

Neil Stalker
Honeyfield Farm,
The Marsh,
Wanborough,
Swindon
SN4 0AR
Tel: 01793 790790
Email: neil@okusdevelopments.co.uk

Objection to Footpath 44

11, January 2018

Dear Sir or Madam

Please herein find a timeline of events that are pertinent to asserting the legitimacy of application of proposed footpath 44, from which I outline the premise for my objections and call into question the evidence provided.

Timeline:

2008

The land was purchased in July 2008. Initially the land was very overgrown and the only internal fencing was barbed wire to define the boundaries of 3 paddocks clearly identified on Google Earth aerial photographs 2002, 2005 and 2007. We commenced extensive clearance of the land upon purchase and by 2009 were ready to divide the land up into usable paddocks.

At this time, we were approached by Annie Ellis, SBC Rights of Way Officer, who investigated the continuation of route 25 and informed us of the misalignment that had been made by the previous owner Mr Sadler.

Where route 25 exited the boundary of our property at the correctly aligned location to the adjoining property of Mr Sadler the route remained blocked. It was discussed and later agreed that we would allow a temporary permissive route to continue to join the only passable point where our boundary adjoined that of Mr Sadler's.

During this time, it was implied that SBC would pursue Mr Sadler to clear the route on his property at the correct point to allow unencumbered use of route 25 and thus negating the need for the temporary permissive route that we had agreed with SBC.

2009 (to present)

Based on this discussion we divided our land into 8 useable paddocks suitable for livestock grazing. To allow the effective use of these paddocks each branched off a central race allowing us to funnel and direct any and all livestock into the necessary paddocks.

Intentionally part of the race coincided with the existing route of footpath 25 up to our yard/stables at point Y (*See Fig 1*), it then continued in line with the temporary permissive up to our boundary. Whilst access to route 25 has remained unencumbered throughout, we have always given consideration to not sub-divide or place obstructions across this route to allow for future re-opening as agreed with Annie Ellis.

Other considerations were made with the placement of gates and the width throughout, the width of the race remained a consistent 2.3 meters for the entirety of its length, this was to allow the movement/turning and grazing of livestock (e.g. horse). The gates were placed specifically to allow access to each paddock, however larger gates were included at various points in addition to large internal field gates to allow the movement of vehicles throughout the property. *Please see Fig 1 for yellow locations.*

Race closures included:

- Horses grazing, from point F to point E, all year round. *See Fig 1.*

2010

We have routinely closed the livestock race to allow for various works and animal movements to take place. At no point were we required to notify SBC as this was only ever a temporary permissive path, but out of courtesy we did notify Annie Ellis (SBC) and provided alternative routes where possible. This was done when the closure was of a significant length, for example, when we installed mains sewage between 01/12/2010 and 01/03/2011. This can be **seen in Fig 2** that prevented all access via the race and the still impassable route 25.

2011 (to Feb 2017)

Other livestock race closures now included:

- Once yearly Animal shearing, this was a complete closure from point F to point E (*See Fig 1*). No alternatives were provided. SBC not required to be notified.
- Horses grazing from point F to point E (*See Fig 1*).

2013

When Mr Sadler sold his property, now known as the Ducksbridge development, a planning application was submitted. A comment was raised by Annie Ellis (SBC) in response to this application that highlighted as already known, that footpath 25 had been unofficially diverted/misaligned by Mr Sadler and that this should be corrected. *See fig 9.*

2017

Following the development, we requested and later installed right of way gates provided by SBC in the correct locations on our property in line with the definitive route 25, with a view to join the now to be realigned route as it exited out of the boundary to the adjoining land (now Ducksbridge). This aligned exactly to an original fence marker for footpath 25 in situ since the purchase of our property.

The measurements and location of the boundary gates were provided by Mr Enright (SBC) in writing. *See Fig 5.*

2017 Feb

Whilst the development took place, Ducksbridge closed all routes through the development. Due to the severity of road, increase in traffic and accident-prone nature of point G (**See Fig 1**) we formally requested SBC to close the official footpath 25 at the nearest official point. **As seen in Fig 6.**

As a result, the definitive footpath was diverted and closed.

At this point the temporary permissive ceased to exist and we advised anyone making use of points G – D and F – E (**See Fig 1**) that they were committing trespass and should no longer access our property until the correct and definitive route 25 was reopened.

2017 – Nov

Mr Enright (SBC) removed the closure previously in place, thus allowing the full and correct use of route 25.

Objection :

When we purchased the land, there were no identified routes on the property and it largely remained divided at point F (**See Fig 1**) by an over growth of vegetation making it impassable as **seen in Fig 7**. This was cleared as indicated however prior to this point it would be difficult to ascertain:

1. Even If the vegetation did not restrict passage, due to the open nature of the front paddock how could someone reliably determine the difference between the proposed route 44 or the definitive route 25 given they are only 35 meters apart at the widest point at a distance of approx 110 meters from point F where a decision would need to be made on direction and when there were no way markers. At this this distance route 25 and the proposed route 44 would be indistinguishable. **This can be illustrated in Fig 8.**
2. If Mr Sadler unofficially modified the route as we were informed by Annie Ellis (SBC) it gave individuals no option but to follow the definitive route 25, thus confirming that prior to this time the definitive must have been passable. **Seen in Fig 9.**

Other considerations would include that the addition of a further definitive route (44) alongside the existing now re-opened route 25 will in effect isolate and land lock the land between them making it ineffective for agriculture and negatively impact the business.

Furthermore, access between points D-G (**See Fig 1**) has historically been granted under rights for properties along the extent of the track. This would have permitted access over points D-G by virtue of their existing property access right, further this right extends to those visiting or making access explicitly to visit the occupants of these properties. Therefore, any statement made in connection to the use of existing rights or access should be discounted.

Properties with existing/historic access rights include (in order from point D back).

- Honeyfield Farm
- Marsh Bungalow

- The Coach House.
- Wrightsbridge.
- Wansdyke.
- Foxbridge (including Trelawney Barn).

Prior to our purchase of the land known as Honeyfield farm, it was previously rented for use as horse livery. This would have provided tenants or those that made use of the land in connection with the tenants a right as part of their tenancy/ownership to traverse the land as they saw fit. Therefore, any statement made in connection to the use of existing rights or access should be discounted.

Due to the proliferation of misinformation on social media it has become known that some historic statements may not accurately reflect the position of the individual in connection to the alleged use at the time. Historically the land itself formed an indistinguishable part of a much larger holding and therefore some individuals historically may have made use or traversed the land when they had existing legitimate or implied rights to do so. This includes family members and prior ownership. Therefore, any statement made in connection to the use of existing rights or access should be discounted.

