

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Ben Clifton – Team Leader, Strategic Transport
Title:	Rifle Range Farm, Hartley Wintney, Hampshire – S106 Agreement: PT/33/A/2188 DC file ref: 6/3/2/177
Reference:	

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1. The decision:

1.1. That authority be given to the Chief Executive's Department in accordance with Paragraph 1.23 of the Economy, Transport and Environment Department's Scheme of Delegation to enter into an agreement under Section 106 of the Town and Country Planning (General Development) Order 1995 with Hart District Council, Nigel John Antony Howard-Jones and Nicola Copson Howard Jones, RRF Developments Limited, Bewley Homes PLC and Hartley Wintney Parish Council relating to Land at Rifle Range Farm, Hartley Wintney, Hampshire.

2. Reason(s) for the decision:

- 2.1. A planning application for development at Land at Rifle Range Farm, Hartley Wintney, Hampshire has been submitted under reference 14/00593/Major. Hampshire County Council has resolved to grant consent to the development subject to the completion of the Section 106 Agreement to secure necessary planning obligations.
- 2.2 The County Council as Local Highway Authority was consulted on the planning application and responded to the statutory consultation raising no objection to the application on transport grounds, subject to a package of transport mitigation measures being secured as below;
- New access to serve the development in the form of a priority junction on Fleet Road and additional pedestrian crossing facilities.
 - £408,168 as a contribution towards local transport and infrastructure improvements including junction improvement works, improvements to the local pedestrian and cycle network and funding of local transport schemes within the Parish Council's administrative area.

- Implementation of a Travel Plan, payment of the Travel Plan approval (£1500) and monitoring fees (£15000), and provision of a surety of £83000 to ensure implementation of the Travel Plan.

2.3 The legal agreement secures the above planning obligations in order that adequate transport mitigation is secured against the development.

3. Other options considered and rejected:

Not to agree to enter into the agreement

3.1. This option was considered but dismissed on the basis that this would result in development which was not supported by adequate transport infrastructure and does not sufficiently promote sustainable transport.

4. Conflicts of interest:

4.1. Conflict of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting information:

6.1. Final draft legal agreement

Approved by:

Date:

11/09/ 2014

**Ben Clifton – Team Leader, Strategic Transport
On behalf of the Director of Economy, Transport and
Environment**