



Wiltshire Bridleways Association

Campaigning for riders rights since 1970



17 January 2019

Ms S Madgwick
Rights of Way and Countryside
Waste and Environment
County Hall
Bythesea Road
Marlowbridge
Wiltshire
BA14 8JN

Your Reference:- SM/CALW

Dear Ms Madgwick

HIGHWAYS ACT 1980, S. 119

WILDLIFE AND COUNTRYSIDE ACT 1981 S. 53

CONSULTATION REGARDING CALNE WITHOUT FOOTPATHS 40 & 41 PLUS
BRIDLEWAYS 89, 89A & 89B.

I thank you for your correspondence under even reference dated 16 November 2018 and for granting an extended response time to Friday 18 January 2019.

The committee of Wiltshire Bridleways Association support the proposal to correct the Definitive Map and Statement with regard to Calne Without footpath 40 & 41.

Now turning to the question of Calne Without bridleways 89, 89A & 89B.

Perusal of a Draft copy of Calne Without Parish Council Minutes for a meeting held on Monday 9 April 2018, identified item 18, CALSTONE BRIDLEWAY, which reads:- 'Cllr Hislop reported that the applicants had been asked to resubmit the application to divert the bridleway as a way of breaking the current stalemate following a meeting chaired by Baroness Scott. Cllr Kronig had drafted a letter to send in support and to highlight the poor condition of the current

bridleway. Cllr Malpas suggested changing the wording to reflect the effort Baroness Scott had gone to. Cllr Cook suggested replacing “disappointed” with “pleased”. This letter has not been viewed by WBA.

On Monday 19 November 2018, correspondence was received from Mr Moore, attached to which was his latest submission to Wiltshire Council, minus enclosures. This document was circulated to all WBA committee members. Having read that correspondence, it is evident the Mr Moore, together with some of his supporters refuse to accept or acknowledge that the definitive line of the bridleway subject to this, and a previous application, is an integral part of a continual and historic road network.

At point 5 of his covering letter, Mr Moore records “A good number of your members regularly ride the proposed bridleway and find it more convenient.”

Firstly I will deal with the question of membership. In common with some other areas of Wiltshire, WBA membership within the Calne area has never numbered above 4/5. During late February 2018, WBA received a block application for fifteen new members. By October 2018 that number had grown to twenty five. The reason for this is perhaps best explained by the contents of an email dated Tuesday 27 February 2018 which reflects, “I’ve been trying to encourage new members amongst my friends and clients at Hampsley but many of them are upset that they might lose their preferred route around the Mill they have been told by a 3rd party, (who I don’t know), that they needed to be WBA members to raise an objection to the council.

Secondly, the question of convenience, which I will deal with in tandem with point 6 of the covering letter. “The proposed bridleway has opened up this part of the countryside to many more people, particularly those with mobility difficulties, children being led on horseback, parents with buggies, walkers, cyclists etc. It is very noticeable from the submission that Mr Moore deals only with the section of bridleway leading past the Mill and the proposed diversion. He makes no mention of the terrain which must be navigated in order reach the proposed diversion points. Therefore, on Wednesday 12 December 2018, a visit was made to this location. Beginning from Manor Farm at the junction of CALW89 and unclassified road 7005, the bridleway follows a downhill grass and mud slope in a northerly direction towards Calstone Mill. At point ‘C’ on the attached map, the proposed diversion is signed with two plastic direction arrows as ‘Permissive Bridleway’ There is no signage to indicate the definitive line of CALW89 which continues through a difficult to open wooden gate. The ground between the gate and the narrow wooden bridge, point ‘Y’, was firm and well grassed. It is agreed that this wooden bridge, identified on the map as a footbridge, is a replacement for the original stone bridge demolished in 1968. It is not of a standard for equine use and will need to be replaced. Once clear of the bridge, the line of the bridleway is constructed mainly of a firm gravel and

stone base but continuation along it was obstructed by two parked cars, later to be increased to three.