Based on these observations it brings to light an apparent need to disclose the findings of a previous legal dispute. The land dispute arose under similar misinformed circumstances resulting in numerous erroneous and un-credible witness statements. These statements and the individuals involved were discredited during cross examination and in summation by the judge. Therefore, any statement made by individuals involved in this previous dispute could be by association lacking in credibility.

Statements/Supportive evidence

On examination of the user evidence statements, provided application evidence and in light of the provided objections and timeline, a number of inconsistencies can be found throughout. These can be summarized as:

- **Map (See fig 11)**
 - The map route points in the provided user evidence statements make reference to a map (map 1) that was not distributed, created or circulated officially.
 - The map in question does not show route 25 at all, as outlined these paths deviate by 35 meters at the widest point as they exit our property and at a distance in excess of 100 meters. This would be indistinguishable whilst walking in an open field.
 - With the lack of route 25 being shown on the map, and the nature of the statements and comments on social media, it could be observed that some perceive that a route is being removed, when in fact the proposed route 44 and definitive route 25 arrive at the same end point. No route is being removed.
- **Closures**
 - Originally as stated the land was overgrown and did not allow access past point F as seen in fig 7 at the point we took ownership in 2008. Conflicting with those whom state passage was possible.

- The installation of mains sewage effectively cut across the entire front paddock closing the temporary permissive with a ditch in excess of 3 meters deep and 3 meters wide (stepped) for 4 months. **See fig 2.** No permission was sought or necessary. This conflicts with the frequency of the witness statements and is also never mentioned, it could not have been missed or avoided.
 - Since 2011 on the arrival of the alpacas the livestock race was closed annually to allow the movement of animals. This conflicts with the frequency of the witness statements and is also never mentioned, it could not have been missed or avoided.
 - The grazing of animals has taken place on the race since its installation, as observed in user evidence statements. During these times point F (**See Fig 1**) onward would remain closed. This conflicts with the frequency of use highlighted in some user evidence statements where this is not mentioned. Furthermore, those that do mention this demonstrate that the race was not dedicated to the use as a footpath.
 - Since 2009 when the race was installed the perimeter fence comprised of a post and rail construction. The rails were spaced abnormally with additional rails to ensure the gaps were no more than 6 inches apart. Where this was not possible galvanized mesh was installed. **See Fig 3.** The purpose of this was to ensure the safety and containment of our own dogs and livestock.
This conflicts with a number of statements that mention the walking of dogs. Due to the nature of the fence, it was necessary to lift the dog over the fence, this would have been extremely difficult if not impossible depending on the size of dog. This brings in to question why there is no mention of this in any statement that refer to the walking of dogs.
- **Observations**
 - Of all the statements only two made mention of prominent signs that instructed individuals of safety e.g. “caution, horses may bite” and “dogs to be kept on lead” **See Fig 3.** These signs have had a prominent position from 2009 to Feb 2017. This brings into question why there is no mention of this in other (especially) frequent use statements.
 - CCTV has been in operation on the farm since early 2009 following the installation of electric. It is impractical to store footage for such a long period, however there is a period of 16 consecutive days during 2015 that show the use of the race points F – E (**See Fig 1**). During these days, no individuals made use of the race, incidentally it shows the use to graze horses. Therefore, the legitimacy and frequency of some statements is questionable. **See Fig 4.**
 - **Confusion**
A large majority of the statements submitted in support of the application for route 44 contain impractical and easily disputed frequencies (see timelines), lack of clarity (official map), inconsistency over which route was used or would be impractical in the manner in which the use has been described. Most lack even basic observations of closures or in some cases the direction of travel in addition to the starting point would have resulted in the individual making no use of any part of the route.

- **Communications (social/misinformed)**

- Information has been circulated online along with an incorrect map/diagram in an attempt to drum up additional support. This has been used in an attempt to try to dissuade those whom may have objected *See fig 12*.
- Meeting 18th Dec 2017 Parish council – Discussions have taken place in public meetings where the applicant Mr Warr has misinformed those present that any objections could result in the individual being liable for costs, thus trying to dissuade others from objecting.

Conclusion

Having outlined the time line of events, our direct objections and our observations to the user evidence statements provided, it can be clearly seen that there is a proliferation of conflicting information. This can be seen throughout the provided user evidence statements in support of the proposed route 44. All fail to mention the significant and unavoidable closure of the livestock race for some 4 months.

This alone brings into question the legitimacy let alone accuracy of any and all of the provided supporting evidence for proposed route 44 that have made use of the route for the claimed frequency during the described periods.

Although unaware of the origin of the provided user evidence statements, and due to social media activity, the involvement of individuals in public meetings and the consistent references to an unofficial map, it is known that some individuals may have provided statements in full knowledge of family who had personal prior ownership or other legitimate historic legal right to make use of the land for which their statements relate. (If they owned the land, then their family and friends would have had unrestricted access) therefore, the validity of these statements is questionable.

In summary, the premise and accuracy of the application is questionable, the merit of the supporting evidence provided by way of user evidence statement is at best untenable.

This application should not proceed.

Would you please confirm that this objection has been duly made and received within the allocated time i.e. 12 January 2018 and that it will be incorporated in its entirety with the application to the secretary of state.

