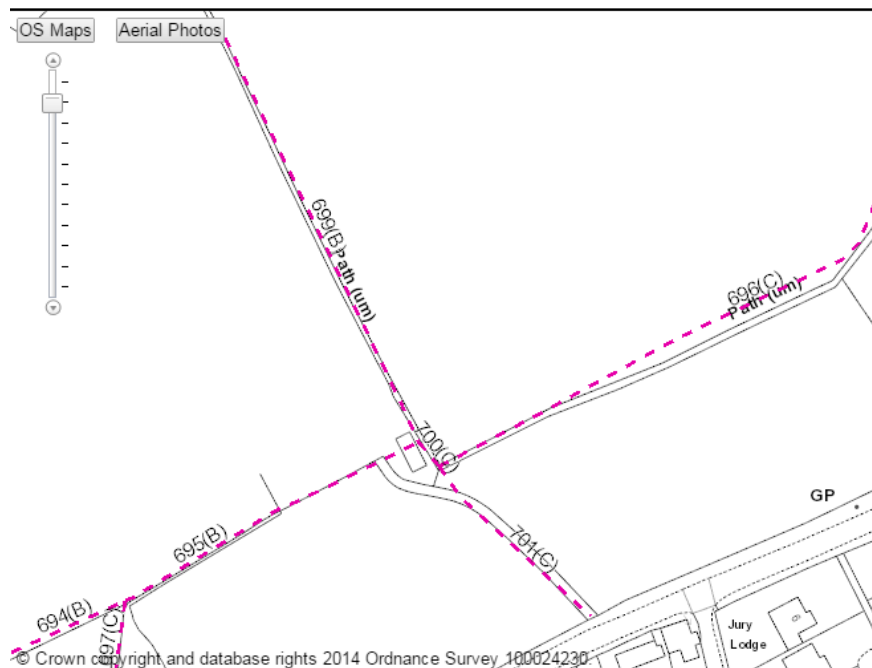


COMMENTS ON PROPOSED FOOTPATH DIVERSIONS BEHIND CROWN

With reference to route descriptions and the map in document 1, 'THE NOTICE'.

This extract from the definitive map illustrates the correct numbering of the existing paths. Note the very short MT700C



Looking at the detail of the narrative for each of the four paths:

MT695B no issues

MT696C no issues

MT699B Diversion from Point A1 to C seems to be **missing from the description** in the Notice. If the diversion is to go ahead (see our notes below), this **MUST** be corrected.

MT700C As written no issues, but the map marks MT700C **incorrectly** as part of the current MT699B. Route numbering is a convenience and is not fatal to the application.

Further, the Town and Country Planning Act 1990 SI 1993 No 10, requires that routes to be diverted or stopped up should be marked in bold **BLACK** lines and the new routes in bold **BLACK** dashed lines. The map presented by MHDC has these items in **RED** and is therefore incorrect.

Sue Rumfitt says

“Which would mean that if there is a substantive objection to the Order the Planning Inspectorate would consider it incapable of confirmation.(i.e. because the lines are red not black), However, my advice is that if in fact you are happy with the proposed changes then don't make any representations or objections.”

We are NOT happy with the proposed changes so the above might be important

We inspected the routes on the ground 1st January 15 and make the following comments:

MT696C We can see little point in diverting MT696C through points KJIH. The direct route from K to H is direct, visible, logical and obvious and most users will follow it. For most of direct KH there is a roadside tarred pavement. We were confused as to why the contractor suggested this change and in our opinion it is not necessary.

MT699B There would have been plenty of space along the original route to the East of the hedge line if the contractor wanted the original route retained. There still is plenty of room, though it would take a little off the show house garden and possibly invade privacy the way that the layout of the house has been designed. The proposed route is to the West of the hedgerow on, we deduced, a pavement at the side of the cul-de-sac serving a couple of new homes. At the Northern end of MT699 we need assistance to understand the reason for the short diversion to the East of the existing route through CBA. Subject to our notes below and our somewhat limited understanding of the reasons behind the proposal, we believe the proposed diversion is not necessary.

After detailed inspection and assuming that the *original* straight line route is not to be re-instated, we considered that a very good solution, dependent on land ownership and boundaries, would be as follows:

Extinguish MT699 and MT700 and route the diversion around the extreme South West of the site and along the North Western boundary to point A. This route offers a much more pleasant experience to the walker, with excellent views to the West, avoids walking through housing and does not invade home owners privacy (some type of rear fencing/ hedging behind the properties would be required). Currently the temporary diversion (created without reference or permission by TW?) follows this line for approximately half its length.

Finally, the letters B, C after the route number indicate the relative importance of the routes to users and therefore the profile that County places on maintaining them. All of these routes should be re-designated as B, they are amongst the most used in the parish.

We have no other comments.

The Path-or-Nones, 2nd January 2015

Att—proposed MT699 route

