

Address: Langley Bottom Farm, London Road, Langley. SG4 7PJ.

Proposal: Planning application for new agricultural building following demolition of two existing agricultural barns.

**Supporting Information in relation to the proposed diversion of
Bridleway Langley 005**

January 2025

**On behalf of
Mr Stagg**

Introduction

Langley Bottom Farm comprises a site which contains a residential dwelling with outbuildings, a commercial hardstanding yard and two agricultural buildings with 2.8 acres of agricultural land and a polytunnel to the rear of the site.

An online search of the Hertfordshire Definitive Map was undertaken which also shows that Bridleway Langley 005 crosses the application site.

The proposed planning application concerns just the two agricultural barns and the diversion of Bridleway Langley 005. This is illustrated in the extract from the existing block plan and shown in Fig. 1 below.

The diversion of the Bridleway will be made under a separation application/process if this application were to be approved, subject to the Rights of Way Officer having no objections to the proposal.

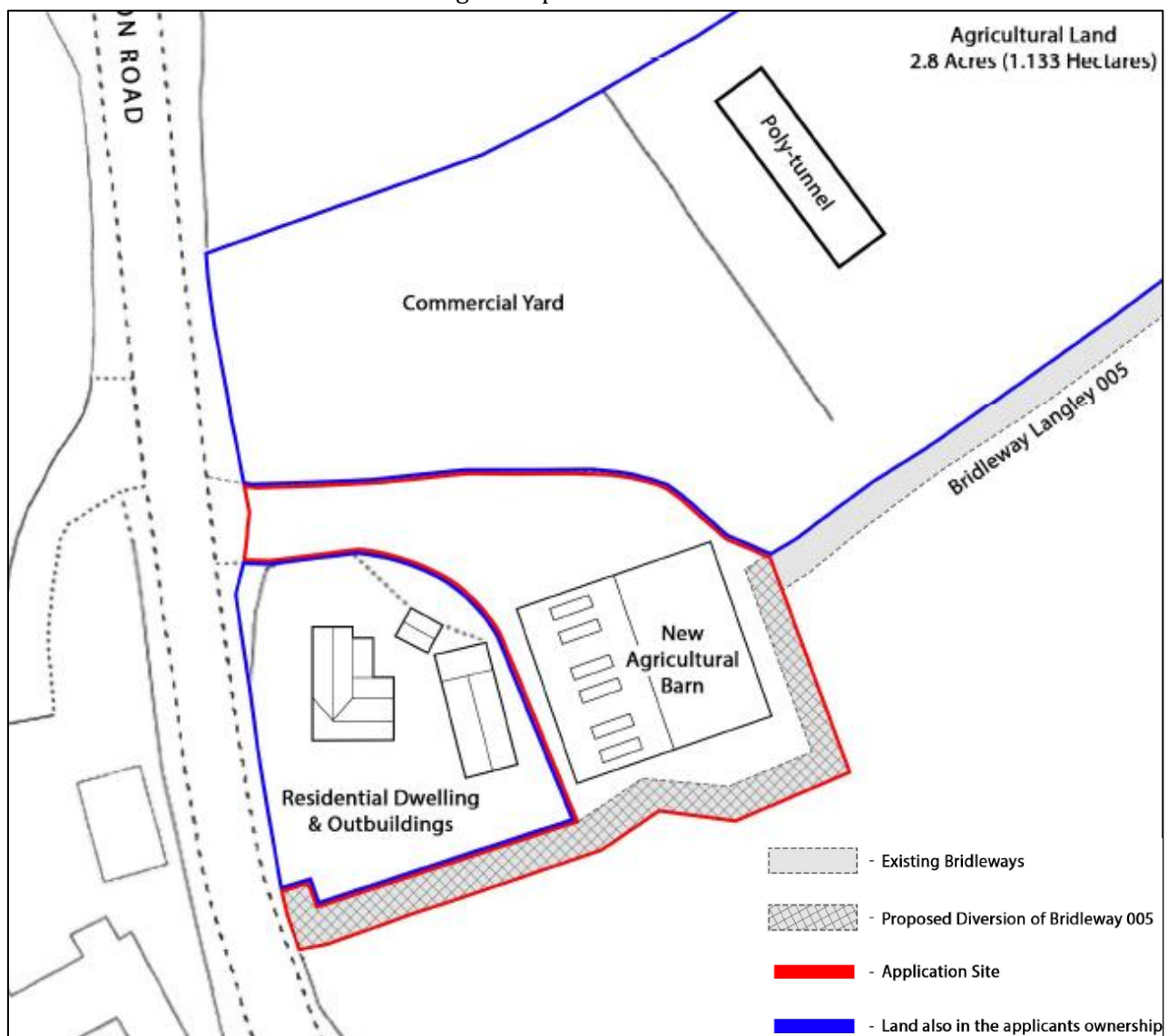
Fig. 1 Existing Block Plan



The submitted planning application seeks approval for a new agricultural building to replace the two existing dilapidated agricultural buildings, but it also seeks permission to divert the bridleway.

Whilst the bridlepath only runs through the property for a short distance, it is in a most inconvenient location, and the applicant has concerns regarding the safe use of the bridleway through a site used for commercial and agricultural activities. As such, a diversion of the bridleway is proposed, as illustrated in the extract from the proposed block plan and shown in Fig. 2 below.

Fig. 2 Proposed Block Plan



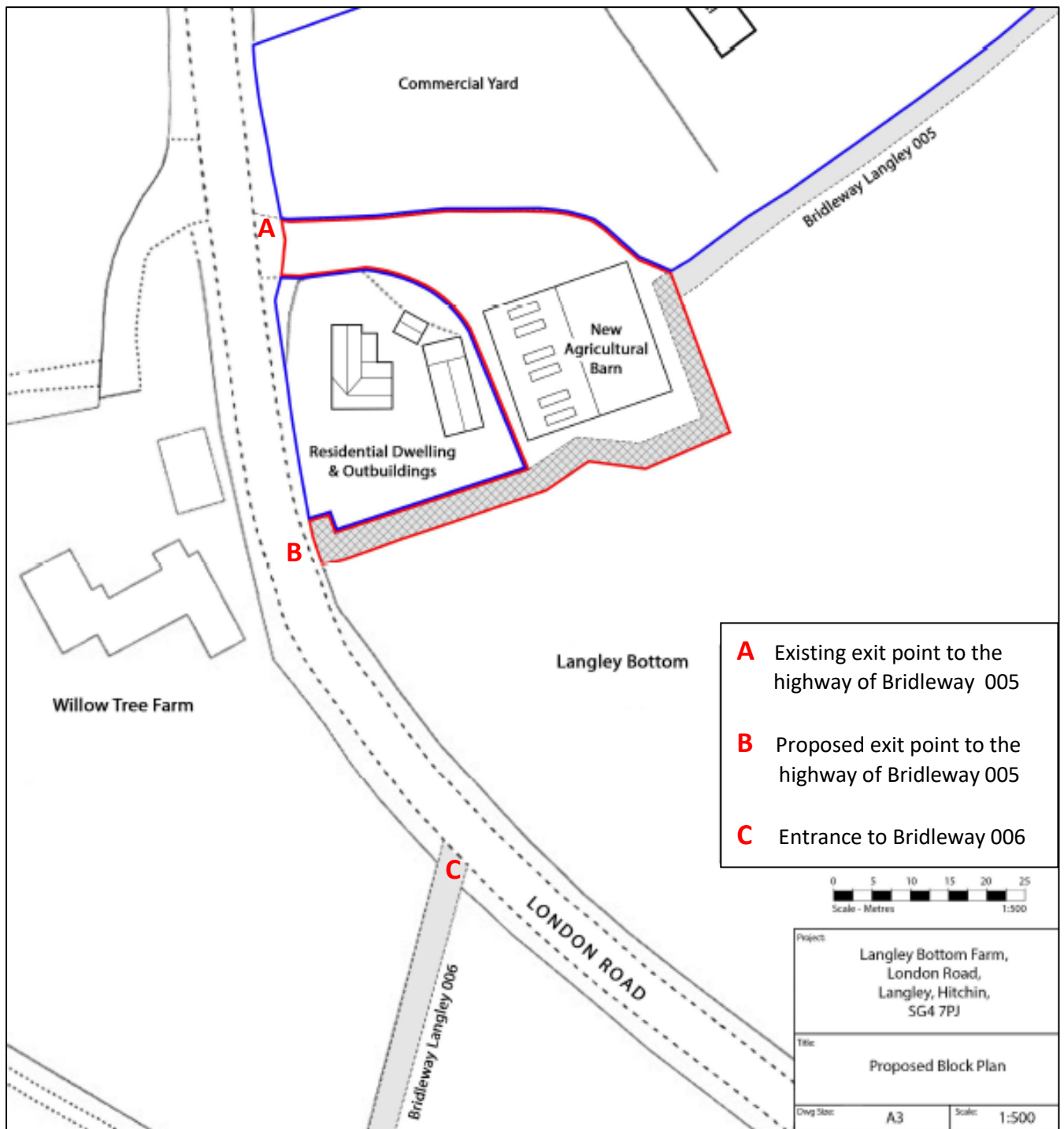
The proposed diversion will keep the bridleway south of the site and away from the activities associated with the current use, and will still connect to the London Road (B656).

