



Charles Church

Response to Highways comments dated 30th May 2025

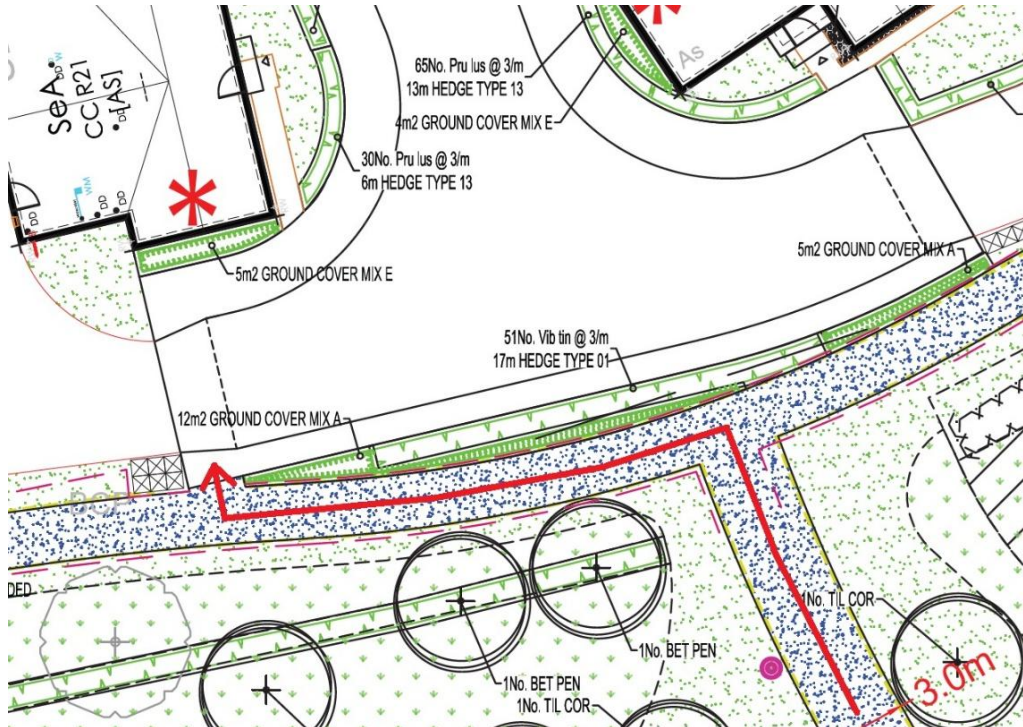
Condition 5:

From the submitted documents the LHA note the following points:

- The LHA can confirm there is a temporary closure on the western branch of Bridleway U67 and there has previously been a temporary closure on Footpath U64 to facilitate site access for a period. Both closures have had appropriate management plans. [Noted acceptance of management of closures.](#)
- The Applicant has stated they will seek a legal diversion of parts of Footpath U64 and Bridleway U67 as to match the proposed planning layout. This requires a separate legal order made by the Local Planning Authority (LPA). At the applicant's request, the LHA has supplied a plan for the legal diversion order. Any such diversion application must be submitted and also legally confirmed before the development is substantially complete, otherwise these legal powers then lapse. The LHA is not aware that an application has yet been submitted. [Legal diversion order is underway with the Public Rights of Way Officer.](#)
- Drawing POS & Existing Footpaths Surface Scheme - Rev C addresses the physical construction issues of drainage, surfacing specification and widths. The confirmation of a three-metre surface for Bridleway U67 is welcomed. However, the plans do not clarify how the north end of the bridleway will connect with the end of the adjoining cul-de-sac to ensure a smooth transition particularly for cyclists using both these routes. Of specific concern the submitted drawing Detailed Soft Landscape Proposals - JBA 23-348 -04 Rev M appears to show a hedge blocking movement between the two routes at this point, which would be an unlawful obstruction. [See image below \(Sketchley Landscaping Bridleway\) which demonstrates with a red line/arrow annotated on the approved landscaping plans the route and how this is shown to connect into the turning head.](#)



