



MINUTES FOR THE MEETING OF MARDEN PARISH COUNCIL PLANNING COMMITTEE ON 3RD SEPTEMBER 2024 IN THE PARISH OFFICE, MARDEN MEMORIAL HALL, GOUDHURST ROAD, MARDEN COMMENCING AT 7.30PM

075/24 PRESENT:

Cllrs Adam, Besant (in the Chair), Boswell, Gibson, Newton, Rabot and Turner were present. The Clerk and Cllr Dobinson were also in attendance.

076/24 APOLOGIES:

Cllrs received apologies from Cllr Tippen.

077/24 APPROVAL OF PREVIOUS MINUTES:

Cllrs received and agreed the minutes of the meeting held on 20th August 2024. These were duly signed by the Chairman and as true record.

078/24 CLLR INFORMATION

Declarations of Interest

Cllr Besant declared an interest on item 080/24 (3 Minstrel Close) as a neighbour and had advised applicant on the application. Cllr Besant would leave the meeting when this item was discussed.

Granting of Dispensation

There were no requests for dispensation.

079/24 IDENTIFICATION OF ITEMS INVOLVING PUBLIC SPEAKING

No members of the public were in attendance.

080/24 PLANNING APPLICATIONS WITHIN MARDEN PARISH

FULL APPLICATIONS

24/502658/FULL – 2 Widehurst Cottages, Thorn Road, Marden

Installation of a ground-mounted solar PV array

Cllrs raised a concern on the potential loss of trees. However, subject to the applicant confirming there will no loss, Cllrs would raise no objection.

24/502882/FULL – 2 Spring Grove Cottages, Goudhurst Road, Marden

Erection of a single storey rear/side extension, front porch and demolition of existing outbuilding.

Cllrs raised no objection.

Cllr Besant left the meeting for the following item and Cllr Turner, as Vice-Chairman of Planning Committee, took the chair.

24/502974/FULL – 3 Minstrel Close, Marden

Erection of a 1.8m close board fence along southern site boundary

Cllrs raised no objection.

Cllr Besant returned to the meeting and resumed the chair.

24/503362/FULL – 30 Seymour Drive, Marden

Erection of a single storey side pitched roof extension.

Cllrs raised no objection.

24/503382/FULL – 5 Primrose Close, Marden

Erection of garden pergola with louvered rear and side panels on raised composite decking in rear garden.

Cllrs raised no objection.

LISTED BUILDING APPLICATIONS24/502993/LBC – Tanner Oast, Goudhurst Road, Marden

Listed Building Consent for internal alterations including in-filling of existing doorway, forming a new doorway and repairs of surrounding wall.

Cllrs raised no objection.

SUBMISSION OF DETAILS24/503519/SUB – Reeves Cottage, Battle Lane, Marden

Submission of details pursuant to condition 4 – External Joinery Details (subject 24/500846/LBC)

Cllrs noted application.,

081/24 PLANNING APPLICATIONS OUTSIDE MARDEN PARISH:

There were no planning applications outside of Marden Parish.

082/24 MBC DECISIONS & APPEALS**Decisions**

No decisions had been received since the last meeting.

Decisions outside Marden Parish

No decisions received outside of Marden Parish.

Appeals3/504068/OUT PINS reference: APP/U2235/W/24/3346817 – Land East of Albion Road and North of Copper Lane, Marden

Outline application with some matters reserved (access only sought) for the removal of 2 former agricultural sheds and erection of up to 117no. dwellings and associated infrastructure including partial footways on Albion Road.

Cllrs had met informally on 27th August to go through the appellant's statement and MPC's previous responses to the application. The draft had been circulated to Cllrs and was discussed in full at the meeting.

Cllrs considered the draft and discussed whether to add more regarding drainage but agreed that comments covered the non-conformity of MBC Local Plan Review policies. Following this it was proposed, and agreed, that this would be sent to the Planning Inspectorate with a copy to MBC. A copy of the response can be found at Appendix A of these minutes.

