

Appendix 3 – Detailed Rights of Way Comments

It's important to note that the following definitive rights of way are all affected by the development;

Bingham Bridleways 22, 23 and 26, Footpath 2, Footpath 3, Footpath 4, Footpath 6 and Footpath 9.

It's also noted that there are a number of other 'recreational' paths highlighted on the Illustrative Masterplan. What will the status of these paths be and who will maintain them? How will they be surfaced, who will be able to use them (walkers, cyclists, horse riders?), how will they link into the existing definitive rights of way network?

Before we can make any informed comments, we'll need further details and the answers to the above for both the definitive paths and the 'other' recreational paths.

How will the development affect Bingham Bridleway No.22 (the old section of Chapel Lane / Buggins Cottage)?

Who will manage and maintain Parson's Hill Lake and Park?

We're concerned that Bingham Bridleway 23 will become an unattractive recreation route as it will run between two high fences (the railway and the proposed warehouse development). There will be no feeling of open country no 'escape' for users if they feel threatened and it will lose its recreation and amenity feel.

Users will have to endure a live railway line to the south and the reversing and parking of heavy good vehicles to the north.

Therefore the proposed diversion of the bridleway needs to be at least 5 metres wide to allow a safe and user friendly corridor for legitimate users i.e. walkers, cyclists and horse riders. The bridleway needs to have a non-tarmac surface such as stone or Toptrac to a width of 3 metres within the 5 metre corridor.

We will need to look at the detail with regards to the line of the bridleway from where the proposal / diversion leaves the existing line (i.e. close to the existing property opposite Western Avenue).

In previous correspondence Nottinghamshire's Countryside Access Team stipulated the need for a bridleway (in a green corridor) running parallel to the old A46 from the exit of the proposed diverted Bridleway 23 to a point opposite or close to the existing bridleway (Shelford Bridleway 20) on the western side of the new A46 on the southern boundary of the former RAF Newton site. Or as now show on the latest plans, the area highlighted for the proposed bridge north west of the warehousing. This parallel bridleway needs to be reinstated as part of the 'new' proposals and must remain as a link to the wider public rights of way network.

Regarding Bingham FP2, the proposal is to divert this from Bridleway 23 to the end of the development's access road. However, it appears that this is the only route to / from Bingham for walkers and cyclists accessing the warehouse development and employment opportunities.

Either this path needs to be a recreational green footpath or it needs to be a fully adopted highway for walkers and cyclists commuting – it can't be both. A commuter route along the proposed line of Footpath 2 will also have implications for Bridleway 23 due to the necessity to 'upgrade' the surface of this track as a continuation towards Chapel Lane.

On Footpath 2 is it proposed to bridge Carr Dyke or install a culvert? We would prefer a culvert at this location.

Will Footpath 2 link into the path running alongside Carr Dyke towards and across Chapel Lane ? Will the diversion of Footpath 2 north towards the warehouse access road continue north through the 'treeline' alongside the eastern edge of the warehouse development? And then onwards towards the area marked for the bridge over the A46?

What are the plans for Bridleway 22, which is also used for vehicular access to Butt Field? Once again, we will need to be fully consulted on the detail of any proposed or affected right of way.

In summary we wish to see rights of way appropriately accommodated within the development with minimal loss to their amenity, recreational value and rural feel.

Please do not hesitate to contact the Countryside Access Team for any clarification or further information.

We look forward to receiving further detail to enable us to comment fully on the proposals.

Many thanks
Neil
Neil Lewis
Countryside Access Team Manager