

**COVERING LIST OF REPRESENTATIONS, OBJECTORS AND  
SUPPORTERS**

**THE DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY  
FOR THE COUNTY OF LANCASHIRE**

**THE LANCASHIRE COUNTY COUNCIL  
BRIDLEWAY ON DARK LANE, EARBY  
DEFINITIVE MAP MODIFICATION ORDER 2018**

No.	OBJECTIONS STILL OUTSTANDING	ADDRESS
1	S Beresford	Deerstone House Windlefield Farm Birch hall Lane Earby Lancashire BB18 6JY
2	J Wilson	Hill Crest School Fields Earby BB18 6QQ
3	Alex Whitlock	Pendle Archaeology Group c/o 40 Westwood Road Burnley Lancashire BB12 0HR
4	Jeff Horse	<a href="mailto:homejs@shaw.ca">homejs@shaw.ca</a>
5	S Taylor	7 Longroyd Road Earby Lancashire BB18 6NZ

No.	<b>OBJECTIONS WITHDRAWN</b>	
No.	<b>SUPPORTER</b>	
-		
No.	<b>OTHER RESPONSES</b>	

Objections relating to the Definitive Map Modification order  
on Dark Lane Earby 2018

Ref: LSG4.PROW.CB7.5.37361.(804.507)

For the Director of Corporate Services

Lancashire County Council

County Hall, Preston PR1 8XJ

&

Claire Blundell

Paralegal Officer

Lancashire County Council.

Delivered by Hand: on the 7<sup>th</sup> June 2018.

By

Received By: JILL ANDERSON *Jill Anderson*

Time: *3.50 pm.*

## Documents Included within this file dated 6<sup>th</sup> June 2018

Objection from Mrs Beresford:

Objection from Mr J Wilson

Objection from Mr Alex Whitlock

Objection from Mr J Horne

### **Maps**

**1 Route C - D**

**2 Route A - B**

**3 North Yorkshire Application 2012**

**4 Google Map Dark Lane**

### **Photographs**

**4 2 meter Ranging Pole inside Dark Lane**

**5 Dark Lane Tree Line and Hedgerow**

**6 Dark Lane Interior**

**Deerstone House  
Windlefield Farm  
Birch Hall Lane  
EARBY  
Lancashire  
BB186JY.  
3<sup>rd</sup> June 2018**

**For the attention of:**

**The Director of Corporate Services**

**Lancashire County Council**

**P.O. Box 78**

**County Hall**

**PRESTON PR1 8XJ      Your Ref: (LSG4/PROW/CB7/5.37361/804.507)**

**Re: Wildlife and Countryside Act 1981 – Part 111  
The Lancashire County Council (Dark Lane Earby)  
Definitive Map Modification Order 2018**

### **LANDOWNERS OBJECTION TO THE ORDER**

**I disagree with the decision as the evidence, history and submissions put forward do not substantiate sufficient evidence to support this area of the claim C – D. On the order A - B**

**The history of the application route runs through Lancashire and Yorkshire Counties.**

**On the 15<sup>th</sup> of November 2017 Lancashire County Council held a Regulatory committee meeting.**

**The Landowner was not informed of this meeting so was not able to put forward through a councillor their concerns, knowledge and objections to this application.**

**The Applicant was informed of this meeting.**

RE: WILDLIFE AND COUNTRYSIDE ACT 1981

Definitive Map Modification Order Investigation

APPLICATION FOR RECORDING ON THE DEFINITIVE MAP AND STATEMENT A BRIDLEWAY, ALONG PART OF BIRCH HALL LANE, FOOTPATH EARBY 38 AND DARK LANE TO COUNTY BOUNDARY.

Two Areas being under investigation

**Recommendation:**

Section C – D being accepted. Dark Lane

Section A-B-C being rejected. A council Road.

**IDENTIFICATION LETTERS OF THE APPLICATION ROUTE HAVE CHANGED.**

There are many discrepancies and contradictions and confusion within the report compiled by Lancashire County Council. One of which is significant and has to be taken into account when reading the officers and my objection report. This is the identification of the Section C – D (Dark Lane) the part of the application route which was recommended (File No 804-507) to be accepted as a bridleway. The letters C – D were used throughout the report and the meeting on the 15TH of November 2017 as a reference to this section.

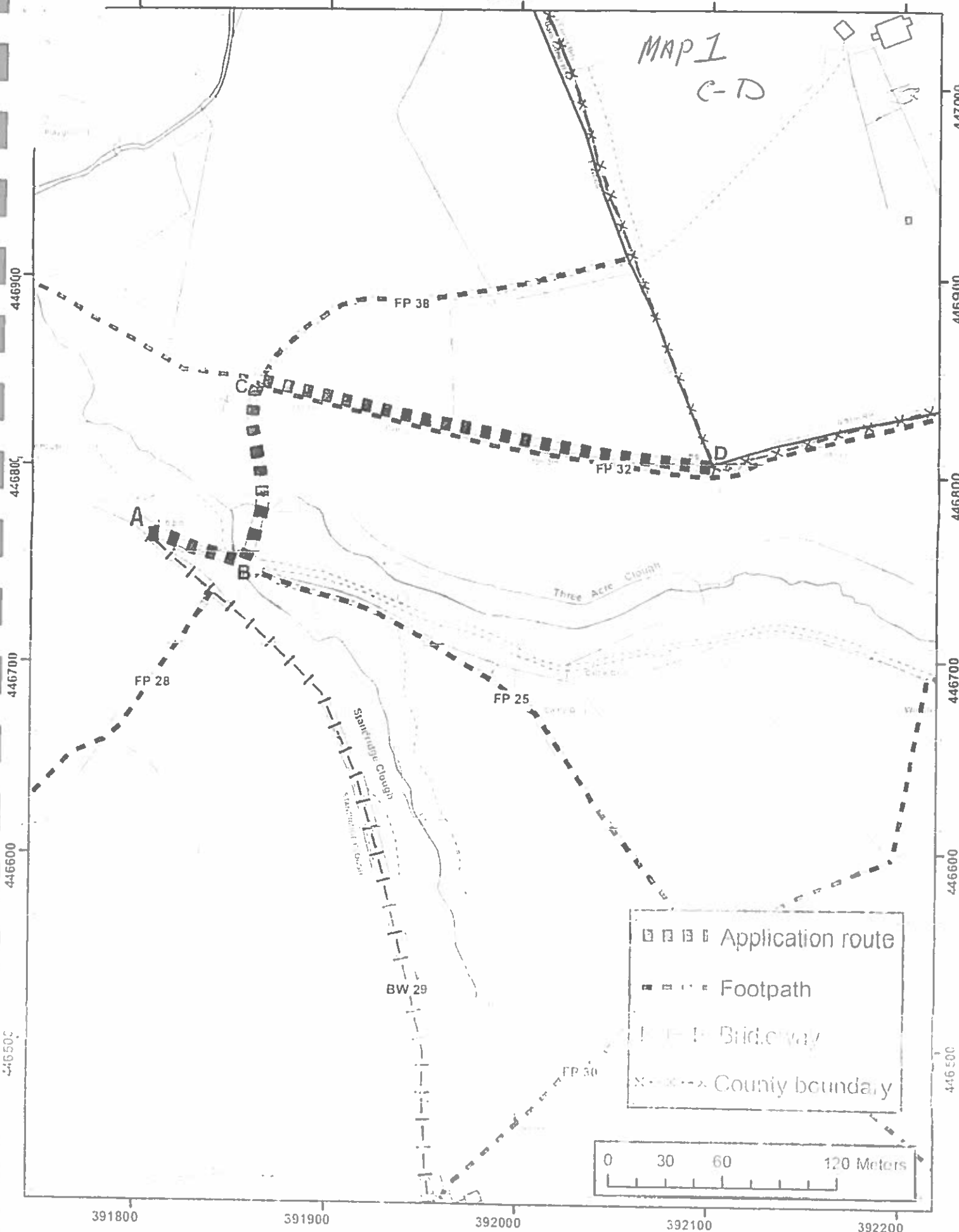
This section and its identification letters have now been altered to by Lancashire County Council to A – B.

