

15 October 2025

Paul Barton
Interim Head of Planning
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

Dear Mr Barton,

LAND AT WOODCROFT FARM – UPDATE ON PLANNING APPLICATION AND LEGAL ADVICE

Thank you for your prompt response to my letter dated 23 September 2025.

It is encouraging to hear that you plan to meet with the relevant officers from East Hampshire District Council and Hampshire County Council to discuss the matters raised in my previous correspondence. To support these discussions, we would welcome the sharing of the written opinion by King's Counsel with Hampshire County Council. This advice was previously shared with the Chief Executive of East Hampshire District Council on 23 September 2025.

In order to aid discussions with East Hampshire District Council and Hampshire County Council, I am pleased to share our proposed *Highway Contributions Letter*, prepared by our consultant Paul Basham Associates (dated 1 October 2025). This letter provides a detailed analysis of the Section 106 requests from Hampshire County Council in their consultation response dated 31 January 2025, as well as more recent requests contained within a letter from Mr Natt (East Hampshire District Council Case Officer) dated 10 March 2025.

The primary barrier to agreeing these items to date has been the cost per-dwelling approach to contributions pursued by Hampshire County Council Highways, which we do not believe meets the CIL 122 tests in the majority of cases. Our Highway Contributions Letter details our proposed sustainable transport contributions and is supported by evidence demonstrating compliance with the CIL 122 tests. We welcome your consideration of this letter.

On our behalf, our planning agent Savills, has proposed to Ms Taylor that an extension of time for the application is agreed until 31 October 2025 (please see email from William Price to Ms Taylor dated 02 October 2025). This extension of time is proposed in good faith to facilitate further discussions between the relevant authorities and also to allow time for Highway Contributions Letter to be properly considered.

We thank you for your attention to this matter. We look forward to your response.

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Yours faithfully



Paul McGowan
Director of Land
Grainger Plc

Encs. Woodcroft Farm Highway Contributions Letter (Paul Basham Associates, 1 October 2025)

Our Reference: 167.0006/011025/HCL

1st October 2025

Richard Natt
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Dear Mr Natt and Ms Taylor

Outline planning application sought for the development of up to 164 dwellings, with associated vehicular access, infrastructure and landscaping (all matters reserved except access) Amended description, amended plans and information received on the 25th November 2024. | Land North of Woodcroft Farm, James Copse Road, Lovedean, Waterlooville (Planning refence: 55625/003)

This letter has been produced by Paul Basham Associates, as Highway Consultants, on behalf of Grainger PLC to respond to the financial contribution request from Hampshire County Council's Highways (HCCH) comments dated 31.01.25 regarding the current Outline application at Woodcroft Farm, as well as more recent requests within a letter from Mr Natt issued on 10th March 2025, requesting further details regarding the LCWIP improvements along Milton Road.

HCCH requested in their comments dated 31st January 2025 contributions that could be put towards the following elements:

- a) 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)
- b) Hambledon Road corridor study work to improve connectivity with Elettra Avenue on the opposite side of the B2150
- c) Pedestrian and cycle improvements along Catherington Lane
- d) Provision of a rear gate to access Horndean Technology College
- 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, Coleridge Gardens and Spencer Gardens)
- f) 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
- g) Bus stop improvements within the vicinity of Powell Drive
- h) Wayfinding provision from the site to support access to key destinations

Mr Natt's subsequent letter from March then included a request, that had come from HCCH, that we produce the design for the LCWIP along Milton Road (element *a* of the above) to support HCCH's requested S106 contribution. This initial design is attached at **Appendix A**.

Any planning obligations, including the S106 contributions must meet the CIL 122 tests, which are summarised in NPPF Paragraph 58:

- 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.

In terms of the original contribution value requested by HCCH, this is based upon a per unit cost used for the Five Heads Road application (planning ref: 60033). This was initially £4,987.88 per unit and would result in the proposed scheme for 164 units requiring a contribution of £818,012.32. No information regarding how this per unit figure has been calculated has been provided, with HCCH advising that this information is confidential as it applies to another site. To apply a per-dwelling calculation from a different proposal bears no relation to the test of necessity applicable for this application and therefore this approach by HCCH does not comply with Reg 122 of the CIL Regulations.

We are also aware of a further scheme which has recently been approved and received S106 Agreement in August 2025, at Land between Catherington Lane and Five Heads Road, Horndean (Planning ref 60033), for 109 dwellings. It is noted that HCCH originally wanted £1,007,728.52 in sustainable transport contributions for this development however following discussions the development will now contribute £404,199.86 which works out to approximately £3,708.24 per dwelling. These contributions include a range of measures, which includes one of those requested as part of our application (referenced in the table below). The basis of the final contribution cost is unknown but there appears to be an inconsistency by HCCH in contribution requests.

