

Tanya Rowley
Oakridge Barn
Stoney Low
Three Mile Lane
Keele
ST55HQ
18/08/2020

To David Adkins

Ref: LJ665G – Upgrading Footpath 67 & 68 Madeley and Footpath 15 Keele to Bridleway

I am writing regarding the above application and despite not being contacted by you directly, I would like to formally submit the comments below to support your report.

We are not named on the original application as we moved to Oakridge Barn, Stoney Low, Three Mile Lane, Keele, ST5 5HQ in 2010 but as we now own land that is crossed by the route we feel that our objection to the upgrade must be considered. I have spoken to David Adkins regarding this objection.

For your reference I have managed to gain a copy of the application sent to Mr Ford. I have highlighted on the diagram below where my property and Barn View (next door) are situated.

Using the ordnance survey map in the application titled L5665G Sheet SJ 74 SE

The area **not** marked in red is where Oakridge Barn and Barn View are situated. The area inside the green oval is where the bridle/cycle route will pass through our garden, parking area and drive.



Since the original application there have been numerous changes to the section of path from Three Mile Lane to Stoney Low that would have implications for the residents and users of the path if upgraded.

My objections regarding the possible upgrade are outlined below:

1. Since the original application the area around Stoney Low has changed considerably. There are now 6 dwellings and two business' that use the single one-mile lane (Stoney Low Lane) which will form part of the bridleway/cycle upgrade. The impact this has had on the traffic using the lane is

considerably higher than it once was when the original application was submitted. This upgrade would only put more strain on this single lane. The Lane has four blind bends and approx. 200m with no allowance for passing and should a horse come it would mean a vehicle having to reverse blindly onto Three Mile Lane which is extremely hazardous due to the speed and limited visibility of the junction which could result in a serious or life threatening accident. Also, there is a 60 mph speed limit on this lane, hence the erection of several speed bumps leading to the residential dwellings; to prevent an accident. (Photos for evidence on Appendix A.

2. The bridle/cycle route will run through the front of my garden. I have three children (age 8,12 and 17) and a dog that use our garden freely and my main worry is the health and safety of my family when using the garden. When the application was originally submitted this dwelling was not a residential dwelling. Now the pathway will run through my garden very near the front of my house. It will also run through my parking area where we will be turning and parking our cars. Upgrading this route could potentially damage my garden, home, cars and possibly endanger my children. This is a considerable concern to my family and my neighbour (Barn View) who has also put in an objection. We have no choice but to constantly cross over the bridleway to access our house, cars and garden. (See Appendix B)
3. This pathway is currently a public footpath and upgrading this would require gates leading from the Mr Fords fields into our garden. Currently, there are styles. If the gates were left unlocked cattle could access my garden, this would include heifers which are very unpredictable young cows, cows who can be aggressive when present with a calf and bulls that are frequently put into these fields. The winds we have here could easily blow open the gates if they are not properly locked after each use. The chances of this are high considering the public would be required to get on and off a horse or bike to lock the gate. (See Appendix B)
4. There is a considerable lack of evidence in the application to state that this was once a bridleway. Mr Reay's claim was based on Historical Evidence and having reviewed the report it is clear that the evidence that has been submitted by Mr Reay up to this point is **not** "significant enough to determine that a route ever existed".

I would ask that you consider my objection along with the other landowner objections and reject the application based on lack of historical evidence and in light of the new evidence which highlights the unsuitability of this upgrade. As an interested party I would really appreciate correspondence following the panel to advise of your final decision.

Yours Sincerely,

Mrs Tanya Rowley

Appendix A

Images to show the blind bends of Stoney Low lane leading from my property to Three Mile Lane.



Figure 1: Blind Bend No 1 leading into our property from Stoney Low Lane.



Figure 2: Blind Bend No 2 Leading from Stoney Low Lane passing Stoney Low Farm.

Image also showing one of the numerous speed bumps erected due to 60mph speed limit.



Figure 3: Blind Bend 3 leading up to Stoney Low Farm.



Figure 4: Blind Bend 4 Leading from Three Mile Lane for the first 200 m without a passing.



Figure 5: showing the entrance from Stoney Low onto Three Mile Lane, indicating the poor visibility.

Figure 6: showing the 200 m strip without a passing for vehicles.



Appendix B

Figure 1: Pathway situated at the front of Barn View and Oakridge Barn.



Current Style

Red arrows indicating where the pathway would go.



Figure 2: showing you the style and the cattle. If this was turned into a gate this clearly indicates the cattle could access our garden if the gate was not closed properly.