

Day Nine

Peter Ireland

Evidence in Chief

Dr Ireland was asked to read para 1.5 of his full proof.

Dr Ireland was asked to read from para S.2 until the end of his summary proof.

Dr Ireland was asked to read para 4.5 of his full proof.

Cross Examination

FP2.5. Is there any guidance in respect to sampling use of footpaths and bridleways?

- Surveys should be representative.
- Carried out on Wednesdays and Saturdays.

Satisfied that adequately representative sample?

-Yes

Particular reason why there are no more recent survey data?

- No more data is required.
- Have in my mind indication of how extensively footpaths are used

FP2.10. Suggestion that footpaths used more recently than in the past. Has there been a general increase over the past six years?

- Relates more to footpaths at the northern end of the scheme.

FP4.1. Appendix C. Pg23 - Bridleway West 36. Moderate adverse change. Is that effect predicted to change by Year 15 or any subsequent date?

- Something that Ms Betts looked at
- Right of way covers linear length. Worst visual impact where crosses bypass. Effect diminishes further away from bypass. Will moderate over time, apart from where right over bypass.

Definitions of assessment, taken from DMRB?

- Agreed
- Referring to visual assessment.

Amenity value and visual impact assessments not the same thing?

- Agreed
- Prime considerations visual and oral

Assessment of moderate adverse a combination of amenity value and visual impact assessments?

-Correct

Same applied to each bridleway and footpath?

-Correct

Bridleway West 37. Substantial adverse. Unlikely to change over time?

-Correct

Bridleway West 35. Substantial adverse. Unlikely to change?

-Correct

Bridleway West 51. Substantial adverse.

-Going to get substantial adverse anywhere where a bypass crosses a right of way.

Public viewing point for the White Horse. How close will road be to this viewing point?

-Toe next door to embankment – immediately adjoining

Impact on amenity value for visitors to the viewing point?

-From visual point of view, visitors would be looking in the other direction – therefore no impact.

-From noise point of view, given the proximity to road, the car park would be in an acoustic shadow – noise levels not as high as might be expected.

Would not be unaware that road is there?

-No

-But traffic also on Bratton Road

Traffic flows on Bratton Rd nothing like would be on scheme?

-Agreed

FP5.2. (a). Inaccurate description?

-Will be 4 metres, not 12 ft.

-Will be unlit, will be concrete box culvert.

FP5.7. Are measures part of proposed scheme?

-No - was merely suggesting that they could be done.

Any reason why not included in the scheme proposal?

-No reason.

-Was looking at possible minor improvements to design

Were measures to be taken, would effect remain substantial adverse?

-Possibly could be moved down scale.

Non-road build option would not have impact on footpaths and bridleways?

-No

Users of Wessex Ridgeway not addressed in proof. Any particular reason?

-No

Wessex Ridgeway described as equivalent to national trail on OS map.

-A national route, such as the Wessex Ridgeway as aspirations of being a national trail, but is not currently.

-WR runs from Lyme Regis to Avebury.

-Long distance route, but not a national trail.

Any information on public use of WR in terms of numbers?

-No information exists

Mr Morland's Questions

Dr Ireland said that there would be no conflict between bat screens and public footpaths.

Re-examination

Dr Ireland said that he was mistaken in saying that the toe of the car park would be next to the embankment.

Inspector's Questions

Mr Langton noted that the land to construct a new bridleway would have to be compulsory purchased and asked whether it was necessary for the construction of the bypass. Dr Ireland said that he was not 100% sure that the bridleway was absolutely needed, but said it would provide a combination of compensation and enhancement – mainly enhancement.

Dr Ireland conceded that Footpath 28 would become a cul-de-sac. He said this was unusual and does seem to be slightly illogical.

Dr Ireland was asked about the proposed steps on Footpath Heywood 15. Dr Ireland said that steps were proportional to the usage.

Dr Ireland said that Grassy Slopes bridleway referred to in para 5.2(a) of his full proof 'could well attract the local youth' and be a venue for anti-social behaviour. Dr Ireland said that the lack of light may dissuade youths from visiting the culvert.