It was also agreed that MPC would send a representative to the first day of inquiry to speak but would not be a Rule 6 party. The Clerk would contact the Case Officer at MBC of this and ask to be kept informed of any further information/dates.

083/24 OTHER PLANNING ISSUES:**MBC Planning Committee**

Cllrs noted the next MBC Planning Committee meeting is on 19th September 2024. The agenda would be published next week and the Clerk would report to the next MPC Planning Committee of any items relevant to Marden.

084/24 MARDEN NEIGHBOURHOOD PLAN

Cllrs received the update from Teams meeting held on 30th August. It was proposed for Cllrs to view the changes before the next Planning Committee and circulate to all with tracked changes. These would then be discussed at the meeting on 17th September.

085/24 INVOICES FOR PAYMENT:

The following invoices were submitted for payment:

MPC Employees/HMRC - September salaries/PAYE/NIC - £8,761.77
Mazars LLP - External Audit - £756.00
KALC – PROW Training x 2 - £168.00
Cloudy IT – monthly IT support - £225.60
Stanleys Garage – mower/van fuel and paint - £90.27
Total: £10,001.64
Cllrs agreed invoices and Cllrs Adam and Turner would authorise.

The Chairman then read out the following statement:

I PROPOSE THAT PURSUANT TO PUBLIC BODIES (ADMISSION TO MEETINGS) ACT 1960, THE PUBLIC BE EXCLUDED FROM THE MEETING BECAUSE OF THE CONFIDENTIAL NATURE OF THE FOLLOWING BUSINESS TO BE TRANSACTED:

Cllr Dobinson, as a non-member of the Planning Committee left the meeting.

086/24 ENFORCEMENT

New/Reported Alleged Enforcement

A Cllr raised an item which would be monitored and reported back if there were any concerns.

MBC Update on Enforcement

No updates received.

There being no further business the meeting closed at 8.36pm

Signed:

Date: 17th September 2024

Cllr Besant, Chairman, Marden Planning Committee
Marden Parish Council, Parish Office, Goudhurst Road, Marden
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APPENDIX A

Item 082/24 - Appeal

Marden Parish Council representation for planning appeal APP/U2235/W/24/3346817 Land at Albion Road / Copper Lane

This response builds on the Marden Parish Council response to Maidstone Borough Council about the original planning application in November 2023, taking account of the additional information provided by the appellant and others since that time.

However, it refers to certain essential documents not yet made available by the applicant, so – with the Inspector’s permission – the council wishes to request the right to update this submission before or in evidence at the inquiry should our position change if this happens.

1) Local Plan / Settlement Boundary

MPC response November 2023

In terms of the existing Local Plan the site sits outside the settlement boundary so is not compliant with MBC Local Plan Policy SP17 Development in the Open Countryside. The density of the proposed housing (117 units, more than the 113 units identified for site LPRSA295 in the emerging Local Plan) should be avoided on the edge of the village location and a reduction of units per hectare should be considered if MBC is minded to approve.

MPC position September 2024

Previous comments no longer applicable as the site is now allocated in the Maidstone Borough Local Plan Review 2021-2038 (adopted 20 March 2024), so previous response withdrawn.

2) Site Access (Pedestrian) – Public Footpath KM281

MPC response November 2023

There is a fundamental flaw regarding public footpath KM281 as the principal route for pedestrians between the proposed development and the facilities in the village centre, although it is unlit and therefore almost all users will consider it unsafe in the hours of darkness. Even if the majority is surfaced (as suggested in Appendix I of the applicant’s Transport Assessment), it will be unsuitable for wheelchair and pushchair users as the first section west of Albion Road will remain gravelled. Paragraph 6.27 of the applicant’s Planning Statement claims that “*the footpath enhancement work includes footway widening of Public Footpath KM281, to provide a 1.2-1.5m wide footway.*” However, Appendix I of the Transport Assessment makes clear that this is reliant on the hedge vegetation being cut back, and seasonal growth will inevitably result in a lesser width for much of the year. Furthermore, any width less than 1.5 m will be insufficient for pedestrians to pass any pushchairs or wheelchairs coming in the opposite direction (refer to Figure 6.18 of the Manual for Streets). The Department for Transport’s ‘Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure’ is therefore based on a minimum footway width of 2.0 m, with an absolute minimum of 1.5 m. As such, KM281 could only ever act as a secondary route for pedestrians, and then during daylight hours only.

