

## 16 Rights of Way

### 16.1 Introduction and Policy Context

16.1.1 The development plan contains policies and text concerning the potential for landscape and visual impact in connection with development proposals. In particular:

- NPPF Section 13 and paragraph 98; and
- Wyre Forest Site Allocations and Policies Local Plan Policy SAL.UP3.

16.1.2 And within emerging policy:

- Worcestershire Minerals Local Plan Fourth Stage Consultation Document Policy MLP20.

16.1.3 The thrust of these policies are consistent with the advice in NPPF which highlights an aim, where practical, to promote safe and secure pedestrian and cycle routes.

### 16.2 Potential for Impact

16.2.1 The proposed development would have a direct impact upon PROW Footpath ref. 62 4(B) which is located within the western area of the site. It is proposed to divert this footpath to enable the working and restoration of land within Phase 1 and 2 of the development. The PROW, which currently runs east – west for ~ 300 linear metres and connects footpath and bridleway ref 62 6(B) with footpath 62 2(C). The footpath ref 62 4(B), which will be upgraded to bridleway standard, will be temporarily diverted for approximately one year to the south of its current route by ~120m. This diverted route will continue to provide access between bridleway references 62 6(B) and footpath 62 2(C) (see Planning Application Drawing No. 9 – Phase 1). On the completion of the working and restoration of Phase 1 the footpath 62 4(B) (note. at this point bridleway standard) will be placed back ~20m north of its original route for the duration of ~1.5years to allow for the working and restoration of Phase 2. The upgraded route returning to its original alignment at this time.

16.2.2 The proposed development would have a direct impact upon PROW bridleway Ref 62 6(B), a bridleway located along an internal track which separates the western and eastern areas of the site. It is proposed to install a below ground mineral conveyor linking the western extraction area with the plant site. The installation of the conveyor access track will take approximately one week. During this period, a short section of ~30 linear metres of 62 6(B) will be closed to allow the installation and make good the surface of the track. During this period the bridleway/track will be diverted approximately 30m to the west. This will be done in advance of the conveyor works to ensure full access is maintained at all times and to the standards required. Once installation has been completed the track/bridleway ref 62 6(B) will be reinstated on its original route. Once all mineral extraction and restoration works have been completed within Phase 1, 2 and 3, the temporary diversion of the track will be reinstated to allow the removal of the conveyor tunnel and the tracks reinstated. This will take approximately one week where upon the 30m section of bridleway ref 62 6(B) will be reinstated on its original route.

16.2.3 From the Initial Works phase of the proposals a new section of public right of way (bridleway) will be provided. It will connect prowl 62 5(B) in the northern area of the site on a new route along the north eastern, eastern, southern and south western boundaries of the site,

connecting to PROW 62 4(B) – upgraded to bridleway standard, which joins with 62 6(B) – the site internal access track. The new route being ~ 2.3km. The new section of public access will cross the proposed site entrance. At this point traffic and footpath management measure will be in place. The new PROW will be in place throughout the duration of the phased working and restoration of the site. A kissing gate (foot access only) being provided adjoining Wolverhampton Road.

- 16.2.4 The existing and new sections of PROW within the site will be supplemented by 5N° small pocket parks. The purpose of the parks being to provide a place to sit and observe the landscape. Signage/educational information on the past history of the site and local area, and ecological enhancement will be provided along with sports stations to help promote health and wellbeing. These public spaces have been located around the site (see Drawing KD.LCF.026A).
- 16.2.5 All impacts to users of the PROW across the site are temporary and although regular users of the site will experience inconvenience, the proposed mitigation measures will reduce this impact as far as possible.
- 16.2.6

## Noise

- 16.2.12 The potential impact of noise on users of PROW in close proximity to the site would be a result of either noise generated by plant site operations, vehicle movements and mineral extraction/restoration. The level of impact will depend upon the proximity of the PROW to noise generating operations, the level of noise and the introduction of mitigation measures.
- 16.2.13 Proposals to place the plant site at a minimum of 7m below existing ground levels combined with setting it behind either higher landform levels or attenuation bunds, levels of noise will be minimal from the plant site.

## Dust

- 16.2.14 Dust in relation to users of the local PROW network could be generated through soil stripping, movement and placement, mineral extraction and processing, vehicle movements and from the creation and existence of mineral stocks and bunds. As discussed above, the plant site will be contained at lower levels.

## Restoration

- 16.2.15 On the phased completion of the development, tm7(he)0.(nt)(d)-0.6 ( l)-u .6 (e)-5.8 ( c1.5 (e)0.all)1.6 ( b)-5 ( rst-0.90.6 3.5 ( a) c8 472aoddit0.6 ( i)5.7 ( o)-1.1 (d) .7 (d)-1.1 (d)5

the Rights of Way team at Worcestershire County Council and local neighbours. The temporary diversions will ensure that access is maintained at all times with footpaths reinstated at the earliest opportunity following quarry and restoration works. Although diverting the footpath will impact upon the PROW users to some extent, the proposed diversion has been designed to provide the best possible route that will have minimum negative impact upon users of the PROW.

16.3.3 In considering the mitigation of potential impacts, the measures proposed to minimise the generation of airborne dust in relation to PROW users, the mitigation measures stated for noise reduction will also apply to dust along with ensuring that soil storage/attenuation bunds are grass seeded and maintained. Soil stripping operations are not to take place in windy conditions and a wheel wash system is to be in place with all outgoing HGVs having to use it.

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16.4.4 From the Initial Phase of the scheme, improvement and options for increased public access