

Specification of Works for the Diversion of a Public Right of Way

Parish – Michelmersh

Right of Way Reference – Footpath No.4

Below is a description of the proposed route of the diverted section of this path as it should exist on the ground before any confirmed Order can be brought into effect. Any works required by either the applicant or by Hampshire County Council (HCC) are also set out. These works are not required until such time as an Order is confirmed but must be completed and signed off by HCC before the Order can be brought into effect, applicants will be advised accordingly at the appropriate stage of the diversion process. This will ensure the proposed diverted route is brought up to an acceptable standard for public access.

Further information regarding the diversion process and the practical requirements of providing a new route can be found on the Hampshire County Council website at the following address;

<http://www3.hants.gov.uk/row/making-changes/diversions.htm>

The Points below refer to the locations on the attached plan.

Description of proposed route;

The proposed route runs from a point opposite the end of Jinny Lane at point C and proceeds in a generally north-easterly direction parallel to Bunny Lane to point F. At point F the path splits, with one branch sweeping to a more northerly alignment at point H, and the other branch following Bunny Lane to a kissing gate at point G, and then proceeding in a generally north-westerly direction to rejoin the main path at point H. From point H the path proceeds in a generally north north-westerly direction to point J where it joins the existing haul road. From there the path proceeds in generally south-westerly direction to rejoin the exiting line of FP4 at point B. A path will also proceed north along the haul road from point J to point K, where it will leave the haul road in a north-easterly direction and pass through the wooded area to a junction with Rudd Lane at point L.

Works required to be completed by applicant;

Points C – D

Path to be created with a minimum width of 4 metres measured from the kerb to the realigned bund on the north side of the new path. Path to be largely open to the road with intermittent trees/ sections of hedging that will remain when deadwood and scrub has been removed from the existing hedge line. Tree planting on the bund to the north of the path will screen the recycling site.

Surfacing will be natural earth and must be level, compact and kept free of encroaching vegetation for a minimum width of 2.5 metres. Drainage will need to be properly assessed and any required works agreed before any order made can be confirmed.

The path will be accommodated by an open gap at point C, and staggered barriers at point D at the site entrance. The existing kissing gate at point A will be removed.

COUNTRYSIDE SERVICE
- 6 JUN 2011
Passed to: VB.

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Points E – F

Path to be created with a minimum width of 4 metres measured from the existing fence line to the realigned bund on the north side of the new path. Existing hedging will remain and be repaired where necessary.

Surfacing will be natural earth and must be level, compact and kept free of encroaching vegetation for a minimum width of 2.5 metres. Drainage will need to be properly assessed and any required works agreed before any order made can be confirmed.

The path will be accommodated by a large-mobility kissing gate at point E.

Point F-H

Path will sweep to a more northerly alignment, following the new/realigned bund. A minimum width of 2.5 metres measured from the base of the bund and unfenced to the east.

Surfacing will be natural earth and must be level, compact and kept free of encroaching vegetation for a minimum width of 2.5 metres. Drainage will need to be properly assessed and any required works agreed before any order made can be confirmed.

Points F-G-H

Path follows existing vehicular track downhill to point G and then climbs back up to rejoin the main path at point H.

Surfacing will be natural earth and must be level, compact with existing ruts removed and kept free of encroaching vegetation for a minimum width of 2.5 metres. Drainage may be an issue as this is a natural low point and drainage will need to be properly assessed and any required works agreed before any order made can be confirmed.

Large-mobility kissing gate to be installed at point G. It's impossible to see how the land lies until the vegetation is cleared but the kissing gate will need to be set to allow a suitable gradient to the road and enough space for path users to exit the gate safely before joining the vehicular highway. This will need to be looked at in more detail if and when works are carried out.

Points H-J

The slope up to point H will be graded out to be similar to the rise from point G to point H.

A minimum width of 2.5 metres, measured from the bottom of the bund on the west side of the path must be cleared and kept clear of encroaching vegetation.

Existing surfacing will remain and must be level and compact with particularly eroded sections filled. Whole length to be profiled to allow the natural drainage of surface water down the steep slope to the east, preventing standing water on the path.

Ground around point J to be improved to prevent standing water making this area boggy in the winter. Drainage will need to be properly assessed and any required works agreed before any order made can be confirmed.

Points J-B

Path to follow the existing haul road with a minimum width of 2.5 metres measured from the northern boundary of the existing haul road. To retain existing surfacing.

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Round off corner at point B to give a more natural line to the northerly continuation of FP4.

Points J-K

Path to follow the line of the existing haul road with a minimum width of 2.5 metres measured from the western boundary of the existing haul road. To retain existing surfacing.

Points K-L

A suitable gradient, not steeper than the regraded slope from point G to point H, to be created leaving the haul road at point K. Path to follow a natural line with a minimum width of 2.5 metres parallel to ownership boundary through wooded area to point L.

The ground here can be wet so drainage will need to be properly assessed and any required works agreed before any order made can be confirmed. There may need to be some surface construction through this section to make it suitable for long term public use but this can't be properly assessed during such a dry period of weather.

