

[REDACTED]

From: Richard Duncan [REDACTED]
Sent: 19 July 2021 16:28
To: Robin Smithyman
Subject: Re. Proposed Lea Castle Farm Quarry and Restoration - Public Access Routes
Attachments: KD.LCF.033C PROW Proposals.pdf; KD.LCF.034C PROW - Post Restoration.pdf

From: Robin Smithyman [REDACTED]
Date: Friday, 30 April 2021 at 09:48
To: "Hayward, Rowena" <Rhayward@worcestershire.gov.uk>
Cc: "Aldridge, Steven" <SAldridge@worcestershire.gov.uk>
Subject: Re: Proposed Lea Castle Farm Quarry and Restoration - Public Access Routes

Dear Rowena,

Thank you for your time to discuss yesterday.

Please see below clarification in (blue) in respect of your comments on Public Rights of Way together with the accompanying plans attached.

The proposals now only relate to Public Rights of Way to land within the planning application boundary.

I would be grateful if you could consider and suggest any other thoughts before I formally respond to Steve.

Please do not hesitate to give me a call if you have any queries.

Regards

Robin



Robin Smithyman
Director
Fox Studio, King Street, Much Wenlock, Shropshire TF13 6BL
[REDACTED]

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From: "Hayward, Rowena" <Rhayward@worcestershire.gov.uk>

Date: Monday, 4 January 2021 at 10:54

To: "Aldridge, Steven" <SAldridge@worcestershire.gov.uk>

Subject: Proposed Lea Castle Quarry

Dear Stephen

I have considered the additional information provided in relation to the proposed Lea Castle Quarry site.

The additional information with regards to the conveyor crossing seems reasonable. I would add the caveat however that if it is felt that additional screening is needed following feedback from users once the conveyor is operational then we would ask that this remains a possibility.

In respect of the proposed temporary below ground conveyor, it is confirmed that if additional surround screening is required by users once constructed, that the applicant would instigate such screening via changes to the proposed mitigation temporary seeded soil bunds and/or agricultural straw bales.

As regards the upgrades and changes to the footpaths and bridleways on the site I have the following queries:

The proposed upgrade of footpaths WC-622 and WC-623 to a bridleway.

- The route has steps at both ends which would be unsuitable for horses at the Lea Lane ends this is a significant rise in level.
- I have concerns about horses accessing onto the wolverley road at the southern end of footpath WC-622 as the road is very busy and fast moving and has only a narrow footway.
- The gap in the brick wall at this point is not currently wide enough for horses.
- The northern end of path does not currently follow the definitive line but exits through the brick wall opposite Lea House and we believe this to be an informal rerouting of long standing. The exit at this point is not wide enough for horses.
- Any upgrade of these routes will request full agreement from the landowner and I am not clear if this land is owned by the quarry site.
- In order for the current route to be upgraded to a bridleway the width will need to be 3m at a minimum and possibly wider if the area is enclosed. This width is not currently possible along much of the route.
- It may be more suitable to look at alternative routes which could be dedicated rather than a try to upgrade the existing route. This would need to have a definitive benefit to the network for us to be keen to accept the dedication.

It is noted that it may be more suitable to look at alternative routes within the planning application boundary to provide achievable benefits to the network. As such we attach a copy of Drawing No KD.LCF.033A and 034A which propose a new section of bridleway adjacent (to the east) of Public Footpath WC 622. This could be a dedicated route or permissive, managed and maintained by the landowner and enforceable by an appropriate planning condition. As with the current proposal this land is under the control of the applicant. It is confirmed that the required 3m width and associated bridleway specifications will be established for this and all new section of bridleways and that the current section of Public Footpath WC -622 will remain in place and in use.

The proposed upgrade of footpath WC-624 to a bridleway.

If the bridleways above are not to be upgraded it is not clear that there would be a benefit to the network in upgrading this when it will be a dead end route. If suitable links are provided and as long as the landowner is in agreement then I see no issue with this dedication as bridleway.

Given the above we would still wish to upgrade this section of PROW to a bridleway. Again, it could be dedicated or permissive, managed and maintained by the landowner.

The new spur to the pocket park

This would be of benefit to the pocket park users only and would have no significant benefit to the network and would be more appropriate to be maintained as part of the pocket park rather than dedicated as a bridleway.

Yes, it is confirmed that this would be a permissive route managed and maintained by the landowner and enforceable by an appropriate planning condition.

Additional Bridleways provided.