This paperwork with these new identification letters have been publicly displayed along the route and at the bottom of the route. The officer changed them as it was thought by her to be easier for the general public to understand. So just to clarify C – D the application route that was recommended is now referred to as A- B.

Please See maps enclosed: Number 1 Map. Route C – D

Number 2 Map Route Now A - B

MAP 1  
C-D



Andrew Mullaney  
Head of Planning and Environment

**Wildlife and Countryside Act**  
**Addition of bridleway along Dark Lane, Earby**

12.500



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MNP 2 A-B

Wentcliff Brook

Marl Field

447100  
447000  
446900  
446800  
446700  
446600  
446500

Birch Hall Lane

391800 391900 392000 392100 392200




Lancashire  
Andrew Mullanoy  
Head of Planning and Environment

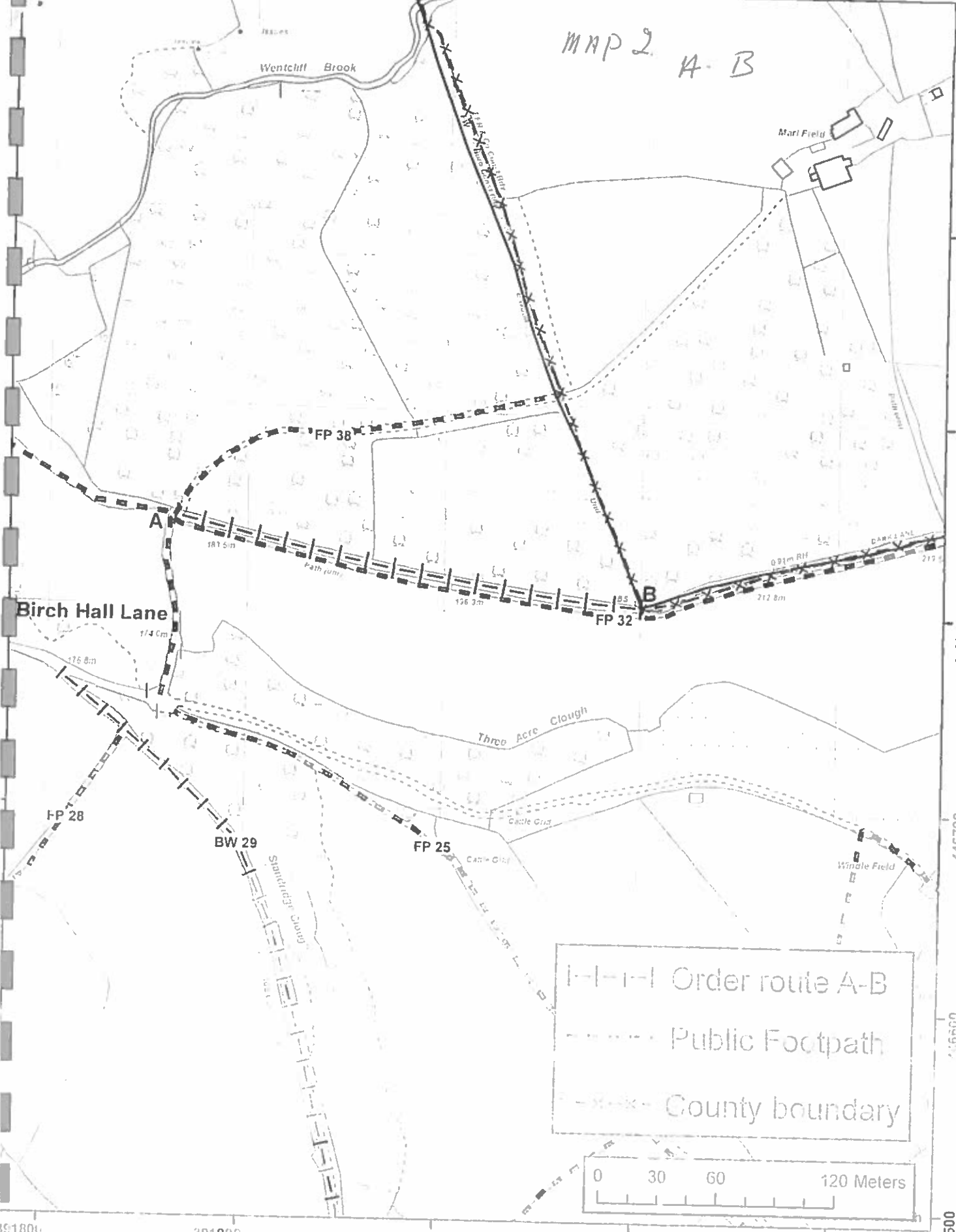
### Wildlife and Countryside Act 1981 Addition of bridleway along Dark Lane, Earby

1:2,500



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 Order route A-B  
 Public Footpath  
 County boundary





## North Yorkshire

**The history.** An application was registered to North Yorkshire County Council on the 30<sup>th</sup> of November 2009. In 2012 North Yorkshire County Council.

Planning and Regulatory Functions sub-committee 22<sup>nd</sup> June 2012. Came to the following decision.

### Under 11.0 Conclusions

**11.3** It is considered that currently there is insufficient evidence that the Definitive Map and Statement should be modified between points B – D shown on Plan 2 - Attached to this report. See Plan 2.