Yours sincerely,



Neil Stalker

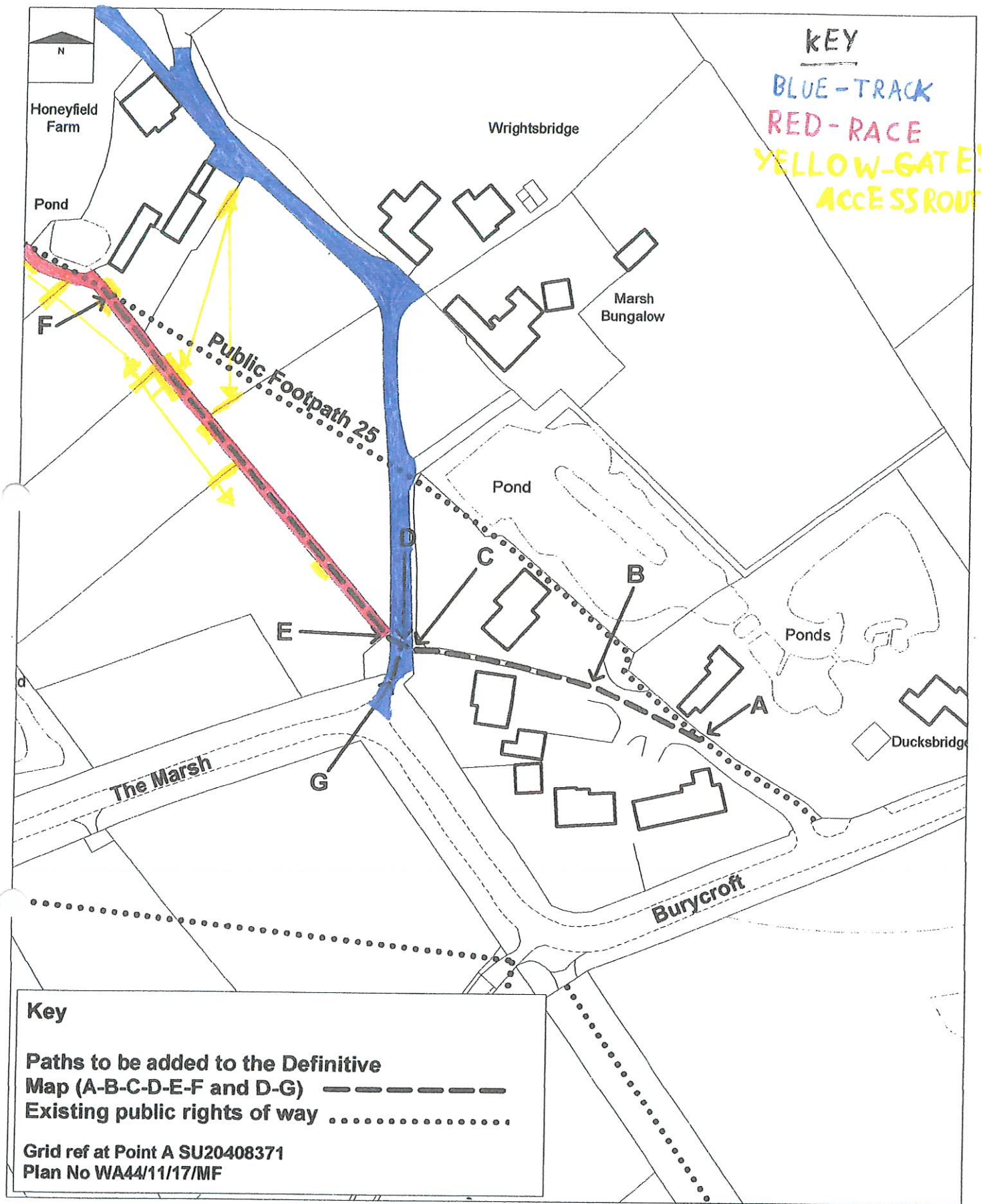
List of figures

- Fig 1 – Map to illustrate the position of the race, gates and large vehicle access gates (1 page)
- Fig 2 – Photographic evidence of the installation of mains sewage (3 pages)
- Fig 3 - Photographic evidence of signage, mesh and fence construction (1 page)
- Fig 4 - Photographic evidence of horse grazing race (1 page)
- Fig 5 – Email and map illustrating permissive from Mr Enright (SBC) (2 pages)
- Fig 6 – Email regarding the closure of definitive from Mr Enright (SBC) (2 pages)
- Fig 7 - Photographic evidence of overgrowth at point F (1 page)
- Fig 8 – Arial photograph from Google Maps illustrating overgrowth at point F and lack of visual markers (1 page)
- Fig 9 – Email from Anne Ellis (SBC) including map illustrating Mr Sadler unofficially modified the route (6 pages)
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Fig 1

Map to illustrate the position of the race, gates and large vehicular access gates

2009



SWINDON
BOROUGH COUNCIL

Scale 1:1,250 (A4)

Order Map
Footpath 44
Parish of Wanborough

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 Swindon Borough Council 100024296 2017

Swindon Borough Council
 HIAM Service Delivery
 4th Floor Wat Tyler House West
 Beckhampton Street
 Swindon SN1 2JH
 Tel: 01793 445500

Fig 2

Photographic evidence of the installation of
mains sewage

2010-2011







Fig 3

Photographic evidence of signage, mesh and fence construction

2010

CAUTION
HORSES MAY BITE

Dogs to be
kept on lead

PATH
TEMPORARILY
CLOSED.
FOLLOW
DIVERSION



Fig 4

Photographic evidence of horse grazing race

2015



Fig 5

Email and map illustrating "permissive" from Mr Enright (SBC)

2017

From: neil@okusdevelopments.co.uk
Sent: 05 December 2017 20:50
To: murrayprice@hotmail.co.uk
Subject: Fwd: Measurements re FP 25

----- Original Message -----

Subject: Measurements re FP 25
Date: 2017-01-26 11:32
From: Michael Enright <MENright@swindon.gov.uk>
To: "neil@okusdevelopments.co.uk" <neil@okusdevelopments.co.uk>

Good morning, Mr Stalker.

Here are the measurements you requested for the definitive route of FP 25, as shown on the attachment.

The measurement of 49m/161ft is taken from the limit of the highway on the west side of the entrance to your track, to the point at which the definitive line crosses the track.

The measurement of 93m/305ft is taken from the point at which the east side of the "permissive" path meets your track, to the point at which the definitive line crosses that path.

There is no minimum width required by legislation for any footpath, only an advisory minimum, which is 1 metre. The definitive width of this particular footpath is actually shown in the Statement as 0.9m, but it would be really helpful if the advisory minimum of 1m could be observed. The ideal minimum width of any footpath would be 1.5m, in order to allow two people to pass in opposite directions without having to "turn sideways".

Kind regards,

Michael J Enright

Rights of Way Officer (Mapping)