We would be willing to accept the dedication of some additional bridleways within the site however some of the routes appear to more in line with public open space rather than linking routes. I understand that a footpath link is suggested from the Wolverhampton Road/ Wolverley Road to access the site and reconstructed land on its eastern edge. If this link was provided then the outermost circular route is a clear improvement to the network. However the additional north south link within the site would appear to be an open space feature rather than a clear network improvement and would be more appropriately dealt with as a route provided within the site by those who will continue to maintain it rather than dedicated as a path on the definitive map. We would also suggest that the link from the road would not be suitable for horses due to the amount of traffic using the road, narrow footpath and the lack of bridleway on-links from this point.

The scheme has been designed in a holistic manner, combining both benefits to the PROW network and general amenity. As such, I understand your comment in respect of what is potentially a dedicated route. As such, if one of the routes was dedicated, the landowner confirms that the other could be a permissive route secured and maintained under an appropriate planning condition.

We would therefore feel that we would not be able to support all the amendments proposed by the public rights of way plan at this point. However we would not be against the principle of additional dedications but feel these would need some amendments to ensure new routes are workable and of benefit to the network. [Please see above proposed clarification.](#)

Kind Regards

Rowena Hayward

Mapping Manager

Public Rights of Way Team

Economy and Infrastructure

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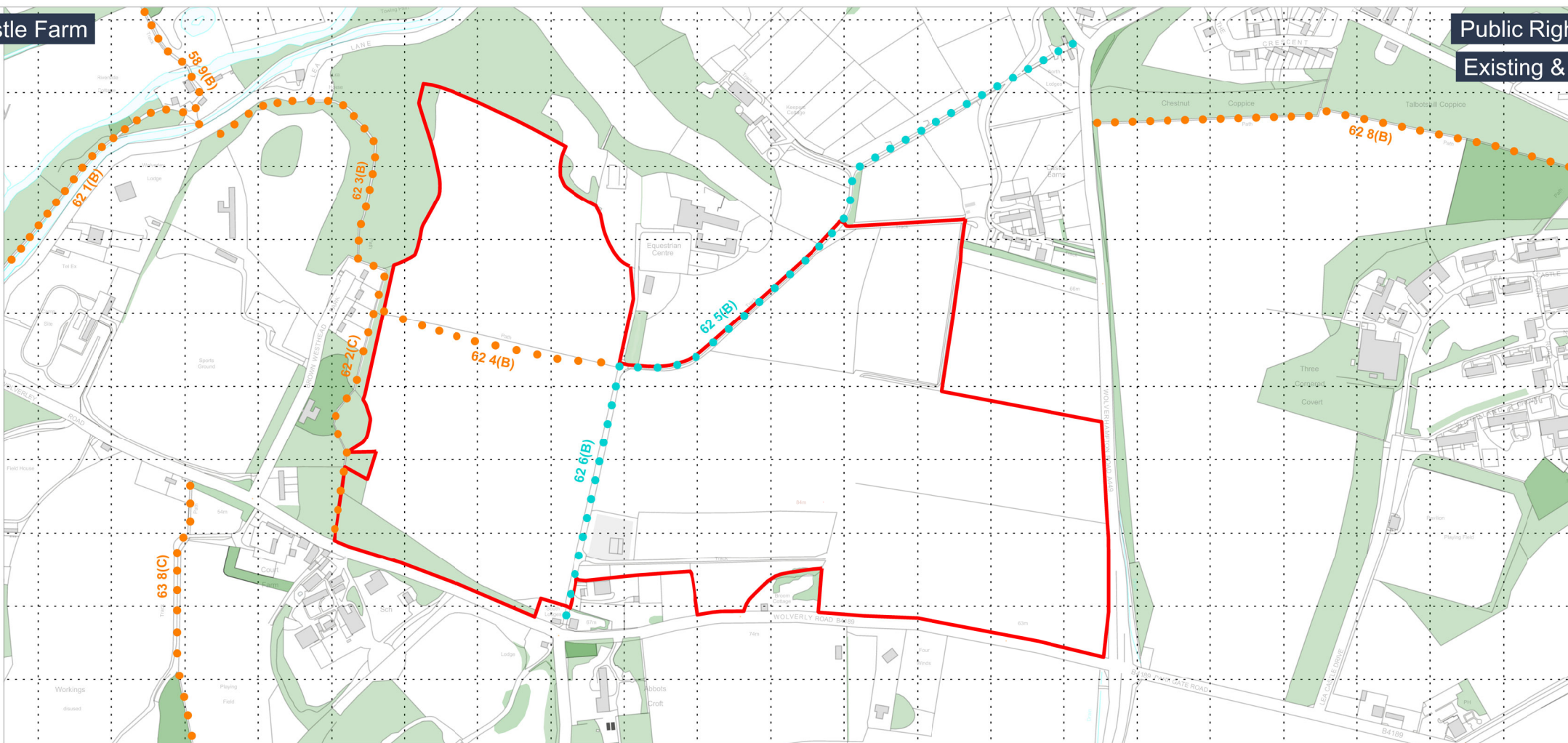
Email: Rhayward@worcestershire.gov.uk



