

From:
To:
Subject: FW: Application 20/01238/OUTMAJ Sandleford Park

-----Original Message-----

From: Elaine L Cox
Sent: 07 September 2020 14:52
To: Jake Brown <Jake.Brown@westberks.gov.uk>
Subject: Re: Application 20/01238/OUTMAJ Sandleford Park

Dear Jake

Thanks, the proposal to run a cycleway adjacent to Footpath 9 Greenham is the best solution. I have a few points to make/repeat:

1. WBC would have to authorise, formally and in advance, the proposed bollards on the public footpath.
2. WBC would need to authorise, in advance, any surfacing of the public footpath.
3. To repeat a previous point, but this is important - I require to be consulted on proposals for the legal statuses, and mechanisms for the future maintenance of, the proposed new 'Green Links', 'Footpath/Cycle Links', and this 'Cycleway' adjacent to Footpath 9.

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-----Original Message-----

From: Elaine L Cox
Sent: 20 August 2020 23:37
To: Jake Brown <Jake.Brown@westberks.gov.uk>
Subject: Application 20/01238/OUTMAJ Sandleford Prk

Public Rights of Way Comments

The application directly affects Footpath 9 Greenham and Footpath 5 Newbury (see attached plan).

There are also a number of proposed 'Green Links' and 'Footpath/Cycle Links' within the site.

The site is presently rural in character, and Footpath 9 Greenham possesses considerable recreational value as a pedestrian route through countryside, close to the built up area. I acknowledge the presence of this site in strategic plans but nevertheless, efforts should be made wherever possible to preserve the rural character of this area as much as possible.

Footpath 9 Greenham is proposed to become a footpath / cycleway. In due course I require details of the proposed design, and legal mechanism for the conversion of this footpath to a footpath / cycleway.

I also require details of the proposed legal statuses, and mechanisms for the future maintenance of the proposed new 'Green Links' and 'Footpath/Cycle Links'.

The proposed crossing of the A339 is welcome. A suitable pedestrian link should be provided along the A339 to allow pedestrians to join the eastern end of Greenham Footpath 9 with Greenham Footpath 10, as access to the Greenham Common area. The Rights of Way Officer in Hampshire might wish to comment on any opportunities for the continuation of access from the site southwards into Hampshire's area.

Footpath 5 Newbury is proposed to be converted to a roadway with two pavements. The proposed road presently also forms the vehicle access to several properties along the footpath, and further to the south.

The present use of the footpath by vehicles results in an ongoing need to maintain the surface in a fit condition for private vehicle use. The District Council would not fund such work, because the wear and tear on the surface is caused by private use. The District Council does, however, have a responsibility to ensure that the surface is suitable for public use on foot. In such circumstances elsewhere, we offer residents the option of presenting to us proposals to improve the surface of the footpath to a standard beyond that which the District Council would provide, in order to easily facilitate private vehicular use. When such a proposal is submitted by residents, we will assess it according to its impact on the value of the footpath to pedestrians.

The present footpath is an aggregate track, frequently potholed, meaning pedestrians often have to walk around puddles and depressions. There is, however, a grass verge, traversed by access driveways. Pedestrians walking along the track may encounter private vehicles using the same space.

The proposal would separate private vehicles from pedestrians via a roadway and pavements. The total effect is for an aggregate track and grass verge to be replaced by a tarmac roadway and tarmac pavement.

I have a concern about the 'urbanising' effect of converting an aggregate track/grass verge to a wider tarmac route with pavements.

On balance, considering the present use pattern of this footpath as a shared pedestrian and vehicular route, I do not object to the proposal providing the following conditions are applied:

1. Due legal process is completed in the formal adoption of the route as a public road with pavements, and in any necessary acquisition of land beyond the existing width of the footpath.
2. Any tree loss is to be replaced with a greater number of trees. An enforceable plan is required for the maintenance and replacement of newly-planted trees, to ensure long-term survival in a healthy condition.
3. Appropriate traffic management and/or closure of the footpath is undertaken during construction.

Elaine Cox

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