Swindon Borough Council

4th Floor Wat Tyler House West

Beckhampton Street

Swindon SN1 2JH

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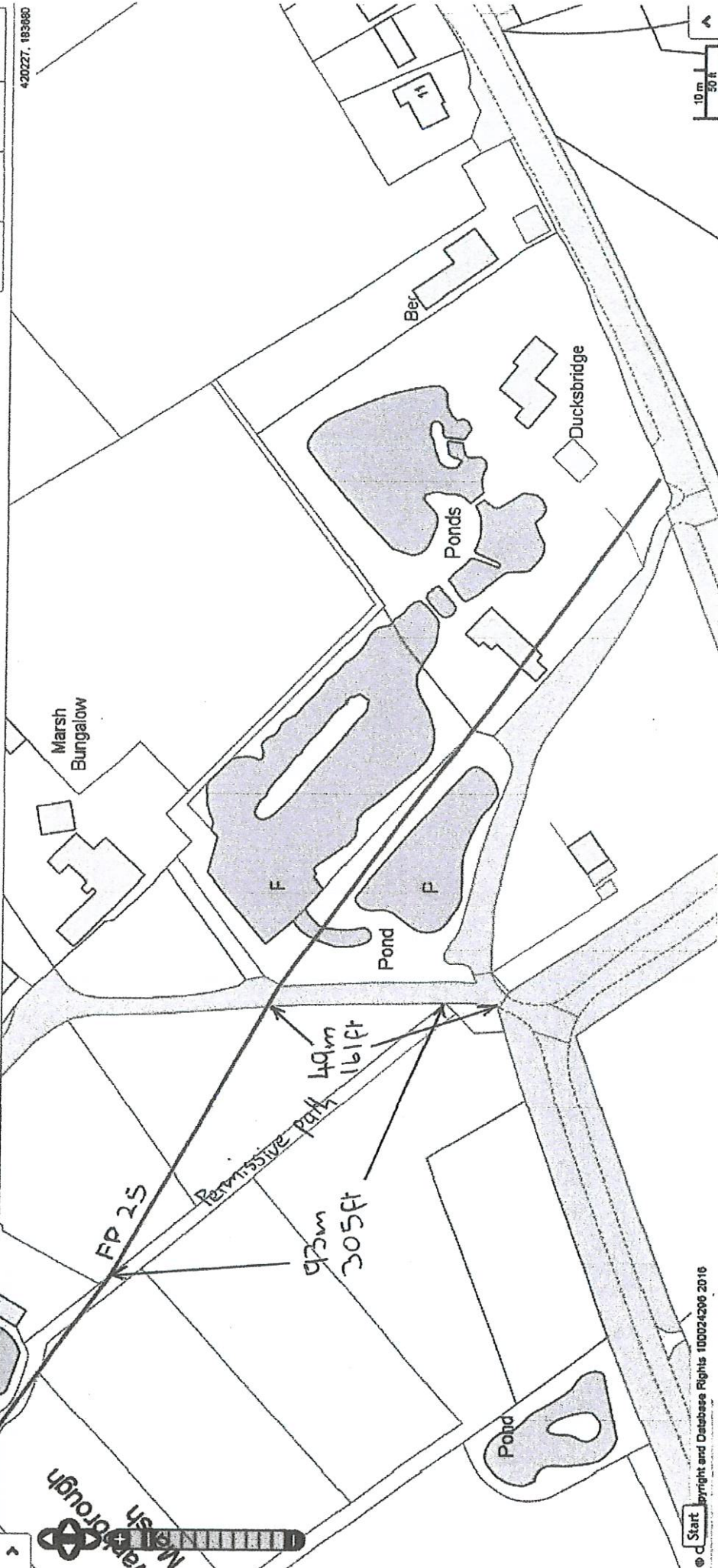


Fig 6

Email regarding closure of definitive from Mr Enright (SBC)

2017

RE: ME/HMU - day2

Donna Stalker

Thu 02/02/2017 09:30

Sent Items

To: Michael Enright <MEnright@swindon.gov.uk>;

Good Morning,

Message received and thank you, it is very much appreciated.

Regards

Donna

Sent from [Mail](#) for Windows 10

From: [Michael Enright](#)

Sent: 01 February 2017 17:07

To: [Donna Stalker \(murrayprice@hotmail.co.uk\)](#)

Subject: FW: ME/HMU - day2

I'm really sorry! Something went wrong with the attachment.

Here it is.

From: Michael Enright

Sent: 01 February 2017 17:03

To: 'Donna Stalker'

Subject: RE: ME/HMU - day2

Good afternoon, Mrs Stalker.

Because of the problems you have been experiencing with trespassers on your property owing to the current situation with Footpath 25, the Council will be making a temporary closure order on that part of the footpath between the crossing of Footpath 23 and The Marsh, with effect from tomorrow. I've attached an extract of the Rights of Way map to show you what will be happening. The affected path will be between the two red discs, and there will be notices and maps at both points directing walkers to the alternative route.

For example, coming from the direction of Covingham, walkers wishing to reach The Marsh (and beyond) will be directed to turn right at the crossing point, as indicated by the green arrows, and take FP 23 and FP 9 to The Marsh, and logically most walkers will probably want to continue to the village, so will cross The Marsh and take FP 20 to the northern end of Green Lane (Bridleway 42). They can then continue along Green Lane or, if they fancy a pint, along The Marsh to the Cross Keys!

The main advantage of this alternative route is that it will take walkers completely away from your track. The alternative route between the crossing point and Green Lane is 485 metres, without having to walk along The Marsh at all, whereas using FP 25 between the same two points is 385 metres, 85 metres of which would involve walking along The Marsh.

Although there will be a notice and map at the closure point at the "crossing", you may, if you wish, erect a temporary barrier of some kind at the closure point, once the notice and map are actually on display. This will give you extra peace of mind, and make it absolutely clear to walkers that that section of footpath is officially closed for a period, and is not to be used. It may be necessary to keep it closed for 6 months, but of course I'll keep you informed.

I hope this meets with your approval, but I would welcome your comments.

Kind regards,

Michael J Enright

Rights of Way Officer (Mapping)

Swindon Borough Council

4th Floor Wat Tyler House West
Beckhampton Street
Swindon SN1 2JH

From: Donna Stalker [<mailto:murrayprice@hotmail.co.uk>]
Sent: 01 February 2017 12:51
To: Michael Enright
Subject: ME/HMU - day2

Good afternoon,

In response to your email, I am afraid I don't agree. By allowing a footpath to be closed at a point where there is no access/exit to the continuation of that right of way, you are in actual fact responsible for the general public trespassing over my land. The right of way should be closed at a point where it is still usable.

I look forward to hearing your solution to this issue.

Yours Sincerely

Donna Stalker

Sent from [Mail](#) for Windows 10

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Fig 8

**Arial Photograph from google maps illustrating of overgrowth at point
F and lack of visual markers**

2007



Fig 9

Email from Annie Ellis (SBC) inc map illustrating Mr Sadler unofficially modified the route, thus it can be assumed it had previously been open. Additional objection made in same regard to the planning application later made on the now Ducksbridge development.