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- Signs are a legal requirement where a PRow exits from a surfaced road as it will do at this point. Where the new road is due to development, the developer who creates the need for a new sign is responsible for paying for it. The LHA standard specification for these is on LHDG drawing SD/FP/7. This would be a requirement of the applicant in the legal diversion order but this should also be shown in the planning documents. [See accompanying plan which now highlights location of signage.](#)
- In addition to the widths for Footpath and Bridleway surfaces, the LHDG Annex on Development Paragraph 17 requires a 1 metre-wide grass verge on both sides of any constructed PRow surface. However, Drawing JBA 23-348 -04 Rev M shows bins located upon the Bridleway U67 surface; also on U67, immediately next to the surface edge are 3 Spirix Benches and the boundary of the LEAP Equipped Children's Play Space. All these features must be moved at least 1 metre away from the constructed bridleway surface edge, to ensure the route can be safely used by cyclists and riders on horses as well as pedestrians.

[The LCC Highways Design Guide](#) states “The council will strongly resist the provision of routes that take the form of narrow passageways bounded by walls, hedges or close-boarded fencing.



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Grass verges of 1m width should be provided to either side of the route.

The planting of fast growing, invasive species (including suckering species such as Blackthorn) near to Public Rights of Way must be avoided. If a route is curved or has corners, the distances between planting and the path should be increased to maintain satisfactory visibility.”

The provision of grass verges are to ensure the route doesn't take the form of narrow passageways which are bound by fences and create poorly surveillanced and unsafe passageways. This Bridleway is within the public open space with wide expanses either side, so therefore the need for a verge to negate the provision of narrow passageways is unnecessary.

Regarding the bins and benches, it is unreasonable to have a 1m grass verge between the footpath and the bins or benches. This area of grass will be trodden down over time and create a muddy area for residents to have to pass over to reach the bins or benches, which in turn will likely reduce their use.

As shown in the Landscaping plan attached to this application there is no vegetation planting within 1m of the bridleway/footpaths.

The approved landscaping plan Rev G has the following separation distances along the PRow:

- 0.5m between the benches and the PRow
- The rubber matting was approved to abut the PRow edge
- 0.9m between the play areas boundary treatment and the PRow

The approved documents had rubber matting, bins, benches, and the Play area fence all within 1m of the play area. The accompanying plan shows the dimensions which were approved at reserved matters stage. Our current layout follows suit with bins, benches, fencing and matting with 1m of the bridleway. As the approved layout does not conform to the 1m verge does this not set a precedence for the site?

Are you also able to make comment about the acceptability of safety rubber matting abutting the bridleway?



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Condition 7:

Further investigation of the background to a pedestrian link from Bridleway U67 to Troon Way has highlighted the following:

- The position of the existing link is indicated by an LCC Lighting Column at the end of the existing tarmacked footway path, now surrounded by growth from the site boundary hedge and also the position of trees in the western hedge that is the boundary on the side of the bridleway nearest to the site, both as shown in the photo included below. [Location of Troon Way connection relocated to accord with the LCC lighting Column.](#)
- At this point the site boundary hedge is the property of the landowners of the application site whose permission may be required for modifying the boundary. West of the boundary centreline there is several metres of scrub vegetation between the boundary and the walked/ridden surface of the bridleway. There are also several metres of scrub and bushes on the west side of the bridleway walked/ridden surface and a shallow ditch approximately two metres across. All this needs to be cleared and levelled before construction. The shallow dry ditch needs bridging by a suitable culvert crossing. [As the land needed to connect to Troon Way is out of our control we will provide the link up to our boundary, it is then the owner of that lands responsibility to finish the connection.](#)
- The purpose of the link is as an all-weather pedestrian access for everyday active travel between the application site and the existing housing along and beyond Troon Way. So, the link needs a tarmacked surface, constructed to adoptable footway standards, to be an effective continuation of the path constructed by David Wilson Homes. [As the link is not a formal PROW there is no need for it to be tarmac, as the Reserved matters show, the non-PROW paths in the site were requested to be 2m binding gravel by the council and this link will match this character.](#)
- To minimise the length of tarmacadam along the bridleway the new link should be continued westwards so it joins the intended estate roads adjacent to the south side of plot 24. A path link straight across from the existing path would reduce the need for any additional street lighting beyond the streetlight already located by the site boundary. [We agree to providing a route south of plot 24 connecting to the estate road. We are currently updating plans to show this addition and will provide them to yourselves for review as soon as possible.](#)