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Direct Line	N/A	Your reference	APP/25/00639
Date	23 April 2026	Email	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/25/00639 At Proposed Development site (former Electricity Board site), Bartons Road, Havant

Erection of 90 dwellings with associated landscaping, parking and improved access

Thank you for the re-consultation for the above application. The Highway Authority previously provided a response dating 4th March 2026 requesting additional information. A series of meetings and ongoing conversation between the Highway Authority and the applicant have taken place to resolve the remainder of the outstanding issues. Following this, a revised set of drawings and information has been submitted for review. Upon review the following comments are made.

Sustainable Access:

Walking and Cycling:

Revised plans for the proposed shared use path along Bartons Road, connecting the existing provisions at Petersfield Road and Martins Road, along with an arboriculturist report has been provided. The arboriculturist report and revised annotated plans suitably address the Highway Authority's previous concerns. The proposed shared use works are therefore considered acceptable in principle. It is advised to the applicant (and as previously mentioned) a DfS (Departure from Standards) during the S278 detail design stage for the shared use path surrounding the bus stop where this narrows to 2.75m would be required. The shared use path along the Bartons Road as shown in principle on

drawing 24-097/017 Rev C and 24-097/016 Rev E should be secured in any future S106 agreement to be delivered by the applicant via a S278 agreement.

WCHAR:

The Highway Authority previously requested a revised WCHAR should be undertaken which included a Healthy Street review. However, upon further reflection, the submitted WCHAR was submitted before the Highway Authority TG19 guidance was updated, and therefore it is concluded that a revised WCHAR containing a healthy street assessment of the route is no longer required. The walking and cycling audit undertaken to date is therefore considered acceptable.

Martins Road Link:

Following on from discussion the link southwards from the site to Martins Road, to facilitate the connection to the Bus stop, has now been widened to 3m to enable cycle connections to Martins Road and onwards to the existing street network. This is acceptable to the Highway Authority. These works, which include the 3m shared use connection from the site to Martins Road (noting it crosses 3rd party Land belonging to Portsmouth City council) as shown on principle on drawing 1110 Rev I, and improvements to the bus stop which include a bus shelter, seating area and bus cage road markings, should be secured in any future S106 agreement to be delivered by the applicant via S278 agreement. Portsmouth City Council may be required to be partied to the S106 to facilitate these works.

Site Access:

Additional tracking in line with what was previously submitted under application App/20/00658, has been provided, which demonstrates refuse tracking for the site access along with additional tracking for Knightswood. The site access is considered acceptable in principle to the Highway Authority. The site access works as shown on drawing 24-097/016 Rev E should be secured in any future S106 agreement to be delivered by the applicant via a S278 agreement. It is advised that the applicant notes the previous comments regarding the requirements for a DfS during S278 detail design for the Stagger Distances and right turn lane taper.

Football Access:

The submitted drawings have been updated to show this access as a 3m wide vehicle cross over, with associated visibility splays provided. This is now acceptable to the Highway Authority. It is advised to Havant Borough Council that agreement from the landowner is required for this access to be relocated. Additionally, consideration to the landowner being partied to the S106 may also be required.

Internal Site Layout:

Following on from the Highway Authority previous comments and subsequent meetings to discuss the internal site layout, a revised layout and associate tracking drawings have been provided that addresses all previous concerns. For the majority of the internal layout, a 5.5m carriageway with a 2m footway has been provided, with this narrowing down to shared space environment of 5m. Tracking has been provided which demonstrates two-way vehicular movement throughout the majority of the site is possible. This is therefore acceptable to the Highway Authority.

Adoption:

Drawing 24-097/015 Rev D, has been updated following on from the revision to the internal site layout. This now shows the areas that are to remain in private ownership, transferred to a management company, and offered to HCC for adoption. Whilst the Highway Authority are satisfied that the adoption plan incorporates the majority of all the necessary visibility splays, the finer details of the extent of the adoption will need to be agreed through the S38 process.

Levels and Drainage:

It is recommended that the final levels and drainage details will be secured through an appropriate planning condition to be agreed prior to commencement.

