

7<sup>th</sup> February 2025

Richard Natt  
**East Hampshire District Council**  
PO Box 310  
Petersfield  
GU32 9HN

The Bothy, Cams Hall Estate, Fareham  
Hampshire, PO16 8UT  
T 01329 711000  
E [info@paulbashamassociates.com](mailto:info@paulbashamassociates.com)  
W [www.paulbashamassociates.com](http://www.paulbashamassociates.com)

Dear Mr Natt,

**Outline planning application sought for the development of up to 190 dwellings, with associated vehicular access, infrastructure and landscaping (all matters reserved except access) | Land North of Woodcroft Farm, James Copse Road, Lovedean, Waterlooville**

This letter has been produced by Paul Basham Associates, as Highway Consultants, on behalf of Grainger PLC to respond to recent Hampshire County Council's Highways (HCCH) comments dated 31.01.25 regarding the current Outline application at Woodcroft Farm.

Whilst it is acknowledged that HCCH have removed their objection to the scheme, subject to conditions, there are a number of outstanding points that were raised within their response that we would look to clarify.

Safe and Suitable Access

HCCH have advised the following, *"Whilst it is acknowledged that the surfacing is unfinished, and this falls outside of the applicant's control, the Highway Authority need to be satisfied that safe and suitable access for all users into the site can be achieved. The applicant is therefore reliant on Powell Drive, Merritt Way and Wilkes Way being successfully adopted by the Highway Authority through the s38 process. This will be secured through an appropriate planning condition to adopted prior to occupation."*

It is firstly noted that Catherington Park's development did not include any conditions preventing occupation until such time as the Section 38 agreement was in place, nor were any triggers secured to require the S38 process to be undertaken. This suggests that the current arrangement is sufficiently safe to accommodate the use of the local roads by residents of Catherington Park.

With regard to the proposed connections onto Merritt Way and Wilkes Way both access arrangements have been the subject of Road Safety Audit's which have not raised concerns about connections with Catherington Park's current layout.

We therefore request that this condition is not required to be in place to enable safe and suitable access to the Woodcroft Farm.

Further to this a review of the land boundary for the site has confirmed that suitable vehicular and pedestrian access provision can be provided within the area of Catherington Park, where Grainger have access rights, and would not require third party land.

It is also noted that the requirement of a Traffic Regulation Order on roads within Catherington Park is something that should be raised with Vistry, as the roads are yet to be adopted, and therefore should not be secured to the Woodcroft Farm application.

## S106 Contributions

HCCH have requested contributions towards the following elements:

- 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)
- Hambledon Road corridor study work to improve connectivity with Elettra Avenue on the opposite side of the B2150
- Pedestrian and cycle improvements along Catherington Lane
- Provision of a rear gate to access Horndean Technology College
- Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road
- 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
- New bus stop improvements within the vicinity of Powell Drive
- Wayfinding provision from the site to support access to key destinations

We are also minded that the S106 contributions must meet the S106 tests of:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

We have therefore set out in the table below what we consider are reasonable contributions with regard to the CIL 122 tests, based on the evidence we refer to:

| Highways Contribution Requested by HCCH                                                                                                                                                                       | Amount (£) | Costing/Evidence provided by HCC                                                                                                                                                                                                                                                                                                                                                                                          | Amount Proposed by Applicant (£)                                                                                                              | Costing/Evidence provided by Applicant                                                                                                                                                                                                                                                                                                                                                                                       |
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| a) LCWIP improvements as identified on the WCHAR along Milton Road as identified under reference 359.2.1-359.2.5 and towards Horndean Technology College (route 359.1) – excluding 359.1, 359.1.4 and 359.1.5 | -          | A conservative cost estimate of the LCWIP measures which are considered relevant would be within the region of £2-4 million.<br>HCC don't have costings for elements of the LCWIP. The LCWIP identifies opportunities for improvements, but not all schemes are progressed to the point of detailed design and costings. Any assumptions on costings would be based on similar schemes implemented by the County Council. | A proportionate contribution is captured within the works that the WCHAR has identified as necessary, which are detailed later in this table. | The WCHAR refers to a contribution being provided towards LCWIP enhancements. No detailed costs have been provided by HCCH associated with the elements below and no costs are provided within the LCWIP.<br>All of the elements below are to consider pedestrian and cycle connections.<br><br>A breakdown of the LCWIP elements included within HCCH's request and any cost details is included at the end of this letter. |
| b) Hambledon Road corridor study work to improve connectivity with Elettra Avenue                                                                                                                             | £210,000   | The costings for the Hambledon Road corridor improvements have been based on the cost of delivering a parallel crossing along Milton Road within the vicinity of the roundabout. This also provides a section of a cycle track to connect into the Hambledon Road Service Road and shared use provision on the southern side of Milton Road/Hambledon Road. This will connect the shared use infrastructure together and  | -                                                                                                                                             | No design information has been provided by HCCH regarding the cost of the corridor study or the elements within it. This is understood to the total cost of the study.<br>This is believed to reflect LCWIP element 359.2.5 – A review of the B2150 Hambledon Road/Milton Road/Elettra Avenue roundabout.                                                                                                                    |