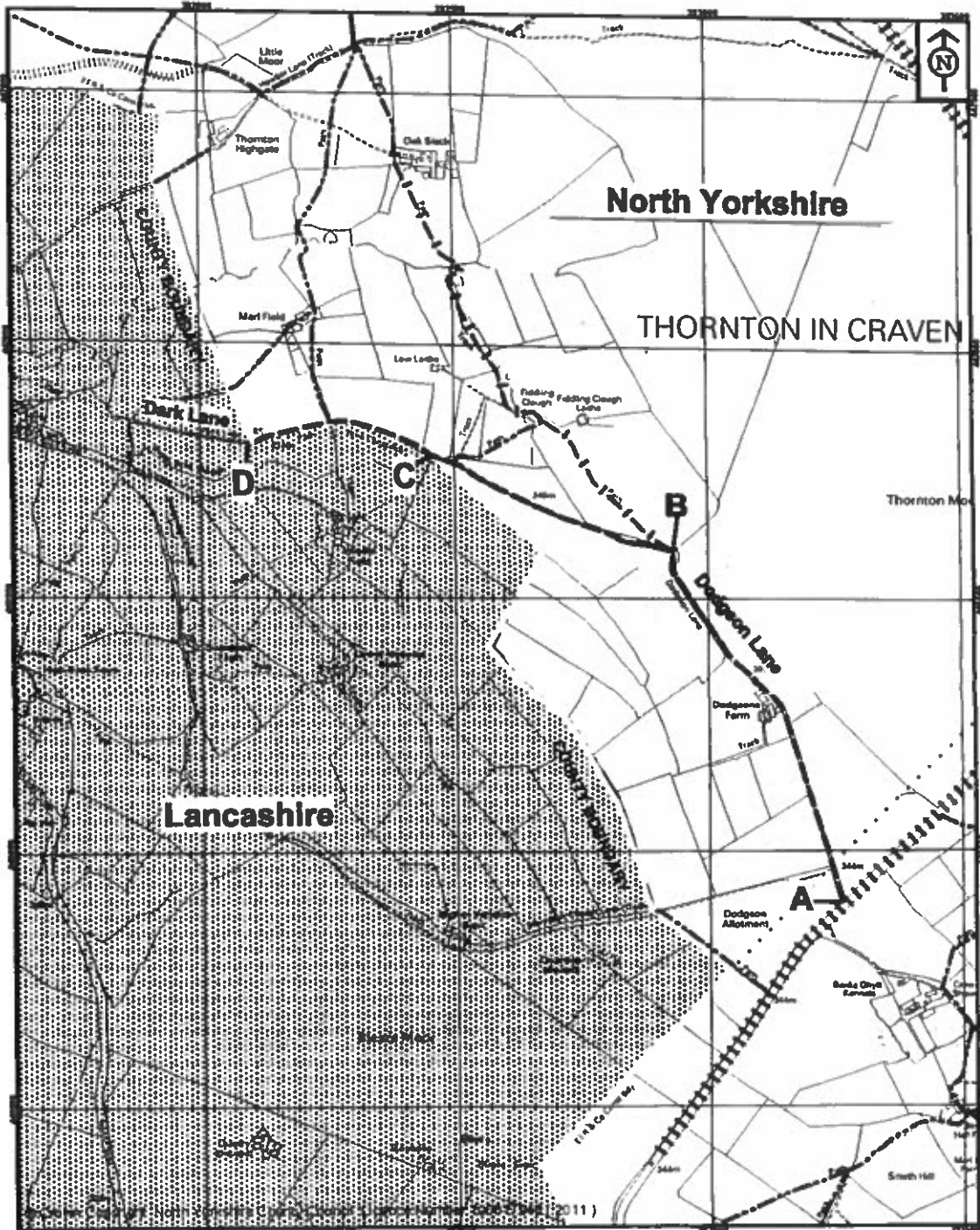
### Under 12.0 Recommendations






**12.4** The committee agreed that there should be **no** modification to the Definitive Map and Statement between points B – D on **plan 2. (Attached)**

You will note Dark Lane on this plan and from the west of Dark Lane through to D – C-B and A this is the area the Lancashire County Council officer consistently calls the through route within her report of 2018. Please note these letters are from the Yorkshire report.

Please See the Yorkshire Map 2. Attached.

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 <p><b>North Yorkshire County Council</b></p> <p>Public Rights of Way Waste and Countryside Services County Hall Northallerton DL7 8AH</p>	<p><b>Key:</b></p> <p>Application route      </p> <p>Other footpaths        </p> <p>Other bridleways      </p> <p>Maintainable highways </p>	<p><b>Planning and Regulatory Functions</b> Sub-Committee 13 April 2012 Application to Add A Brideway to the Definitive Map And Statement at Dodgson Lane and Dark Lane, and to Upgrade Footpath No 06.41/23 (Part) to a Brideway, Thornton-In-Craven and Lethersdale <b>PLAN 2</b></p>
	<p>Map drawn on 8 December 2011 Drawn by JRP      Scale 1:10000</p>	

### **The flawed process.**

I received an e-mail on the 5<sup>th</sup> of May 2017.

They tried to contact the applicant however they confused the applicant with myself. (See enclosed e-mail). Within it they stated "I can inform you when the matter is to be submitted to the County Council Regulatory Committee". And asking for documents submitted with the original application and "in particular the Thornton in Craven Inclosure Map and Award" as Ms Elliot would have to visit the Records Office in Leeds if she cannot find a good copy.

- 1) In their e-mail they said they would inform the applicant re the meeting. 2. They decided not to inform the landowner. (They had my e-mail) and my letter asking to be notified of any meetings should have been on file.
- 2) They have been able and wished to converse with the applicant in e-mail and verbally.
- 3) Landowner has been totally ignored.
- 4) No Notices were advertised.

In LCC's report from the Regulatory Committee meeting. It states "Landowner evidence" None received. As I had not been informed of this meeting this is obvious.

I received a formal letter from L CC dated the 5<sup>th</sup> of December and signed on the 4<sup>th</sup> of December 2017 which I received about the 14<sup>th</sup> of December. The letter was signed by the Principal Lawyer for and on behalf of the Director of Governance Finance & Public Services. Please see copy enclosed. The information in the letter stated the incorrect decision, stating that "The Regulatory Committee having taken all relevant evidence into account, determined that there is currently insufficient evidence of a dedication able to be deemed or inferred between point C –D. order now A – B

I was amazed at receiving a letter without any knowledge that this application was being debated but because of the result I believed Lancashire had come to the same conclusion as North Yorkshire in 2012 where it had been thoroughly investigated previously and found to be inconclusive.

About a week later I received a call from a neighbour informing me that LCC had approved opening the area C – D Dark Lane. Order A – B. I said no this is incorrect as I have letter from them saying the opposite. He was extremely adamant that what he was saying was correct. I e-mailed Claire Blundell, the Paralegal Officer who was the contact on the incorrect decision letter, (copy enclosed). I received a response (dated 21stDec) received on the 23<sup>rd</sup> December apologising and sending me a letter stating that a modification order had been passed on C –D area of Dark lane. See Letter and order enclosed.

North Yorkshire in 2012 ruled that not enough evidence was put forward to substantiate opening their part of this area from D – B, see map. The rights of way officer at that time investigated the application thoroughly and walked the route. (See photograph). The applicant put forward additional evidence this was analysed but also rejected as inconclusive.

My objection is based on the physical evidence, the interpretation of the evidence, the assessment of the map evidence, the lack of certainty in the officer's comments, the contradictory user evidence forms, and the lack of written evidence.

New Evidence was requested and I was informed by Claire Blundell, County Secretary, at a meeting I had with her whilst viewing all the documentation at County Hall Preston on the 21<sup>st</sup> May 2018. Quote: "there was no new evidence" with a witness present.

However there seems to be additional evidence supplied by the applicant/s much of which does not give any credence to a Public Bridle way relating to their application route. Or in addition the through route over the moor to Dodgson's lane. I have looked at this in detail and given my opinion within this report.

I have examined each section of all the evidence put forward by Lancashire County Council and the applicant.

The following is my response to the report produced by Lancashire County Council.

This is under the map and documentary evidence Section to the Regulatory Committee. Report.

#### Thomas Jeffery's map of 1775

Investigating Officers comments: A route extending east from Earby is shown which may include part or all of the application route but the route is not shown as a through route suggesting that it was not considered to be a significant public route at the time.

My comments: This map is totally unclear and it is impossible to make any judgement of the route from it. Also the applicant has marked the map with red < > it is also marked with a red rectangle in a different area, so implying they do not now where the route is on this map. This map is not worthy of any consideration relating to the Route.

#### Yates Map of Lancashire. 1786

Investigating Officers Observations: Yates Map of Lancashire does not show the area crossed by the application route. It was privately produced.

Investigating Officers Comments: No inference can be drawn.

My comments: What was the reason to list this map.

**John Tukes 1787. Map**

**Submitted by applicant**

**Investigating Officers Observations:** The application route is not shown.

**Investigating Officer's Comments:** The Application route "if it did exist" No inference can be drawn.

**My Comments:** The map again is totally unclear and difficult to assess any specific route. The applicant has marked the map in red. I would suggest the maps being considered in this application should not be tampered with/drawn on or marked. The area marked is not the area of Dark Lane. Not evidence as the route C-D NOW A - B is not shown.

**Smith's Map 1822**

**Investigating Officers Observations:** A route is shown extending east from Earby but is more consistent with the alignment of Booth Bridge Lane, Gaylands Lane and Hawber Lane north of the application route.

**Investigating officer's comments:** The route "if it did exist"

**My Comments:** This map again does not show the application route the map in question shows nothing relating to the application. Not evidence of a Public Bridle way on the application route.

