturist addressing the construction methodology in this area. The BCP has been moved and still complies with the relevant drag distances (see refuse tracking plan). I have also attached recent correspondence with PCC showing they've agreed to provide us with a licence to carry out the works where it crosses their land.</i>	<ul style="list-style-type: none">6087-1110-Proposed Block Plan-I (Annotated - Not for Submission)MW.2407.SSE.TN24-097-008_Rev J - Highways Layout Review_RefuseRE_ Land off Bartons Road, Havant - Portsmouth City Council.
Internal Site Layout	<ul style="list-style-type: none">The extent of the internal road network proposed for adoption is attached. <p>UPDATE: we have added the canopies to show that there are no conflicts with the proposed highway and show compliance with TGI with at least a 1m clearance between the outside edge of the canopy and the edge of the carriageway. Only visitor spaces are now proposed in the adoptable highway.</p> <ul style="list-style-type: none">Your various comments on the internal site layout have been address and I attach an annotated copy of the update site layout which demonstrates this. <p>UPDATE: I have annotated the updated block plan to show where we have addressed matters. Specifically, additional crossing points have been provided, including outside plots 29 and 40 as requested. Footpath routes to the apartments are now clearly shown from the south and the east. The footpath outside plots 29-33 has had to increase to 2.75m to ensure no oversailing of the canopies to the 2m adoptable footpath. We have managed to widen the east-west spine road to 5.5m outside plots 36-40. To do so, we have had to reduce the length of the gardens of plots 11-13. We do not feel the gardens for 29-33 should be made any smaller than they already are, and therefore we are still showing this small section as 5.0m. We feel this is appropriate as that small section of road serves fewer properties than going north to the flats, which we have shown as 5.5m by moving plots 14 and 15 to the east slightly.</p>	<ul style="list-style-type: none">24-097-015_Rev D - Highways Adoption Plan6087-1110-Proposed Block Plan-I (Annotated - Not for Submission)
Visibility Splays	The layout has been amended to accommodate HCC's preference around plot 36 and the 2m x 2m visibility splays are now shown from the centre of driveways. <i>UPDATE: no further action required.</i>	24-097-007_Rev K - Highways Layout Review_General Highways
Tracking	<ul style="list-style-type: none">Site Access: updated tracking is attached. This plan also shows tracking for Knightswood Ave as requested. As provided for comparison, the tracking closely matches that provided for the previous application which was considered acceptable by HCC.Internal Site Layout: updated tracking is attached. <p>UPDATE: additional cars are shown to address previous long-distance concern. The tracking also reflects the updates to the site layout, which provides a much-improved picture.</p>	<ul style="list-style-type: none">24-097-008_Rev J - Highways Layout Review_Refuse24-097-009_Rev H_Highways Layout Review_Fire24-097-022_Rev B - Highways Layout Review - Delivery Van
Football Club Access	We met with Havant Borough Council's estates team last week, who have a long leasehold on the football club land. Please note the football club are the tenants, not landowner, and therefore do not have the rights to agree matters themselves. We have, however, consulted with the club. Havant's estates team advised on issues in the area with respect to travellers and have therefore requested (as per correspondence enclosed): <ul style="list-style-type: none">The entry is a single file (one car entry) width.That the entrance has a height restriction barrier of 2.3 metres; andThat the entrance has a width restriction measure of a large car width. <p>This detail can be secured via condition. It is not considered the plans need amending now as a result to show a vehicle crossover as opposed to the bellmouth as this is less onerous in terms of space requirements and so can also be conditioned. <i>UPDATE: This has been amended to show a vehicle crossover as requested, along with the sight lines.</i></p>	<ul style="list-style-type: none">24-097-016_ Rev E Proposed Site Access24-097-007_Rev K - Highways Layout Review_General Highways6087-1110-Proposed Block Plan-I (Annotated - Not for Submission)
Trip Generation	Not less than 50% affordable housing will be secured via the s106 Legal Agreement and therefore trip generation should be considered acceptable. <i>UPDATE: the overall impact of the assessment was agreed on our call. No further action is required.</i>	N/A
Junction Assessment	Clarity is sought with regards to the nature of HCC's concerns on the compatibility of the design and modelling of the Petersfield Rd/Bartons Rd signals. The LinSig assessment of the junction allows for a single stage crossing of the Sparrow crossing as shown in Phase G below. Whilst Stage 4 has individual phases for the cycle and toucan crossing facilities, these share the worst case intergreen calculated for the cycle facility and is identical in this regard to the modelling assessment submitted with the previous application and agreed with HCC. It is not clear how the above comment would impact the junction modelling. <div></div> <p>HCC's request for changes on the Petersfield Rd (N) approach is not consistent with the agreed scheme for previous application, which was advised to be adopted by HCC in their original consultation response.</p>	N/A