Kent Highways comments to MBC October 2023

To provide pedestrian connectivity with Marden village centre the applicant is proposing access via a nearby Public Right of Way (PROW), route KM821. Whilst KM821 does provide

a link to the footways associated with nearby estates, KM821 is overgrown, unlit and lacks any form of natural surveillance. This is likely to significantly discourage route use.

Appellant's statement of case

6.51 The immediate area of Albion Road where the Site access is proposed, does not currently benefit from pedestrian footways. The proposed Site access junction would be designed to incorporate pedestrian and cycle access into the Site. To facilitate pedestrian access into the Site, a 2m wide footway connection would be provided on both sides of the proposed new bellmouth arrangement and route into the site. The southern footway of the proposed bellmouth stops opposite Public Footpath KM281 and a proposed dropped kerb crossing will be provided to facilitate pedestrian access to the west side of Albion Road to access Public Footpath KM281. Improvements are proposed to Public Footpath KM281 which provides a convenient and safe route to the majority of amenities in Marden village centre.

Appellants draft statement of common ground

7.18 Reason 7 can be withdrawn subject to the completion of a Section 106 Agreement that secures the following:

- d) Off-site highway enhancements/provision including financial contribution towards Public Right of Way (PROW) upgrade – PROW KM281

MPC position September 2024

The appellant is proposing a 2.0m wide footway at the bellmouth to the development, yet expects people accessing the village centre, amenities and railway station via Footpath KM281 which the original Planning Statement states as being 1.2 to 1.5m wide (even if cut back seasonally as recognised as a necessity in the Transport Assessment).

Furthermore, a path of these dimensions, even if surfaced, is still insufficient for pedestrians to pass any pushchairs or wheelchairs coming in the opposite direction, as illustrated in the photographs of Footpath KM281 taken at different times are attached as Annex A.

In summary, the appellant's statement of case and draft statement of common ground do nothing specific to address the original concerns raised by Marden Parish Council regarding the suitability of Footpath KM 281 and thus we continue to strongly object to this aspect of the application since it does not appear to be reasonably practicable to improve the route adequately.

3) Site Access (Pedestrian) – Albion Road

MPC response November 2023

The applicant suggests that it is safe for pedestrians to walk along Albion Road, where there will be no footway, and paragraph 7.3.29 of the Transport Assessment claims that pedestrians may wish to *“take refuge in the verge along the side of the Albion Road carriageway”* to avoid oncoming traffic. This is a wholly inappropriate basis to plan pedestrian access to and from a major housing development in the 2020s, especially for wheelchair and pushchair users. Paragraph 7.3.24 of the Transport Assessment rightly notes the Manual for Streets Guidance about shared streets being likely to work well *“where the volume of motor traffic is below 100 vehicles per hour.”* However, this needs to be compared with paragraph 7.3.21 which states: *“The future traffic flows (2028 with development) along Albion Road (between the site access and Seymour Drive) is around 232 – 261 vehicles in a weekday peak hour.”*

The access problem thus speaks for itself because Albion Road will have to be the principal route for pedestrians between the proposed development and the facilities in the village centre (whether the applicant likes it or not) due to the problems with footpath KM281. The missing footway along Albion Road thus must be provided to an acceptable standard to meet the Manual for Streets / Inclusive Mobility guidance and capable of passing a road safety audit should MBC be minded to approve.

Kent Highways comments to MBC October 2023

The TA sets out whilst consideration was given to providing a footway that would link with the adjacent recently constructed development, this was not taken forward for several reasons, including the desire to maintain the rural characteristics of Albion Road. KCC Highways do not consider that a desire to maintain a rural appearance provides sufficient justification for not providing the optimum access strategy.