Returning to point 'C' on the map, the surface of the proposed route is as described by Mr Moore. On crossing bridge 'X' the path begins to climb and in parts becomes sparsely grassed and slightly muddy.

At the point where the proposed bridleway emerges onto a metalled road, point 'A', several meters north of the end of the end of CALW89B, the turning is again marked by two plastic direction arrows as 'Permissive Bridleway'. As with point 'C', there is no signage to confirm the definitive line.

Continuing in a northerly direction this short metalled road joins CALW77, a bridleway. This is constructed of a stone and mud surface, littered with pot-holes and very wet. Given the condition described of the way users must pass before reaching the proposed new bridleway, it is hard to comprehend how the applicant can justify claiming the new section has opened up the countryside to those who would not normally be to access it.

Photographs to confirm all the above comments are available.

Also on Wednesday 12 December 2018, five persons from the Calne area attended the WBA monthly committee meeting to express their views on this matter. Despite assurances that all were WBA members, only four were subsequently identified as such, the fifth being Mrs LA Moore, joint applicant.

At the conclusion of the meeting, those attending were requested to submit written accounts of the points raised. Subsequently a number of letters were received, focusing mainly around two common points. These were, the dangers of the narrow wooden footbridge on the definitive line, and the need to negotiate around parked cars, people and household pets. One reported that on Sunday 16 December 2018, the line of CALW89 had been blocked by six vehicles, a number of people and dogs. Consequently this rider had taken the option of using the proposed route.

Two members reported using the definitive route for a period of fourteen and twenty five years respectively, but despite considering it to be dangerous, had not considered it necessary to report any defects to Wiltshire Council for repair.

Also in his submission, Mr Moore produced a table of figures for users of both routes between March and December 2017. WBA would be interested to learn by what method these numbers were collected.

At the end of his covering letter, Mr Moore reported, "I should just mention that if we are unsuccessful in diverting the bridleway, in due course the proposed bridleway will be closed. I appreciate this will have an impact on people who would not otherwise be able to enjoy this part of the countryside, but we will have done our best to create the opportunity. There are two reasons:-

1. We are not prepared to have two bridleways run through our property. When we bought the property, Wiltshire Council assured us there were no rights of way.
2. In due course the bridge would need to be replaced by a much larger modern bridleway bridge. This would completely change the character of the property. We are not prepared to wait for this to happen. We shall adopt alternative plans for the Malthouse which will also include the land over which the proposed bridleway passes.

When I saw Mr Moore on Wednesday 12 December 2018, he made a further statement, claiming instead that if they failed in this quest, the family will be forced to sell the property and move.

It is also noted from the documentation that Mr Moore considers the Mill to have no historic value. Searches show that on 31 July 1986, Calstone Mill was recorded as having Grade 11 listed status by Historic England for its Special Architectural or Historic Interest, number 253559 refers. This listed status is also reflected in four previous planning applications for the property, N/00/02065/LBC, N/01/02708/LBC, N/08/02173/LBC and N/09/00933/LBC.

In conclusion, WBA submit that with the exception of the current wooden footbridge on the definitive route, the line of CALW89, 89A & 89B is more than adequate. We also note that it is the responsibility of the land owner to ensure that the route remains clear of obstruction, thus allowing free passage to all. We believe Mr and Mrs Moore have failed in this duty by not only the parking of vehicles, but also with regard to signage, thus encouraging/directing users away from the definitive line. There is only one bridleway sign along this entire definitive route.