C-D NOW A - B

**No 4 Teasdale map of Yorkshire 1829**

**Officers Observations:** It does not show the application Route.

**Investigating officer's comments:** The application route may have existed in 1829.

**My comments:** This map does not show or follow the application route C-D. NOW A-B Windlefield Farm is not shown as stated and Marfield is marked in a completely wrong position . There is no evidence of the application route on this map.

**Greenwoods Map of Yorkshire 1834.**

**Officers Observations:** The application route is not shown.

**Officer's comments.** The application route may have existed in 1834 but the route did not appear to form part of a through route.

**My Comments:** The route is not shown. The rectangle marked in red shows an area above Marfield Farm and is probably Wentcliffe brook which is nowhere near the application route. It cannot be suggested that this is evidence of the application route.

**1840 David Charles map of 1840. Submitted by applicant.**

**Investigating Officers Comments:** Existed in 1840 – and is shown connecting to and consistent with the way that routes recorded as public vehicular highways as shown.

**My Comments:** The map is drawn out of proportion, the actual width of the application area between banks/wall area is 6' or 2 meters. This map does not give an accurate impression/ recording of a 2 meter wide gully. Also from the bottom of Dodgson's house lane the map going west towards D is marked in a completely different manner. The larger map in the (LCC) file clearly shows inconsistent markings and no clear route. The other maps around this period, the Greenwood map of 1834 and the Hobsons map of 1844 do not show a through route.

**Tithe Map and Tithe Award or apportionment:**

**Investigating Officers comments.** No inference can be drawn

**Private Inclosure Act:**

**My comments** Does not give any credence of any public route between C – D NOW A- B

**1819 Notice given in the Leeds Intelligencer.**

**Investigating Officers comments:** Neither route described in the Notice forms part of the application route. The application route does however continue from point D across the moor to connect to Dodgson's house road. Although there is no indication in the notice as to whether this route existed or was considered to be a public bridle way at the time, however Dodgson's house lane was created by the enclosure process as a public carriage road it appears reasonable to conclude that the route connected to an existing public carriage road beyond the ancient gate if it were to provide a through route.

**My comments:** How can it be reasonable to conclude that a route exists from point D across the moor to Dodgson's house road, when the officer's comments say that there is no indication in the notice as to whether this route existed or was considered to be a public bridle way at the time? The officer also states that "neither route described in the notice forms part of the application route".

Dark Lane stops at the entrance to the moor, Public footpath 32 continues across the moor to Dodgson's House Lane. This Notice gives no credence of a Public Bridle way on the application area.

**1825 The Thornton Inclosure Act and award and maps.** This was provided by the applicant.

**Officers Observations:** The route is shown between A B and C continuing towards point D a small break is shown in the route between C and D but the route continues toward fiddling Clough, there is no shown way providing access to fiddling Clough or across the moor to join Dodgson's House Road.

The application route is not named on the map. C- D NOW A – B The Inclosure award provides details of both public carriage roads set out under the ward and of private carriage roads and provides widths and maintenance responsibility. The application route is not listed as being a route that was either created stopped up or diverted as part of the enclosure process as either a public or private road.

**Investigating Officers comments:** It is not shown as a through route connecting to Dodgson's house Lane, although access MAY have been possible across the moor between the two routes.

**My comment:** The application route C – D NOW A - B is not listed as either a public or private route. Between C – D - NOW A – B there is a break on the map. The claimed application route stops before it goes on to the moor and well before Fiddling Clough. There is nothing on this map to substantiate the theory that a public bridleway existed to cross the moor, as a through route. It provides no evidence of status. Dark Lane ends, where the moor begins at Bench mark 776.8.

There is no point B on the Thornton Inclosure map used in the officer's report which makes her comments confusing.

**Hobsons map 1844.** The map extract was submitted by the applicant it was stated to show the application route.

**Officers Observations.** The extract is of such poor quality it is difficult to see whether part of the route is shown but it certainly does not appear to show the route as part of a longer through route across the moor. The application route is not shown on the map contained within the atlas.

**Hobson's Foxhunting Atlas dated 1850**

**Officers Observations:** An online search by the Investigating Officer located a copy of Hobson's Foxhunting Atlas, dated 1850. A copy of the map contained in the atlas has been enlarged and examined, it does not appear to be the same as the map extract provided by the applicant. The application route is not shown on the map contained within the atlas.

**Investigating Officers comments:** The application route was not considered by Hobson to be a significant route providing access to the public travelling by horse and cart/carriage in the mid-19<sup>th</sup> century.

**My Comments:** A Hobson's map extract provided by applicant and another Hobsons's map sourced by the Investigating officer and analysed. These maps are of such poor quality the application route C – D NOW A – B cannot be defined or identified. As the observations state. The application route is not shown so there is no evidence of any Public Bridle Way.

### **The 6" ordnance 1853**

#### **Survey (OS) Map Yorkshire sheet 184**

There is a disclaimer on these maps: It states: They generally do not provide evidence of the legal status of routes and carry a disclaimer that the description of a path or track is no evidence of a public right of way.

Investigating officers Observations: Quote: an unbounded route marked by double pecked lines continues in a south easterly direction connecting to Dodgson House Lane.

Investigating Officer Comment: The application route in 1853 appeared capable of being used on horseback. The fact that both the lane and a parallel footpath are shown to exist suggests a considerably level of use.

My comments: The map shows a double dotted line from where it is marked "end of enclosed route" (in Red Capitals) to the bottom of Dodgson's house road, the marks are identical to other footpaths on the map. The Map states in red (Application Route) this is not the application route under investigation, this area is in Yorkshire. The observations re double pecked lines are in fact footpath 32

In response to the comment relating to the application route being capable of being used on horseback, this does not give it status of a Public Bridle Way. In 1853 on a farm the main power being used would have been horses, so any path small or wide or field, cobbled courtyard etc. could have been used by horses, so this is a nonsensical comment. The fact that there is a lane and a footpath running parallel, this could be that the lane was private and the footpath is a public footpath. There is no evidence to suggest the lane and the footpath had a considerable level of use, this is just superstition. Also the map within this group of 3, stamped with red capitals does not show the application route in question. C – D NOW A – B This map is of the Yorkshire area and not under investigation.

### **The 6" OS Map 1896**

Investigating Officers Comments: Bench Marks can also be found on rocks in the middle of private land consequently it cannot be assumed that a bench mark is indicative of a public right of way.

My comments: There is nothing on this map to substantiate that there is a public bridle way between C – D. NOW A - B From point D eastwards Dark Lane abruptly ends just before the marked quarry. The land then becomes undulating moorland with only footpath 32 showing.



### **Auction Sale Plan 1857**

Investigating Officer Comments: The application route existed in 1857 and is shown as a wide enclosed route forming part of a longer route suggesting that it would have been capable of being used by horses and possibly horse drawn vehicles at the time.

My comments: The map might show a wide route however in reality the route in question C – D NOW A – B can only be as it is today a narrow deep track, no more than 2 meters wide as it is walled. The comment about lot 11 as no relevance to the section C- D NOW A – B of the route. This map does not prove or provide any evidence that it was a Public Bridleway. Drawn out of proportion.

### **Casini Old Series Mapping. 1842 – 1859**

Investigating Officer Comments: The purpose of the map in the 1800's would probably have been to assist the travelling public on horseback or vehicle suggesting that the through road shown had a public right of way for those travellers.

My comments: The map seems to have made to look clearer with green lines on the dark lane section. The office suggests it's a through route and significant however the way it is depicted over the moor is not consistent with the way it's drawn to the west which relates to the application route. It's suggested that it's a through route and had public rights of way for travellers there is nothing on this map to justify this statement How can it be suggested that Dark Lane be a significant route with public rights when its only 2 meters wide in places with walled sides.

### **The 1" OS Map from 1896 -99**

Published 1912

Described as a road map.

Submitted by applicant.