Notwithstanding this, in the absence of any justification, we have undertaken a review of the potential costs for the items proposed, as well as consideration as to whether these costs are reasonable contributions, with regard to the CIL 122 tests. The outputs are presented fully in the table attached at **Appendix B** and summarised in **Table 1** below.

Items Requested by HCCH	Amount requested by HCCH (£)	Costing/Evidence provided by HCC	Amount Proposed by Applicant (£)	Costing/Evidence provided by Applicant
A	-	£2-4m total cost – no scheme information or formal costs available	See below	
Ai	-	None	£30,000	Contribution towards the implementation of up to 2 crossing points, to support the wider LCWIP design. This is considered proportionate against a total of 74 future daily cycle trips generated by the development and that the initial design work for the scheme has been completed to the benefit of HCCH and is attached at Appendix A .
B	£210,000	Based on the cost of delivering a parallel crossing along Milton Road and provides a section of cycle track to connect into the Hambledon Road Service Road and shared use provision on the southern side of Milton Road/ Hambledon Road.	-	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. This request has a weaker case, against the S106 tests, when compared against the Milton Road LCWIP (a/ai) request.
C	£336,807.40	Costings provided by Five Heads Road application - details of contribution not provided	£53,321.72	Based on Commuted Sums table and relating to the elements beneficial to Woodcroft Farm routes.
D	£175,000	Based on a similar scheme implemented at Bohunt School in Liphook - details of the costs not provided	-	Not supported in the context of the S106 Tests – not necessary to make the development acceptable and does not directly relate to the development. This scheme was also funded the S106 contributions for 109 dwellings on Land between Catherington Lane and Five Heads Road, Horndean (Planning ref 60033).

E	-	None	£30,000	Based on Paul Basham Associates previous experience and design work
F	-	None	£60,000	Based on Paul Basham Associates previous experience and design work
G	£15,000	Cost breakdown provided	£15,000	Agree with HCC costings
H		None	£3,720	Based on Commuted sums
Total S106 Costs for A-H	£818,012.32		£192,041.72	
Lovedean Lane S278 Design	-		£25,000	Based on PBA's experience of S278 designs for crossing points
PRoW enhancements	£94,995	Public Rights of Way team costing provided for the BOAT and reviewed by Richard Natt	£68,715	Based on Commuted sums for additional finger post signage and PRoW costings, but excluding lighting and the £30,000 BOAT contribution, which would not directly impact on modal shift as it is a recreational route.
TRO	£12,000	Cost provided by HCCH based on current financial year	£12,000	Should be included as part of the S38 being undertaken with Vistry. Have set aside funding if required.
Total Costs			£ 297,756.72	

Table 1: Summarised information from Appendix A – costing to support S106 request

For the majority of items included as part of the overall contribution request HCCH have been unable to provide any costing information to date to support the requested S106 figure and instead we are reliant upon previous knowledge of similar schemes or the publicly available Commuted Sums table. Exceptions to this include items Ai, E and F which HCCH requested Paul Basham Associates design up and cost in the absence of their own designs/schemes. In relation to the LCWIP contribution for Milton Road (part of A & Ai), the estimated cost for item A was £2-4million, whilst Paul Basham Associates scheme for a section of Milton Road (Item Ai) proposes a cost of over £1.3 million (see **Appendix A** for the design and **Appendix B - item Ai** for costing details) for delivery.

The delivery of LCWIP schemes is not for developments to fully fund and considering that the Milton Road route specifically relates to improving cycle trips, of which 74 daily cycle trips would be generated by the Woodcroft Farm proposal, a contribution of £30,000 is proposed. This would enable the delivery of up to two crossing points and is considered proportionate and reasonable to the scale of the proposed development and the increase in cycle trips.

The costs provided for items E and F relate to the delivery of the crossing enhancements and is based on Paul Basham Associates experience of delivering similar features across the county. These have not however included for HCCH's 111% contingency.

As part of the S278 works the development will include the Lovedean Lane crossing point, supporting pedestrian movements to the north, towards Horndean Technology College, whilst the PRoW enhancements will support pedestrian and cycle movements through the site and south, further supported by pedestrian enhancements including lighting, with the provision of crossing improvements on the route parallel to Milton Road. Traffic Regulation Orders will also be pursued within Catherington Park to ensure that existing parking concerns are minimised, either following or as part of the adoption of the internal highway network. These additional elements would total £105,715.

In the absence of evidence to support HCCH's calculations Grainger is still minded that an overall figure of £297,756.72 would meet the CIL 122 tests, to support the 164-unit scheme. This includes the contribution of £105,715 associated with the S278 work for Lovedean Lane, the PRoW enhancements and the TRO. This assessment has also been made with consideration to the recent planning Appeal for Longfield Avenue, Fareham (P/20/0646/OA).

