

Comments from BOBLAF regarding the Virtual Site Inspection Plan (REP2-046)

BOBLAF does not consider a VSI an adequate substitute for a physical inspection by the Inspector.

It does however have some benefits in that it should provide more helpful images than the small number of photographs presented in the Landscape and Visual Impact assessment (APP-129 to APP-142),

It should also provide useful supplementary reference material for him following such a physical inspection, subject to the acknowledged issues regarding the hosting of the videos.

In addition, it will provide views of and along rather more PROWs, particularly footpaths, than was originally suggested, which is to be welcomed.

Need for physical inspection

At paragraph 2.1.2, the Applicant expresses reservations about the use of UAVs in that footage may not replicate the experience of moving along a footpath/bridleway. We agree with this assessment.

But we consider that the 360-degree video walkovers will suffer from much the same issue. Although the footage can be recorded at a more suitable height and will allow a viewer to experience differing views from the same location, it still will not replicate the overall experience of using the PROWs. No photograph can give the sensation of the solace of open country, the sweep of the sky above, and the quiet mental renewal that comes from following a path, whether on foot, wheels or horse.

Nothing less than a physical site visit is acceptable - VSI is simply a potentially useful add-on.

Even with the additional information from the VSI, we continue to ask that the Inspector visits in person the two points previously suggested by BOBLAF in our comments of the proposed ASI (REP2-058).

Pertenhall BW 26 and Bolnhurst & Keysoe BW 37 (APP-121 Masterplan sheets d and c, APP-010 Streetworks plan sheets 1, 2 and 3, APP-160 Outline PROW mgmt plan and APP-070 Visual Receptors Figure 5-4a)

This suggestion is essentially Survey Route 9 (a and b), although extended further to the west (to Viewpoint 9 in the LVIA – APP-130).

The BHS has set out its views on the coverage of this bridleway in the virtual site inspection plan and we support their position. In particular, we support the request for rider eye level recording and for an assessment of the banksmen's lines of sight.

The 'crossroad' junction of B&K FP13 and B&K FP47 within Site B – this is viewpoint 33 in APP-129 and APP-135.

This point is close to point F2 at the western end of Survey Route 3. Whilst it may just be a matter of the granularity of the map, it does look as if the Survey will start slightly to the east of the crossroad junction. BOBLAF recommends that the Survey should start just to the west of the junction and that care should be taken to ensure that the views in all four directions at that crossroad are recorded. Ideally, the operator would walk a few feet in either direction on FP13 as well as along FP47.