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Enquiries to	Holly Drury	My reference	059795
Direct Line	N/A	Your reference	APP/24/00342
Date	21 May 2026	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Kayleigh,

Re: APP/24/00342 At Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville

Outline planning application for the development of up to 164 dwellings, with associated vehicular access, infrastructure and landscaping (all matters reserved except access)

Thank you for your re-consultation on the above planning application. In response to previous comments dated 31 January 2025 the Highway Authority provided no objections subject to s106 obligations and conditions.

The applicant however has raised questions over 5 key matters which are summarised below:

1. The need for delivery controls on both eastern and western access arrangements
2. Agreement on the financial contribution
3. The need and mechanism for the delivery of the TRO within the existing Catherington Park Estate
4. The need and mechanism for delivery of the off-site s278 works
5. The relevance of the condition of the infrastructure within the existing Catherington Park Estate

The applicant submitted revised information for consideration regarding these points.

A revised eastern access arrangement has also been submitted by the applicant to the Highway Authority which is discussed within this response.

Director of Universal Services
Patrick Blogg

Policy

The site is not allocated within the adopted East Hampshire District Council Local Plan, it is identified as a potential site within the emerging local plan under policy reference HDN1. Specifically in relation to HDN1 and the highway matters the emerging policy requires:

- New vehicular connections via recent development to the south and adjoining rights of way networks e.g. new connections necessary to support development improving permeability for walking and cycling and enabling healthy and active lifestyles
- Improved pedestrian connections through to the Weacock Recreation Ground and on to the community centre at Weacock Farm should be investigated

Core Policy 31 of the East Hampshire District Council Adopted local plan (dated June 2014) relevant as it covers transport and access considerations:

- Part b) protect and provide safe and convenient cycle and pedestrian links that integrate with existing cycle and pedestrian networks, such as the South Downs Way and Shipwrights Way, and reflect the amenity and rural character of the area;
- Part c) ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment;
- Part k) include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.

The policy also outlines that financial contributions will be sought from developments to allow for implementation of identified transport schemes

The Havant Borough Council adopted Local Plan (dated March 2011) outlines several core policies that are relevant when considering this development site:

- CS20 outlines that development should:
 - Improves accessibility to goods, services and employment and promotes equality in the transport system
 - Does not increase congestion and promotes better use of the existing transport network
 - Provides transport management measures to ensure the safe and suitable operation of the local road network
 - Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
 - Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
- CS20 pertaining to developer requirements outlines that:

- The need for contributions will be determined by the expected impacts of the development on all infrastructure type and where new or improved infrastructure is essential for planning permission to be granted this will be secured via an appropriate mechanism.
 - If the necessary contributions are not agreed by the developer, then planning permission will be refused
- DM11 relates to planning for more sustainable travel and outlines that every opportunity to increase integration of sustainable travel modes should be sought. This includes:
 - Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
 - Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.
- DM12 requires new developments to mitigate their travel by adequate provision of integrated and improved transport infrastructure through direct improvements and S106 contributions
 - A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
 - In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

The following policy requirements are set out in the NPPF and relevant to the consideration of this application:

- Paragraph 96a relating to safe and suitable access including clear and legible pedestrian and cycle routes which encourage the active and continual use of public areas
- Paragraph 109 setting out the requirement for a vision led TA to identify solutions that deliver well-designed, sustainable and popular places. This specifically requires policy requirements 109b, c and e which are directly relevant to the requested mitigation package for the development.
- Paragraph 110 in relation to the need to reducing the need travel and offering a genuine choice of transport modes.
- Paragraph 111d in relation to supporting the LCWIP
- Paragraph 115 section a to d are very clear and specifically relevant to all matters discussed in this response in so far as they relate to the application of the vision led approach, safe and suitable access, the design of streets and the mitigation of significant impact in relation to both capacity and highway safety.

- Paragraph 116 sets out the requirements for refusal against all listed transport policy requirements.
- Paragraph 117 in relation to the requirements to give priority to pedestrian and cycle movements both within the scheme and neighbouring areas and to facilitate access to high quality public transport.
- Paragraph 118 in relation to the requirements for a travel plan.

