

From: Mills, Penelope
Sent: Wed, 6 Nov 2019 12:24:49 +0000
To: Mills, Penelope
Subject: FW: NE Haverhill - DC/19/0834/RM

From: Andrew Woodin <Andrew.Woodin@suffolkhighways.org>
Sent: 12 June 2019 10:43
To: Mills, Penelope <Penelope.Mills@westsuffolk.gov.uk>
Cc: Luke Barber <Luke.Barber@suffolk.gov.uk>; Sam Bye <sam.bye@suffolk.gov.uk>
Subject: RE:NE Haverhill - DC/19/0834/RM

Dear Penny,

I would like to offer my comments on the reserved matters application, and thought it would be simplest to do this as bullet points. I have discussed these points with Luke.

- Minimum widths for public footpaths have already been given as 2.5m and, where applicable, for public bridleways as 3m. These are also the widths for surfacing. There should be no pinch points below these widths except where expressly agreed by the county council as highway authority. The applicant needs to discuss further with the county council if this is causing a problem.
- Where appropriate, the county council expects public footpaths to be upgraded to bridleways to avoid conflict of use of cyclists with pedestrians on footpaths.
- All PRoW within the site should be open in aspect, ie the 2.5m and 3m widths should not be confined by hard physical borders, eg fences or walls.
- New paths should be aligned with the definitive alignment of the PRoW. Should the applicant require re-alignment, any diversions or changes to status are to be agreed with the county council in advance.
- Where there are dog leg turns on the existing PRoW network the layout should be designed to give a more relaxed radius to improve visibility.
- Surfacing detail on the general arrangement plans is difficult to decipher and reconcile with the plan key and legend. The county council would welcome the opportunity to discuss PRoW surface detail and widths further with the applicant.
- Asphalt and hoggin/Breedon gravel surfaces are acceptable in principle. Grass only surfaces are not, and all PRoW should be well drained.
- Construction should take place at an early stage to encourage the adoption of sustainable behaviours by residents, before the complete road and access network is available.

Please let me know if we need to discuss further.

Regards,

Andrew

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