It is not currently considered that the applicant has demonstrated with sufficient confidence that safe pedestrian access can be achieved. The applicant should therefore be required to pursue the extension of the existing footway to the development access, particularly given how this would provide a quicker and clearer route to Marden village centre.

Appellant's statement of case

- 6.52 Since the planning refusal the Appellant has been exploring the option of an enhanced pedestrian route along Albion Road with the Local Highway Authority. The Appellant and the Local Highway Authority are in agreement that the appeal scheme can provide a safe pedestrian connection along Albion Road – this takes the form of a footway to connect to the existing Albion Road footway provision to the north to provide a further convenient pedestrian connection to the village centre / amenities (in addition to the Public Footpath KM281 route).
- 6.54 The Appellant and the Local Highway Authority have now reached the agreed position that:
- (a) The appeal scheme does create safe pedestrian connections to the wider pedestrian network; and
 - (b) All of Marden's amenities / facilities are accessible by walking and cycling from the site and the development provides appropriately for active travel and public transport modes.

Appellants draft statement of common ground

- 7.18 It is agreed that the County Council's professional highways advice indicates that the proposed development would be acceptable in highway and accessibility terms and reason 4 is no longer in dispute.
- 7.19 That the Appellant and the Local Highway Authority are working towards an agreed position that the appeal scheme can be shown to create safe pedestrian connections to the wider pedestrian network.
- 7.20 All of Marden's amenities / facilities are accessible by walking and cycling from the site and the development provides appropriately for active travel and public transport modes.
- 7.21 The proposal provides connectivity to the village via improved accessible pedestrian links from the development to the surrounding area.

MPC position September 2024

The Appellants statement of common ground does not state that an ‘agreed position’ has been reached with Kent Highways (merely that this is being worked towards), and no evidence of such an agreement has been provided by the appellant or others. In the absence of any plan or confirmation from Kent Highways that there is a deliverable plan that will provide a suitable footway along Albion Road to allow safe pedestrian access to and from the village centre, amenities and railway station site then Marden Parish Council continues to strongly object to this aspect of the application.

4) Site Access (Pedestrian) – Russet Grove

MPC response November 2023

There is also a lack of connectivity into the neighbouring development at Russet Grove and through to the Stanley Road / South Road / Howland Road area, highlighted as an important consideration at the applicant's information events in July 2022.

MPC position September 2024

Marden Parish Council continues to believe in the importance of connectivity between neighbouring developments, into other parts of the village and out to the wider area, and is disappointed that this has not been addressed.

5) Site Access (Pedestrian and Cycle) – General

MPC response November 2023

The lack of permeability to the site for walking/cycling is contrary to NPPF paragraphs 111 and 112 (see below), MNP In2 Sustainable Travel and In3 Traffic Generation.

- NPPF Paragraph 111 – ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.’
- NPPF Paragraph 112 – ‘Within this context applications for development should: (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second, as far as possible, to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; (c) create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cycles and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; (d) allow for the efficient delivery of goods, and access by service and emergency vehicles, and (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’

MBC Planning Decision Notice dated 22 December 2023

- (3) Due to the absence of safe pedestrian and cycle access on Albion Road to access the services within the village of Marden, the residents are likely to be reliant on the private motor vehicle to travel for access to day-to-day needs. This would be contrary to the aims of sustainable development as set out in Policies SS1, SP17, SP23 and DM1 of the Maidstone Borough Local Plan, policy In2 of the Marden Neighbourhood Plan, the

National Planning Policy Framework and the objectives of Active Travel England to secure good walking, wheeling and cycling infrastructure.

Appellant's statement of case

8.12 As demonstrated within this Statement of Case, the appeal proposal fully accords with the Marden Neighbourhood Plan and Maidstone Borough Local Plan, and the NPPF. The proposal also complies fully with the Site allocation policy LPRSA295 in the emerging Maidstone Local Plan Review.

