

Jonathan Perks
02/11/2005 15:50

To: James Neave/PL/WSCC@WSCC
cc: Rebecca Shergold/PL/WSCC@WSCC
Subject: Planning Application consultation - Rights of Way

re: BN / ** / 05 - Lidsey Well Site, Lidsey Road, Aldingbourne

James,

Thank you for the above consultation and recognising that access to / from the proposed site will run along part of Public Footpath 200/1 - the applicant I note has overlooked this on the application form.

The information provided in parts 2 and 4 of the application form concerning site vehicular access potentially, in my opinion, conflict; for example, 9 staff likely to be employed but only 3 - 4 daily car movements. Whilst the applicant may argue that the proposed development will not bring about significant change in vehicle access in terms of numbers there will nevertheless be an increase in vehicular traffic along the footpath, possibly for 12 or more years, some of this being HGV traffic, and this will increase potential conflicts with walkers. Additionally this will result in a loss of facility for the public by further deteriorating the path surface, damage that the private user is in fact liable for to repair subject to prior agreement of a specification with PROW Group. Also, whilst access will be along a straight length of the path offering good visibility between walkers and motorists of each other, visibility at each junction where vehicles join / leave the footpath will likely not be to the same standard and thereby a further hazard is introduced.

The applicant must be advised that walkers exercising a public highway access right strictly have precedence over any private user and for this reason, also the increased potential for future conflict between users, the increased hazard for accident or injury, and because of the likely further deterioration to the path surface arising from increased vehicle use, I do not ordinarily support applications seeking to increase private vehicle user along any public footpath.

On this occasion I am prepared to waive formal objection subject to the public path user being adequately acknowledged and that any planning consent is subject to the following:

the installation of further passing bays at regular intervals along the proposed access route;
the regular clearance of vegetation along the proposed access route; appropriate visibility splays at both junctions of path with vehicle entry / exit; appropriate signage measures; and, that the applicant be required to resurface the path at the end of their working operations to a specification acceptable to PROW Group.

I trust that the above is self-explanatory; should you wish to discuss further then please contact me at your convenience.

Regards,

Jon Perks
Rights of Way Officer

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