Investigating Officers Comments: The purpose of the map in the late 1800's as suggested by the title would probably have been to assist the travelling public on horseback suggesting that the through road had public rights of way for those travellers.

My comment: This map gives no clear indication of the application route. C – D NOW A – B. It does not show a through route. . It has been has defaced by red markings by the applicant so it is impossible to see the claimed route. C – D. NOW A – B It is of very poor quality to analyse correctly. This map would not have assisted the travelling public.

### **Henry Speight Upper Wharfedale 1900 Map.**

Investigators Officers comment: The purpose of the map at the start of the 1900's would probably have been to assist the travelling public on horseback or vehicle suggesting that the through road shown had public rights of ways for those travellers.

My comments: This map is does not depict clearly the route and would not assist the travelling public. The application route cannot be identified from this map. I find this map curious as it is so badly drawn. The area within the red square (a very thick black line) it is bolder than any other markings other than a diagonal line/road. And the route C – D NOW A - B cannot possibly be identified on it.

### **Bartholomew Map sheet 6 Harrogate 1906.**

#### Investigators Officers Comments:

While the map does not indicate whether the road was considered to be public or private its inclusion on the map as a through route linking other public vehicular routes suggests that it was considered as such and that it was capable of being used as such at the time.

My comments: This map has a disclaimer NB The representation of a road or footpath is no evidence of the existence of right of way. This map does not give any credence to whether the route was public or private. With this disclaimer being on this map this route cannot be claimed to have any public right of way.

### **Cassini New Series Mapping 1903-1904**

Investigating Officers Comments: Not only that it existed but that it was capable of being used by the public at the time.

My comments: As in the previous Cassini Map the road to Windlefield is marked in a similar manner but is a farm private road.

She states that the route on the map was capable of being used by the public at the time. Being capable does not mean that it has a public right of way as a bridle path also the map does not show a through route to the bottom of Dodgson's Lane.

### 6" OS Map 1910.

**Investigating Officers Comments:** Appeared to be capable of being used. If the route had previously provided access to a quarry it now appears that the quarry had ceased to be in operation but the route was still in existence.

**My comments:** From Bench Mark 776.8 over the moor to Dodgson's Lane it is marked by a broken dotted line, in a similar fashion the access to Windlefield Farm and Marefield Farm these are not public they are access to farms. From point C – D NOW A - B The officer states it appears to be capable of being used, this does not constitute it being public. It is drawn in the same manner as the OS Map of 1853, which gave no indication of public routes. As Dark Lane ends at Bench March 776.8 The Officers comments about it being access to the Quarry would justify why Dark Lane was created this does not substantiate it being a public bridle way.

### Finance act 1910 map: There are three maps, under this heading

**Officers Observations:** There are no finance act records available in the Lancashire County Records Office.

**Investigating Officers comments:** The exclusion of the application route from the taxable hereditaments is good evidence but not conclusive of public carriage way rights. The continuation of the route from point D through to the end of the enclosed section at S D 9245 4677 is also shown as being excluded but beyond that point the section of the route across open moorland was included in numbered plot 42 for which a deduction was made for the existence of route or routes described as footpaths. The details in the field book relating to plot 42 confirmed that routes described as public footpaths existed across the plot (42) but do not support the view that a public vehicular route existed across the moor at that time.

**My comments:** If as the Investigating Officer says the exclusion of the application route from the taxable hereditaments is good evidence but not conclusive of public carriage rights. Then the section after SD 9245 -4677 as it was included in numbered plot 42 for which a deduction was made for the existence of routes marked as foot paths.

If this document had any relevance to the application then the section past the enclosed route at bench mark (776.8) a deduction of £18.00 is listed with the words footpaths so there is no continuous public rights of ways for horses and carriages to Dodgson's Lane so this totally contradicts any suggestion from any maps that there was a continuous public right of way as a bridle path across the moor to Dodgson's lane.

**Scarborough's Map of Yorkshire. 1913** Map produced by applicant

Investigating Officers Comments: Small scale map sold to the public suggesting not only that it existed but that it was capable of being used by the public at that time.

**My comments:** With the applicant colouring this map in green and yellow is not worth any consideration as the map has been defaced by the applicant, also it is impossible to see a continuous route and to know the status of any route on this map. The officer says it was capable of being used by the public at that time. Being capable is not evidence of a public bridle way between C- D. The Map is of poor quality and contains little detail, its vague and badly drawn.

**19 Bartholomew half inch map. 1919- -1924**

Investigating Officers Comments:

The application route existed in the 1920's as a significant route and appeared capable of being used on horseback and possibly with vehicles.

**My comments:** The officer states "Significant route" Dark Lane in places is less than 2 meters wide, so the map is totally drawn out of proportion so it cannot be classed as a significant route. This map like the (Bartholomew) map of 1906 also has a disclaimer, as follows. The representation of a road or footpath on this map is no evidence of a right of way.

**Extract from the Burnley News 1925**

Observations: The exact route described as Dark Lane was not specified.

**Investigating Officers Comments:** The application route between C & D was publically maintainable in 1925 and was described at a meeting as a road, suggesting that it was considered to be a public vehicular route at the time

**My comments:** The quote in the paper which is not an official council record states "Repairs to Bridgestone's and Dark Lane Roads". Dark Lane is also the access to Marlefield Farm and is a council road. Marlefield Farm Track is also named Dark Lane on google maps provided. In the officers observations The Exact Route described as Dark Lane was not specified. The Quote in the newspaper relating to work on Dark Lane cannot be used as evidence that it was relating to C – D. See Map enclosed

### **No 20 6" OS Map 1948**

*Investigating Officer Comments: The application route C – D existed in the 1940's as part of a longer route.*

*My Comments: As with the previous OS map of 1910. This Map is exactly the same as the 1910 map.*

From BM 776.8 over the moor to Dodgson's Lane this is marked as a foot path as other footpaths are in the area. Footpath 32.

*When this map was published in 1948 the section between C – D – NOW A - B and up to Bench mark 723.8 the evidence forms state in 1939/45 Dark Lane had become overgrown and impassable, so a route is shown but it would not be possible to use it.*

### **Aerial photo 1940s**

Investigating Officer Comments: It is not possible to see whether the route between point C - point D NOW A – B was accessible due to tree cover. But it clear that the parallel footpath was receiving a level of use at the time.

My comment: As this photo apparently was taken after the war the route between C- D NOW A - B had become overgrown. The evidence forms state in 1939/45 Dark Lane had become impassable, and the trees give a clear indication of the density of the growth within it. The comment about the adjacent footpath is irrelevant to this application for a Bridle Path however the parallel footpath continues across the moor (Footpath 32).

### **6" OS Map 1956**

Investigating Officers Comments:

The route existed in 1956 and may have been capable of being used.