Delivery Controls on the Eastern and Western Access Arrangements

It was previously noted within our response dated 31 January 2025, based on an understanding from discussions with the applicant and the Planning Authority that the access arrangements into the development site could not be facilitated until the existing Catherington Park development was adopted through the s38 process or through separate land agreements. The Highway Authority therefore set out a proposed restriction within our recommendation for approval in relation to this matter, to prevent any development commencing until such time as the land is in the control of the Highway Authority. This point is critical in relation to securing the visibility splays in perpetuity as identified within the stage 1 Road Safety Audit.

Additional land title information has since been provided by the applicant (for title number SH22132 pertaining to this development site) to the Highway Authority. Legal advice sought by the Highway Authority on this matter outlines that the land title allows for the applicant to undertake any required works to facilitate access into their site, and the existing Catherington Park landowner are bound to allow the applicant to undertake the required works. It is therefore considered that as long as the access works are secured through condition or obligation to be necessary to provide safe and suitable access to the site then any adjoining landowner would be bound by the terms of the land title.

The Highway Authority are therefore comfortable that there is sufficient evidence to confirm that the applicant can deliver the access arrangements presented. This includes delivery of the TRO to allow safe and suitable access via Wilkes Way (Western Access) and the provision of suitable visibility splays for the eastern access (Merritt Way). The specifics of the access arrangements and drawings are set out below.

Revised Eastern (Merritt Way) Access Arrangement

Drawing 167.0006-0037 Rev P4 outlines a revised access arrangement from that previously recommended for approval by the Highway Authority in January 2025 as shown on drawing 167.0006-0001 Rev P07. The revised design removes the shared use provision from the eastern side of the carriageway both north and south of the junction and instead provides 2.0m footways either side of the carriageway within the red line of the application site. The existing footway provision within the Catherington Park estate is to remain unchanged.

Item 3.4.3 of the initial audit raised a lack of suitable cycle access and egress facilities around the bridleway connection and recommends that these are separate from the pedestrian crossing points. The Highway Authority did not agree with the designer's response as set out within our response dated 31 January 2025 which did not appropriately respond to the auditors point.

The Highway Authority therefore agreed amendments to the originally submitted design and in our response of the 31 January recommended approval to the layout shown on drawing 167.0006-0001 Rev P07 as this addressed the connectivity matters to the south. In relation to cyclist connectivity to the north it was agreed with the applicant that this matter could be appropriately addressed through a suitably worded planning condition with the design details to be agreed at the reserved matter stage.

The Highway Authority consider that the amended access arrangement as shown on drawing 167.0006-0037 Rev P04 fails to appropriately address the Road Safety Audit comments and meet the requirements of NPPF paragraph 117 in relation to prioritising pedestrians and cyclists and is contrary to the EHDC CP31 part c) and HBC CS20 and DM11 adopted policies. Whilst the Highway Authority do not consider the revised access to be wholly unsafe given the low trafficked nature of the road, the previously presented access arrangement (drawing 167.0006-0001 Rev P07) providing dedicated cycle infrastructure provides a better prioritisation of pedestrians and cyclists needs at this interaction point between the bridleway and the site access road. However, the design as presented within drawing 167.0006-0037 Rev P04 does not warrant a highway reason for refusal but will be subject to for a Road Safety Audit exception report to be agreed as per GG119 and TG18 at the detailed design stage.

Visibility:

Visibility splays for pedestrians, cyclists and equestrians are demonstrated within drawing 167.0006-0035 Rev P04. The 'x' distances presented accord with HCC TG3. The 'y' distance has been presented to 31.0m which is greater than TG3 requirements for the 20mph design speed for pedestrians and cyclists (required 25.0m) but falls short for equestrian requirements. The southern landowner will be required to keep the land clear for the visibility splays in line with the land transfer requirements.

The Highway Authority previously referenced that as the crossing facilitates a bridleway the equestrian visibility splay would require a departure from standard. However, as drivers have sufficient forward visibility of an approaching equestrian to stop and the likely usage for equestrians is low, the Highway Authority is satisfied that this can be approved as part of a formal departure from standards process through the S278 Agreement. The requirement for the departure remains the same as previously set out in the response dated 31 January 2025 given the distances presented do not comply with the requirements as set out within HCC TG3 (660m required).

Forward visibility and intervisibility splays at 25.0m commensurate with the 20mph design speed are provided within drawing 167.0006-0032 Rev P03. The Highway Authority is satisfied that suitable intervisibility could be achieved in accordance with HCC TG2 requirements.

