



Countryside Planning and
Development Control
Hampshire Countryside Service,
Universal Services,
Hampshire County Council,
The Castle, Winchester,
Hampshire, SO23 8UD

www.hants.gov.uk/countryside

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Enquiries to

My reference

Direct Line

Your reference **APP/24/00342**

Date

28 February 2025

E-mail

countryside.planning@hants.gov.uk

For the attention of Kayleigh Taylor:

Planning reference: APP/24/00342

Site location: Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville,
PO8 9RG

Proposal: Outline planning application for the development of up to 164 dwellings,
with associated vehicular access, infrastructure and landscaping (all matters
reserved except access)

RECONSULTATION REQUEST for revised plans and/or documents received.

Consultation response: No Objection subject to obligations

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 PROW, Commons and impacts to Hampshire County Council (HCC) Country Parks and Countryside Sites.

Site Context:

- The development site is located in an area with an extensive PROW network that provides public off-road access to local amenities, such as a Woodcroft Primary School, Wecock Recreation Ground, the Acorn Community Centre

and Wecock Common, as well as to the countryside and PROW network northwest of the site for recreation.

- Horndean Byway Open to All Traffic 46 (BOAT 46) runs east from Eastland Gate adjacent to the site's north boundary, terminating at the site's northeast corner at a junction with Havant Restricted Byway 523 (RB 523) and Havant Bridleway 1b (BW 1b).
- RB 523 continues southeast to Reed Walk/Horndean Cycle Route, from which Woodcroft Primary School can be accessed.
- BW 1b runs south adjacent to the site's east boundary, is crossed by Merritt Way close to the site's southeast corner and ends at a junction with Havant Bridleway 1a (BW 1a), which runs parallel to the Recreation Ground.
- Horndean Bridleway 30 (BW 30) runs southeast from the junction of Eastland Gate and BOAT 46 along an unadopted surface adjacent to the site's southwest boundary, continuing directly south to the district boundary where it becomes Denmead Bridleway 42 (BW 42) and continues south to a junction with BW 1a and the Horndean Cycle Route.

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>

Planning Policy:

This response has shown regard to the following relevant planning policy and guidance:

- National Planning Policy Framework (2023) para. 96c); 104; 108; 110; 114; 116; 124.
- Havant Borough Core Strategy (2011) Policy CS20 Transport and Access Strategy.
- HCC Local Transport Plan 4 (LTP4) (2024) Policies:
 - C6 "Encourage sustainable travel behaviour."
 - C9 "Protecting the environment."
 - HP1 "Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips."
 - HP3 "Widen participation and broaden the appeal of walking and cycling as a natural travel choice."
 - RT2 "Sustainable access to the countryside."
 - AM2 "Managing and maintaining the existing highway asset."

Commentary

The new documents and revised plans submitted include a Potential PROW Improvements drawing, which states, in regard to BOAT 46, “We would provide a contribution towards upgrades to the circa 530m section of BOAT 119/46/1 to make the route useable and improve the surfacing.” The Service welcomes the applicant’s agreement to this.

It is noted from the Agent Letter Regarding Highways Issues, however, that the applicant believes the figure being sought, £146,091, is “not reasonably or fairly related in scale to the development and therefore does not meet the CIL 122 tests.” While acknowledging this apparent indication from the applicant that they agree the contribution meets the two other CIL tests of being necessary to make the development acceptable in planning terms and directly related to the development, the Service disagrees that the figure requested is not fairly and reasonably related in scale.

164 dwellings can be expected to introduce 393 residents, based on the average assumption of 2.4 persons per household, to land adjacent to the entire length of BOAT 46. It is not unreasonable to assume that the majority of these residents shall wish to utilise this PROW, both in its entirety and sections of it, as part of local loops for daily dog walks and personal and group recreation, on foot and by bike, in support of their mental and physical wellbeing.

In addition, for residents of the western parcel, as mentioned in the Service’s consultation response of 23rd December 2024, BOAT 46 shall provide a safer, healthier active travel route into Horndean than the development’s proposed estate roads and footways. For occupants of the eastern parcel, joining BOAT 46 at the nearest connection point in the development shall offer them the same benefit when wishing to access the Countryside to the west for recreation.

This is because the BOAT, though lawfully accessible to motorised vehicles, would still, it is reasonable to assume, only receive extremely low levels of such traffic following the required improvement works, in comparison to the estate roads leading to Merritt Way. Therefore, the risk to residents of hazardous encounters with vehicles, and the detrimental health impacts of vehicle pollution, shall be significantly less on the BOAT compared to the estate roads and internal foot and cycle paths, making it a more attractive route to use.

The anticipated frequency of use of BOAT 46 that this development shall generate provides sufficient justification, therefore, for the requested contribution meeting the CIL test of being fairly and reasonably related in scale and kind. While it shall of course be utilised by the wider public as well, the proximity of this development shall make it the largest generator of trips on the BOAT in the area.

It should also be noted that the Service's previous additional request for a £62,444 contribution towards improvements of Horndean Bridleway 30 has been withdrawn by the Service, to reduce the possible financial burden on the applicant.

The level of contribution requested by the Service for BOAT 46 therefore remains £146,091.

Obligations

1. A financial contribution shall be paid by the applicant of £146,091 to Hampshire County Council Countryside Service to undertake works for the improvement of Horndean Byway Open to All Traffic 46. This figure shall be secured in a Section 106 agreement and shall be index-linked from the date the Section 106 is completed, in line with BCIS all in tender price index.

Conditions

1. No vehicles, machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use or occupation of the development, shall be left on or near to any Public Right of Way as to cause obstruction, hindrance or a hazard to the legitimate users. The public retain the right to use the PROW network at all times.

Reason: In the interest of public safety.

Informatives

1. No works to the surface of any Public Right of Way shall be carried out without prior approval of Hampshire County Council Countryside Service, the Highway Authority for PROW. Any damage caused to the surface of a PROW by construction traffic will be required to be restored to the satisfaction of Hampshire County Council Countryside Service as soon as possible.

Yours sincerely,

Peter Miles
Countryside Planning Officer
Hampshire Countryside Service