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|                                                                                                                                                                                                       |             | provide a dedicated and safe crossing point for cyclists utilising the existing cycle track along Milton Road. The proposals will connect into the controlled crossing provision along Hambledon Road to provide improved connections into Elettra Avenue and the local facilities on offer there. |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| c) Pedestrian and cycle improvements along Catherington Lane                                                                                                                                          | £336,807.40 | Costings provided by Five Heads Road application with OB included – details of the cost breakdown or agreed contribution by Five Heads Road not provided by HCCH as this is third party information                                                                                                | £52,482 | <p>Review of extracts of drawings ITB18706-GA-023, ITB18706-GA-024 &amp; ITB18706-GA-025 Rev D submitted for the Road Safety Audit (rev E was not found on the planning portal) for the Five Heads Road application.</p> <p>Section considered applicable to site based on WCHAR assessment – Victory Avenue/Catherington Lane junction to Barton Road/Catherington Lane junction.</p> <p>From the drawings this includes</p> <ul style="list-style-type: none"> <li>No set back cycle priority crossings on Barton Cross: C.100sqm raised table - £26,241 (bituminous raised table HCC Commuted Sums assuming S38 requirement)</li> <li>No set back cycle priority crossings Merchistoun Road: C.100sqm raised table - £26,241 (bituminous raised table HCC Commuted Sums assuming S38 requirement)</li> </ul> <p>Improvements are proposed to the St Vincent Crescent junction, opposite Victory Avenue but this would not support those from Woodcroft Farm.</p> <p>Additional details around signage and footway/cycleway widening and/or junction improvements are not clear from the available extracts of drawings available from the RSA.</p> <p>This is believed to reflect LCWIP element 359.1.2 – Catherington Lane Improvements</p> |
| d) Provision of a rear gate to access Horndean Technology College                                                                                                                                     | £175,000    | Costings based on a similar scheme which has been implemented at Bohunt School in Liphook - details of the costs not provided                                                                                                                                                                      | -       | Not supported. The WCHAR outlines that pedestrians would travel from the south-west of the Technical College and use the main entrance via Barton Close. Funding to improve the Barton Close junction is detailed above (c).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| e) Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road – specifically Swinburn Gardens and Spencer Gardens | -           | Details of the costs not provided                                                                                                                                                                                                                                                                  | £20,000 | £10,000 per junction based on PBA's experience of similar schemes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| f) Crossing improvements at Oaklands Grove/Hart Plain Avenue junction, Maytree                                                                                                                        | -           | Details of the costs not provided                                                                                                                                                                                                                                                                  | £60,000 | £15,000 per junction based on PBA's experience of similar schemes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Gardens/Hart Plain Avenue junction, Jackdaw Close/Eagle Avenue junction and Hart Plain Avenue/Milton Road junction                         |                    |                                                                                                                                                                                                                                        |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| g) New bus stop improvements within the vicinity of Powell Drive                                                                           | £15,000            | <ul style="list-style-type: none"> <li>2 bay pitched roof cantilever shelter with perch seating - £6,000</li> <li>Hardstanding for the above – £3,000</li> <li>Footpath extension - £1,000</li> <li>RTPI flag/pole - £5,000</li> </ul> | £15,000            | Agree with HCC costs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| h) Wayfinding provision                                                                                                                    | -                  | No costs have been provided and no details of the number or location                                                                                                                                                                   | £6,560.40          | £1,640.10 per traditional finger posts (HCC Commuted Sums assuming S38 requirement) – assumed 4 signs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Total Costs for A-H as part of the S106</b>                                                                                             | <b>£818,012.32</b> |                                                                                                                                                                                                                                        | <b>£154,042.40</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Lovedean Lane S278 Design                                                                                                                  | -                  |                                                                                                                                                                                                                                        | £25,000            | Based on PBA's experience of S278 designs for crossing points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| PRoW enhancements to restricted byway & bridleway 108/1b/1, 108 1a/4 Costs included 460m resurfacing, 550m lighting and 4 wayfinding signs | -                  |                                                                                                                                                                                                                                        | £117,797.10        | <ul style="list-style-type: none"> <li>Lighting = £25,000*</li> <li>Resurfacing of c. 460m length = £80,385 (PRoW Cost - £150 per linear metre + team charge of 16.5%)</li> <li>Drainage of 460m = £8,038.50 (PRoW Cost - £15 per linear metre + team charge of 16.5%)</li> <li>Signage/wayfinding = £4,373.60 (4 heritage pedestrian signs - HCC Commuted Sums – assuming S38 requirement)</li> </ul> <p>*Estimated £1000 per street lighting item inc. installation (based upon PBA experience of S278 designs). Lights expected every 20-30m requiring c.25 to light the whole 550m route.</p> |
| TRO                                                                                                                                        | £12,000            | Cost provided by HCCH based on current financial year                                                                                                                                                                                  | -                  | Not supported. If a TRO is required on the currently unadopted road network within Catherington Park this should be included as part of the S38 being undertaken with Vistry.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Total Costs proposed for Woodcroft Farm</b>                                                                                             |                    |                                                                                                                                                                                                                                        | <b>£296,839.50</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

