

Land at Halterworth Lane, Romsey

**Statement of Common Ground relating to
Highways and Transport Matters between
the Local Highway Authority (Hampshire
County Council) and the Appellant (Gladman
Developments Ltd)**

Planning Appeal: APP/C1760/W/24/3354052

Planning Application: 24/00174/OUTS

LAND AT HALTERWORTH LANE, ROMSEY
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Contents

Introduction	3
Site Background	3
Drawing List	4
Site Access Arrangements & Highway Improvements	4
Access by Sustainable Modes of Transport	5
Traffic Impact	6
Highway and Transport Related Planning Conditions	7
Planning Obligations	8
Areas of Dispute	8
Conclusions	8

Introduction

1. This Statement of Common Ground (the 'Statement') sets out the highways and transport related matters that have been agreed between Hampshire County Council (HCC) Highways, the local highway authority (LHA), and Gladman Developments Ltd (the Appellant) in relation to the proposed development on land at Halterworth Lane, Romsey (the 'Site'), planning appeal reference APP/C1760/W/24/3354052.
2. This Statement relates to the above appeal for an 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 ('the Proposed Development'), Local Planning Authority Reference 24/00174/OUTS.
3. The Appellant submitted the appeal following the refusal of planning permission by Test Valley Borough Council.
4. In this Statement, the Parties means HCC Highways and the Appellant.

Site Background

5. The original consultation response on this Site provided by the LHA was dated 25th March 2024. This followed pre-application discussions in late 2023. The initial consultation letter requested that further information be provided regarding the vehicular access proposals, improvements for sustainable travel, clarity regarding school parking proposals, confirmation of the committed developments assessed and amendments to the Travel Plan.
6. HCC's Public Rights of Way (PRoW) officer provided a separate consultation response dated 15th February 2024. The letter requested further details regarding mitigation of the impact of the Proposed Development on the local PRoW network.
7. The Appellant's transport consultant, Prime Transport Planning ('Prime'), authors of the Traffic and Transport Chapter of the Environmental Statement and the appended Transport Assessment and Travel Plan, dated January 2024 and formally submitted at the time of the application, provided Transport Technical Note 1 (TTN1) dated January 2025, which included further information and drawings to address the above. The approach taken to TTN1 was informed by discussions between HCC and Prime in late 2024.
8. Following submission of TTN1, HCC provided further correspondence via email to confirm that matters had been agreed subject to the submission of drawings detailing a number of active travel improvements in line with the aspirations of the Test Valley (south) Local Cycling and Walking Infrastructure

Plan (LCWIP) to derive a contribution compliant with the 3 CIL tests which is considered suitable for mitigating the impact of the development.

9. Prime submitted five drawings, inclusive of an overview drawing, detailing the LCWIP based improvements via email on 7 February 2025. HCC responded via email on 20th February 2025 to request a financial contribution of £1,746,533.08 to part fund these works on a proportionate level in line with the CIL tests.
10. TTN1 included confirmation of the Appellant's willingness to upgrade a section of footpath 198/15/1 that runs through the Appeal Site. HCC's PRow officer requested a contribution of £85,278 to fund this upgrade, with the request made via email on 12th February 2025.

Drawing List

11. The Parties agree that the following drawings are agreed and can be conditioned for delivery via S278:
 - a. P21004-001E Proposed Access Strategy – Northern Frontage; and
 - b. P21004-002D Proposed Access Strategy – Southern Frontage.
12. The Parties agree that the following preliminary design drawings detailing the active travel improvements in line with the LCWIP and used for S106 costings purposes are agreed:
 - a. P21004-100 Pedestrian and Cycle Improvements – Overview Plan;
 - b. P21004-101 Pedestrian and Cycle Improvements – Sheet 1 Botley Road between Montford Road and Rownhams Lane (LCWIP Route 280 and 332);
 - c. P21004-102 Pedestrian and Cycle Improvements – Sheet 2 Botley Road between Whitenap Lane and Montford Road and Halterworth Lane between Botley Road and Saxon Way (LCWIP Route 280 and 332);
 - d. P21004-103 Pedestrian and Cycle Improvements – Sheet 3 Halterworth Lane between Saxon Way and School Road/Winchester Road (LCWIP Route 332)
 - e. P21004-104 Pedestrian and Cycle Improvements – Sheet 4 Plaza Theatre to Romsey Train Station (LCWIP Route 331).

Site Access Arrangements & Localised Highway Improvements

13. The Proposed Development is located on the eastern side of Halterworth Lane.
14. Two main Site access points will be provided, both comprising new priority-controlled T-junctions onto Halterworth Lane. Access drawings have been presented as part of the application showing suitable visibility splays in both directions based on Manual for Streets guidance for independently recorded

85th percentile speeds which also comply with Hampshire County Council's Technical Guidance Note 3. A draft condition is included in the list below which specifies the drawings.

15. The main Site accesses will include 2m wide footways on both sides of the junctions which will connect to the existing footway provision on the eastern side of Halterworth Lane.
16. Both of the proposed site access have been subject to swept path analysis (Drawings P21004-003C, P21004-004C and P21004-006B) which demonstrates that they can accommodate large vehicles, specifically refuse collection vehicles.
17. Both of the proposed site accesses have been subject to an independent Stage 1 Road Safety Audit that raised two issues, both of which have been addressed.
18. Uncontrolled crossings consisting of dropped kerbs and tactile paving will be provided across both of the main accesses, across Halterworth Lane north and south of both of the proposed accesses and across Saxon Way, Benedict Close, Botley Road, Montfort Heights, Seward Rise, Jenner Way and Hestia Close at their junctions with Halterworth Lane.
19. PRoW footpath 198/15/1 will provide dedicated, traffic-free pedestrian access onto Halterworth Lane, north of the main northern access, and onto Highwood Lane to the east of the Site. The footpath will be upgraded using funds secured via S106 from the Appeal Site. The upgrade will also allow the path to be reclassified as a bridleway that will legally permit cycling and horse riding along its length.
20. The proposed site access arrangements and localised highway improvements associated with the Appeal Site are shown on drawing numbers P21004-001E and P21004-002D.
21. The Site access arrangements have been agreed as suitable for the Proposed Development. They will allow for the safe movement of pedestrians, cyclists, public transport users and vehicles in the vicinity of the site.