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to the appellant's statement of case not demonstrating conformity with the relevant Marden Neighbourhood Plan, Maidstone Borough Local Plan and the NPPF policies as asserted.

6) Traffic Impact / Off-site Highway Works

MPC response November 2023

The proposed development will not only generate a significant amount of additional traffic but also movement of heavy construction vehicles during the build period along the narrow roads and lanes and is contrary to NPPF paragraph 113 *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

KCC Highways has not yet commented but there are severe concerns about the proposed access, the suggested improvements to Albion Road and the Thorn Road/ Albion Road/Plain Road junction which is blind and dangerous for motorists and pedestrians, NB: At the MBC Examination stage in May, Kent Highways questioned the access in Albion Road where it is likely that many of the vehicle trips associated with the development will route to and from the northern section of Albion Road. This route commonly features on-street parking which reduces the available carriageway width and prevents continuous two-way traffic flow. Additional vehicle movements would be expected to increase vehicle conflicts and delays in the absence of mitigation.

Kent Highways comments to MBC October 2023

The TA makes reference to the potential for a traffic calming scheme along Albion and Thorn Road, with an indicative scheme drawing appended to the TA. It is understood that this scheme is in response local concern, with elements of it included within the local highway improvement plan (*HIP*).

Unfortunately, the TA is definitive on what works are proposed as part of the development, with the TA simply indicating that a discussion would be welcomed on the matter. Consequently, the applicant should be required to confirm the extent of highway works being proposed as part of the development.

Appellants draft statement of common ground

7.18 Reason 7 can be withdrawn subject to the completion of a Section 106 Agreement that secures the following:

- d) Off-site highway enhancements/provision including financial contribution towards Public Right of Way (PROW) upgrade – PROW KM281

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to the weakness of the appellant's offer to fund to unspecified off-site highway works to mitigate the traffic impacts of the development.

7) Road Safety Audit

MPC response November 2023

The missing footway along Albion Road thus must be provided to an acceptable standard to meet the Manual for Streets / Inclusive Mobility guidance and capable of passing a road safety audit should MBC be minded to approve.

Kent Highways comments to MBC October 2023

Consistent with the requirements of the Kent Design Guide (KDG) access is proposed via a singular all purpose vehicular access onto Albion Road, with a secondary emergency only access also to be provided on Copper Lane. Even though the proposals will include amendments to the highway layout the applicant has not sought to provide a stage 1 Road Safety Audit (*RSA*), as is common practice. KCC Highways consider this to be a significant omission.

MBC Planning Decision Notice dated 22 December 2023

- (4) The proposed access arrangement shows that refuse freighters are not able to safely access or egress from the site without overrunning adjacent traffic lanes. The Transport Assessment is deficient in that is no Road Safety Audit, there is inadequate raw data for traffic survey, visibility splays need recalculation and trip generation data needs sensitivity testing. The development is contrary to the NPPF which requires safe and suitable access to be achieved for all users and to policies DM1 and DM21 of the Maidstone Borough Local Plan 2017 and policy In3 of the Marden Neighbourhood Plan.

Appellant's statement of case

- 6.63 On the matter of a Road Safety Audit, the appellant has now submitted a Stage 1 Road Safety Audit and Designer's Response which is acceptable to the Local Highway Authority.

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to the Stage 1 Road Safety Audit and Designer's Response not being made available by the appellant.

8) Surface Water Management

MPC response November 2023

There are severe concerns over surface water management. and this proposed development must not exacerbate these issues. The application has not demonstrated conformity to MNP Policies NE1 Surface Water Management, NE2 Water Quality and In1 Water Supply and

Sewerage and the provision of sustainable drainage solutions is essential prior to the application being approved.

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to conformity with Marden Neighbourhood Plan policies NE2, NE2 and In1 still not being demonstrated.

9) Sewerage

MPC response November 2023

In the emerging Maidstone Local Plan Main Modification 6 it quotes ‘Developers and MBC will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development. Additionally, ‘Developers will be expected to provide or contribute towards additional requirement being provided to an agreed delivery programme.’

