

NSIP – Outline Public Rights of Way Document

Overall there have been very few changes from the original documentation.

1. The only issue that has been taken onboard is regarding the permissive bridleway from Little Staughton to Keysoe.
2. The vehicles routes are still on the same routes as many of the PROWs and the areas for wildlife, which is going to be hazardous for both. It has been stated that farm vehicles share the routes at present without issues, but they are not constant or daily, they are only busy at harvest.
3. The request for more permissive paths to enable more circular leisure routes to be implemented has not been addressed. There is the permissive bridleway with a proviso, that any anti social behaviour would result in it being closed. There is no timescale regarding how long it would remain for either.
4. The crossing at Chadwell Brook is over a narrow rather dilapidated bridge which does not appear to be fit for purpose and is also a PROW. The ford running parallel also looks a little narrow for big lorries.

Roles and Responsibilities:

There is a huge list of on site Managers, but this is only an indicative list and does not set out who they would answer to.

Management and Mitigation Measures

5.16 states that where damage is caused to PROWs, it will be resolved. It doesn't mention with what or the time lapse from damage to rectification.

Hazards:

Diversions are needed at all crossing points and where the routes for construction traffic are proposed along the PROWs.

Pertenhall 18,

Bolnhurst 32, 35 Bry, 40 Bry, 13,47,

Little Staughton 1,8,26,

Great Staughton 213/1

Hail Weston 112/7, 112/8

Staploe 16,4, 8A

6.4.5. Signage is referred to warn drivers and walkers and equestrians, but this does not help if the person is already committed to that route.

6.4.6. equestrians to be given right of way and lorries stopping 50m behind. The noise and airbrakes will cause upset to horses and how will this be monitored.

6.8.5. The verge along here is narrow and on a slope. This would be a dangerous solution.

6.9.3. the use of a banksman during intensive construction, illustrates that this is going to be dangerous for anyone crossing the site and how would a banksman calm a horse.

6.17.1. Site D at Hail Weston bridleway the conflict with construction vehicles will be intense, especially as this is proposed as the main route into the site. The location of the BESS adjacent to this route is also of concern regarding safety of all using it.

7.2 The clause regarding antisocial behaviour resulting in closure of permissive routes is here, which would apply to the Little Staughton/Keysoe bridleway.

8.0 Implementaion of the Management Plan

This will not be written until approval is granted, so no way to comment on this.

9.0 Monitoring & Record Keeping

This will be done throughout, but it doesn't at this stage state what will be monitored and who the relevant authorities to have access to this would be.

A regular review of this is proposed, but again this is not available.

The Rural Roads That would need to be used by construction traffic:

In addition, there will be a great number of heavy vehicles delivering materials to the area using the metalled roads leading to the site – if permission is deemed appropriate. These vehicles and drivers will not know these winding, narrow country roads which have no footpaths and are not wide enough for two vehicles to pass. Equestrians and pedestrian walkers will be reluctant to use the routes across the site due to dangerous hazards – vehicles the speed and size, dust or mud, the noise from construction to name a few. They will therefore be on the roads.

Construction vehicles should therefore for safety reasons be met by escort vehicles at the motorway junctions and be guided at an appropriate speed taking into account the living hazards that will also be forced to use them.

This is not because of the value of their - the Battery Storage Units having a police escort, but for the safety of the inhabitants of this area.