Given the above land ownership matters, the Highway Authority are satisfied that suitable visibility can be achieved and that the adjacent landowner is bound to ensure the splays to the south remain clear and free of obstruction irrespective of the access design option progressed through any consent.

Swept Path Analysis:

Swept Path Analysis in accordance with HCC TG2 has been provided within the following drawings:

- Drawing 167.0006-003 Rev P03 – Fire Tender and 11.20m ‘Super Large’ Refuse
- Drawing 167.0006-0037 Rev P03 – Delivery Vehicle and Large Car

Tracking speeds have been confirmed to be undertaken at 10mph on both drawings. The drawings outline that all vehicles can access the site in a safe and suitable manner in accordance with HCC TG2 requirements. Where the refuse and fire tender cannot pass a car, suitable forward visibility and intervisibility has been demonstrated.

Delivery of the TRO within the existing Catherington Park estate to facilitate safe and suitable access into the site via Wikes Way

Similarly to the Eastern Access, the land title information allows for the existing developer or the applicant to implement a TRO to ensure safe and suitable access into the Western Parcel via Wilkes Way can be achieved. A drawing has not been provided but it is understood from correspondence with the applicant that the principle of the TRO has been agreed and a S106 obligation has been recommended to secure the funding.

The appropriate delivery mechanism for the TRO would need to be agreed, dependent on the highway status of Wikes Way at the time. Should the roads be adopted prior to first occupation, the Highway Authority could implement the TRO using the funds secured through this application (£12,000). If the roads are not adopted, then with consent from the landowner required through the land title the Highway Authority can process the legal order however it would subject to private enforcement.

Off Site Highway Impacts

A number of junctions were assessed by the applicant on which the Highway Authority previously responded on. This included junctions which were subject to capacity implications as a result of the development when assessed against a base or vision led scenario. This included:

- Eagle Avenue/Milton Road mini roundabout
- Milton Road/Lovedean Lane junction (as existing)

For both of these junctions there were capacity implications in both the base and vision led scenarios that triggered a requirement for mitigation. For the Eagle Avenue/Milton Road mini roundabout it was agreed that the increase in RFC value (operating at 0.87 in the base scenario and 0.83 in a vision led scenario) could be addressed through appropriate improvements to the sustainable infrastructure provision.

For the Milton Road/Lovedean Lane junction the applicant also modelled the proposed mini roundabout mitigation from the Catherington Park development utilising the vision led trip rates only which showed that subject to them achieving the forecast modal shift requirements the roundabout would operate within capacity (0.74 RFC) on implementation of the mini roundabout scheme.

Delivery of the off-site S278 works

It was previously raised that the off-site s278 works secured to mitigate the impact of the existing Catherington Park development have yet to be delivered. For the avoidance of doubt this covers the following:

1. Delivery of the Site Access/Eagle Avenue mini roundabout
2. Delivery of the Lovedean Lane/Milton Road mini roundabout

Site Access/Eagle Avenue mini roundabout:

Under application APP/13/00804 the form of the site junction was agreed to be in the form of a mini roundabout junction after due consideration of the alternative form as a simply priority junction. The primary requirement for the mini roundabout junction from was for the benefit of road safety as the junction form is in keeping with other local junctions and seek to reduce vehicle speeds along Eagle Avenue, mitigating the additional traffic generation from the development site. There remains a consistent trend of accidents along the Eagle Avenue/Hart Plain Avenue corridor akin with the urban residential environment that would directly benefit from lower vehicle speeds. Further intensification of the junction and the corridor without mitigation measures to address the persistent accident trend or provide safe and suitable crossing provision of Eagle Avenue could give rise to users feeling unsafe and accidents arising at the access. The Highway Authority remain of the view that these works should be secured as part of this permission in the event that occupations occur prior to the works being completed. It is acknowledged that delivery of the works remains a requirement of the Catherington Park applicant through application APP/13/00804 as secured through the S106 and the Highway Authority will continue to work with the applicant through the S278 process to implement these works.

