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HAMPSHIRE COUNTY COUNCIL: POSITION STATEMENT ON HIGHWAY MATTERS

Outline planning application for demolition of existing buildings and erection of up to 270 dwellings, including affordable housing, with land for the potential future expansion of Halterworth Primary School, public open space, structural planting and landscaping, sustainable drainage system (SuDS) and vehicular access points. All matters reserved except for means of access

Dear Madam,

Following Test Valley Borough Council's decision to refuse the above planning application, the Highway Authority has been engaged in discussions with the Appellant to address the outstanding matters raised within its consultation response dated 25th March 2024 which related to:

- Amendments to vehicle access proposals;
- Suitable sustainable modes improvements;
- Clarity around school parking proposals;
- Confirmation of committed development assessed;
- Cycling Level of Service (CLOS) assessment of A27/Botley Road/Premier Way roundabout; and
- Amendments to Travel Plan.

This response sets out the Highway Authority's updated position on the proposed development.

Access

The Appellant has satisfactorily addressed the Highway Authority's previous comments regarding the northern and southern site accesses onto Halterworth

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Lane. The principle of the works shown in drawing numbers P21004-001D and P21004-002C is therefore considered acceptable. The delivery of the site accesses will be secured through obligation within the Section 106 agreement and delivered under the terms of a Section 278 Agreement.

Sustainable Transport Improvements

In line with HCC's Local Transport Plan 4 (LTP4), there has been a key shift towards improving sustainable transport infrastructure to encourage and embed healthy travel habits, reducing reliance on the private car.

In order to achieve the required modal shift, the Appellant has undertaken further design work to review schemes on LCWIP routes 280, 331 and 332. These designs are based on a topographical survey with the highway boundary overlaid to review the deliverability of the proposed schemes and have been provided to the Highway Authority for review and to inform contribution requirements.

The Highway Authority has costed the total package of improvements set out by the Appellant, as suggested to derive a CIL compliant contribution towards the measures. Given the quantum of development proposed, it is acknowledged that securing the total cost of works in connection with the development would not be fairly and reasonably related in scale to the development. The Highway Authority have therefore considered the package of improvements put forward and the associated costings and set out a required contribution figure of £1,746,533.08, which is based on the costings specifically for routes 331 and 332, whilst it is considered appropriate for this sum to be secured against LCWIP routes 280, 331 and 332 as set out by the Appellant. This contribution is considered necessary to mitigate the impact of the proposed development by funding improved walking and cycling infrastructure on the aforementioned LCWIP routes into Romsey and the nearby facilities and amenities. This contribution figure is considered fair and proportionate against the proposal for 270 dwellings and does not double count for any infrastructure and/or contributions being considered through neighbouring live and consented planning applications. The Appellant has confirmed the principle of financial contributions towards the above routes is considered acceptable, and in line with CIL tests. However, the exact contribution requirement is yet to be agreed by the Appellant at this time and discussions regarding the transport mitigation package is ongoing.

The above figure should be secured via Section 106 agreement.

School Parking Proposals

To ensure that errant parking does not occur adjacent to the southern site access, the Appellant has proposed to fund a Traffic Regulation Order (TRO) on Halterworth Lane. The TRO should also cover the northern site access given the on-street parking which occurs on Halterworth Lane during the school drop off and pick up period, along with an extension of the existing double yellow lines near to Halterworth Lane to prevent on-street parking from restricting the two-way flow of traffic.

To accommodate the displaced on-street parking, the Appellant has agreed to provide space within the development dedicated towards school parking. The

Highway Authority requires this space to be a dedicated car park which can be used as a park and stride site for Halterworth School. A contribution is required towards updating the School Travel Plan to engage with the school and encourage future use of the park and stride facility.

Committed Development and CLoS Assessment

Further clarification has been provided regarding the committed development assessed within the original Transport Assessment. The Highway Authority is satisfied with the explanation provided.

Following conversations with the Appellant, it has been agreed that a CLoS assessment for the A27/Botley Road Roundabout is not required. The roundabout is being reviewed as part of the Whitenap planning application (ref 22/01213/OUTS) and has therefore not been considered within the mitigation package for the proposed development.

Travel Plan

An updated Framework Travel Plan has been provided by the Appellant which is considered acceptable. The respective approval and monitoring fees, along with a form of financial surety, will be secured within the Section 106 agreement.

Recommendation

The Appellant has satisfactorily addressed the comments provided within the Highway Authority's original planning response.

The Highway Authority therefore recommends no objection, subject to the following Conditions and Section 106 obligations:

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety

- The details submitted in relation to the reserved matters stage shall include details to demonstrate an appropriate street design. These details shall include:

1. Street Lighting Strategy;
2. Drainage Strategy and Design details in relation to the site and any new street and footpath;
3. Final ground levels plan;
4. Final materials plan; and
5. Final planting plan.

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

- Wording to be agreed with the Appellant regarding the provision of a park and stride site located within the development.

S106 Obligations

- Payment towards implementation of a TRO on Halterworth Lane.
- Contribution payment towards updating the School Travel Plan for Halterworth School.
- Prior to commencement of development, to enter into a Highways agreement for the site access works shown in principle in drawing numbers P21004-001D and P21004-002C. To implement these works to the satisfaction of the Highway Authority prior to occupation.
- Payment of a £1,746,533.08 contribution towards sustainable transport improvements located on LCWIP routes 280, 331 and 332.
- Payment of Travel Plan approval (£1,500) and monitoring (£15,000) fees, along with a form of financial surety.

Yours sincerely

Gemma McCart – Transport Team Leader, Highways Development Planning,
Hampshire 2050.