2011-2013

The Marsh

Annie Ellis <AEllis@swindon.gov.uk>

Thu 22/09/2011 09:32

To:Helen Craven-Jones (wanboroughpc@btinternet.com) <wanboroughpc@btinternet.com>;

Cc:Donna Stalker <murrayprice@hotmail.co.uk>;

2 attachments (283 KB)

Plan A.pdf; Plan B.pdf;

Dear Helen,

Following the site meeting on Tuesday 20 September 2011 at The Marsh with Joe Smith (Wanborough Parish Council representative) I am writing to confirm the following;

1. A length of the definitive route of footpath 23, shown highlighted on plan A attached, is currently blocked. The unofficial alternative route shown in red on the plan is a route that has been in use for over 20 years and remains free from any obstructions. The definitive route, as recorded on the definitive rights of way map, although no longer in use, remains a highway until such time as a legal order has been made to divert/extinguish the path. I can confirm that no such order has ever been made. The alternative route, if in use for a period in excess of 20 years, can also be deemed to be public highway.
2. The definitive line of the footpath would require a substantial amount of work to bring the path to a standard fit for purpose however the alternative route is currently free from obstruction following the extensive clearance work undertaken by Mr Stalker.
3. I understand the ownership of the land across which these two paths run is currently under dispute and I have therefore suggested that the alternative route should be the path that remains open to the public until such time as this has been resolved. Once landownership has been established the owner may then wish to make an application to legally divert the path onto the alternative path. The cost of such an application is currently between £1500 – 2000. If no such application is made the landowner will be required to reinstate the definitive route of the footpath.
4. At my request, Mr Stalker kindly installed a pedestrian gate in the fence line that had been erected by Mr & Mrs Hinton. This gate meets the British Standard design, it is self-closing and is therefore fit for purpose. Access through this gate is for walkers only and the gate must remain free from obstruction at all times.
5. I have supplied Mr & Mrs Stalker with some additional waymarkers which they will no doubt erect in due course. These should assist walkers who are unfamiliar with the route of the paths.
6. Since Mr & Mrs Stalker began dividing up the field currently in the ownership of Mr Yendal, I have worked with them to ensure that the paths have been correctly aligned around the paddocks. The work they have carried out both in this field and on their own land has greatly improved access and the enjoyment of the paths.
7. When Mr & Mrs Stalker purchased the land across which footpath 25 runs, shown on plan B attached, I believe the previous owner Mr Sadler of Ducksbridge unofficially changed the alignment of footpath 25 to that currently in use. In due course both landowners will be required to address this issue by applying for a diversion order.

I hope this helps to clarify the situation in The Marsh and thank you for the opportunity to meet with a representative of the Parish Council.

Kind regards

Annie Ellis (aellis@swindon.gov.uk)

Rights of Way Officer

Highway Asset Management

Swindon Borough Council

Tel: 01793 466382

Web: www.swindon.gov.uk

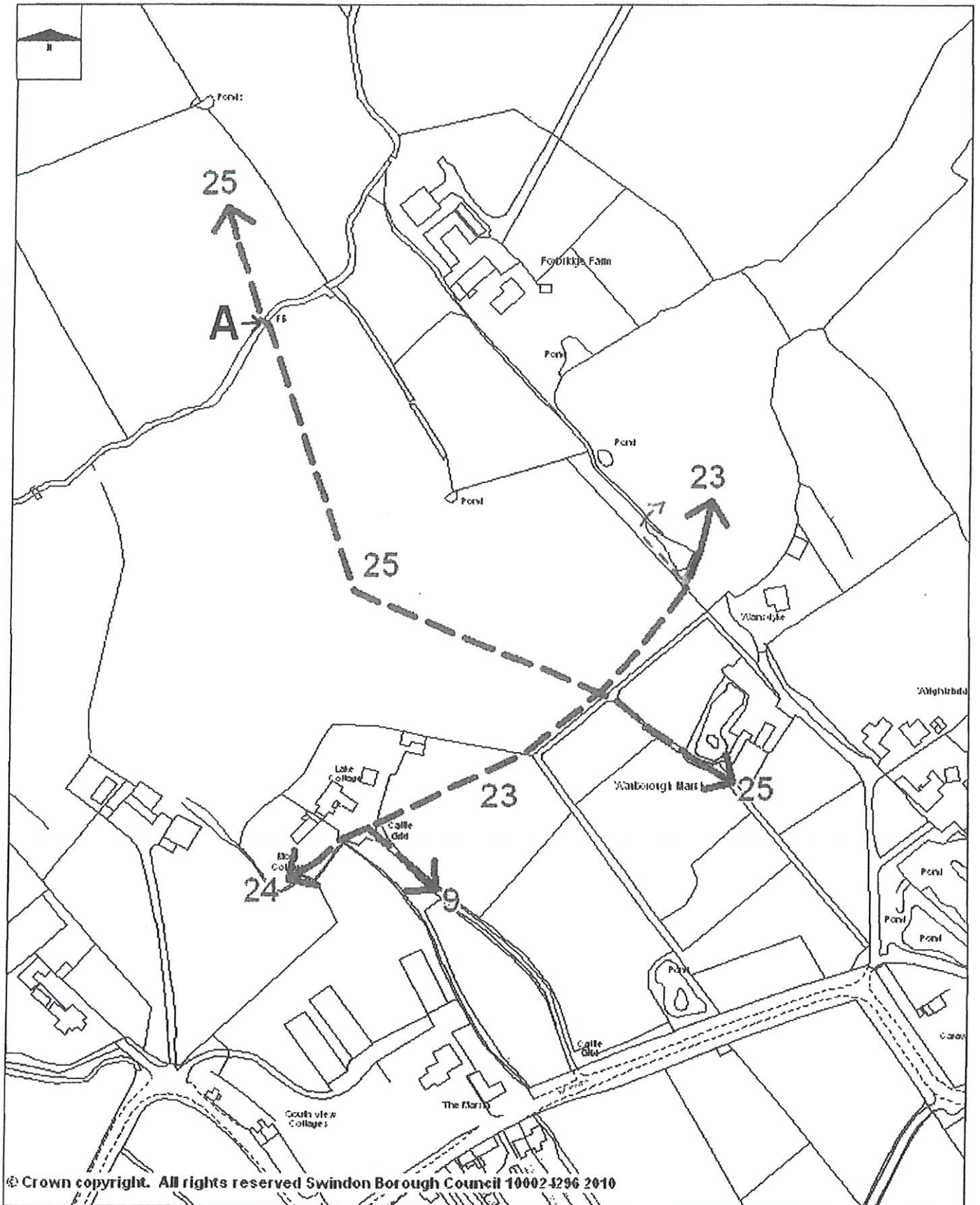
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PLAN A



 <p>SWINDON BOROUGH COUNCIL</p>	<h2>Land at Wanborough Marsh</h2>	<p>Swindon Borough Council Environment, Regeneration & Community 3rd floor Wat Tyler House West Beckhampton Street Swindon SN1 2JH Tel: 01793 445500</p>
<p>Scale 1:2500</p>	<p>Grid reference at point A: 42004 18401</p>	

