

6 November 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 – UPDATED TRANSPORT CONTRIBUTIONS

Further to discussions with Mr Richard Natt (East Hampshire District Council), I enclose an updated package of transport costings prepared by our consultants Paul Basham Associates.

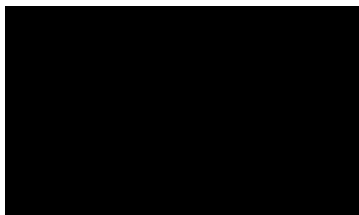
The information provided presents the updated costings requested by Hampshire County Council Countryside Services and Hampshire County Council Highways Authority as separate, distinct items for the purposes of ease of understanding and clarity.

I understand that a meeting between Havant Borough Council, East Hampshire District Council, and Hampshire County Council is being held tomorrow (7 November 2025) to discuss the outstanding highways matters relating to land at Woodcroft Farm. It is requested that the costings appended to this letter are considered at this meeting.

I would be grateful for an update on the outcome of your meeting at the earliest opportunity, and no later than 14th November 2025, to allow Grainger to move forward proactively with the application.

Again, many thanks for your endeavours towards progressing matters, which are much appreciated

Yours faithfully



Paul McGowan
Director of Land
Grainger Plc

Encs. Woodcroft Farm Highway Contributions Letter (Paul Basham Associates, 06 November 2025)

Grainger plc

3rd Floor
3 More London Riverside
London SE1 2AQ

Our Reference: 167.0006/061125a/HCL

6th November 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
W www.paulbashamassociates.com

Kayleigh Taylor
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

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 of 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 following further communication with officers, where additional information was requested regarding the Public Right of Way (PRoW) elements required to support the Woodcroft Farm development. This was following the issuing of the S106 Highway Contribution Letter (167.0006/011025/HCL) dated 1st October 2025, which should be read in conjunction with this letter.

To support this **Table 1** below, provides the requested information, clarifying the items requested by HCC Highways and the items requested by the HCC Countryside Services team. It should be noted that Countryside Services provided a cost breakdown and details of their requested scope of works, which have been discussed previously with Mr Natt.

Highways Contribution Requested by HCCH	Amount Requested by HCCH (£)	Costing/Evidence provided by HCC	Amount Proposed by Applicant (£)	Costing/Evidence provided by Applicant
PRoW enhancements to restricted byway & bridleway 108/1b/1, 108 1a/4	-	Details of the costs not provided.	£93,540	Paul Basham Associates has produced designs (Appendix A) to support this work for HCCH's element of the PRoW which is considered to represent a total scheme cost of £206,497. HCCH have not commented on these proposals. As the section through Catherington Park (measuring c. 260m) has only recently been implemented the resurfacing and lighting of this section has not been considered to be appropriate as a modal shift requirement. Particularly with lit and surfaced routes through Catherington Park available. Therefore, a cost for 290m of route are proposed (of which 200m is considered for resurfacing) - lighting = £12,000 - Resurfacing of c. 200m = £69,900 - Drainage of c. 200m = £6,990 - Signage/wayfinding = £4,650

Highways Contribution Requested by HCC PRoW	Amount Requested by HCC PRoW (£)	Costing/Evidence provided by HCC PRoW	Amount Proposed by Applicant (£)	Costing/Evidence provided by Applicant
PRoW enhancements to the BOAT 46	£64,995	Public Rights of Way team costing provided for the BOAT (excluding the £30k repair to the surface.	£64,995	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%) This is a recreational route, requested to support the Woodcroft Farm application.
PRoW enhancements to the BOAT 46	£30,000	Public Rights of Way team costing provided for the BOAT Costings provided state the BOAT would cost £30,000 to repair.		We are not proposing to include this cost as the holes exist along the route, irrespective of whether Woodcroft Farm comes forward, or not. This is a recreational route, requested to support the Woodcroft Farm application.
Total PRoW related costs proposed for Woodcroft Farm			£158,535	

Table 1: Costings for PRoW Upgrades

Our previous communication related to S106 costs included for the figures provided by the PRoW team, related to the BOAT 46 route. The costs associated with supporting enhancements to the restricted byway & bridleway 108/1b/1, 108 1a/4, have been produced by Paul Basham Associates and were issued to HCCH on the 19th February 2025, but no feedback was provided by HCCH relating to the costs or the scope of work, outlined in the drawing at **Appendix A**.

As a result, these costs were excluded from previous contribution correspondence, but following your request to understand all the costs, these are now fully detailed with the original PRoW proposal attached at **Appendix A** and full costing assumptions attached at **Appendix B**.