Further to this, the original request for the contribution was based upon that used for Five Heads Road application (ref: 60033), which was initially £4,987.88 and would have resulted in our scheme for 164 units requiring a contribution of £818,012.32. Since these initial conversations with HCCH the Five Heads Road scheme has gone to committee and within the officer's report there has been a reduced per unit cost agreed; from £4,987.88 to £3,708 per dwelling. If a similar contribution were sought for Woodcroft Farm this would see a reduced contribution to £608,112.

Grainger is still minded however, that in the absence of evidence to support HCCH's calculations, an overall figure of £296,839.50 is agreeable. This includes the S106 contribution of £154,042.40 that would meet the CIL 122 tests, the S278 work for Lovedean Lane and the PRoW enhancements.

#### Western Access

HCCH have confirmed that the access design shown in drawing 167.0006-0001 Rev P07 is accepted subject to a requirements ensuring visibility splays are kept clear. This is agreed.

#### Powell Drive/ Eagle Avenue

As part of HCCH's January 2025 response it is proposed that a planning condition should be included that states: *'Prior to the occupation of any development the Powell Drive/Eagle Avenue and Milton Road/Lovedean Lane s278 mini-roundabout works to be implemented to completion certificate standard.*

*Reason – In the interest of highway safety and the delivery of safe and suitable access arrangements.'*

Within application APP/13/00804 for the Catherington Park development, it was proposed that the site access of Powell Drive/Eagle Avenue would be in the form of a mini roundabout.

Condition 25 of the subsequent planning approval (Phasing plan for off-site highways works) agreed that *'prior to the mini roundabout being constructed on Eagle Avenue, a temporary bellmouth arrangement will be put in place and an appropriate trigger for the addition of the roundabout will be agreed with HCC'.*

The original trigger detailed in the S106 and Deed of Variation was that these works must be completed prior to the occupation of the 100th residential units on site, however this 'temporary arrangement' is still in place.

In terms of Woodcroft Farm's impact, the modelling assessment of this junction included within Chapter 10 of the Transport Assessment has confirmed that the existing T-junction arrangement is sufficient to support the quantum of development proposed under this application and therefore the retention of the current arrangement would not have a detrimental impact to highway safety or operation. With this in mind, from our assessment the current arrangement, as a T-junction, would continue to function without the need to wait for the implementation of the roundabout design, which can be delivered between Vistry and HCCH and without the need for a planning condition to be implemented on this scheme. Accordingly, the suggested condition does not meet six tests as outlined in paragraph 55 of the NPPF.

#### Milton Road/Lovedean Lane

As with Powell Drive/Eagle Avenue, the proposed condition also includes the Milton Road/Lovedean Lane junction, which was also included within Condition 25 of the Catherington Park approval.

As the S106 for Catherington Park stated, these works were to be completed prior to the construction of the first residential unit on site. The Deed of Variation dated 27 September 2017 to the S106 agreement amended these timescales so that the works would be completed prior to the occupation of the first residential unit on Catherington Park. As part of the discharge of Condition 25 it was expected that first occupations would be in 2019, which was agreed as being an acceptable timetable by HCCH.

As is noted by the outstanding works at this junction, these works are still required and Catherington Park is now fully occupied.

It is understood that a S278 is being entered into however details of the agreement have not been shared by HCC. We would request these details are shared with us without further delay.

