



Havant Borough Council

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APP/23/00488

Date

10 August 2023

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FAO The Case Officer, HBC Planning

Planning reference: APP/23/00488

Site location: Land east of College Road, Purbrook, Waterlooville

Proposal: Application for mixed use residential development comprising 628 dwellings, community centre, allotments, public open space including play areas, new junction to College Road, related internal access road, footways and cycleways, pumping station and drainage basins

Consultation Response: Holding objection pending further information

Thank you for consulting Hampshire County Council's Countryside Service ('the Service') as local highway authority in respect of Public Rights of Way ('PROW') and as Commons Registration Authority. It also manages Country Parks and Countryside Sites throughout Hampshire. Please accept this as its response to the above proposal, taking into account the material considerations relating to PROW, Commons, and impacts to Hampshire County Council (HCC) Country Parks and Countryside Sites.

Site Context

Within the site's 'red line boundary' are recorded Havant Public Footpath 26c ('Footpath 26c') and part of Havant Public Bridleway 28 ('Bridleway 28'); these are acknowledged by the Applicant variously within its application, such as its Transport Assessment, Figure 4.

- Footpath 26c is recorded east of the Havant and South Downs College (HSDC) and connects with Bridleway 28 at both of its ends.
- Bridleway 28, also known as Scratchface Lane, connects College Road with Hillmead Gardens, Bedhampton via an over-bridge of the A3(M) east of the proposed development.

Director of Universal Services
Patrick Blogg

These and other local PROW can be viewed on the Definitive Map of Rights of Way and Definitive Statement, the legal record of PROW, at:

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

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

North of the proposed development, and immediately north of Purbrook Way, lies Johnston's Coppice, a managed HCC Countryside site. This is approximately 400 metres from the site.

Comment

HCC supports the principle of Active Travel and expects development proposals to positively propose and deliver infrastructure improvements to that aim for the benefit of future residents, their visitors, and future communities. In introducing possibly 2,000 residents to the site, and with the provision also of a community centre that will attract journeys to and from, it is reasonable to expect additional use of the local PROW network as part of the future local access network.

To be consented by the local planning authority, the proposal must satisfy national and local planning policy. The Service suggests delivery and mitigation will be required for reasons of sustainability of access, also the health and wellbeing of future residents, and it notes the application proposes various new and up-graded walking and cycling infrastructure – all non-PROW - within its Transport Assessment (TA). The Design and Access Statement, Section 8 acknowledges the PROW within and immediately adjacent to the site; however, it makes no reference to or indicates how these could be utilised for the benefit of future site residents.

The Service highlights the National Planning Policy Framework (NPPF) paras. 92, 100, 104, 106, and 112 as being most relevant to the PROW network and its users. However, para. 104 excepting, no reference is noted to these within the application. The Applicant is requested to comment on how these NPPF paras. are satisfied by the proposal.

This said, the Service acknowledges regard for visually and mobility impaired users is made within the Walking Cycling and Horse-riding Assessment and Review (WCHAR), which is partial recognition of NPPF para. 112. The Service recommends the Applicant, not just for these users but for the benefit of all, adopt the provision of dropped kerbs as standard at junctions of all walking and cycling routes. Further, it would assist all non-vehicle access users to be given priority across or within the local road network, which would acknowledge NPPF para. 112a. It will, however, be for HCC Highways to comment and approve as necessary any provision within the eventual road highway network.

The Service considers it is inconsistent to suggest 'only a small number of cycling trips are expected' (TA, para. 8.13) whilst also saying 'the topography in the area makes the local network attractive to cycle on' (WCHAR, para. 1.12); that Bridleway 28 will be more frequently used as a result of modal shift (Environmental Statement (ES), para. 5.4.4); that cycling 'would be encouraged further through the [delivery of] infrastructure being proposed as part of the development' (TA, para. 8.13); and concluding there will be modal shift away from use of private vehicles (TA, para. 11.13).

