

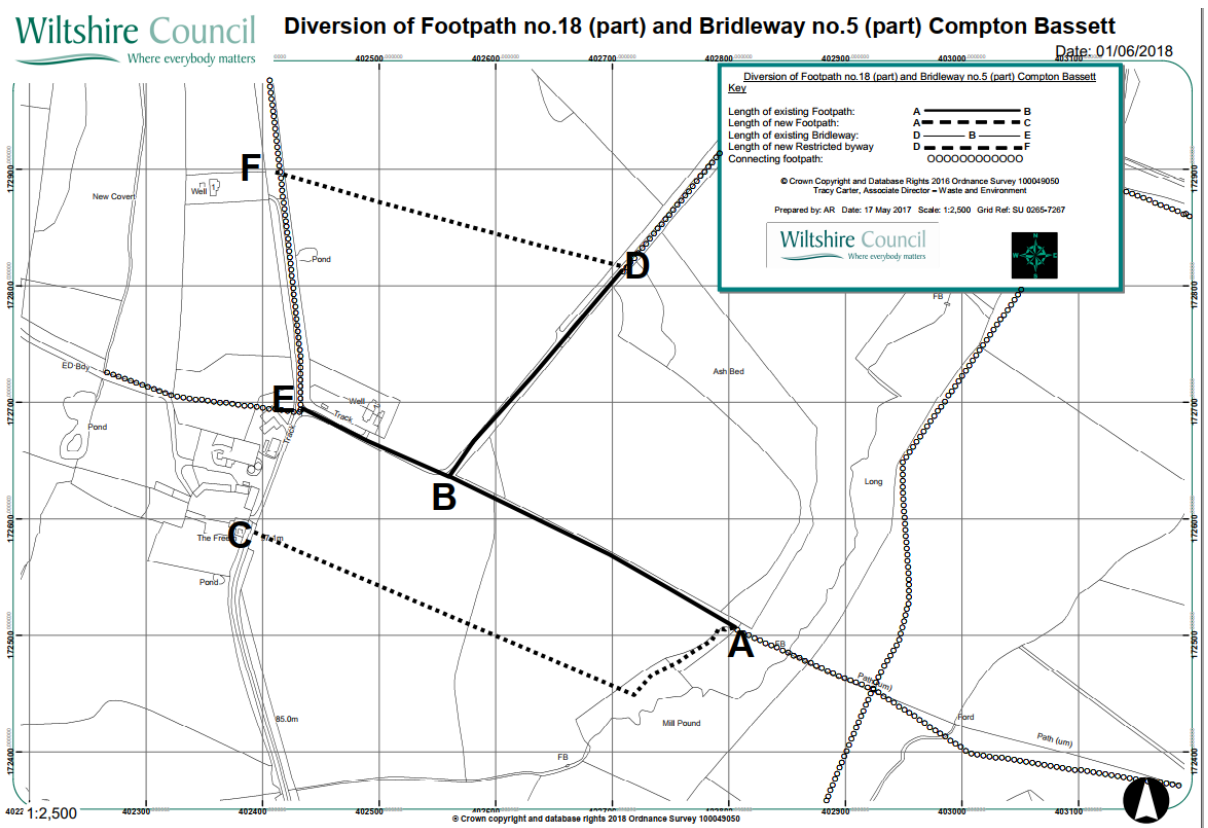
Freeth Farm, Compton Bassett, Temporary Diversion under TCPA1990, S.257 and 261

Rights of Way temporary diversion and reinstatement of existing routes

1. Proposal

To temporarily move Bridleway CBAS5 and footpath CBAS18 for the purpose of enabling sand extraction at Freeth Farm, as described in planning application 16/05464 and to reinstate the existing routes after extraction is completed

2. Specific requirements to the new routes, including widths



Path specification required for the new temporary restricted byway route D -F. The same construction could be used on the footpath A - C section

We will require the restricted byway D-F being a minimum of 6m usable width, but the surfaced section can be 4m wide.

Footpath section A-C shall be constructed with a minimum of 2m width

A twin wall 600mm diameter 6m long corrugated pipe with bagged headwalls will be provided at point F as required to link the temporary route to the existing network

A path tray will be cut to a depth of 350mm, and 4m wide D-F section and 2m for the footpath A-C section and materials removed from the path and surrounding area or stored within the site.

Within this tray a woven geo-textile will be laid (Fastrack G9 78gsm or similar)

Then a suitable sub- base material between 40mm-70mm diameter (this can be washed rail ballast, recycled builders' rubble, or crushed recycled material) to be laid to a depth of 300mm

Then lay a wearing course of 70 – 100mm depth creating a camber or cross fall to allow for water runoff to prevent ponding, the finished level should be above existing ground level. This wearing course can be material type1, road planings or similar. A shallow ditch or grips can be formed as appropriate to take any surface water away from path

All materials to be laid will be rolled/compacted every 100mm with suitable plant, as well as the finished surface, this will ensure that the path is less likely to move or suffer subsidence and provide a more robust consolidated construction.

Wiltshire Council Countryside Access Officer will need to certify this work on the temporary routes prior to the removal of the original current definitive routes.

3. Reinstatement of routes

When the extraction of materials has taken place the original routes will be reinstated. As the Highway Authority we will only sign off the completion of these routes to our satisfaction. These routes Bridleway D-B-E will be reinstated to the same surface standard we have stipulated for the temporary routes (as above specification) as well as the footpath A-B

The usable widths will be as the original widths of between 6m for Bridleway D-B-E (4m width for surfacing)and minimum of 2m for the footpath A-B

4. Levels of paths after reinstatement

The Highway Authority has no obvious concerns about the reduction in level from the existing paths when the reinstatement takes place. There is an important point to note that the Highway Authority will only sign off the completion of these routes to our satisfaction. If prior to sign off there is an issue with water table levels, then we can request the paths are constructed to overcome this issue

5. Costs of works

All cost for the works will be met by the applicant. It is difficult to provide a price at this current time as prices in fuel, labour and materials are changing daily.

Compiled by Countryside Access officer; S Leonard