My comments. There was no access between point C & D in 1956 as it was overgrown and impassable. Again this map is exactly the same as the OS Map from 1948. The dotted lines are the same over the moor and are shown in a similar way describing all other footpaths, it does not signify any public access to Dodgson's lane, except on foot. Footpath 32

### **Aerial Photograph 1960's**

*Investigating Officer Comment: between point C & D NOW A – B not possible to see whether the route was capable of being used.*

*My comment: At this time the area between C – D NOW A - B was overgrown and impassable, the image shows mature trees which have a significant amount of age to them to substantiate this.*

### **Aerial phot 2014**

*The Investigating Officers Comments. Between points C& D NOW A – B it is not possible to see whether the route was capable of being used.*

*My Comments: The route between C –D NOW A- B was overgrown and impassable at this time so could not be used.*

### **Draft Map**

*Investigating Officers Comments: between point C - D NOW A - B it appear that the route recorded as foot path 32 ran alongside dark lane, it is also suggested that the footpath was accessible to pedestrians but not horses.*

*The section C- D NOW A – B was not recorded as a Bridle Path on the Draft Map. The Draft map gives no evidence of Section C – D NOW A –B as having any public rights. There is a footpath running parallel with the area. C – D. NOW A – B Footpath 32.*

### **Provisional map**

*Observations: The application route is not recorded as a public right of way between point A & B or between point B and between point C and D.*

*My comment: As with the Draft Map the provisional map does not record Dark Lane C- D NOW A – B as a public bridle way.*

### **First Definitive map and statement.**

*Observations: The route was shown in the same way on the first Definitive map as on the provisional map.*

*My comments: Again Dark Lane between section C – D NOW A – B is not recorded as a public right of way.*

**Revised definitive map of public rights of way 1<sup>st</sup> review.**

**Investigating Officer Comment:** *There is no indication that the route was considered to be a public right of way between points A & B and points C & D. The fact that Dark Lane is named in the statements prepared as a lane to which a number of foot paths connected or ran alongside suggest that it may have been considered as a route carrying higher public rights.*

**My comments:** *There is no evidence to substantiate the suggestion about the route carrying higher public rights, because of the number of footpaths in the area. The footpaths in this area are between the farms. Again no evidence on section C – D NOW A – B having any public rights of way as a bridle way.*

**Highway adoption records 1929 to present day**

**Investigating Officers Comments:** *The lack of colouring of Dark Lane shows it was not considered publicly maintainable without precluding it being highway.*

**My comments:** *Section C to D NOW A – B is not recorded on the list of streets by the County Council and as stated not considered publicly maintainable from 1929 to the present day. No evidence that it was a public bridle way.*

**Highways stopping up orders 1835 – 2014**

**Officers Observations:** *No orders have been found in relation to the application.*

**Investigating Officers comments:** *No inference can be drawn with regard to the existence of public rights.*

**My comments:** *There is no evidence of a public Bridle Way as the officer stated between C & D NOW A – B between 1835 -2014.*

**Statutory deposit and declaration made under section 31 (6) Highways Act 1980.**

**Investigating Officer Comments:** *There is no indication by a landowner under this provision of non-intention to dedicate public rights of way over the land.*

**My comments:** *From 1950's when the farm was purchased to the present day my husband and I regarded the section C to D NOW A –B as not having any public right of way over it or at any time before this date, also it was overgrown and not passable.*

### The existence of a Boundary stone at point D.

There is no evidence to say when the Boundary stone was placed and there is no evidence of the state of the route at that time. No evidence of who put it there and the purpose. The boundary marker has been placed next to a stone wall, if it had been in any other position, it would have been free standing and liable damage. It is not a directional route marker.

### Life at fiddling Clough in the 1920's and 30's Stephanie Carter

#### Investigating Officer. Observations:

The article states in the 20s and 30s Dark Lane was passable for horses and carts but now overgrown and impassable. It also explains that there was two ways out of fiddling Clough. It is also quoted that a motor rally would make its way across the moor and down dark lane.

Investigating Officers comments: It appears that the full length of the application route was accessible in the 1920's and 30's and was used to access the farm but also appeared to be a known route across the moor from Earby through to Dodgson's Lane. There is no indication whether the car rally was by right or by permission. Similarly the use for herding pigs indicates it was passable but not whether it was private or public.

My comments: The officer states access to fiddling Clough was up dark lane and also another access too fiddling Clough was down Dodgson's lane. This gives no evidence of a through route across the moor. A car rally is mentioned there is no indication whether it was by right or permission, so this does not give it any status of a public through route. There is no supportive evidence of any car rally, the practicalities of a car rally in the 1920's with 1920's cars over rough moorland down into Dark Lane and its narrow points with a surface of mud and water seems unlikely.



## User Forms'

**User one.** Age 70. States that as a boy and man he lived at Dodgson's farm with his parents. From 1928 to 1947 on a daily basis on **foot and horseback** he used the route to go to school and to get to the shops. He believed the route to be public. Aged 4 in 1928.

My Comment: This access gives it no status as a public right of way. Believing is not evidence of a public right of way. He said that when he lived at the farm Dodgson's. The lane was maintained by Skipton Rural District Council from the boundary stone eastwards and by Earby District Council westward, there is no council records to substantiate this belief.

He states he used it between 1928 – 1947 this not the 20 year period which dedication is being used by the officers which is between 1919 – 1939.

It was blocked according to another user in 1939 and it has not been accessible since then to the present day, so he could not have used it from 1938 onwards.

**User two.** 83 Retired School master He had known the route all his life and refers to using it on foot as a child from 1915 – 1941.

My Comments: He only states he used it on foot. He also refers to others using it on horseback and in farm carts. This does not give it any public credence as a bridle path. He also quotes a Mr Holden who lived with his parents at Fiddling Clough which he said was served by the lane. Again access with no public relevance. From 1939 apparently it was blocked so another user states.

**User 3.** Retired Farmer states He used the route to gain access to the shooting box on the Colne Skipton road. Used it on foot / horse and cart between 1921 and 40 he used it on daily basis for school and work and to buy produce. ". He also states he believed it to be a public right of way.

My comments: The shooting Box is at the Junction of Dodgson's Lane/Colne Skipton road, with access to it is from Dodgson's lane. In the LCC officers report it states "used the route as part of a longer route through to Dodgson's Lane and then onto the Colne Skipton Road". This statement distorts what is on the evidence form as "he was visiting the shooting Box". The shooting box is accessed of Dodgson's Lane, not the Skipton Colne Road. He also states he believed it to be a public right of way. Believing is not evidence.

There is no evidence to state where he was living at this time, which was probably was one of the farms. He states that Dark Lane was maintained by Earby UCD to the boundary stone and beyond by Skipton RDC, as previously said there are no council records to substantiate this claim.

4. **User 4. 86 years of age.** He States that he had known the route all his life which he described as the road to Dodgson's and Fiddling Clough. **He used it on foot only.**

**My Comments:** This is access to the farms. He also states that he believed the route to be public. The footpath is public. This is not evidence of a Public Bridle Path: He used the route on foot to go walking and billberrying.

**User 5. 80 years of age** He refers to the route as a road to Dodgson's and Fiddling Clough. He used the **route on foot** for the purpose of walking and Biliberrying. Did not ride a horse or horse and cart. But he had seen horses and carts on the route. He used it on foot only.

**My comments:**

He walked it. Access to farms no evidence of a public right of way and no evidence as to who was using the horse and cart. He also states that he thought it was a county road. Nothing to substantiate this belief. He walked it.

**User 6.** He refers to the years 1939, late 40's to 1997. Using it for walking and with a vehicle. Using it in 1939 visiting family friends at Dodgson's Farm .

**My comments:**

He states: He says he used it in 1939 visiting family friends at Dodgson's Farm from Foulridge. If he did it would have been an access to the farm, visiting friends at a farm gives no credence to a public right of way.

Other evidence forms state that the lane was blocked during the war year 39-45 by tarmac to avoid invasion, and at this period it became overgrown preventing it from being used. So this would have been impossible to drive a vehicle or cart along this lane, if the statements of the two other user forms are correct. He is not in the 20 year period being considered.

He signed his form in 1997. He could not have used this lane during the period he stated as it became blocked in 1939 and up to today in 2018 it is still overgrown and impassable. This form should not be taken into consideration as much of what is states is fabrication.

**In response to the 6 signatories evidence forms.**

The user evidence submitted in support of the definitive map addition does not provide proof of a public bridle way however it indicates that signatories used the application route to get to farms which are higher up than C – D -NOW A - B prior to the war.

The way these six people used the Lane shows it was more of a social outing, visiting friends, billberrying and one living at one of the farms.

Some of the signatories state that it is a public right of way but do not provide information to substantiate this claim. There are many discrepancies in the signatories' submissions.