PLAN B

LONG 12 W 21

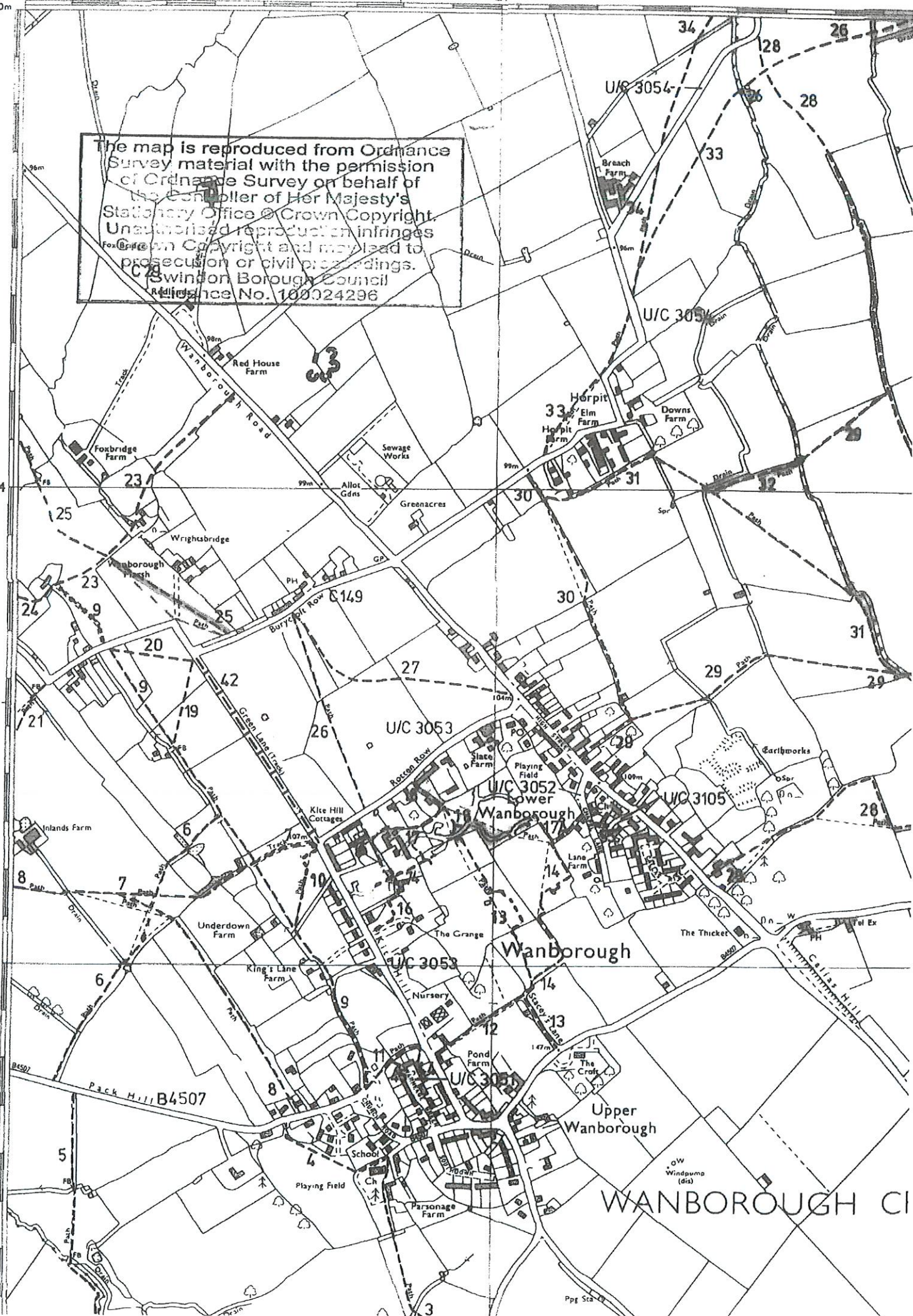
185000m

DEVIZES CO CONST

THAT TOWN DISTRICT

WILTSHIRE COUNTY

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WANBOROUGH CI

From:Rhian Morris
Sent:6 Aug 2013 10:31:47 +0100
To:Scanning;Shirley Bennett
Subject:FW: Planning Application 13/1014
Attachments:Footpath 23 Wanborough.pdf

Please add to scanning and print off

Rhian Morris
Principal Planner
Swindon Borough Council

Wat Tyler House

Beckhampton Street

Swindon

SN1 2JH
Tel: 01793 466285
Web: <www.swindon.gov.uk>

From: Annie Ellis
Sent: 06 August 2013 10:23
To: Rhian Morris
Cc: Tim Price; Dave Weston
Subject: Planning Application 13/1014

Re: Demolition of the caravan site and erection of 4 no. dwellings

At: Ducksbridge, 12 Burycroft, Wanborough

I refer to the above referenced planning application and I have attached for your information a plan showing the alignment of footpath 23 Wanborough which runs across the site. The legal line of footpath 23 follows approximately the line shown as a broken red line on the plan. The landowner unofficially diverted the path along the route shown as a series of black dots and this route has now been in existence for 20 years or more.

Under section 31 of the Highways Act 1980, after 20 years use a path is deemed to have been dedicated as highway unless there is evidence of contrary intention. It is therefore likely that the landowner now has two public rights of way running across his property; footpath 23 and the alternative route that has been in use for over 20 years. The continuation of footpath 23 across Wanborough Marsh was previously in the ownership of Mr Sadler and the alignment of this section of path was also unofficially diverted before it was sold to the present owners.

This illegal rerouting of the path needs to be addressed and I would therefore suggest that the applicant submits an application to divert the path preferably onto the route currently in use.

With regards to the proposed improvement works to Green Lane, I have no objection to these works being undertaken however the material specification for the surface of the bridleway will need to be agreed with the Rights of Way Officer before works start on site.

The proposed improvements to the highway verge need to be agreed with Tim Price as Highway Manager and the materials spec and construction depths must be approved by Highways TDM.

