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Your reference APP/23/00471

Date

02 July 2025

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For the attention of the Case Officer,

Planning reference: APP/23/00471

Site location: Land of North of Fire Station (Blue Star Land), Waterlooville

Proposal: Outline planning application for a residential development of up to 69 dwellings with access from Laxton Leaze and emergency access from Ellisons Crescent and all other matters reserved.

Consultation response: Holding objection pending further information.

Thank you for consulting Hampshire Countryside Service (the Service) as Highway Authority in respect of Public Rights of Way (PROW) and Commons Registration Authority. We also manage Country Parks and Countryside Sites throughout Hampshire. Please accept this as our response to the above application, taking into account the material considerations relating to Public Rights of Way, Commons and impacts to Hampshire County Council Country (HCC) Parks and Countryside Sites.

Background:

This consultation response follows the services previous consultation response of 19th July 2023 and 1st October 2024 due to the receipt of further information from the Applicant.

A copy of the Definitive Map of Rights of Way and Definitive Statement and Countryside Sites can be found at

<https://maps.hants.gov.uk/rightsofwaydefinitivemap/> and

<https://www.hants.gov.uk/landplanningandenvironment/rightsofway/definitivemap>

Commentary:

The Service welcomes the re-consultation and the subsequent opportunity to comment on the additional supporting documentation. The walking, cycling and horse-riding assessment review (WCHAR) report provided only briefly mentions the diversion of the (PROW) throughout the site (Section 1.5, p3), namely Havant Footpath 11 (FP11). However, it fails to adequately assess the implications of diverting a legally protected PROW. Given that FP711 is a designated footpath with statutory pedestrian rights, the report should have included a detailed assessment of its current usage, legal status, and the impact of the proposed diversion on public access and connectivity, similarly to the queries raised in our prior consultation response. It must be noted we trust the reference to FP11 as FP711 within the WCHAR is an error.

The Local Transport Plan 4 (LTP4) produced by HCC supports integrated networks, which include PROW as part of the walking and equestrian infrastructure. Furthermore, Hampshire County Councils TG10 includes the use of Active Travel England portal tools and Healthy Streets indicators, of which emphasise inclusive, accessible, and connected networks

Additionally, [Hampshire Countryside Access Plan](#) (CAP) 2015 -2025 sets out HCCs vision for countryside access improvements, safe and convenient use of the PROW network. The CAP identifies a series of 7 area-based plans, which together form the overarching Rights of Way Improvement Plan (ROWIP), as a statutory requirement within *The Countryside and Rights of Way Act 2000 (CROW)* for Highways Authorities.

One of these plans is focused on [Forest of Beere](#) of which this proposed development sits. While extensive objectives can be found within the plan (see above), the overall vision for the area is summarised on page 4.

While the WCHAR has been prepared in accordance with Hampshire County Councils TG19, it fails to adequately assess the impact upon FP11, a legally protected public footpath. Given the National Planning Policy Frameworks (NPPF) emphasis on protecting and enhancing PROW (Para 105), and the role of PROW in supporting sustainable, accessible travel, the omission of a detailed assessment of FP711's diversion, continuity, and accessibility is a significant oversight.

Furthermore, the lack of consultation with PROW officers within the Service or local access stakeholders contradicts the inclusive purpose encouraged by National Highways GG142, its mention of PROW and the vision-led principles of LTP4 and the current revision of the NPPF.

We note our Hampshire Highways colleagues have raised queries specific to their areas of consideration and this response is only raised in relation to the PROW network through and adjacent to the site's red-line boundary.

Conclusion

In summary, while the Service have no objection regarding the principles of diversions should it be of public benefit, there are outstanding matters from our consultation responses, primarily that dated 1st October 2024, which the response from the applicant or the WCHAR have failed to clearly identify and articulate.

In the circumstances, the Service hereby raises a holding objection against this application, subject to the further information and engagement requested. The Service shall then re-assess the application and provide further comment. Should the planning authority not be minded requiring this further information from the applicant and proceeds with approval of the application, the Service's position must be considered as a full objection, and the planning authority should contact the Service for its reasons.

Yours sincerely,

Grant Mintram
Countryside Planning Officer
Hampshire Countryside Service