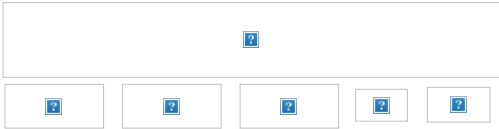
	UPDATE: you were checking with colleagues. Please could you confirm this is now closed out?	
Travel Plan	A travel plan was submitted in Aug 25 as part of the original planning application (attached) to mitigate concerns raised by Havant Borough Council on the quantum of car parking. However, this has since been revised and their policy officer has confirmed that the level of parking as per the revised plans is appropriate. Therefore, as we are below the threshold of 100 dwellings, we could exclude a travel plan, or it could be conditioned. UPDATE: you kindly confirmed at the meeting a travel plan is not required	N/A

Kind regards
Emma

Emma Ward MRICS | Head of Planning & Development

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1 Bishops Wharf, Walnut Tree Close, Guildford, Surrey, GU1 4UP



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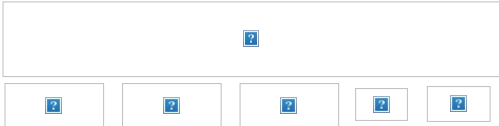
From: Emma Ward MRICS
Sent: 23 March 2026 09:43
To: Rogers, Zara <>
Subject: RE: Bartons Road - HCC Highways Response

Thank you for the update, Zara

Emma Ward MRICS | Head of Planning & Development

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From: Rogers, Zara <>
Sent: 23 March 2026 09:38
To: Emma Ward MRICS <>
Subject: RE: Bartons Road - HCC Highways Response

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Hi Emma,

We are still undertaken the review of the information internally.

We should have all comments back before we meet on Wednesday so can discuss the outstanding issues then.

Kind Regards

Zara

Zara Rogers

Senior Transport Planner – Highways Development Planning
Hampshire County Council
3rd Floor Elizabeth II Court North, The Castle,
Winchester, Hampshire, SO23 8UJ



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From: Emma Ward MRICS <>
Sent: 23 March 2026 09:12
To: Rogers, Zara <>
Cc: 'Stephen Whittaker' <> David Ramsay <>
Subject: RE: Bartons Road - HCC Highways Response
Importance: High

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Hi Zara

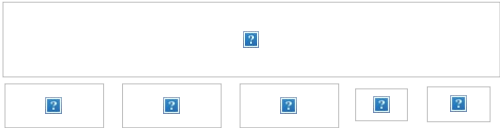
Thank you for coming back to me – please could you advise when you will be in a position to respond?

Thanks
Emma

Emma Ward MRICS | Head of Planning & Development

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From: Emma Ward MRICS

Sent: 16 March 2026 13:57

To: Rogers, Zara

Cc: 'Stephen Whittaker'; David Ramsay

Subject: RE: Bartons Road - HCC Highways Response

Hi Zara

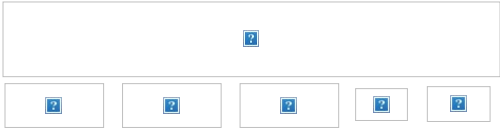
Thank you for coming back to me – please could you advise when you will be in a position to respond?

Thanks
Emma

Emma Ward MRICS | Head of Planning & Development

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From: Rogers, Zara

Sent: 13 March 2026 13:17

To: Emma Ward MRICS

Cc: 'Stephen Whittaker'; David Ramsay

Subject: RE: Bartons Road - HCC Highways Response

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Hi Emma,

I can confirm receipt of your email.

We will review this additional information and get back to you in due course.

Kind Regards

Zara

Zara Rogers

Senior Transport Planner – Highways Development Planning

Hampshire County Council

3rd Floor Elizabeth II Court North, The Castle,

Winchester, Hampshire, SO23 8UJ



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From: Emma Ward MRICS

Sent: 11 March 2026 13:59

To: Rogers, Zara

Cc: 'Stephen Whittaker'; David Ramsay

Subject: RE: Bartons Road - HCC Highways Response

Importance: High

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Dear Zara

Please could you confirm receipt of my email from yesterday?

Thank you

Emma

Emma Ward MRICS | Head of Planning & Development

Stonebond Properties (Guildford) Limited

1 Bishops Wharf, Walnut Tree Close, Guildford, Surrey, GU1 4UP



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From: Emma Ward MRICS

Sent: 10 March 2026 19:31

To: Rogers, Zara

Cc: Stephen Whittaker; David Ramsay

Eaves, David

Weaver, Steve

Subject: Bartons Road - HCC Highways Response

Importance: High

Dear Zara

Thank you for agreeing to review matters via email. We had a meeting with David Eaves (Case Officer) and Steve Weaver (Development Manager) yesterday and updated them on our dialogue with yourselves. To be able to address your comments within our contract period with the vendor, David and Steve (cc'd) are happy that we seek to resolve final matters with you via email, as another 21-day consultation period is going to take us beyond our contractual deadline and cause us issues commercially, which I have mentioned before.