Appellant’s statement of case

Appendix 2 – Revised Surface Water Drainage Strategy.

Drainage serving more than 1No dwelling will be maintained by management company and/or offered for adoption and subsequently maintained by the Sewerage Undertaker.

Proposed foul pump station

Rising main anticipated to outfall into public sewers within Albion Road, near main site entrance

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to conformity with MBC Local Plan Review 2021-2038 policy LPRSA295 points 21 and 22 not having been demonstrated.

10) Ecological Impact Assessment

MPC response November 2023

Whilst it is stated by the applicant in the Planning Statement that there could be a biodiversity net gain of 27.7% in habitats and 59.3% in hedgerows, the biodiversity information is inadequate and out of date. Therefore, an Ecological Impact Assessment should be provided with a wider scope and focus on the likely negative impacts the site will have on the existing biodiversity both on the site and in the adjacent area as per the main modification to the emerging Maidstone Local Plan identified by the Planning Inspector.

MPC position September 2024

Marden Parish Council notes that it has been confirmed that an Environmental Impact Assessment is not required and note Natural England’s response that they raise no objection.

11) Copper Lane Flooding

MPC response November 2023

The frequent surface water flooding of Copper Lane eastwards from the junction with Thorn Road, passing the proposed emergency and pedestrian / cycle access, was described to the applicant's representatives at the information events held in July 2022. This is illustrated on page 14 of the representation from Mr Edward Thomas dated 14 October 2023. Paragraph 7.2.16 of the Flood Risk Assessment claims that *"Elevated surface water flood risk is identified in highways at distance from the site. However, these are not considered likely to preclude access/egress from the site."* This is clearly misleading, and no measures are proposed by the applicant to ensure the safe and effective use of the proposed emergency and pedestrian / cycle access during periods of heavy rain that occur at least annually (and not just during extreme weather conditions).

Appellant's statement of case

Appendix D – Technical Note: Drainage/Open Space.

Appendix 2 – Revised Surface Water Drainage Strategy.

Appellants draft statement of common ground

7.18 That no objections raised to the appeal scheme from consultees in respect of:

- Drainage/flood risk Southern Water/Local Lead Flood Authority

7.19 The Council's professional flood risk and drainage advice confirms that the drainage strategy is acceptable subject to conditions, and the proposal is, therefore, acceptable in flood risk and drainage terms.

MPC position September 2024

Paragraph 7.18 of the appellant's draft statement of case is incorrect as far as MPC is concerned.

Marden Parish Council continues to object to this aspect of the proposed development due to neither the Technical Note: Drainage/Open Space (Appendix D) nor the revised Surface Water Drainage Strategy (Appendix 2) provided in the appellant's statement of case addressing the surface water flooding issue on Copper Lane.

Specifically, the revised Drainage Strategy relies on a new manhole connection into an existing outfall culvert under Copper Lane. This inadequate culvert is a key factor causing this recurrent surface water flooding, and the Drainage Strategy does not address the capacity of this culvert and provides no evidence that the proposed attenuation pond and flow control device will be sufficient to control runoff from the site to prevent this contributing to the flooding problems. Indeed, this design flow from the appeal scheme may worsen the surface water flooding, and no evidence is provided one way or the other to support the claim in Paragraph 7.19 of the appellant's draft statement of case.

The Copper Lane culvert also lies beyond the red line boundary for the application, and the appellant is in no position to ensure that the outfall arrangements relied on will work should any repairs or replacement be required.

12) Flood Risk Assessment

MPC response November 2023

Sub-section 12.3 of the Flood Risk Assessment also notes: *“Potential for shallow groundwater has been identified during site investigation works. The results obtained to-date are inconclusive and further ground water investigation is recommended to assess the potential for groundwater to impact the site and drainage solutions. Notwithstanding the above, it is considered likely that mitigation will be possible.”* This is too vague for a robust Flood Risk Assessment, especially because it is not possible to attenuate groundwater flows should these be found to exacerbate the elevated risk of surface water flooding at the lower (Copper Lane) end of the site.