Lovedean Lane/Milton Road mini roundabout:

The capacity of this junction is directly impacted by the proposed development as set out above. The applicant has not agreed at this time to secure these works as S278 nor demonstrated that the mitigation package offered to date is sufficient to generate sufficient modal shift to mitigate the impact of the development at this junction. In the absence of the mini roundabout improvement scheme being delivered and sufficient measures to improve

active travel the Highway Authority consider that there is significant harm at the junction which has not been mitigated by the development proposals. It is therefore considered appropriate to request a Grampian condition should be imposed until either the works are delivered at this junction or such time that there is a completed s278 agreement in place and a programme of works approved.

Condition of the infrastructure within the existing Catherington Park development

The Highway Authority raised concerns over the suitability of the existing Catherington Park development site to accommodate the proposed development given the unfinished condition of the adjoining development site. This includes unfinished footways, carriageways and inappropriately located street furniture (fence on Powell Drive) that present hazards to highway users. The Highway Authority remains concerned that the existing layout as currently constructed is not suitable for additional traffic from the development and therefore within our previous response we requested a condition that controlled the occupations of this development until such time as the roads and footways are brought up to a safe and suitable standard. The request from the Highway Authority remains as it is considered responsible planning to ensure there are controls in place to protect future residents of this site. Ultimately however this is a wider planning matter and the Highway Authority whilst presenting the concerns appreciate that it may be considered that other suitable control mechanisms exist that the Planning Authority can call upon to ensure safe and suitable access to the adopted highway (Eagle Avenue).

S106 Contribution Matters

The Highway Authority previously requested a contribution figure of £818,012.32 in our response dated 31 January 2025 towards the following matters (in no priority order):

1. Pedestrian and cycle improvements as identified on the Havant LCWIP improvements along Milton Road as identified under reference 359.2.1-359.2.5 and towards Horndean Technology College (route 359.1)
2. Hambledon Road corridor study work to improve connectivity with Elettra Avenue on the opposite side of the B2150
3. Pedestrian and cycle improvements along Catherington Lane
4. Provision of a rear gate to access Horndean Technology College
5. Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road
6. Crossing improvements at Oaklands Grove/Hart Plain Avenue junction, Maytree Gardens/Hart Plain Avenue junction, Jackdaw Close/Eagle Avenue junction and Hart Plain Avenue/Milton Road junction as shown indicatively within drawings 167.0006-0015 Rev P01, 167.0006-0016 Rev P02 and 167.00006-0014 Rev P01
7. New bus stop improvements within the vicinity of Powell Drive
8. Wayfinding provision from the site to support access to key destinations

The contribution figure is yet to be agreed with the applicant since the request was included within the Highway Authority's previous letter. This response seeks to move forward on the discussions regarding the contribution requirements and CIL compliant contribution.

In addition, the applicant suggests a proportionate contribution towards bridleway 108/1b/1 and 108/1a/4 would be made. It has previously been agreed with the applicant that these works will be delivered via s278 agreement as these improvements have been identified as necessary to connect their development to existing infrastructure through the WCHAR assessment. This position remains and is considered to accord with the requirements within NPPF paragraphs 96a, 109, 110 and 117 and the EHDC CP31 part d) and HBC DM11.

As set out below, the Highway Authority is able to update its position on the contribution figure amount.

Milton Road LCWIP Improvements:

The Highway Authority previously estimated the cost of the improvements along the whole of the Milton Road corridor as identified on the Havant LCWIP from Hambledon Road to Lovedean Lane to be up to £4 million based on previous scheme delivery by the Highway Authority and the identified scope of works within the LCWIP. It was agreed that to inform a more detailed contribution discussion, a drawing would be provided by the applicant identifying a section of the LCWIP aspirations along Milton Road (provided under drawing 167.0006-0039 Rev P01). This section being from an area north of Hambledon Road where the existing segregated infrastructure terminates to the Hart Plain Avenue junction which offers a road network more aligning with the principle of LTN1/20 in its suitability for on carriageway cycling (AADT flows circa 4000-5000 a day compared to circa 12,000 AADT on Milton Road). The proposals for Milton Road incorporate provision of a stepped cycle track to tie into the existing dedicated off-carriageway cycle provision south of Jubilee Road and amendments to the existing tactile crossing points to cater for cyclists along the route. The Hart Plain Avenue junction has also been upgraded to account for a priority crossing.