Regards

Annie Ellis (aellis@swindon.gov.uk)
Rights of Way Officer
Highway Infrastructure Asset Management
Swindon Borough Council
Tel: 01793 466382
Web: www.swindon.gov.uk

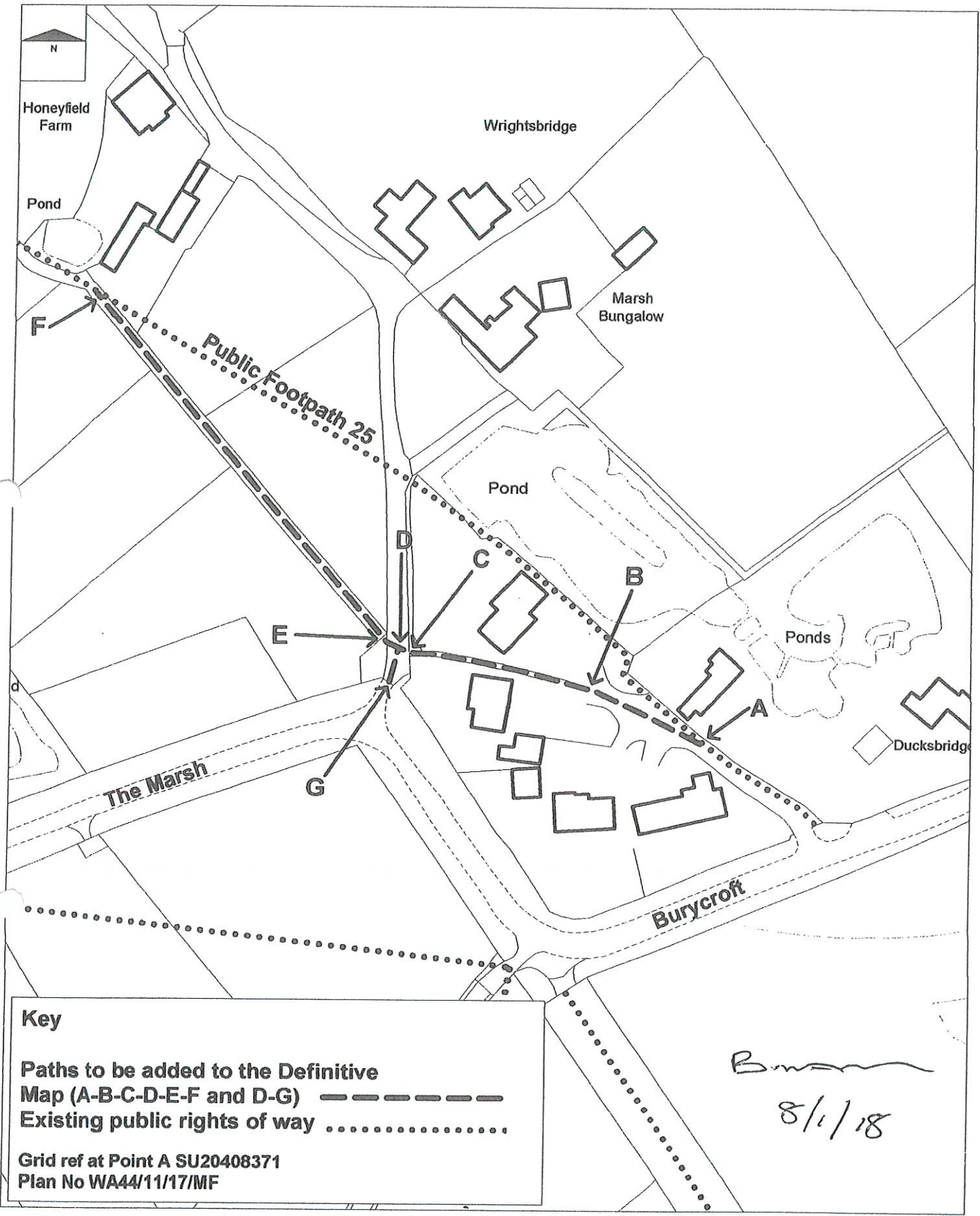
Please consider the environment before printing this email.

<<Footpath 23 Wanborough.pdf>>

Fig 10

Statement from Bruce Mann.

2009



SWINDON
BOROUGH COUNCIL

Scale 1:1,250 (A4)

Order Map
Footpath 44
Parish of Wanborough

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Swindon Borough Council 100024296 2017

Swindon Borough Council
HIAM Service Delivery
4th Floor Wat Tyler House West
Beckhampton Street
Swindon SN1 2JH
Tel: 01793 445500

8th of January 2018

Statement of fact:

During the 2009 Honda shut down I was employed by Mr Stalker to install and replace existing post and rail fencing for Honeyfield Farm. This include the installation of a rail to ensure the security of their dogs, further perimeter and paddock fencing as well as a central race.

I have been shown a map in connection to writing this statement where part of the race that I installed at the request of Mr Stalking is being referred to as points F to E. I can confirm I installed this fence as per instruction in 2009 with no existing fence or markers used or removed.

During my time on site extensive clearing work was taking place throughout the farm to allow the installation of fences, prior to the clearing work the locations of the fences where inaccessible due to the overgrowth.