The diverted section of path would be 2.0 metres wide with a further metre offset from the site, i.e. in a 3 m. 'corridor'.

This diversion will also provide a safer connection to Bridleway Langley 006, which lies south of the site and on the opposite side of London Road (B656).

This is shown to better effect in Fig. 3 below.

Fig. 3 Connection between Bridleways 005 and 006



Diversion of Bridleway 005 will reduce the walking distance on London Road for those users travelling between Bridleway 5 and Bridleway 6, which runs south of London Road.

As such it is considered that the right of way is enhanced as a consequence of the development and accords with planning policy.

When the applicant acquired the site in 2024, it was apparent that there was potential conflict between users of the Bridleway and vehicles entering and existing the site.

To remedy the situation, the applicant sought advice from the Countryside and Rights of Way officers at Hertfordshire County Council, and from the Highways department at Hertfordshire County Council.

The applicant contacted the Countryside and Rights of Way offices at Hertfordshire County Council on 22nd July 2024.

Robert Lloyd, the Access Projects Officer for Countryside and Rights of Way visited the site on 28th August 2024 to view the proposed diverted route of Bridleway 005.

It was felt that a suitable width for the diverted Bridleway could be provided to the south of the site, and as a consequence the applicant instructed Mr Chris Elliot of Rappor Transport and Planning to engage further with Robert Lloyd and start a formal application.

A pre-app submission was also made to HCC highways to request a formal view from HCC on the diversion of the Right of Way, or whether a second vehicle access to the site would be supported.

A Pre-Application meeting was arranged with Mr Shamsul Huda the Senior DM Highways Officer on 31st October 2024.

Comments were received from Mr Shamsul Huda by email on 4th November 2024, in which the following points were agreed;

“The diversion of the existing PROW, Bridleway 5 was discussed. It was confirmed that this route currently runs through the site immediately to the north of the vehicle access and so there is potential conflict between users of the PROW and vehicles entering and existing the site. Diversion of the PROW would remove these potential conflicts. It was also noted that diversion of the PROW would reduce the walking distance on London Road for those users travelling between Bridleway 5 and Bridleway 6, which runs south of London Road”

“HCC indicated that as highway authority, they would support the relocation of this bridleway in principle. Further discussions with the Rights of Way team would be required to confirm their position on this matter”.

Mr Shamsul Huda also confirmed that HCC would not support an additional access into the site and therefore the existing vehicle access to the site will be retained and an alternative access has not been pursued.

January 2025