In addition, the Service notes the proposal does not propose any upgrade or works to Footpath 26c (see TA) or Bridleway 28 (WCHAR, para. 7.5). The Service considers this an omission and is a failure to recognise NPPF para. 100, given it is reasonable to believe future residents will use these paths, these being more direct for some journeys, such as to walk dogs at Johnston's Coppice; offer a more attractive alternative to access alongside College Road; and be part of an important connection to Bedhampton railway station and

into Havant town centre. The Applicant is requested to review its comments regarding cycling provision and comment on the seeming inconsistencies in its proposal and whether improvements to local PROW are merited.

The Service further wishes to suggest the Applicant, given it controls all the land, should upgrade Footpaths 26c in status to Public Bridleway so as to ensure a public right of cycling, so enhancing local access provision. This could be simply achieved using the Highways Act 1980 Section 25 and unlike any permissive access right would ensure such access is not withdrawn at a later date.

For the Applicant's and local planning authority's information, were HCC to accept to adopt all the walking and cycling routes within the site – and for clarity it is confirmed this is not the Service's intention or request – it would expect all multi-modal routes to be 3 metres wide and surfaced for year-round use to enable all users to enjoy the paths and pass other users in safety and with convenience. The Service considers this would comply with LTN 1/20's Summary Principles, which include the following:

- 'Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone'; and,
- 'Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles'; and,
- 'Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.'

The advantages of using the local PROW network would be enhanced by provision of a surfaced cycle link north from the proposed east - west cycle link on the western side of the public open space – the Illustrative landscape Masterplan (GLS_050_110_1200) proposes only footpath access along a mown grass surface. Provision of a local circular surfaced walking and cycling route would increase the value of the PROW network to residents.

The suitability of the potential footpaths (perhaps for cycle access also) into HSDC as shown on the Overall Planning Layout drawing (CB_62_265_001 REV B) will be for HSDC and the Applicant to discuss and agree. As confirmed above, the Service would not look to adopt these if provided.

Regarding the connection to Bedhampton and Havant, National Highways is expected to comment on the suitability of the bridge crossing of the A3(M) that exists adjacent to site and whether improvement works would be needed to ensure continued safe provision for the increased volume of user. Being approximately 1 mile between the over-bridge and Bedhampton railway station, and with a gentle gradient between the two, it is reasonable to expect increased use for future residents to connect with local services and public transport.

The Service has made the point above that the development would increase use of the existing local PROW network, a point recognised within the TA for increased use of part of Havant Public Footpath 128 for pupils connecting between the site and Morelands Primary School and/ or Purbrook Park School. The existing PROW surfaces, whilst acceptable for the present volume of use, will need improvement so as to satisfy an increased volume of user and the reasonable expectation of those users to enjoy convenient year-round access. Additionally, enhancing provision at Johnston's Coppice will be necessary to support an increased volume of dog walkers. To mitigate the resultant increased rate of wear, the Service will require the Applicant to deliver an agreed programme of works; details will be provided once the Service has assessed the current provision. Further, and in addition to any works, the Service will require a commuted sum to mitigate the increased intervention

and works by the County Council in future years. This is in accordance with HCC corporate practice as it considers it inappropriate for it, consequentially arising from development, to be faced with an increased liability without mitigation. In due course, once the provision being provided by the Applicant is determined, the Service will calculate a sum using its standard formula and will require this to be secured within a Section 106 obligation.

Other than the PROW noted above, there are no other PROW in close proximity to the site; so other non-road access, such as the proposed pedestrian access onto College Road, also the cycleway extension along College Road, is for HCC Highways and/ or others to comment on.

It is noted, as per the ES, para. 5.4.3 that a Construction Transport Management Plan (CTMP) would be prepared in response to a condition of any planning permission. Should planning permission be eventually granted, the Service will expect the CTMP to acknowledge the various PROW and detail how these will be provided and maintained during any construction. The Service will advise further on this once satisfied on the various points above.

In closing, the Service notes the close proximity of this site to other proposed developments. The Service wishes to highlight to the local planning authority and Applicant the importance of ensuring walking and cycling links are provided to planned neighbouring developments so future communities may easily interact and integrate whilst reducing the need for local vehicle journeys. This would support the principle of Active Travel in addition to recognition of the NPPF.

Yours sincerely,

Jon Perks

On behalf of Hampshire Countryside Service - Countryside Planning

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