Signed



8/1/18

Bruce Mann

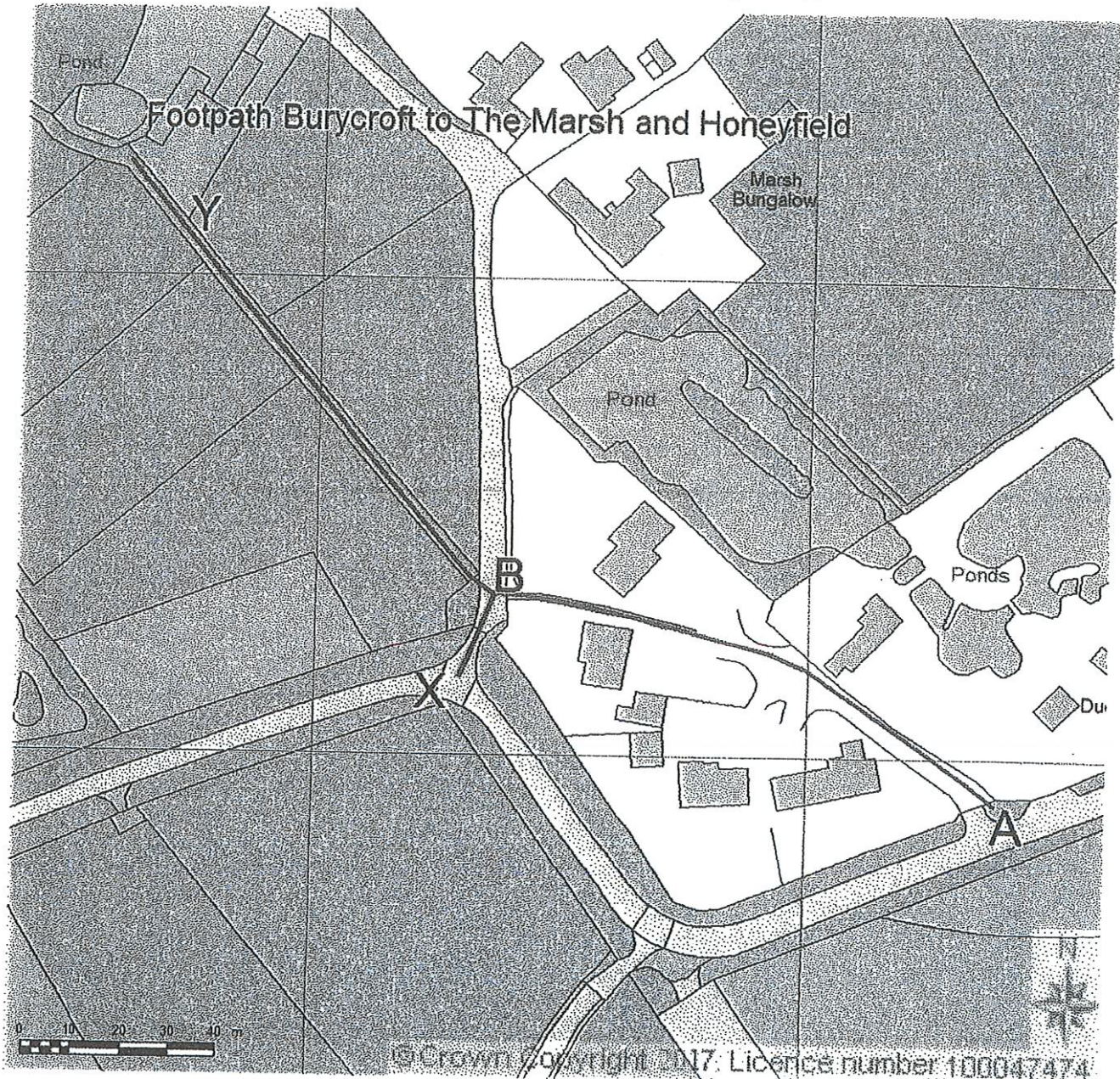
Fig 11

Unofficial Map submitted and used in connection with the witness statements. This map makes no reference to the office route and is as such misleading.

2017

MAP1: Footpath connecting Burycroft to The Marsh and the Outbuildings at Honeyfield Farm via Sutors Lane previously a caravan park

AREA 5 HA
 SCALE 1:2500 on A4
 CENTRE COORDINATES: 420350, 183744



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Reference: MAP 1

- A: Boundary between Ducksbridge and Sutors Lane Burycroft Road
- A to B crosses Sutors Lane, previously the Caravan Park at Ducksbridge / Rathbone
- B: Crossing point on Drive to Honeyfield Farm
- B to X: Section of drive to Honeyfield Farm connecting The Marsh to the footpath crossing point
- B to Y: Fenced section of paddock on honeyfield Farm
- Y: Point at which the fenced path joins/continues along footpath 25

Fig 12

Facebook post showing the sharing of misinformation on local community pages (wanborough community and wanborough notice board).

2017



Nicky Sutton

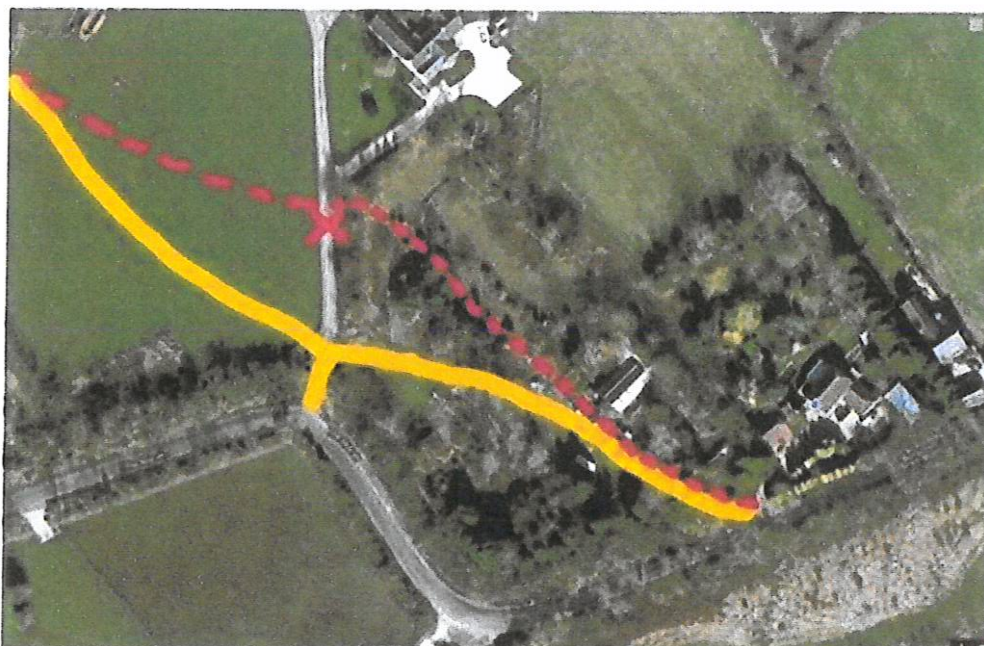
16 mins



*****URGENT***** **DEADLINE 10TH JANUARY*****

WANBOROUGH RESIDENTS - WE NEED YOUR HELP!

Footpath 44 has always been used by residents of Wanborough, along with other walkers and ramblers to cut off the dangerous bend in the road between Burycroft and the The Marsh (highlighted in yellow on the map) We believe that it should remain open to allow walkers the option to stay safe. The proposed new route (highlighted in red on the map) will cut the corner off but will not allow walkers to use the track belonging to Honeyfield Farm to re-join the road. The decision to re-open the existing route, now that the Suters Lane development has finished, can be made by the local authority providing no objections are received. If objections are received it will have to go to the Secretary of State for a decision which will take up to 18 months. The objector could then be liable for the costs of this process. Wanborough Parish Council has taken the decision to object and could therefore face a significant bill at the end of the process, therefore depriving Wanborough community of much needed funds for local amenities. There is no legitimate reason for the Parish Council to object against the footpath remaining where it has been for the last 80 years. We would like the members of the PC to reconsider their decision (deadline 10th January) and would ask that if you agree, you like this post and comment below. Could you also share this with any other residents or friends who may not use Facebook and ask them to email saveourfootpath@ducksbridge.co.uk



Like Comment Share

1



Write a comment...