#### Travel Plan

HCCH have largely accepted the Travel Plan but have requested that a park and stride facility for Horndean Technical College is included, to support the request for S106 funding for a rear gate to the College (point d of the S106 table above).

HCCH requested, as part of the WCHAR, that the walking route to the College via its entrance at Barton Cross was included for review and this resulted in this application including the delivery of a pedestrian crossing facility on Lovedean Lane. This is noted on Page 4 of HCCH's response which states that *"Given that this is on the desire line*

*to access Horndean Technology College and likely to be well utilised by future residents of the site this should be delivered by the applicant via a s278 agreement.”*

In view of this we do not consider it appropriate to also be providing funding to support car borne trips to the College site, albeit to a park and stride facility.

Yours sincerely

Kim Hammonds  
Business Lead for Travel Plan Coordination  
**Paul Basham Associates**  
T: 01329 711000  
E: [k.hammonds@paulbashamassociates.com](mailto:k.hammonds@paulbashamassociates.com)

#### **Additional Information - S106 Contribution Table – a) LCWIP - Costing/Evidence provided by Applicant**

The WCHAR refers to a contribution being provided towards LCWIP enhancements. No detailed costs have been provided by HCCH associated with the elements below and no costs are provided within the LCWIP. All of the elements below are to consider pedestrian and cycle connections.

*359.2.1– A review of the Lovedean lane/Milton Road priority junction* – Part of this will be covered by the S106 and S278 agreement for the revised roundabout arrangement associated with Catherington Park’s approval. No further costings have been provided by HCCH regarding any additional cycle or pedestrian infrastructure requirements.

*359.2.2 – Milton Road Improvements-* As part of the WCHAR pedestrians were considered to utilise the route to the rear of Blackbird Close which is included at item E of the S106 request. 359.2.2 is an alternative route that runs parallel to the northern section of Milton Road within the LCWIP. In the absence of justification for supporting two routes the client will continue to contribute to point E.

*359.2.3 – A review of the Milton Road/Eagle Avenue roundabout* – The review within the WCHAR confirmed dropped kerbs and tactile paving in the vicinity of the roundabout. No details have been provided by HCCH regarding a scheme for this location.

*359.2.4 - A review of all the side road junctions along Milton Road* - It is noted that option F below provides junction improvements in line with 359.2.4 in relation to the use by residents of the site.

*359.2.5 – A review of the B2150 Hambledon Road/Milton Road/Elettra Avenue roundabout* – This is believed to be reflective of item B in the S106 contribution request. No details have been provided by HCCH regarding a scheme for this location or a breakdown associated with item B.

#### Horndean Technology College route:

*359.1.1 – A review of the A3 Portsmouth Road/ Catherington Lane/B2149 Dell Piece West signalised junction* - Agreed with HCCH that this is outside the scope of the WCHAR area of assessment, and no contribution is sought

*359.1.2 – Catherington Lane Improvements* - the section between Victory Avenue and Barton Cross was included within the WCHAR area of assessment and appears to be part of the Five Head Application discussed in item C of the S106 request. No costs have been provided by HCCH due to third party conflicts. A provisional cost to provide raised tables has been outlined within item C, in the table above.

*359.1.3 – Investigate upgrading the existing pedestrian crossing on Catherington Lane* - No costs have been provided by HCCH regarding upgrading the existing pelican crossing to a toucan crossing. A toucan crossing is noted to be £33815.85 for a replacement item (HCC Commuted Sums item cost).

*359.1.4 - A review of the Catherington Lane/Stonechat Road/Walden Gardens roundabout* Agreed with HCCH that this is outside the scope of the WCHAR area of assessment, and no contribution is sought

*359.1.5 - Stonechat Road and Frogmore Lane* - Agreed with HCCH that this is outside the scope of the WCHAR area of assessment, and no contribution is sought

*359.1.6 - cycling facilities on Lovedean Lane between the Frogmore Lane and Milton Road junctions* – This route requires enhanced cycle connections on the stretch where the client is looking to provide a pedestrian crossing between Frogmore Lane and Milton Road (on Lovedean Lane). We are of the view that the S106 pedestrian crossing will connect into this.

In the absence of HCCH costs a c. 70m section of cycleway measuring c. 3m wide could cost £39,752.34 based on a cost per m<sup>2</sup> of £189.30 (HCC Commuted Sums assuming S38 requirement) between Frogmore Lane and Milton Road.

*359.1.7 - A review of the Lovedean Lane/Milton Road priority junction* - This is currently the subject of the S106 for Catherington Park and going through the S278 process. No contribution is proposed for this.