The scheme is committed to supporting walking and cycling and is in a sustainable location to enable future residents to make smarter travel choices, however ensuring that the contributions sought to support the proposal is fair and reasonable in both scale and kind of the development, as well as directly related to the development

must be considered. We therefore consider the agreed elements outlined in this letter meet the relevant CIL 122 tests and support the scheme's requirement to encourage modal shift.

Yours sincerely

K. Hammonds

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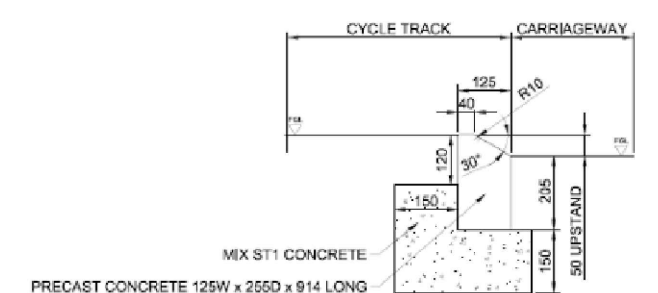
Appendix A

GENERAL NOTES

- KEY**
 - - - INDICATIVE HIGHWAY BOUNDARY
 ○ INDICATIVE LOCATION OF EXISTING STREET FURNITURE

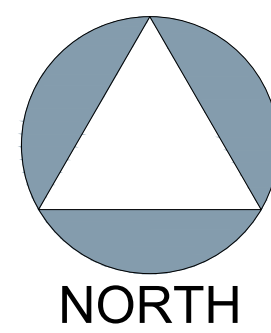
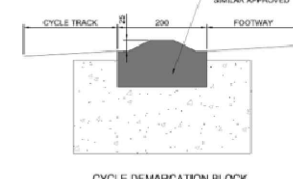
Figure 1: Typical cross-section of a concrete curb. The diagram shows a cross-section of a curb with dimensions in millimeters. The top width is 125 mm. The curb height is 150 mm. The base width is 150 mm. The curb is made of MK ST1 CONCRETE. The curb is precast concrete, 125W x 175D x 914 LONG. The curb is charcon concrete, cycle demarcation kerb OR.

DETAIL A - CYCLE DEMARCATION KERB



DETAIL B - CARRIAGEWAY CYCLE DEMARCATION KERB

- 5.10.9. Where a step between the footway and cycle track is not provided, a delineator kerb should be used.



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P01	FIRST ISSUE	23.05.25	CID	MDS
New	Description	Date	By	Appr



Client	
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Project Name

LAND NORTH OF WOODCROFT FARM,
HORNDEN

Title

LCWIP SEGREGATED FOOTWAY AND
CYCLEWAY DESIGN ON MILTON ROAD

Project Phase
PRELIMINARY

Date Created 23.05.25	Drawn By CID	Approved By MDS	Suitability Code -
PBA Project Number 167.0006		Scale 1:500 (AT A1)	

PBA Drawing No:	Revision
167.0006-0039	P01

Appendix B

Highways Contribution Requested by HCCH	Amount Requested by HCCH (£)	Costing/Evidence provided by HCC	Amount Proposed by Applicant (£)	Costing/Evidence provided by Applicant
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. 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	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. A breakdown of the LCWIP elements included within HCCH's request and any cost details is included at the end of this Appendix.
Ai) Further details of LCWIP improvements as identified on the WCHAR along Milton Road as identified under reference 359.2.2 & 359.2.4	-	No costing have been provided by the County Council.	£30,000	Paul Basham Associates has produced designs (Appendix A) to support this work for a section of Milton Road (and its side roads) from Hart Plain Avenue to Jubilee Gardens which is considered to represent a scheme cost of £1,379,618.67. This assessment assumed the following: Resurfacing of c. 570m length = £548,155.86 (HCCH 2024 commuted sum cost of 192.34sqm) Lining = £3,192 (HCCH commuted sum cost £1.40 per metre (100mm width) does not include pedestrian or cycle image lining) Relocating 11 lighting columns = £11,000 (based on Paul Basham Associates experience) Cycle/pedestrian bollards £16,500 (estimate of £750 for a bollard and installation. 11 bollards expected) £60,000 for up to 5 side road crossing with widened dropped kerbs/tactiles. £15,000 for a new parallel crossing on Hart Plain Avenue (£9,717.22 per zebra crossing within HCC Commuted Sums table + c. £5,000 for the cycle elements. The figure has been rounded. 111% additional applied (based on HCCH advice – 25% contingency, 46% optimism bias, 20% Design fee and 20% traffic management) A proportionate contribution towards this, through the implementation of up to 2 crossings is proposed, reflecting that the site would generate 74 future daily cycle trips and that the initial design work for the scheme has been completed to the benefit of HCCH.
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 be the total cost of the study. This is believed to reflect LCWIP element 359.2.5 – A review of the B2150 Hambledon Road/ Milton Road/ Elettra Avenue Roundabout. As the works to support Milton Road's LCWIP would be a priority for the Woodcroft Farm site, it is considered that funding for the Hambledon Road corridor study would not be as closely related to the development proposal, when considered alongside the