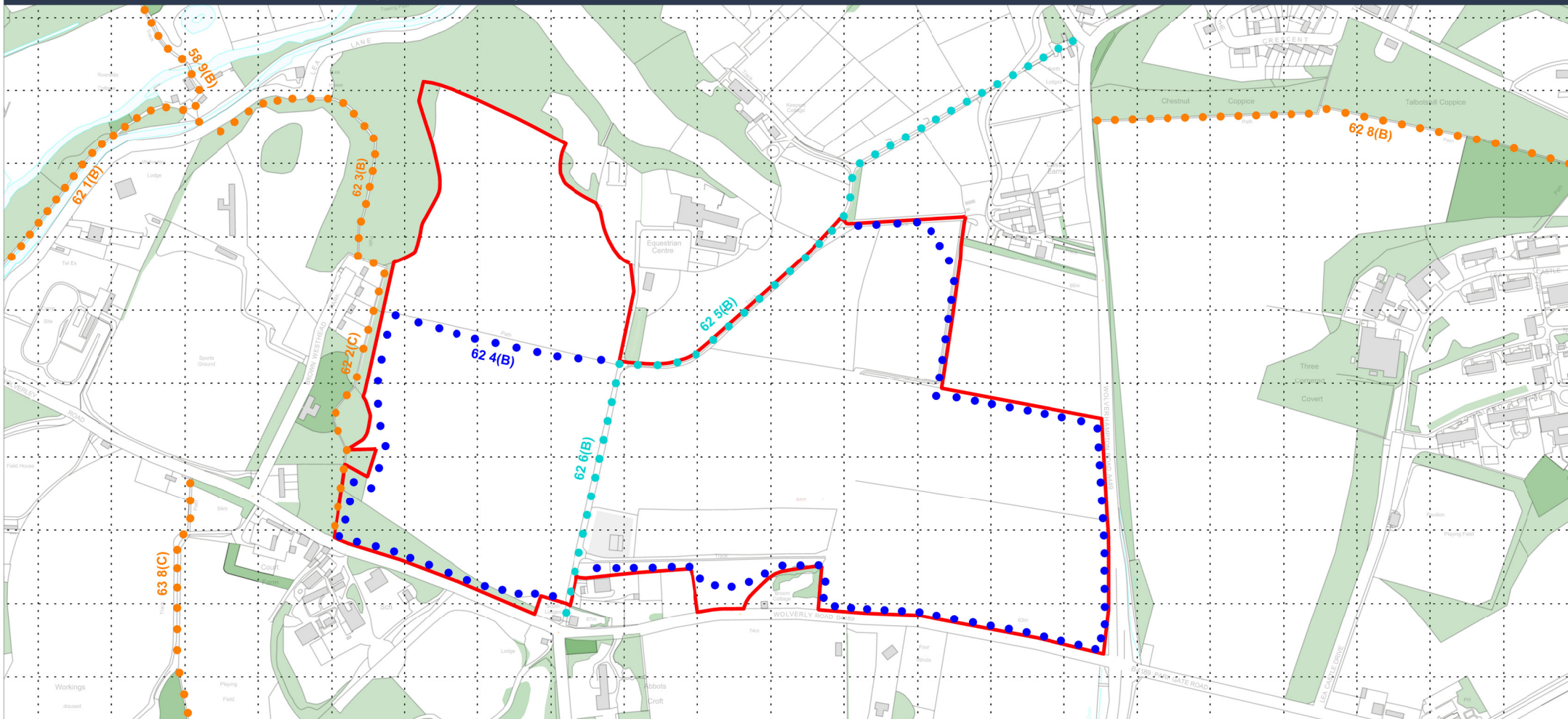
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<https://www.gov.uk/government/topical-events/coronavirus-covid-19-uk-government-response>





Current Situation ▲ - 0.72km of Existing Public Bridleways



Initial Works ▲ - upgrade of existing Footpaths 62 4(B) to Bridleway standard, along with the provision of an additional approx. 2.4km of public Bridleway access routes within the site - during the operational period of the development. Note PROW 62 4(B) will be temporarily diverted during part of this period.