The Highway Authority considers the extent of the scheme to be reasonable given this proposal provides an extension of the dedicated cycle facility along a route which connects the site with the facilities and services on offer to the development along Hambledon Road and Elettra Avenue. It would provide access to the leisure centre, employment, McDonalds, Lidl, Aldi and onward connectivity to Waterlooville Town Centre and Wellington Retail Park. The applicant has costed these works at £1,379,618.67. The Highway Authority have also undertaken a costing exercise based on the information provided and consider the cost of delivery to be £2,271,446. On review of the works costs, whilst the Highway Authority remain of the view that the works are directly relevant to the development, the cost implications are disproportionate with the development scale.

The applicant has suggested a proportionate contribution of £30,000 towards delivery of two non-specified crossing points. It is unclear how this is proportionate to the scale of development or how these standalone elements of the works would aid to achieve the requirements of NPPF paragraphs 96a, 109, 110, 111d, 115d and 117 in achieving modal shift and supporting the vision of the site through enabling sustainable access. The TA as required by NPPF is reliant on a vision led sustainable transport assessment and targets associated with such an approach. This includes an assumed reduction in car use by 27% to 60% overall mode share and an increase sustainable travel modes to an overall modal share of 40%. This is considered an achievable target if opportunities to improve the walking and cycling accessibility to the site are realised which in this case requires more extensive improvements than the applicant is suggesting.

Whilst the cost estimates provided by the applicant and the Highway Authority differ, given the additional uplifts that are applied for the Highway Authority to deliver the works, the overall build costs of the scheme generally align. To move matters forward and to seek agreement on the overall contribution figure, the Highway Authority is prepared to accept a proportionate contribution on the construction costs presented by the applicant (£1,379,618.67).

The Highway Authority have set out a position to the applicant that to calculate a contribution a proportional length of the route would be a more appropriate approach. The total length of the route is c. 640m equating to a cost per metre of £2,155.65 (based on the applicant's cost estimate). For 200m, this would suggest a contribution figure of £431,130.83 (31% of the total cost of the scheme drawn up by the applicant). The Highway Authority consider contributing towards 200m of the route to be fair and proportionate given this equates to c.10% of the overall length of Milton Road (2130m) where improvements on the Havant LCWIP have been identified and the applicant would be adding a high proportion of the overall 74 daily cycle trips onto the network (8% of the overall modal share) and 255 pedestrians (14% of the overall modal share) given the availability of local facilities and services from the Hambledon Road corridor. The delivery of this section of the route would enable a connection between Milton Road and the quieter roads closer to the site, providing a continuous route.

Hambledon Road corridor study work:

As referenced within our response of the 31 January 2025 the Highway Authority has undertaken improvements along the Hambledon Road corridor including improved crossing provision of Milton Road to cater for pedestrians and cyclists. An element of these works (the parallel crossing on Milton Road at the Hambledon Road roundabout) has been costed at £210,000 as previously referenced. The Highway Authority consider that a contribution towards this crossing remains a CIL complaint request as residents of this development would utilise this crossing provision to access services and employment opportunities in Waterlooville as already set out within this response. Given the interaction of these works with the LCWIP identified

improvements on Milton Road it considered reasonable that this improvement works are included within the scope of any agreed proportionate contribution in relation to the Milton Road works.

Catherington Lane – Pedestrian and Cycle Improvements:

The applicant offers a proportionate contribution of £53,321.72 towards the cost of delivery of these improvements. The Highway Authority agree that this figure would equal a proportionate contribution towards this scheme which provides measures that directly benefit the site through the provision of improved pedestrian and cycle infrastructure.

Provision of rear gate to access Horndean Technology College:

In the interests of seeking to reach an agreement with the applicant, the Highway Authority is minded to remove this scheme from the contribution calculation.

WCHAR Crossing Improvements (Items 5 and 6):

The Highway Authority are minded to agree the cost associated with these works as presented by the applicant (£30,000 and £60,000).

New bus stop improvements within the vicinity of Powell Drive:

The estimated cost of £15,000 has been previously agreed with the applicant.

Wayfinding Provision:

The need for wayfinding provision was identified within the WCHAR to be necessary to support sustainable access. Wayfinding in general has been found to be beneficial, particularly where the time to access facilities is provided, and so residents are clear of the route to be taken. The delivery of wayfinding is not effective in isolation and should therefore be considered in conjunction with the additional improvements as referenced above.