We have broken down your comments into categories and have provided responses and supporting documentation as attached. I would be grateful for your review by the end of this week. We've kept it concise to assist you in reviewing in good time.

	<u>Applicant Response</u>	<u>Document Ref</u> (Note – plans showing the internal site layout will be updated to reflect the Proposed Block Plan Rev G once agreed with HCC)
Stage 1 RSA	<ul style="list-style-type: none">Item 31 – attached is correspondence from our arboriculturist who has advised on the construction method so the RPZ will not hinder delivery of the shared use path along Bartons Road.Item 3.4 – the response has been annotated on the Proposed Site Access Plan as requestedItem 3.2 & 3.8 – we agree this will be addressed during detailed design stage.Internal site layout – attached is a response from the safety auditor providing justification of the audit provided	<ul style="list-style-type: none">Bartons Road Footway Widening24-097-016_ Rev C Proposed Site Access_wipBartons Road Stage 1 RSA Internal Site Layout
WCHAR	The <u>guidance</u> for a healthy streets review was introduced in Dec 25, in the same week as the application re-submission. This was not stipulated as an emerging requirement within your original consultation response, and so we could not reasonably have been expected to address this in our re-submission. Given this context, it feels an unreasonable request to now include this at this stage of the application. In any event, we are of the opinion the outcome would not alter the extents of the s278 works, which were established as part of the <u>previous planning application on the site and engagement with HCC as part of this current application.</u>	N/A
Buses	Your response confirms the proposed link from the site to Martin Road is acceptable. Widening of this link from c2m to 3m is not considered necessary as the main reason for the connection is to provide pedestrians with a route to the bus stop on Martin Road. This route is operated by Stagecoach who do not permit bikes on buses - <u>please see here</u>	N/A
Internal Site Layout	<ul style="list-style-type: none">The extent of the internal road network proposed for adoption is attachedYour various comments on the internal site layout have been address and I attach an annotated copy of the update site layout which demonstrates this.	<ul style="list-style-type: none">24-097-015_Rev B - Highways Adoption Plan6087-1110-Proposed Block Plan-G (Annotated)CLDL 2445 (08) 0101 P10
Visibility Splays	The layout has been amended to accommodate HCC's preference around plot 36 and the 2m x 2m visibility splays are now shown from the centre of driveways.	24-097-007_Rev H - Highways Layout Review_General Highways_WIP
Tracking	<ul style="list-style-type: none">Site Access: updated tracking is attached. This plan also shows tracking for Knightswood Ave as requested. As provided for comparison, the tracking closely matches that provided for the previous application which was considered acceptable by HCC.Internal Site Layout: updated tracking is attached.	<ul style="list-style-type: none">24-097-018_Rev A_Proposed Site Access Swept Paths_WIPPrevious App - Access Tracking24-097-008_Rev G - Highways Layout Review_Refuse_WIP24-097-022 - Highways Layout Review - Delivery Van
Football Club Access	We met with Havant Borough Council's estates team last week, who have a long leasehold on the football club land. Please note the football club are the tenants, not landowner, and therefore do not have the rights to agree matters themselves. We have, however, consulted with the club. Havant's estates team advised on issues in the area with respect to travellers and have therefore requested (as per correspondence enclosed): <ul style="list-style-type: none">The entry is a single file (one car entry) width.That the entrance has a height restriction barrier of 2.3 metres; andThat the entrance has a width restriction measure of a large car width. This detail can be secured via condition. It is not considered the plans need amending now as a result to show a vehicle crossover as opposed to the bellmouth as this is less onerous in terms of space requirements and so can also be conditioned.	Correspondence from HBC Estates HWFC
Trip Generation	Not less than 50% affordable housing will be secured via the s106 Legal Agreement and therefore trip generation should be considered acceptable.	N/A
Junction Assessment	Clarity is sought with regards to the nature of HCC's concerns on the compatibility of the design and modelling of the Petersfield Rd/Bartons Rd signals. The LinSig assessment of the junction allows for a single stage crossing of the Sparrow crossing as shown in Phase G below. Whilst Stage 4 has individual phases for the cycle and toucan crossing facilities, these share the worst case intergreen calculated for the cycle facility and is identical in this regard to the modelling assessment submitted with the previous application and agreed with HCC. It is not clear how the above comment would impact the junction modelling.  HCC's request for changes on the Petersfield Rd (N) approach is not consistent with the agreed scheme for	N/A

	previous application, which was advised to be adopted by HCC in their original consultation response.	
Travel Plan	A travel plan was submitted in Aug 25 as part of the original planning application (attached) to mitigate concerns raised by Havant Borough Council on the quantum of car parking. However, this has since been revised and their policy officer has confirmed that the level of parking as per the revised plans is appropriate. Therefore, as we are below the threshold of 100 dwellings, we could exclude a travel plan, or it could be conditioned.	24-097-RPT-004-A Travel Plan

I look forward to hearing from you.

Kind regards
Emma

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