As noted within **Table 1**, HCCH have requested that a metalled surface is now provided for bridleway 108/1b/1 which was originally implemented as part of the Catherington Park development, as an unbound surface. This relates to c. 260m of the route, as shown in **Appendix A**, however as Catherington Park's internal road network includes footways and lighting, the need to duplicate this along the bridleway that runs through Catherington Park is not considered necessary. Therefore, the figures in **Table 1** reflect the removal of the 260m section of bridleway through Catherington Park.

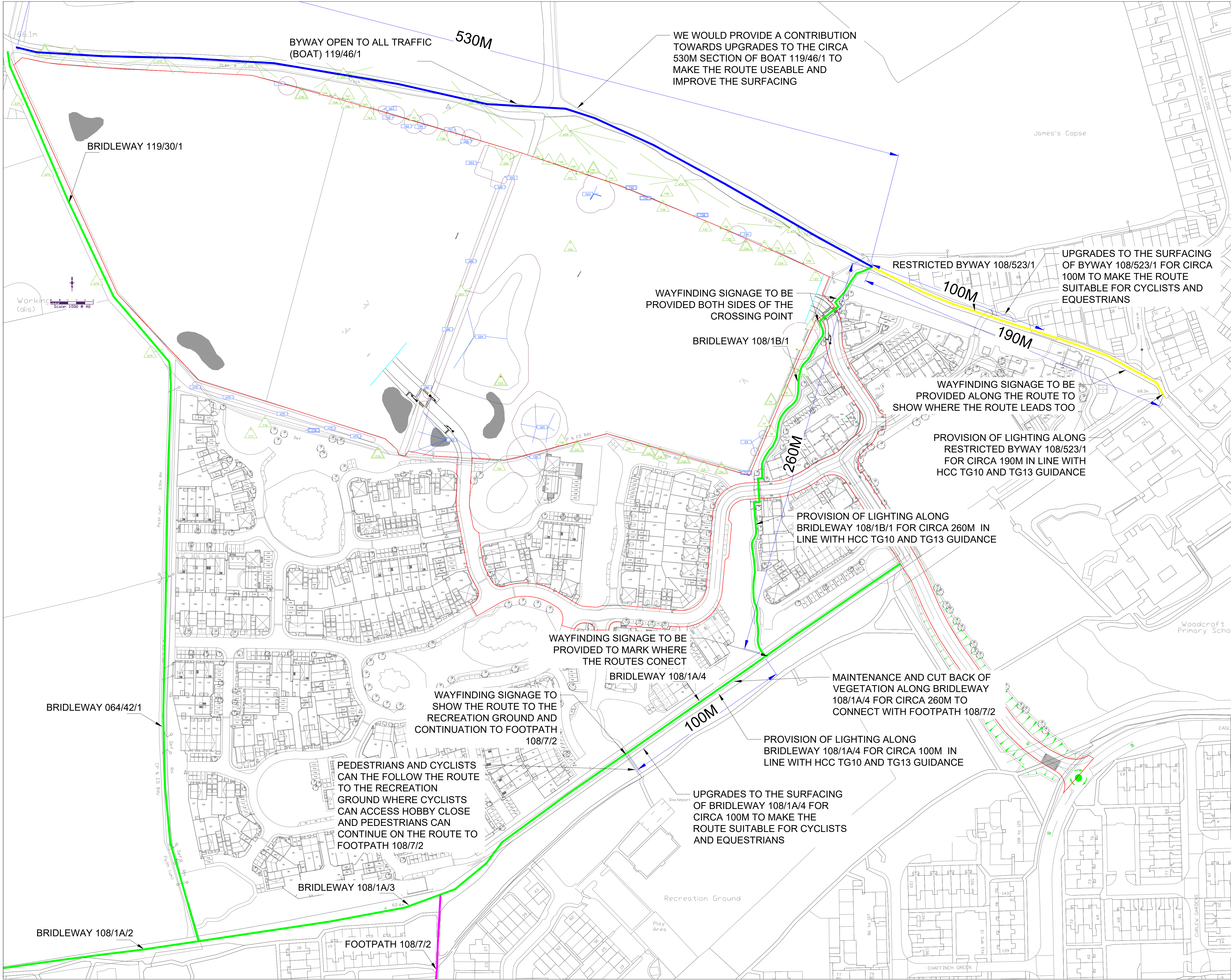
To provide a clear indication of the highway costs being put forward for the site a full breakdown is attached at **Appendix B**, which confirms a total cost of **£391,297**. This includes £192,042 as part of the S106 contribution for items *a-h* and a further £199,255 which includes for the Lovedean Lane S278 work, TRO costs and the PRoW enhancements detailed in **Table 1**.