MPC position September 2024

Marden Parish Council continues to object to this aspect of the proposed development due to groundwater flooding concerns not being addressed in the appellant’s statement of case.

Annex A – Photographs illustrating sub-standard nature of Footpath KM281

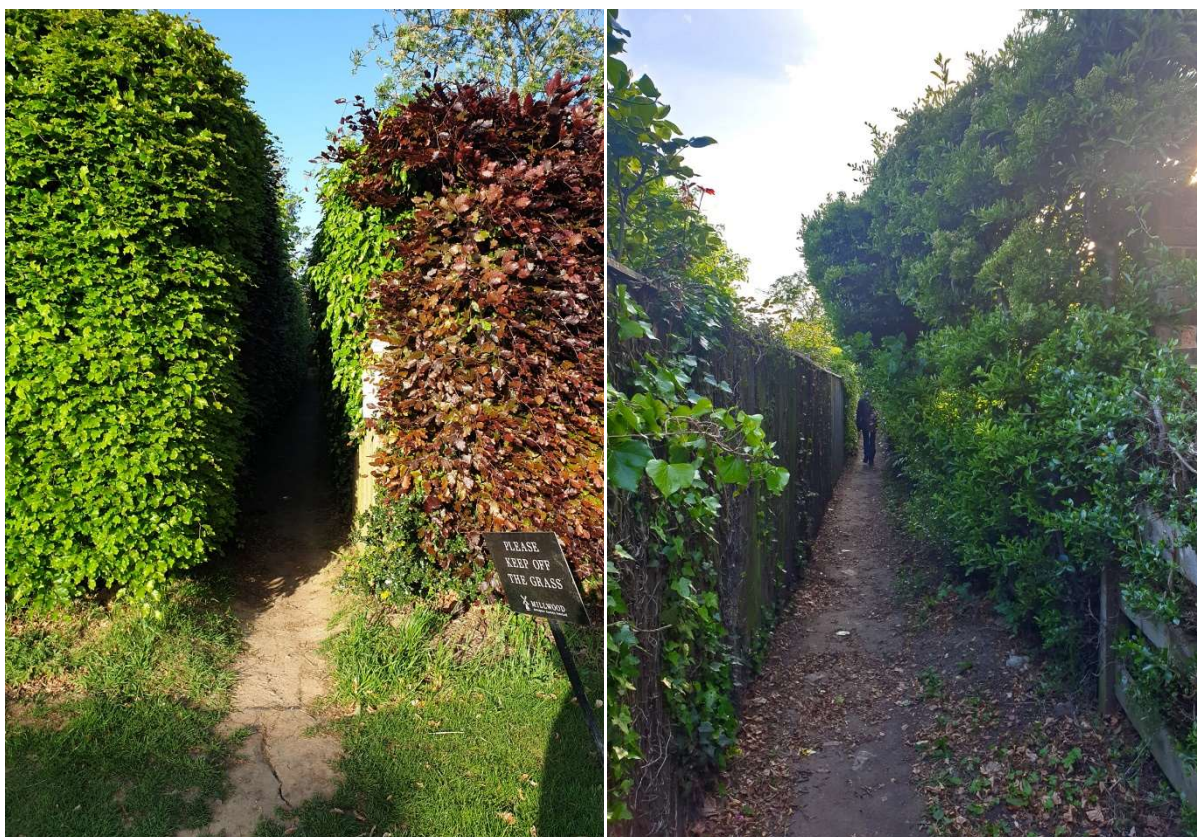


Figure 1: West end of Footpath KM281 link to Blossom Way looking east, May 2020 *Figure 2: Mid-point of Footpath KM281 link to Blossom Way looking west, May 2020*



Figure 3: West end of Footpath KM281 link to Blossom Way looking east, October 2020



Figure 4: Mid-point of Footpath KM281 link to Blossom Way looking east, August 2024 *Figure 5: Mid-point of Footpath KM281 link to Blossom Way looking west, August 2024*