Small culvert at point L to cross existing ditch line and large-mobility kissing gate on south/wood side of culvert, away from the road.

Works to be completed by HCC and re-charged to the applicant;

Signposting at junctions with vehicular highway and elsewhere as required.

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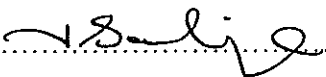
For all enquiries relating to the above requirements, please contact:

Name: Vicky Bowskill
Address: Countryside Service
Room 200, Mottisfont Court
High Street
Winchester
SO23 8ZF

Telephone: 01962 846891
e-mail: vicky.bowskill@hants.co.uk

Applicant Agreement:

Full Name NICOLA SALVIDGE

Signed 

Dated 2nd JUNE 2011

Landowner Agreement (if different from applicant):

Full Name

Signed

Dated

*Please also sign and date the attached plan.



Hampshire
County Council

RIGHTS OF WAY OFFICE

Footpath

Bridleway

Restricted Byway

Byway Open to All Traffic

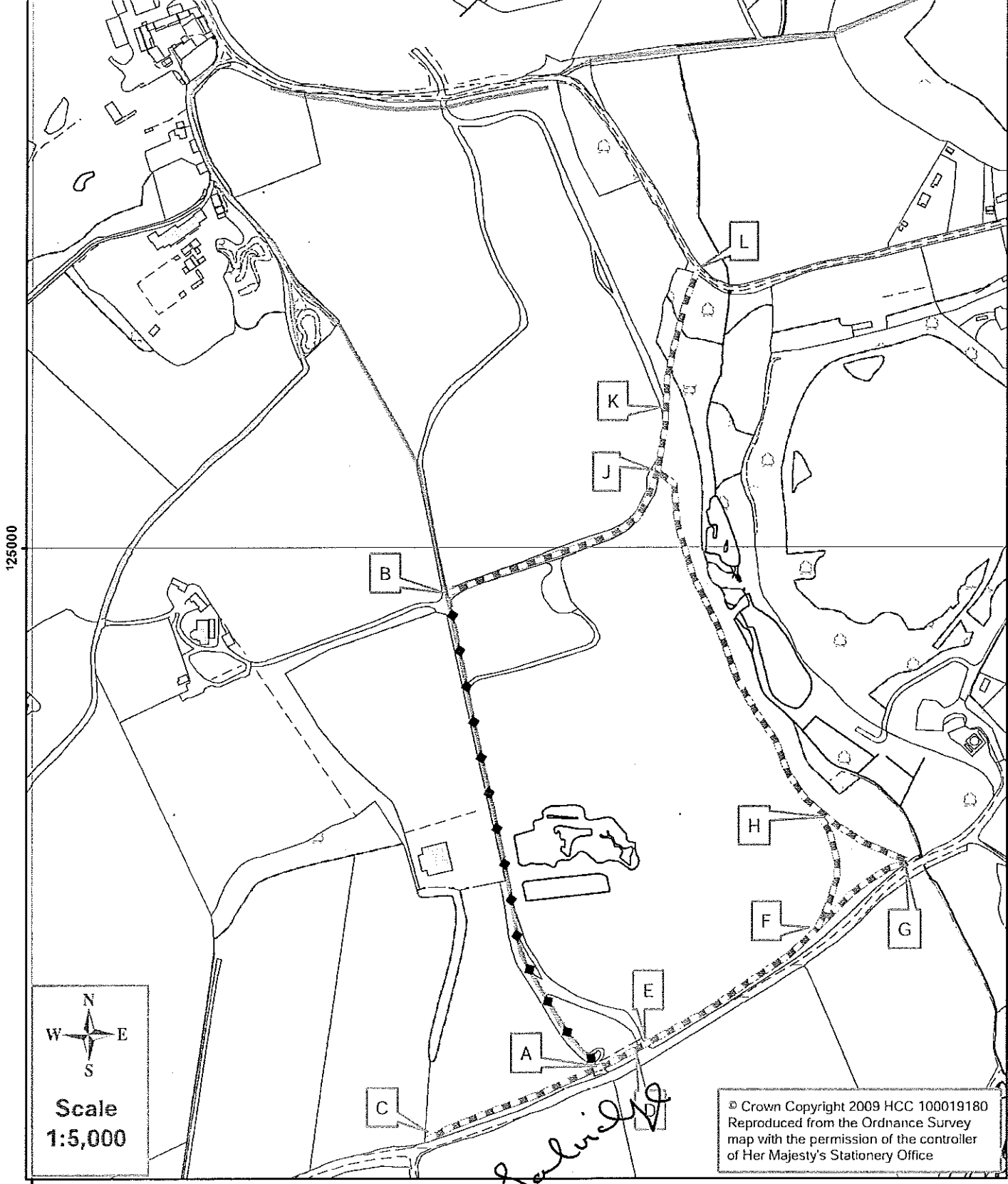
Parish Boundary

One or more of these line notations will appear on the map

**Proposed diversion of part of
Michelmersh Footpath No.4
25th May 2011**

Footpath to be deleted

Proposed new route



125000

125000



Scale
1:5,000

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V. Salvidge
2-6-2011