**North Yorkshire's comments on the evidence forms in 2012 were:** There is no prescribed lower limit of the number of forms that are required to support an application sufficiently, however it is not credible that just three forms can evidence use by the public over twenty years, also the evidence relates to a times period so long ago that it cannot realistically be the subject of proper scrutiny.

**My comments on the evidence forms they are contradictory and inconclusive.**

Three people used the route on foot only, this leaves 2 people who used it by horse and cart and one person who used it by foot and vehicle. Accessed by Foot gives no status of a Public Bridle Way. It has been access to Dodgson's, Fiddling Clough and the shooting box. There are no public evidence forms to suggest that these people or any other were going further afield than visiting these properties.

**The period under question is 1919 – 1939 for Lancashire.**

User one: Did not use the route over this period. States used 1928 – 1947.

User two: He used it over this period. 1915 - 1940.

User three Did not use it over this period states used 1921 – 1940

User four States pre-war which gives no actual date

User five Pre-war again no actual dates.

User 6 Did not use the route over this period. States Used it 1939, late 1940's- 1997

Three did not use this route during the period in question.

Two forms give no dates so cannot be validated, just pre-war.

And only one used it over the period in question.

**In the officers conclusion** it is stated: "all six users claimed to have known and used the route beyond point D over the north York's boarder to the shooting box on the Colne Skipton road, to Dodgson's Lane, and to Dodgson's Farm and the moor road".

**My comments.** This is misleading all of these people have not claimed what is stated above. Not one evidence form person stated they actually used the route to access the moor road.

**Additional information of the Application Route. C - D NOW A - B**

It is narrow being 2 meters and less in places. The bed of the lane is a running beck the water coming from the moorland. The ground is mud. It's deep in places 9' below the level of the meadow and footpath 32. The lane has old stone wall sides inside in places. There are many mature trees growing within the lane, together with holly and hawthorn some trees cling to the inside of the lane. Nesting boxes have been fitted within the lane for Birds and Bats. The top of the banks are made up of mature trees and hedgerows. The Hedgerow consists of Holly, Rowan Beech Hawthorns the footpath cannot be accessed at the bottom of dark lane by horses.

The land is under two environmental schemes. Photographs included.

Dark Lane Trees and Hedgerow.

Dark Lane Interior

Dark Lane with 2 metre Ranging Pole

Maps included: Yorkshire Map Number 2

Lancashire Maps one marked with C - D as the application route

One marked with A - B as the application route

**In addition:** The photographs within the report many of them are images of the area of Yorkshire. The area under investigation is Lancashire.

The photographs showing the area which leads onto the area of Dark Lane give a false impression of area size and possible dangers as they have been taken with a wide angled lens.

*In Addition: A Public Bude way is just 100 meters away from Dark Lane - Standridge Lane exits at Dodgson's Lane.*

*S. B. B. B.*

## **IN CONCLUSION**

- 1. Dark Lane stops at benchmark 776.8 next to the quarry. The physical landscape then changes to rough moorland. Dark Lane was probably created for the quarry access. The walls within it and the slight slope would indicate its use as a quarry access and not public.**

**Analysing the evidence provided I conclude that little or none of it substantiate a legal public right of way as a Bridle Way over the application route and a through route over the moor to Dodgson's Lane. The Application route is not listed on the list of street. The inclosure award or any other legal documents.**

**A substantial amount of maps, have been included in the report, many rejected by the officer as they do not show the application route or any through route. Many are indistinct. Many carry a disclaimer re the status of the application route for example the OS Maps. Some are actually of the incorrect area. On many of maps the officer comments that the route was capable of being used by a horse /horse drawn vehicle. This does not give it the status of a public right of way as a Bridle Way. Other maps depict a route which is impossible to identify. Many maps are marked in a different manner to Dark Lane and Dodgson's Lane, and some maps provided by the applicant have been coloured resulting in them being unreliable as evidence.**

- 4 The user Evidence Forms: They are contradictory, inconclusive and misleading and do not support any evidence of user activity as a Bridle Way.**

**A through route has been mentioned many times within the report by the officer. This through route is in Yorkshire and this area was investigated thoroughly by Yorkshire and resulted in being rejected, in 2012.**

- 5 Regarding the lack of certainty within the report: The following words and statements are constantly used: Suggesting that it may have existed. If it did exist. Likely. It appears reasonable to conclude. It does not appear. Suggesting it would be capable of being used. Probably. Possibly. May be. Appeared to be capable. May have been capable of being used. Appears to have been public. This confirms that there is no concrete evidence it is pure speculation that this application C- D NOW A – B and the through route cannot be deemed to have any credibility as a Bridle Way. 5**

**Objection to this Order there is no tangible evidence that has been provided to make this order of a public Bridleway over Dark Lane EARBY. There are too many suppositions, inconsistencies and no proof within the report by L C C to base such an official order which will have a devastating effect on the area.**

**Mrs S Beresford. Landowner 4<sup>th</sup> of June 2018**

(4)

Rausins Park  
2 notes.







5.

Dank Jan  
Lies die mit  
Hedje-Ros.

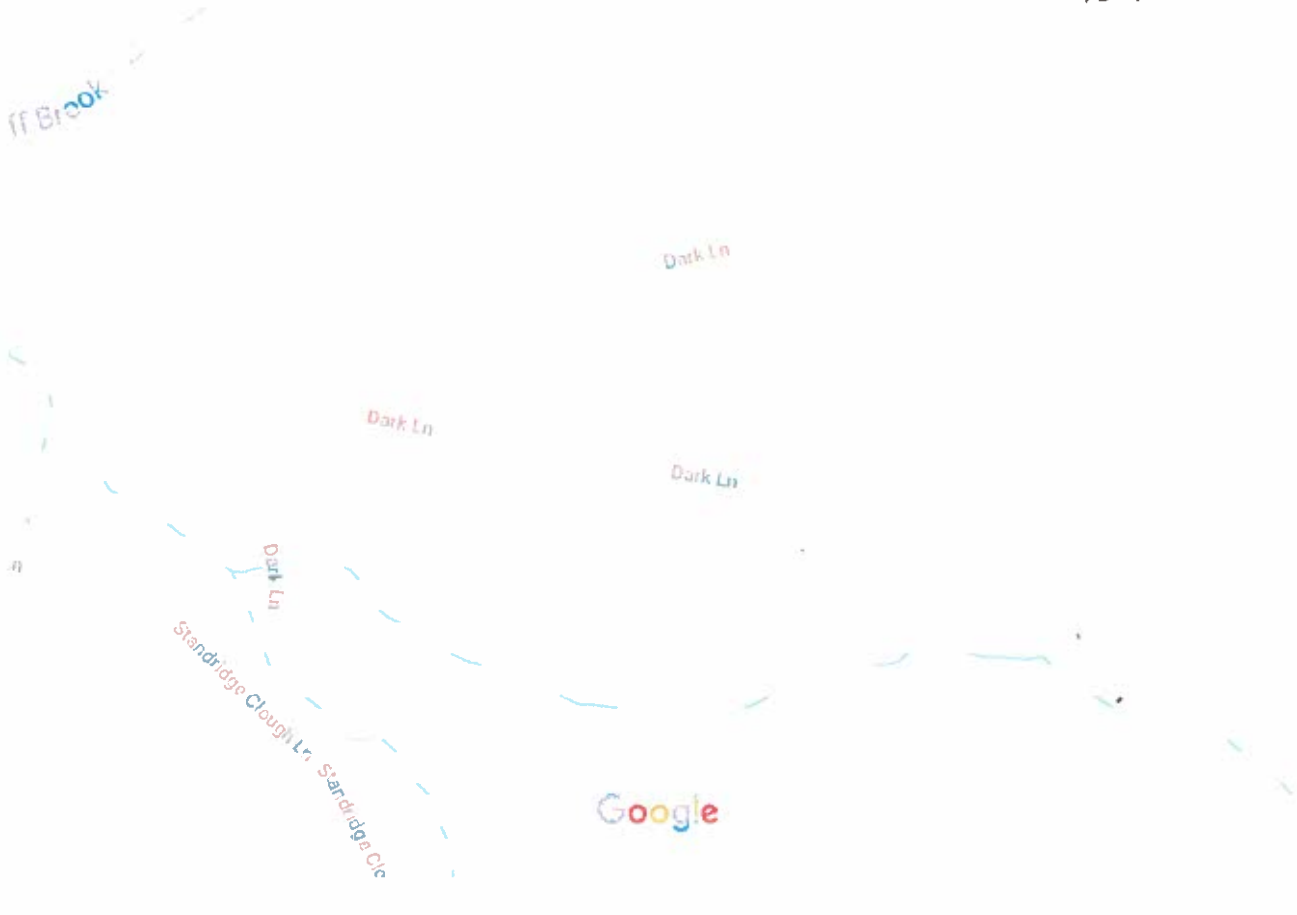
6  
Dauri dan  
Gutunai.





