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8th August 2025

Dear Mr. Howard

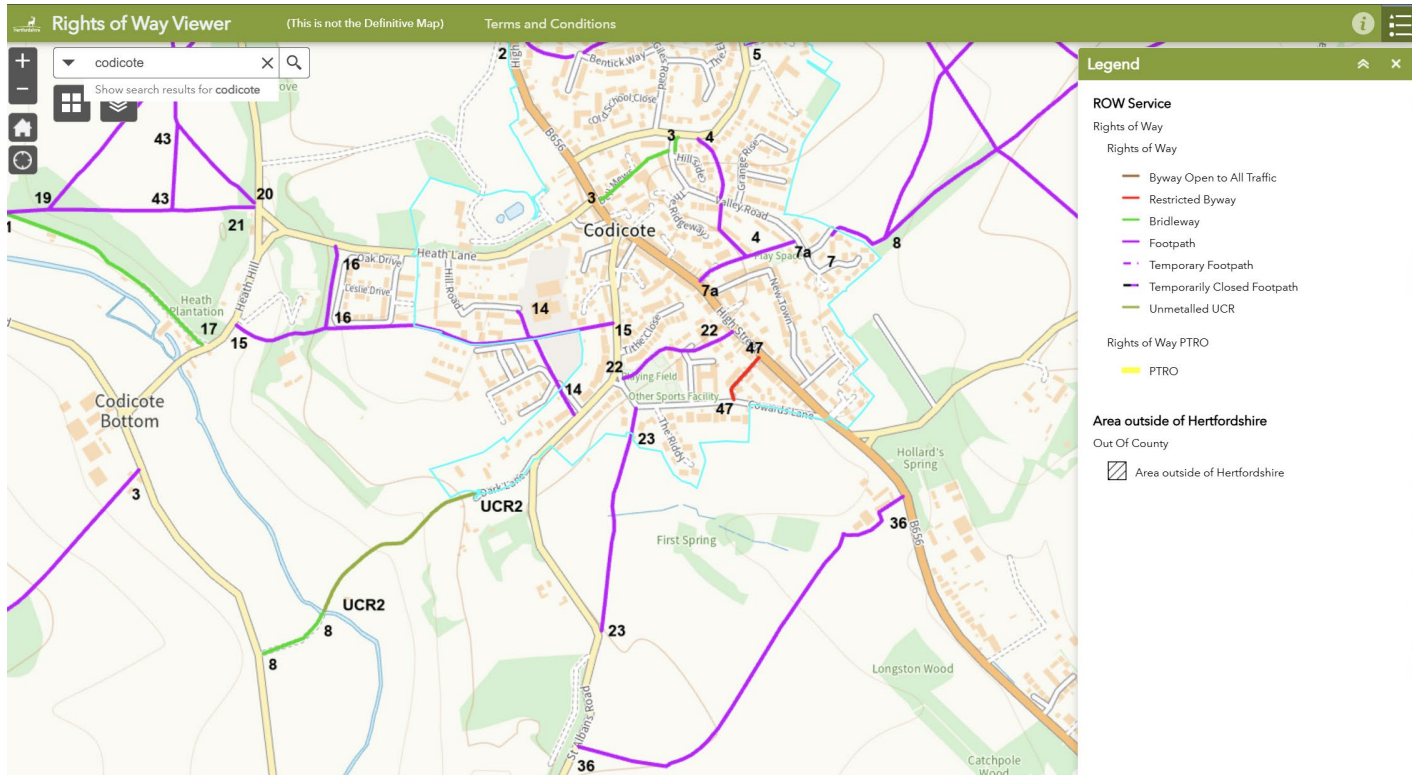
LAND ON THE SOUTH SIDE OF COWARDS LANE, CODICOTE
APPLICATION REFERENCE: 25/01766/OP

We write, on behalf of the Applicant, in respect of the consultation response from the Rights of Way (Footpath Unit) dated 5th August 2025 in relation to the above application. The response deals with two main issues:

1. The need for a clear delineation between any future parking areas and the footpath – this point is noted, however as this is an outline application – we consider this is a matter for consideration as part of a future reserved matters submission. An informative could form part of any planning consent.
2. The second comment relates to a desire to upgrade Footpath 023 to a Bridleway. It is noted that any future route would cross multiple ownerships and is linked to potential future development.

Before addressing this point in further detail, we highlight that the Applicant undertook pre-application engagement with the Unit prior to the submission of the application and this matter was not raised at all; it is therefore somewhat surprising for this comment now to be made.

Set out overleaf is an extract of the PROW map for Codicote as taken from the County Council's on-line mapping ([Webmaps - Rights of Way](#)).



The above plan clearly demonstrates that FP23 does not join up with any existing bridleways and indeed, existing routes are somewhat west of the site and in no way connected with the very small section of FP23 which runs through the application site.

We have reviewed the Rights of Way Improvement Plan 2017/18 – 2027/28 (published in July 2017). There are no specific proposals within that document to upgrade FP23. When looking at the existing network coverage, specific areas are highlighted as lacking bridleways – Codicote is not included. It is also stated that there is a lack of joined up bridleway provision and few bridleways can be accessed direct from stables and livery yards. The formation of a bridleway across FP23 would not join up existing provision and nor does it provide access direct from stables or a livery yard.

When looking at issues arising, the Improvement Plan specifically states that horse riders face challenges such as routes changing status and being forced to turn back. That is exactly the scenario which would be created here – only a very small section could be created of sufficient width. The remainder of the footpath is in a different landownership and there are no proposals for development further south which could otherwise facilitate this absent a direct approach from HCC to the landowner to widen the path. There is no permissive route in place through the wider area either.

Core Action 7 sets out how it is proposed that the network for horse-riders be extended. Under “*what will be done*” – it sets out the identification of suitable routes in partnership with livery yards and stables; identification of horse-riders using busy roads and reviewing alternative solutions such as verge reallocation, permissive routes or dedications/creations; and addressing demands for riding routes suitable for cantering e.g. permissive routes. Addressing these matters – this application is not being brought forward in partnership with or in conjunction with the development of livery yards / stables; no work has been provided showing that there is a problem in the area of horse riders using busy roads and that options of verge reallocation or permissive routes have been reviewed; and clearly a route running through a new residential development is not suitable for cantering and there is no permissive route at the end of the application site. We do not therefore consider that Core Action 7 is expected to be delivered through small scale residential development.

We highlight however that this application will assist in meeting Core Action 3 (Reducing the number of physical barriers on the network e.g. improve surfacing, remove or improve structures) for FP23 through the removal of existing gates and improvement of surfacing.

Reference is also made within the document to the Local Transport Plan 4 (LTP4) (2018) – which sets out the vision and strategy for the long-term development of transport in Hertfordshire. This document makes no specific reference to bridleway upgrades forming part of the long-term strategy for the County.

In summary, this application is for a new small scale residential development, not a livery yard or stables. It appears that this request for works and a contribution is in no way linked to the actual development and there is no evidence to demonstrate that this is either required in order to make the development acceptable in planning terms, or directly related to the development. It is the Applicant’s view therefore that the request does not meet items (a) or (b) of CIL Regulation 122.

We trust the above is of assistance, however if you have any further queries in this regard, please do not hesitate to contact me.

Yours sincerely,



Kathryn Ventham
Senior Director

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Hawridge Land