We hope this breakdown supports unlocking the live application and work towards a resolution on S106 obligations and adherence to CIL 122 Test requirements.

Yours sincerely
K. Hammonds

Kim Hammonds
Associate
Paul Basham Associates
T: 01329 711000 E: k.hammonds@paulbashamassociates.com

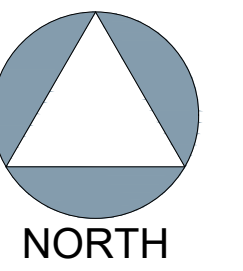
Appendix A



The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information.

- GENERAL NOTES**
1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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 6. HCC COUNTRYSIDE SERVICE DESIGN STANDARDS (2024) HAS BEEN UTILISED TO UNDERSTAND SURFACING MATERIAL TYPES AND SIGNAGE.
 7. THE PROPOSED PATH MATERIAL WOULD BE EITHER MOT TYPE 1 0-40MM LIMESTONE OR COXWELL SELF-BINDING GRAVEL IN LINE WITH HCC COUNTRYSIDE SERVICES GUIDANCE.
 8. WAYFINDING SIGNAGE WILL BE PROVIDED AS FINGERPOSTS OR WAYMARKS IN LINE WITH HCC COUNTRYSIDE SERVICES GUIDANCE.
 9. LIGHTING WILL BE PROVIDED IN LINE WITH HCC TG10 GUIDANCE.
 10. LIGHTING WILL BE PROVIDED IN LINE WITH HCC TG13 STREET LIGHTING GUIDANCE IF DEEMED APPROPRIATE ALONG THE PROW ROUTES.
 11. THE FULL LIGHTING STRATEGY WILL BE CONDITIONED AND FINALISED AS PART OF THE S106 OR S276 PROCESS.

- KEY**
- BRIDLEWAY
 - FOOTPATH
 - BYWAY OPEN TO ALL TRAFFIC (BOAT)
 - RESTRICTED BYWAY
 - SITE BOUNDARY
 - START OF RESERVED MATTERS APPLICATION



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

P01	FIRST ISSUE	08.01.25	CID	KCH
Rev	Description	Date	By	App'd

paulbasham
associates

Paul Basham Associates Ltd
The Botley, Cambs Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com



Client
LAND NORTH OF WOODCROFT FARM, HORNDEAN

Title
POTENTIAL PROW IMPROVEMENTS

Project Phase PRELIMINARY			
Date Created 08.01.25	Drawn By CID	Approved By KCH	Suitability Code -
PBA Project Number 167.0006	Scale 1:1000	(AT A1)	
PBA Drawing No 167.0006-0022	Revision 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 C) 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. HCCH have not commented on these proposals.
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	-	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.

		and shared use provision on the southern side of Milton Road/ Hambledon Road. This will connect the shared use infrastructure together and 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.		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 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	£53,322	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 - £26,661* (bituminous raised table HCC Commuted Sums assuming S38 requirement) • No set back cycle priority crossings Merchistoun Road: C.100sqm raised table - £26,661* (bituminous raised table HCC Commuted Sums assuming S38 requirement) *Figures rounded 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	-	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% additional (based on HCCH advice – 25% contingency, 46% optimism bias, 20% Design fee and 20% traffic management)

Swinburn Gardens, Coleridge Gardens and Spencer Gardens				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 • RTP1 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		£192,042	
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 surfacing, drainage, lighting and signage	-	Details of the costs not provided by HCCH	£93,540	Paul Basham Associates has produced designs (Appendix A) to support this work for HCCH's element of the PRoW which is considered to represent a scheme cost of £206,497. This assessment assumed the following: • Lighting = £25,000** • Resurfacing of c. 460m length = £160,770 (PRoW Cost - £150 per linear metre (2m wide) + team charge of 16.5%) • Drainage of 460m = £16,077 (PRoW Cost - £15 per linear metre (2m wide) + team charge of 16.5%) • Signage/wayfinding = £4,650 (5 x 3 finger post direction signs at £930 - HCC Commuted Sums – assuming S278 requirement) **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. HCCH have not commented on these proposals. As the section through Catherington Park (measuring c. 260m) has only recently been implemented the resurfacing and lighting of this section has not been considered to be appropriate as a modal shift requirement.