		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.		request for funding for the Milton Road scheme. This option is therefore considered to have a weaker case, against the S106 tests, than the Milton Road LCWIP.
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	£53,321.72	Review of extracts of drawings ITB18706-GA-023, ITB18706-GA-024 & 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. Section considered applicable to site based on WCHAR assessment – Victory Avenue/Catherington Lane junction to Barton Road/Catherington Lane junction. From the drawings this includes • No set back cycle priority crossings on Barton Cross: C.100sqm raised table - £26,660.86 (bituminous raised table HCC Commuted Sums assuming S38 requirement) • No set back cycle priority crossings Merchistoun Road: C.100sqm raised table - £26,660.86 (bituminous raised table HCC Commuted Sums assuming S38 requirement) Improvements are proposed to the St Vincent Crescent junction, opposite Victory Avenue but this would not support those from Woodcroft Farm. 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. This is believed to reflect LCWIP element 359.1.2 – Catherington Lane Improvements
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). This proposal would therefore not meet the S106 test as it is not necessary to make the development acceptable and does not directly relate to the development. This scheme was also included as part of the recently approved Section 106 (1st August 2025) contributions for 109 dwellings on Land between Catherington Lane and Five Heads Road, Horndean (Planning ref 60033).
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, Coleridge Gardens and Spencer Gardens	-	Details of the costs not provided	£30,000	£10,000 per junction based on Paul Basham Associates experience of similar schemes. This does not include HCCH's 111% additionals (based on HCCH advice – 25% contingency, 46% optimism bias, 20% Design fee and 20% traffic management) Elements detailed within the WCHAR. Paul Basham Associates has produced designs to support this work.

f) 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	-	Details of the costs not provided	£60,000	£15,000 per junction based on Paul Basham Associates experience of similar schemes. This does not include HCCH's 111% additional (based on HCCH advice – 25% contingency, 46% optimism bias, 20% Design fee and 20% traffic management) Elements pinpointed within the WCHAR. Paul Basham Associates has produced designs to support this work.
g) New bus stop improvements within the vicinity of Powell Drive	£15,000	Information supplied by HCC • 2 bay pitched roof cantilever shelter with perch seating - £6,000 • Hardstanding for the above – £3,000 • Footpath extension - £1,000 • RTPI flag/pole - £5,000	£15,000	Agree with HCC costs
h) Wayfinding provision		No costs have been provided and no details of the number or location	£3,720	£930 per 3 finger post (HCC Commuted Sums assuming S278 requirement) – assumed 4 signs.
Total Costs for A-H as part of the S106	£818,012.32		£192,041.72	
Lovedean Lane S278 Design	-		£25,000	Based on Paul Basham Associates experience of S278 designs for crossing points. Paul Basham Associates has produced designs to support this work.
PRoW enhancements to restricted byway & bridleway 108/1b/1, 108 1a/4 Costs included c.310m of surfacing and 4 wayfinding signs	£94,995	Public Rights of Way team costing provided for the BOAT.	£68,715	Costs from Public Rights of Way team and review from Richard Nash at EHDC • Resurfacing of c. 310m length = £61,500 (PRoW Cost - £150 per linear metre + team charge of 16.5%) • Drainage of 200m = £3,495 (PRoW Cost - £15 per linear metre + team charge of 16.5%) • Signage/wayfinding = £3,720 (4 x 3 finger post direction signs - HCC Commuted Sums – assuming S278 requirement) This does not include for the BOAT improvements which are proposed to cost an additional £30,000. This is because this is a recreational route rather than a route required to encourage modal shift. This has also not included lighting costs, until further details of the specifications and suitability of providing lighting on these PRoW routes is known
Cost	£12,000	Cost provided by HCCH based on current financial year	£12,000	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. However, funding has been safeguarded for this.
Total Costs proposed for Woodcroft Farm			£297,756.72	

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.

Milton Road route:

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. The client will continue to contribute to item E but following an initial design and costing exercise for the Milton Road LCWIP a contribution of £400 per future daily cycle trip (74 trips) is proposed to support the additional route referenced in the table as item Ai.

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 item F provides junction improvements in line with 359.2.4 in relation to the use by residents of the site. The Milton Road LCWIP initial design and costing exercise also included potential designs for the side roads between Hart Plain Avenue and Jubilee Walk, and a per daily cycle trip contribution has been proposed for this work (item Ai).

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 £34,356.90 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 £40,390.42 based on a cost per m2 of £192.34 (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.