The Highway Authority understand that the applicant has proposed a contribution of £3,720 utilising the costs of implementing 4 wayfinding 'finger posts'. The applicant clarifies that separate wayfinding signage for the PRoW is to be accounted for as part of the wider s278 works as previously agreed with the applicant. The Highway Authority agree that 4 wayfinding posts are appropriate on top of the PRoW signage proposed.

The cost of the Highway Authority delivering wayfinding provision is c. £2,400 a post equating to a total cost of £9,600 for 4 wayfinding posts. With this in mind and given the above clarity, the contribution request has been revised to £9,600.

Summary:

To summarise the Highway Authority consider that the agreed works are:

- The S278 delivery of the works to bridleways 108/1b/1 and 108/1a/4 (£93,540 as costed by the applicant but to be delivered by S278)
- Lovedean Lane Refuge Island to be delivered by S278 (£25,000)
- Wayfinding (£9,600)

- New Bus Stop Provision (£15,000)
- WCHAR Crossing Improvements (£90,000)
- Catherington Lane Improvements (£53,321.72)

This totals £286,461.72. however, this does not include a proportional contribution to the Milton Road corridor considered necessary for reasons set out above and within previous responses.

When adding the financial contribution for Milton Road (£431,130.83) with the non-S278 items listed above (totalling £167,921.72) comes to a total financial contribution requirement of £599,052.55. The total mitigation package when accounting for the sustainable transport s278 works totals £717,595.55.

The contribution request is considered by the Highway Authority to meet the CIL 122 Regulations. The works are directly related to the development and necessary to make the development acceptable in planning terms given this will contribute towards the delivery of clear deficits in the existing infrastructure which will provide improved opportunities to the walking and cycling infrastructure to support access to local facilities and services available to the development in accordance with relevant NPPF and Core Strategy policies as set out earlier within this response.

To ensure that the contribution is fair and proportionate and reasonable in scale and kind, the Highway Authority have calculated a contribution towards a proportion of the Milton Road improvement works, as well as the contribution amounts to the specific measures set out above.

The contribution amount is considered necessary to mitigate the impact of the development and encourage sustainable transport uptake in line with the vision-led assumptions. The Highway Authority consider that the scope of items 1-3 and 5-8 above are necessary and directly linked to the development as per the Regulation 122 regulations.

Each item as set out above would be directly mitigate the impact of the development should one or more of the items be delivered. The Highway Authority therefore seek that the funds as a whole are secured towards delivery of one or more of the items as set out above.

Recommendations

Having regard to the above and subject to agreeing the s106 financial contribution, the Highway Authority raise no objections to the planning application subject to the provision of the following s106 obligations and suitably worded planning conditions covering the following:

S106 Obligations:

- Prior to commencement to enter into a highway agreement for off-site highway works as shown indicatively within drawing 167.0006-0020 Rev P01 and for the PRow Improvements (including wayfinding

provision) as shown indicatively within drawing 167.0006-0022 Rev P01

- Prior to occupation the off-site highway works and PRow improvements to be completed to completion certificate standard
- Prior to commencement payment of a financial contribution of £599,052.55 (index linked) with respect to sustainable transport improvements for the following (in no priority order):
 - a) Pedestrian and cycle improvements along Milton Road as identified on the Havant LCWIP (reference 359.2.1-359.2.5)
 - b) Pedestrian and cycle improvements along Catherington Lane
 - c) Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road
 - d) Crossing improvements at Oaklands Grove/Hart Plain Avenue junction, Maytree Gardens/Hart Plain Avenue junction, Jackdaw Close/Eagle Avenue junction and Hart Plain Avenue/Milton Road junction as shown indicatively within drawings 167.0006-0015 Rev P01, 167.0006-0016 Rev P02 and 167.0006-0014 Rev P01
 - e) New bus stop improvements within the vicinity of Powell Drive
 - f) Wayfinding provision from the site to support access to key destinations
- Prior to commencement, the applicant should commit to funding a traffic regulation order (£12,000) to allow for safe and suitable access via the Western Access (Wilkes Way)
- Prior occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit with respect to costed measures within the travel plan
- Public rights to pass and repass on foot or bicycle for areas not adopted by the Highway Authority