Traffic Generation:

Trips:

The Highway Authority previously requested that the overall trip rate and trips generated by the proposed development should be updated to reflect all private dwellings if no restriction on the breakdown of quantum being proposed. The applicant has since confirmed that no less than 50% of affordable housing will be secured within the S106 agreement. The Highway Authority would prefer a robust assessment to be provided, calculating the total vehicular trip rate based on all private dwellings. However, undertaking our own review whilst there is a small difference in the predicted trips, this would not result in a material difference to the capacity of the highway in the surrounding areas and therefore is acceptable in this instance.

Junction Assessment:

The Highway Authority previously raised concerns to the design and modelling of the proposed sparrow crossing at the Petersfield Road/ Barton Road Signals. Conversation have therefore taken place, with additional modelling submitted for review. Upon review of the submitted modelling, it should be noted that have HCC made a small adjustment to the staging/operation of the junction, providing an intergreen stage between phase G ending and phase E starting. Phase A has been changed to run throughout stage 4 (phase G). The results indicate

that with stage 4 (ped/cycle crossing) being demanded every other cycle, the junction would operate within capacity. Should stage 4 typically be demanded every cycle the junction would be marginally over capacity in the AM peak but substantially over capacity in the PM peak. On the basis that the staging is considered to be a safer arrangement than previously proposed, the slightly reduced capacity at this junction is considered acceptable in this instance.

As a note to the applicant, the provision of a continuous segregated cycle route to meet the cycle phase across Bartons Road is considered an important element of the proposal. As the scheme moves into detailed design, some design changes to the cycle/footway landing area on the north side should be expected. Furthermore, it should be noted that the design for the signal junction contains fundamental differences from that reviewed as part of the Stage 1 RSA but in light of progressing the scheme it is accepted that this can be deferred to the detailed design stage and Stage 2 RSA.

At this time the proposed sparrow crossing is therefore acceptable to the Highway Authority. The sparrow crossing and associated works as shown in principle on drawing 24-097/016 Rev E should be secured in any future S106 agreement to be delivered by the application via a S278 agreement.

Travel Plan:

Due to the application seeking permission for 90 dwellings, this falls below the Highway Authority guidance for the requirements of a Travel Plan, and therefore a Travel plan is not required in this instance.

Recommendations:

The Highway Authority are satisfied that sufficient information at this time has been provided and therefore have no objections to the above application, subject to the below conditions and obligations. It should be noted by the Planning Authority that both the Martins Road link and football club access amendments are reliant on 3rd party landowners and at the S106 drafting stage due consideration needs to be given to the need to bind these owners within the agreement.

Obligations:

The following works should be secured for delivery by the applicant in the S106 agreement.

- Site access works on Bartons Road as shown in principle on drawing 24-097/016 Rev E
- Sparrow Crossing and associated works as shown in principle on drawing 24-097/016 Rev E
- Shared use path along Bartons Road from the junction of Petersfield Road/ Bartons Road connecting to the existing at Marting Road, as shown in principle on drawing 24-097/016 Rev E and 24-097/017 Rev C

- A Share use pedestrian and cycle link from the south of the development to Martins Road, and additional improvements to the Bus stop which include a bus shelter, seating area and bus cage road markings as shown on principle on drawing 1110 Rev I.

Conditions:

1. Prior to the first occupation of the development, a site management plan will be submitted to and approved in writing by the local planning authority that identifies any areas within the site that will form part of any highway adoption, controlled by a site management company or transferred as part of plots for private ownership. The approved plan shall thereafter be implemented, unless otherwise agreed in writing by the local planning authority.
2. Prior to the commencement of the development details of the following items must be agreed in writing with the Highway Authority:
 - A. Street Lighting Design
 - B. Drainage Strategy
 - C. Final ground levels plan
 - D. Final materials plan

The above matters should be implemented in accordance with the approved plans and be implemented prior to the occupation of any dwellings of which are reliant on such part of the network for access.

Informative:

S278:

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, which will include works within the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 278 license agreement with, the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link: <https://www.hants.gov.uk/transport/developers/section-278>.

The granting of planning permission is independent of the license application, and it is strongly recommended the applicant understands the criteria to be met in order for a license to be granted.

S38:

As the proposed internal road network and primary street is to be offered for adoption, the applicant should enter into the S38 process with the Highway Authority at the earliest opportunity to finalise the detailed design matters

associated with condition 1 to ensure that the proposed development and detailed design is agreed and constructed in accordance with adoptable design standards prior to first occupation.

Yours faithfully,

Zara Rogers – Senior Transport Planner - Highway Development Planning
Universal Services