				Particularly with lit and surfaced routes through Catherington Park are available. Therefore, a proposed cost for 290m of route are proposed (of which 200m is considered for resurfacing) • lighting = £12,000 • Resurfacing of c. 200m = £69,900 • Drainage of c. 200m = £6,990 • Signage/wayfinding = £4,650
PRoW enhancements the BOAT	£94,995	Public Rights of Way team costing provided for the BOAT.	£64,995	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%) We are not proposing to include the cost associated with repairing the BOAT (quoted at £30,000) as the holes exist along the route, irrespective of whether Woodcroft Farm comes forward, or not. This is a recreational route, requested to support the Woodcroft Farm application.
Traffic Regulation Order	£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			£391,297	

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.

Appendix C

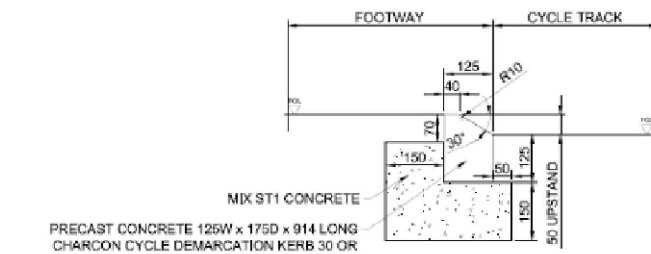
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GENERAL NOTES

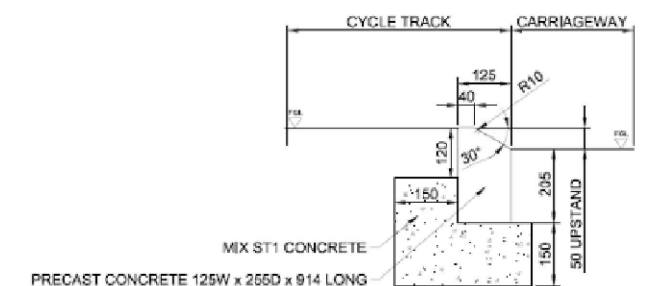
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- THE SEGREGATED CYCLE TRACK AND FOOTWAY HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN 1/20 AND HCC TG10 GUIDANCE.
- EXISTING WOODEN POSTS AND FENCING ALONG MILTON ROAD TO BE REMOVED TO ACCOMMODATE THE CYCLE PATH AND BUFFER AREA.
- EXISTING LIGHTING AND ADDITIONAL STREET FURNITURE MAY NEED TO BE RELOCATED.

KEY
— INDICATIVE HIGHWAY BOUNDARY
○ INDICATIVE LOCATION OF EXISTING STREET FURNITURE

HCC TG10 CYCLE TRACK DEMARCATION GUIDANCE

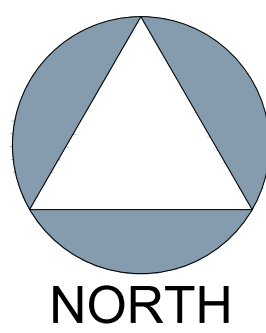
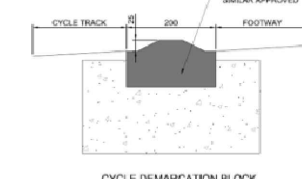


DETAIL A - CYCLE DEMARCATION KERB



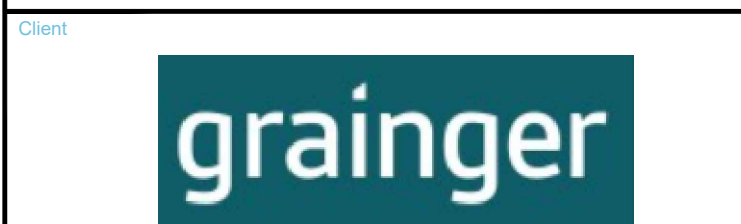
DETAIL B - CARRIAGEWAY CYCLE DEMARCATION KERB

- 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

Rev	Description	Date	By	App'd
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Project Name
LAND NORTH OF WOODCROFT FARM, HORNDEAN

Title
LCWIP SEGREGATED FOOTWAY AND CYCLEWAY DESIGN ON MILTON ROAD

Project Phase
PRELIMINARY

Date Created	Drawn By	Approved By	Suitability Code
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23.05.25	CID	MDS	-
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PBA Project Number	Scale	(AT A1)
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167.0006	1:500	
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PBA Drawing No.	Revision
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167.0006-0039	P01
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