Conditions:

1. Provision of a Construction Traffic Management Plan to be agreed prior to commencement
2. A suitable Grampian condition should be imposed until either the mini roundabout works at the Milton Road/Lovedean Lane junction and the Powell Drive/Eagle Avenue junction have been implemented or such time that there is a completed s278 agreement in place and programme of works so that the applicant can deliver the works. The mini-roundabout works must be implemented to completion certificate standard prior to first occupation
3. The approved lines of site splays on drawings 167.0006-0035 Rev P04, 167.0006-0007 Rev P03 and 167.0006-0013 Rev P03 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway. Boundary features or any design through the reserved

matters stage shall also not exceed 0.6m in height and shall be subsequently maintained so thereafter

Reason – In the interest of highway safety

4. Prior to the commencement of the development details of the following items relating to the tie in arrangements for the eastern and western access at Merritt Way and Wilkes Way must be agreed in writing with the Highway Authority:
 - a) Final Street lighting design
 - b) Final Drainage strategy in so far as it relates to the site access, interaction with adopted highway drainage and safe operation of the internal layout
 - c) Final ground levels plan in so far as it relates to the site access, interaction with adopted highway and safe operation of the internal layout
 - 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

Reason: In the interests of highway safety and safe and suitable street design

5. Prior to commencement the following details relating to the eastern and western access arrangement shall include details to demonstrate safe and suitable access. These details shall include:
 - a) Construction, drainage details and proposed materials for the raised tables at the Eastern and Western Access
 - b) Location of all associated signage for the Eastern and Western Access arrangements

Reason – In the interest of highway safety

6. The details submitted in relation to the reserved matters stage shall include details to demonstrate an appropriate street design. These details shall include:
 - a) Street Lighting Strategy
 - b) Drainage Strategy and Design details in relation to the site and any new street and footpath
 - c) Final ground levels plan
 - d) Final materials plan
 - e) Land required in order to keep visibility clear shall either fall within adoptable areas of the highway or private management company and not cross third-party land
 - f) The alignment of the eastern access (Merritt Way) shall be straight and allow pedestrian, cycle and equestrian visibility splays to be

achieved based on the design speed without requiring extensive vegetation maintenance and users to look back on themselves

- g) The alignment of the western access (Wilkes Way) shall be straight, reasonably direct and avoid the need for 90-degree bends for the shared use provision
- h) Cycle arrangement on Merritt Way to provide opportunities for cyclists to access the bridleway on the eastern side of the carriageway

The above matters should be implemented in accordance with the approved plans

Reason – In the interest of Highway Safety and safe and suitable street design

- 7. In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:
 - a) All roads, footways and cycleways, whether to be adopted or otherwise, shall be built to national recognised design construction standards and completed prior to occupation of any unit
 - b) A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways have been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority on completion of the final road surface or prior to occupation. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.
- 8. Prior to the occupation of the development completion of a Stage 3 Road Safety Audit demonstrating that the roads and footways relied upon to provide safe and suitable access to the highway (Eagle Avenue) are to a suitable design standard to facilitate the developments movements.

In you are minded to refuse the application Highway Authority recommend refusal for the following reasons:

Sustainable Transport Opportunities:

In the opinion of the Highway Authority, the proposal involves development that would result in users of the development being unable to make use of sustainable transport opportunities. This would result in an overreliance on the private car and unmitigated capacity impacts and overall inability to meet the vision-based trip rates presented.

This is contrary to NPPF paragraph(s) 96a, 109, 110, 111d, 115, 116, 117, Hampshire County Council's LTP4, Havant Borough Council adopted policy CS20, DM11, DM12 and East Hampshire District Council adopted policy CP31.

Travel Plan

In the opinion of the Highway Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that there is insufficient provision of, or support for, sustainable transport options. This will create a greater number of trips via private car and failure to meet the vision led trip rates which will create a severe impact on the local transport network and the environment.

This is contrary to NPPF paragraph(s) 96a, 109, 110, 111d, 115, 116, 117, Hampshire County Council's LTP4, Havant Borough Council adopted policy CS20, DM11, DM12 and East Hampshire District Council adopted policy CP31.

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

Yours faithfully,

Ben Clifton
Strategic Transport Manager
Universal Services