

Wildlife & Countryside Act 1981 Definitive Map of Public Rights of Way for Warwickshire

form

Planning Transport & Economic Strategy, PO Box 43, Shire Hall, Warwick, CV34 4SX

Application for Modification Order to ADD a Route to the Map

Applicant's Full name

BERT SANDERS

ROBINSON

Address

23 HAZEL SASUE HOCKLEY HEATH

Postcode

5946QW

Town

Daytime Tel: Occupation RETIRES

SOLIHULL

Date of Birth

I hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981 modifying the Definitive Map and Statement for the County of Warwick by Adding the following route as a -

Public Footpath / Public Bridleway / Byway Open to All Traffic*

As shown on the attached map.

* delete as appropriate

Please describe the route carefully and explain exactly where the route starts (from a point on a road or path), the line it follows and exactly where it finishes. Colour the line of the route on a 1: 2500 scale Ordnance Survey Map and mark the position of any obstructions, fences, stiles or gates. Also note the width and surface type of the route at several points if it varies. If possible give an Ordnance Survey 8 figure grid reference for the start and finish of the route.

Grid References:

Start SP 1560 - 7268 Finish SP 1598 - 7234

Description : Route A to C - on plan - HHRA 1a/09

The Route commences at point A on plan on the eastern boundary of the Hockley Heath Recreation Ground. For over two decades, a substantial single wooden plank footbridge, about 15" wide and firmly embedded, spanned the wide ditch course.

(This bridge was removed and the new landowner obstructed access by large amounts of barbed wire) Crossing the ditch the route enters directly to the adjoining farmland through what was an

unobstructed gap in the hedgerow/fence.

The once well-trodden path follows a wide unploughed grass verge along the field boundary, first southwards, then eastwards as shown on the plan. At the far corner of this field and south west of the copse, the path crosses an unobstructed gap (sometimes wet) to follow the clear path over a 5-foot wide verge running south along the field boundary to the field corner as shown. Here the verge and path proceeded eastwards to a very obvious, much used, and unobstructed ditch crossing, giving access to the statutory footpath SL39 at point C on plan. (The new landowner has now obstructed this ditch crossing with a barbed wire fence.)

Signed: Claim No.

ffice use only

Date: 15. 12.2010

Please see overleaf

Briefly, why do you believe this route is a public right of way	y ?

•	The footpaths referred to, are those shown in red on the attached plan HHRA1a/09.	
•	Villagers report that these routes have been used free from encumbrance or challenge, for many decades. The witness statements support this view. Surprisingly they are not paths that appear on the Definitive Plan.	
	In 2007, per of; Fetherston House Glasshouse Lane Packwood Warks B94 6ZP, became owner of the land over which these paths crossed. He promptly erected barbed wire at Points A and C on the attached plan. All subsequent efforts made by the Residents Association have failed to persuade him to reopen these paths.	
•	Many of the Villagers feel it is an unforgivable omission of the Highway Authority that these paths do not already exist on the Definitive Plan.	
Ľ 	The route A-X is so clearly needed to provide safe pedestrian links from the haven of the Recreation Ground to the statutory footpaths, and hence to the countryside around, including Packwood Church and the surrounding villages.	
	The Route A-C, provides in addition, the valuable direct link to SL39 and the Canal Towpath network	
	We in Hockley Heath are at the extreme Boundary of Solihull, to whom we pay our rates, yet our access to the Countryside around is over lands and field mostly in Warwickshire, where again, we are at their extreme boundary.	
	Our unfortunate location, with regard to boundaries, may well explain why both Authorities have up to now overlooked the pressing need for these routes to appear on the Definitive Plan. This oversight may also be explained by the fact that before these obstructions the routes were available for all to use and as such no problem appeared to exist.	
	What is very evident on the ground is that although footpaths SL39, SL42 and SL41 are still well used, the foot traffic has been much reduced since the obstructions. As a consequence, these paths have become less distinct. Indeed, SL39 has become much overgrown and not easy for the elderly to negotiate.	
	Needless to say the Routes A-X and A-C, which were previously very evident on the ground, have also suffered by having no foot traffic	
	please add a separate sheet if you need more space	