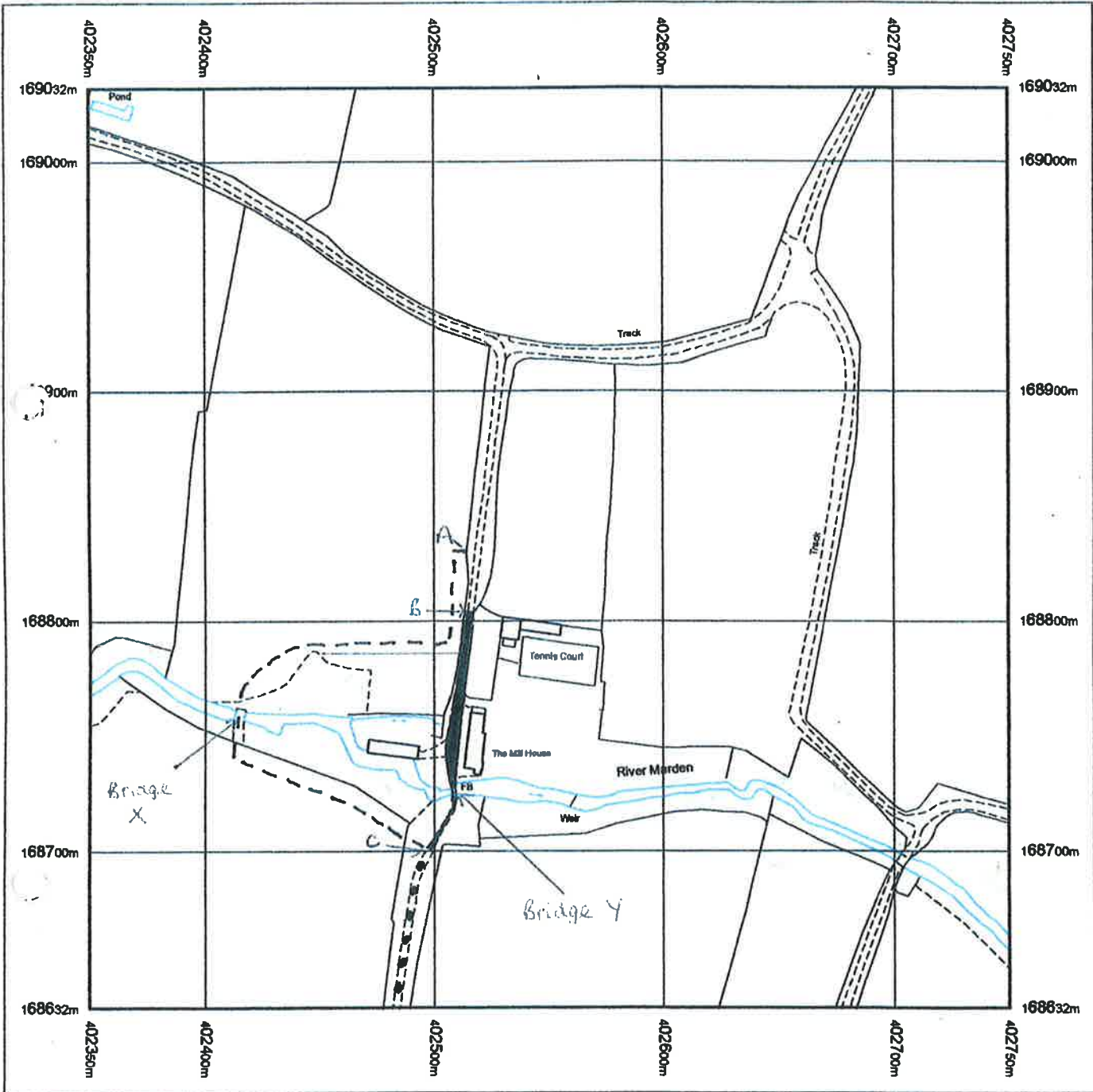
With the exception of two WBA committee members, it is considered that in the event this application is approved, much pleasure derived from the clearly historic aspect will be lost by ROW users.

With the exception of one committee member, Wiltshire Bridleways Association believe that no advantage will be gained by users should this application be approved but clearly much pleasure derived from the historic aspect will be lost. We therefore wish to register our strong objection and urge Wiltshire Council to give serious consideration to declining this application.

Yours sincerely


N Beardsley

Norman Beardsley
Chairman,
Wiltshire Bridleways Association



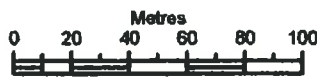
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