Access by Sustainable Modes of Transport

22. The Appeal Site lies within the eastern edge of Romsey, with the town containing a multitude of amenities, schools and places of employment. Eastern parts of Romsey town centre are within a 2,000m walk of the Appeal Site. More locally to the Appeal site there are a number of amenities including two convenience stores with one containing a Post Office, a nature reserve, a park, a place of worship and a public house/restaurant all within the preferred maximum walking distance of 1,200m for local services. Halterworth Primary School is adjacent to the site while The Mountbatten School and a large

industrial estate are well within the preferred maximum walking distance of 2,000m for education and employment trips.

23. Local amenities are within a 2,000m cycling distance. Romsey town centre and train station are within a 2,800m cycling distance. Several industrial estates and business parks are within a 5,000m cycling distance, as is North Baddesley. Additional employment and education opportunities, as well as Chandler's Ford, are within an 8,000m cycling distance.
24. Prime has produced preliminary designs for LCWIP-based active travel (walking, wheeling and cycling) improvements. These include a range of measures along sections of three LCWIP routes, these being routes 280, 331 and 332. The designs will tie into proposals by the Whitenap allocation (application 22/01213/OUTS) which have been assessed separately to ensure that there is no double counting of contributions and/or mitigation requirements. Once complete, these improvements will offer safe and convenient routes west, north, south and east of the Appeal Site, including towards Romsey town centre and train station, passing several key amenities. The submitted drawings have provided a basis for HCC to cost the scheme and to seek contributions to it at a level commensurate to the scale of the Proposed Development and in accordance with the three CIL tests.
25. The nearest bus stops to the Appeal Site are located on Halterworth Lane less than a 400m walk from the centre of the site. The Appellant is committed to upgrading these bus stops to include raised boarding areas, shelter, seating and timetable information. The Appellant is also committed to providing shelters at the two nearest bus stops on Botley Road, which are less than 600m from the centre of the site. These improvements are agreed with HCC and will be secured via condition.
26. The Appellant has agreed to pay a Travel Plan Deposit/Bond of £57,500 to ensure that there are sufficient funds allocated to Travel Plan measures. The Appellant has also agreed to pay HCC's monitoring fee of £15,000 and approval/evaluation fee of £1,500.

Traffic Impact

27. It is agreed that the traffic forecasting methodology used to quantify the cumulative impact of the development proposals is robust and acceptable. At the time of writing, the committed developments included in the cumulative assessment remain representative of planning-based growth in the local area.
28. The proposed site accesses will operate without capacity concerns.
29. It is agreed that the proposed development will not result in a severe residual cumulative impact on the local highway network subject to the obligations listed below.

Highway and Transport Related Planning Conditions

Potential draft conditions are included below:

- 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

- The development hereby permitted shall be carried out in accordance with the details shown on the approved plans:
 - Proposed Site Access Arrangements North - P21004-001E
 - Proposed Site Access Arrangements South - P21004-002D

Reason: For the avoidance of doubt and in the interests of proper planning

- The development shall not be occupied until details of upgrades to the pair of bus stops on Halterworth Lane known as “Footway to Kennett Road” to include raised boarding areas, shelters, seating and timetable information, and the provision of shelters to the pair of bus stops on Botley Road known as “Halterworth Lane” including a timetable for their implementation has been submitted to and agreed in writing by the Local Planning Authority. The upgrades shall be implemented in accordance with the agreed timetable.

Reason: In the interest of encouraging bus use

Planning Obligations

30. The Appellant will provide a signed planning obligation for the Inspector in order to enable the agreed planning obligations and matters set out in this Statement to be secured and given effect.

31. The obligations relating to highways and transportation matters are as follows:

- Payment of £85,278 towards the upgrade of footpath 198/15/1;
- Payment of £15,000 towards the modification of a TRO on Halterworth Lane;
- Payment of £2,744 towards updating the School Travel Plan for Halterworth School;
- Payment of a £1,746,533.08 contribution towards sustainable transport improvements located on LCWIP routes 280, 331 and 332; and
- Payment of Travel Plan approval (£1,500) and monitoring (£15,000) fees, along with a Travel Plan budget (£57,500).

Areas of Dispute

32. There are no areas of disagreement between HCC Highways and the Appellant in respect of Highways matters.

Conclusions

33. This Statement sets out the agreed position between HCC Highways, in its role as LHA, and the Appellant.

34. With the mitigation to be secured by Planning Condition and obligations the residual impacts would **not be severe** and there would **not be an unacceptable impact on highway safety** as set out in paragraph 116 of NPPF and as such there is no reason that the proposed development should be refused on Highway grounds.

**Signed on behalf of the Appellant
Mr David Stoddart**



Date: 10 March 2025

Position: Associate Director,
Prime Transport Planning Ltd.

**Signed on behalf of Hampshire
County Council Highways
Ms Gemma McCart**



Date: 11 March 2025

Position: Transport Team Leader,
Highways Development Planning,
Hampshire 2050, Hampshire County
Council