

## Fovant/Sutton Mandeville Objections and Representations

SUMMARY OF OBJECTIONS/REPRESENTATIONS	OFFICERS COMMENTS
<p><b>Sutton Mandeville Parish Council</b> fully support the proposed Order and request no exceptions should be made for motorcycles.</p>	<p>The support is noted.</p>
<p><b>Mr. R. Cameron states:</b></p> <ul style="list-style-type: none"> <li>• The lane is overgrown and lacks maintenance.</li> <li>• The lane has a width of 3.3 metres and is comparable to many metalled roads in the area.</li> <li>• Clearance of growth would reduce the perceived risk of danger to users.</li> <li>• The surface will not be damaged by light vehicular use, nor would Glebe Cottage.</li> <li>• The lane should be available to all users to enjoy.</li> <li>• An oil tank located within the historic width causes an obstruction.</li> </ul>	<ul style="list-style-type: none"> <li>• Seasonal growth is not a sign of lack of maintenance. The Council maintains the lane to a condition suitable for the normal traffic in the neighbourhood.</li> <li>• The way is well used on foot by local and visiting members of the public.</li> <li>• The lane is narrow, vehicles other than motorcycles would not be able to pass each other easily, nor would walkers or horse riders in some locations.</li> <li>• Unsuitable vehicular use would damage the surface and verges of the lane, which could cause environmental damage.</li> <li>• The lane is narrow by Glebe Cottage and the building could be damaged by vehicular use.</li> <li>• Officers are especially concerned with damage to Glebe Cottage. Visibility in this area, near the roof, is not good. A horse meeting a motorcycle moving at a faster speed, and quite noisy at this location, could put both parties at risk.</li> <li>• The main users of BOATs are walkers and horse riders. The peaceful nature of this lane could be disrupted by vehicles.</li> <li>• The present character of Hole Lane is suitable for walkers. Children from Fovant Rainbow Centre use it and horse-riders, especially young children on ponies wishing to avoid tarmac roads that could be hazardous for young riders. The present character should be preserved. Vehicular use could cause disturbance.</li> <li>• Hole Lane is really a quite short byway, not part of a longer network. Views of the adjoining countryside can easily be taken from the road between Fovant and Sutton Mandeville or the Shaftesbury Drove for drivers. These options are not so suitable for horse riders. The lanes in this area are dangerous for riders as increasingly people seem to drive at speeds not suitable for the local conditions. There are few bridleways in the area for riders without having to risk crossing the busy A30. Officers believe it is sensible to encourage safe use of ways such as Hole Lane which is ideally suited to this use.</li> </ul>

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	<ul style="list-style-type: none"> <li>As a result of consultations, information has been obtained regarding the flora and fauna in the area which officers believe needs to be protected and given an environment in which to flourish, thus increasing the enjoyment of the way for walkers and horse riders. Prohibiting vehicular use of the way would assist this protection.</li> </ul>
<p><b>Mr. T. Jefferson states:-</b></p> <ul style="list-style-type: none"> <li>There is overwhelming evidence of vehicular use until recent times.</li> <li>There is no difference in the danger for riders or motorcyclists; in fact motorcyclists are more controllable and can be heard by other users.</li> <li>The lane has a good metalled surface which horse use would damage more than motorbikes, horses are heavier.</li> <li>Motorbike use would not damage adjoining buildings.</li> <li>The lane has been allowed to become overgrown, making it narrower.</li> <li>Motorcycle use will not change the character.</li> <li>Horse and motorcycle use would maintain a more suitable balance.</li> <li>An oil tank is causing an obstruction.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed, this was and is part of the parish road network but it is now more suitable for walkers and horse riders.</li> <li>Officers are particularly concerned with potential damage to Glebe Cottage. Visibility in this location is restricted. A horse meeting a motorcycle at this location could put both parties at risk and either could slip and damage the roof but horse riders should have advance notice of a motorcycle.</li> <li>The surface of the way has signs of metalling, horses are not expected to damage it. It is conceded hooves can cut into and damage soft highways. It is not expected that motorcycle use would damage the surface of the lane nor adjoining buildings.</li> <li>Relevant comments as stated for Mr. Cameron.</li> <li>Relevant comments as stated for Mr. Cameron.</li> <li>Relevant comments as stated for Mr. Cameron.</li> <li>Agreed.</li> </ul>
<p><b>Mr. P. Anstey states:-</b></p> <ul style="list-style-type: none"> <li>Motorcycles are less dangerous than horses which are larger, heavier and have a mind of their own.</li> <li>Motorcycles are much lighter than horses and would not damage the surface.</li> <li>More use of the lane would help prevent it from getting overgrown.</li> <li>If the route is not cleared and used it will be lost and have no character to preserve.</li> </ul>	<ul style="list-style-type: none"> <li>Horses are larger and heavier than off-road motorcycles.</li> <li>I would not expect motorcycle use to damage the lane surface.</li> <li>Vehicular use can significantly contribute to keeping lanes open.</li> <li>The lane is used by local walkers and riders.</li> </ul>

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<p><b>Mr. Dobson states:-</b></p> <ul style="list-style-type: none"> <li>• Can see the logic for prohibiting heavier 4 x 4 use but not lightweight motorbikes.</li> <li>• The character of the lane makes it most suitable for motorbike use.</li> <li>• Used the way on a motorcycle and has seen no damage.</li> <li>• Oil tank obstruction.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• The lane is physically capable of sustaining motorcycle use.</li> <li>• Officers would not expect trail bikes to damage the surface.</li> <li>• Agreed.</li> </ul>
<p><b>Mr. R. Alcock states:-</b></p> <ul style="list-style-type: none"> <li>• Ridden along the route and has seen no damage.</li> <li>• The lane is overgrown.</li> <li>• An oil tank is obstructing the lane.</li> </ul>	<ul style="list-style-type: none"> <li>• Officers have not observed damage to the lane.</li> <li>• The lane is not particularly overgrown.</li> <li>• Agreed.</li> </ul>
<p><b>Wiltshire Bridleways Association states:-</b></p> <ul style="list-style-type: none"> <li>• There is no justification for prohibiting horse-drawn vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• In places it would be extremely difficult for a walker or rider to pass even a horse-drawn vehicle.</li> </ul>
<p><b>Mr. B. Riley states:-</b></p> <ul style="list-style-type: none"> <li>• Trail Riders are responsible people who ensure other members of the public are not endangered by their activity.</li> <li>• Two-wheeled use would not damage the surface or nearby buildings.</li> <li>• A request is made for an exemption in the Order for powered two-wheeled vehicles as successfully applied elsewhere and perhaps a trial period for the exemption. If an exemption is not granted, a Public Inquiry is sought to determine the objections.</li> </ul>	<ul style="list-style-type: none"> <li>• The responsible approach of members of organisations such as the Trail Riders is acknowledged and welcomed.</li> <li>• It is accepted two-wheeled use would be very unlikely to damage the surface.</li> <li>• A trial period for an exemption could be a reasonable compromise. BOATs, which Trail Riders use, only form 7% of the network, severely restricting areas they can pursue their hobby and interest.</li> </ul>