LEGEND

-  Application Boundary
-  Existing Public Footpaths
-  Existing Public Bridleways
-  Proposed Public Bridleways



PROJECT:
Lea Castle Farm

TITLE:
Public Rights of Way Proposed

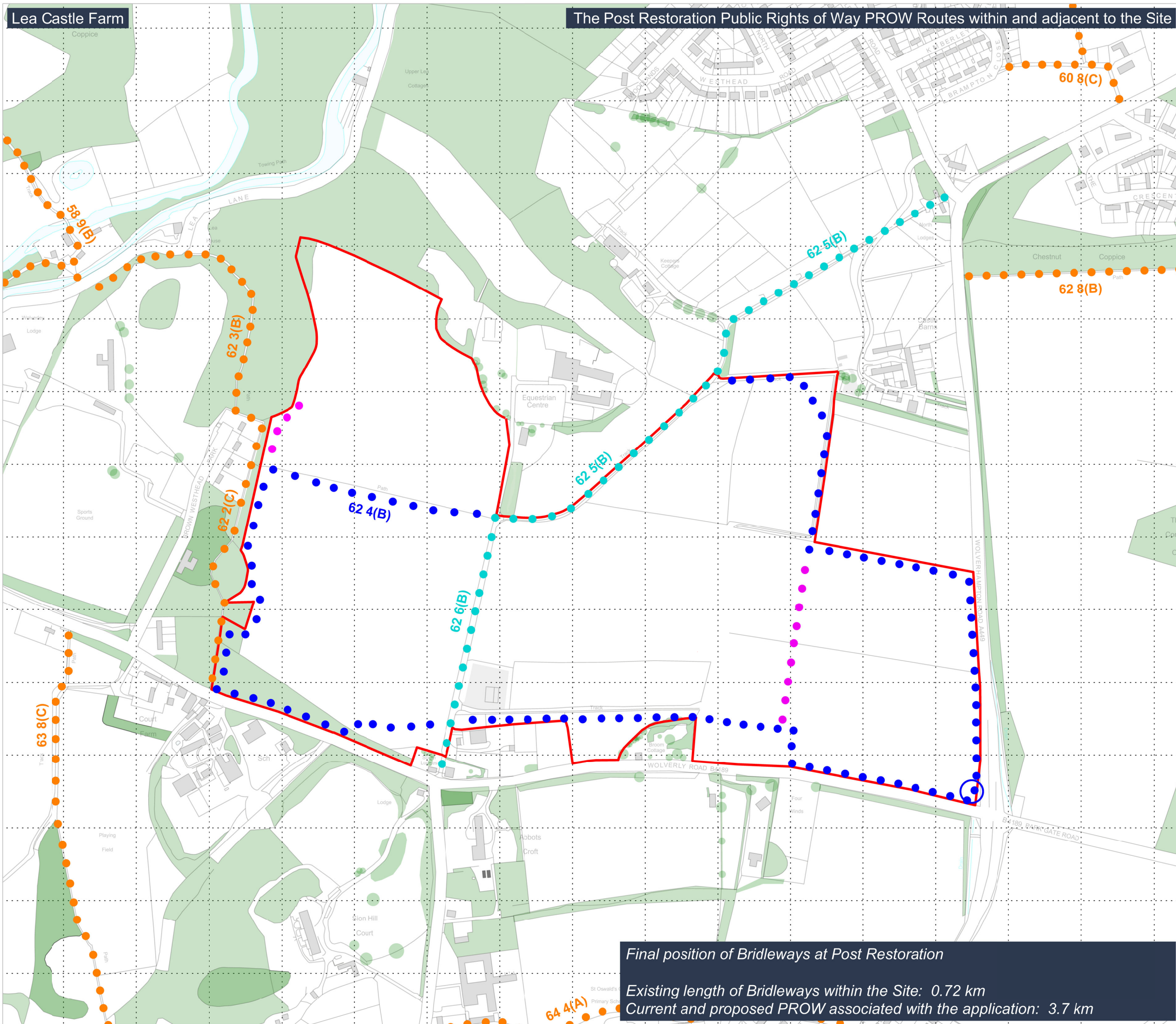
REF NO:
KD.LCF.033C

DATE:
July 2021

SCALE:
1:10,000 @ A3

STATUS:
FINAL





LEGEND

-  Application Boundary
-  Existing Public Footpaths
-  Existing Public Bridleways
-  Proposed Dedicated Bridleways
-  Proposed Permissive Bridleways
-  Kissing Gate for Footpath Only Access

Final position of Bridleways at Post Restoration

Existing length of Bridleways within the Site: 0.72 km
Current and proposed PROW associated with the application: 3.7 km



PROJECT:
Lea Castle Farm

TITLE:
The Post Restoration PROW Routes within and adjacent to the Site

REF NO:
KD.LCF.034C

DATE:
July 2021

SCALE:
1:5,000 @ A3

STATUS:
FINAL