Google Map  
Dark Ln.

Google Maps Marfield Farm



Map data ©2018 Google 50 m



### Marfield Farm

Farm

Dark Ln, Eairy, Barnoldswick BB18 6LB

marfieldfarm.co.uk

Add missing information

Hill Crest  
School Fields  
EARBY  
BB18 6QQ  
1<sup>ST</sup> June 2018

The Director of Corporate Services  
Lancashire County Council  
P.O.Box 78  
County Hall  
PRESTON  
PR1 8XJ

Your Ref. LSG4.PROW.CB7.5.37361.804.507

Reference: 804.507

Wildlife and Countryside Act 1981/part 111

Lancashire County Council (Dark Lane – Earby)

Definitive Map Modification Order 2018.

C- D    A - B

I wish to object to the order for a definitive map modification order.

Having looked at the file presented to the regulatory committee on the 15<sup>th</sup> November 2017 and other evidence and viewed the committee meeting by video cam. I wish to make the following points:

A large number of maps have been presented by the applicant and officers, some do not show the application route, and some are blurred and obscure others are out of scale in relation to the reality of Dark Lane. The O S Maps do not show a continuous route between the top of Dark Lane situated near bench mark 776.8 and Dodgson's Lane they only show a foot path. Any maps showing a through route between C – D after 1939 / 1945 is irrelevant as in this period it was blocked by undergrowth and was impassable, this was 73 years ago. If modern day maps are inaccurate what credibility can be given to maps from the 18/1900's versions.

There were six evidence forms provided that stated they used the application route, there seems great confusion within these forms regarding footpaths and bridleways. Everyone walking or who claimed to be on a horse were either visiting farms, picking blackberries or visiting the shooting box, this is access, it does not give any credibility to the claim that it is a public Bridle Way, as they were not travelling to other destinations.

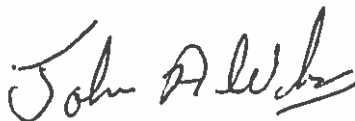
Also there is not one single piece of evidence that one single person used it as a bridle way to travel to Carlton or Lothersdale etc.

No evidence has been provided from any official council records that this area was a public Bridle way such as The Private Inclosure Act 1819 -List of Streets and Thornton Inclosure Act.

Much of the paperwork I have read gives the total opposite impression that it was ever a public route.

I am totally flabbergasted that after reading all the officers comments when in many cases words are used: for example, (Possibly) (Suggesting) (Likely) (Probably) these are used continuously throughout the report on the written information and the maps. Then a recommendation for a modification map order was put forward to the committee for approval on the evidence provided as it is very weak and inconclusive.

Yours faithfully

A handwritten signature in cursive script, appearing to read "John A. Wilson". The signature is written in dark ink and is positioned above the typed name.

Mr J Wilson

**Pendle Archaeology Group**

**Member of**

**For the attention of:**

**The Director of Corporate Services**

**Lancashire County Council**

**P.O. Box 78**

**County Hall**

**PRESTON PR1 8XJ**

**Your Ref: (LSG4/PROW/CB7/5.37361/804.507)**

**An Objection to the order: The Lancashire County Council (Dark Lane, Earby) Definitive Map Modification Order 2018.**

**The presence of a road or lane on the OS map doesn't mean it is a right of way. The OS is a record of what is on the ground and no distinction made between public or private roads unless indicated by the maps legends or notes. At the time of the 1st OS 10:000 map for the area, both the lane and the footpath are present. This is significant because it means that the lane was unlikely to be any sort of public right of way or the footpath would not be necessary. A further implication is that the footpath precedes the sunken lane.**

**The construction of the Lane and its gradient are typically late post medieval quarry access/extraction routes. Further evidence of this is the presence of walling, albeit decayed in places, on both sides of the lane on just the stretch from the public road to the quarry.**

**Dodgson's Lane, the track extending East from the Quarry is of a different period to Dark Lane. This is supported on the ground by the way it deviates around the quarry before re-joining the footpath and not Dark Lane. The termination of the west end of Dark Lane is at the public road. There is no map or physical evidence that it ever went beyond the road towards the west.**

**The fact that the path is shown next to Dark Lane is a strong indicator that the lane was not open to the public. This point has not been dealt with by the officer.**

**The boundary marker has nothing to do with public access it is a boundary marker and they are usually installed for legal reasons – in this case it is probably because it marks the point at which the boundary for the ward and parish make an abrupt right angled change of direction.**

***The maps provide contradictory evidence. But the ones that have been properly surveyed indicate it is a quarry access and the later continuation to Dodgson's is a function of the footpath not Dark Lane.***

***The presence of the quarry and the method of construction indicate that the most obvious use of Dark Lane was to provide commercial access to the quarry and not public access to the Thornton Inclosures.***

**Conclusion.**

***Based on the physical and map evidence the most probable conclusion that Dark Lane was cut to provide improved access to the quarry that overcomes an awkwardly steep gradient. It exists only between the public road and the quarry. There is no evidence of any sort it continued any further East or West of these points, whereas the old maps clearly show the footpaths continuing as footpaths at these points.***

***To the west there is a short spur of north/south oriented public road that connects Dark Lane with the highway to Earby. There is no evidence, eg rights of way built in the same way as Dark Lane, that link the area of the Thornton Inclosure with Dark Lane. From the evidence provided, Dodgson's Lane provides a more likely access to the Inclosure area and it links directly with the main high way to Colne.***

***A lot of the (officer's remarks) are supposition and no supporting evidence is shown or quoted.***

***Yours sincerely***

***Alex Whitlock***

***3<sup>rd</sup> June 2018***

***Pendle Archaeology Group***

***C/o 40 Westwood Road***

***Burnley***

***Lancashire***

***BB12 OHR***

The Director of Corporate Services

29<sup>th</sup> of May 2018

Lancashire County Council

P.O.Box 78

Country Hall

Preston, Lancashire.

Your reference. LSG4.PROW.CB7.5.37361.804.507.

Wildlife and Countryside Act 1981 – Part 111

The Lancashire County Council (Dark Lane, Earby)

Definitive Map Modification Order. 2018.

To who it may concern I wish to OBJECT against the above order on the following grounds.

Little credibility that the evidence researched and submitted by Lancashire County Council and the applicant has any facts which can justify this order. The evidence is speculative.

I recently visited the North of England and was privileged to visit "Deerstone House", Windlefield Farm, Earby, England. During my visit I walked along a lush green pathway adjacent to the section C – D where an order for a Bridle Way has been put forward, known as Dark Lane.

The historical data submitted imparts little credibility of evidence that a Bridle Way exists in this particular area. What I have read in the report there is no evidence that anyone ever used this as a public bridleway to give this application any justification.

Standridge Lane which is just 100 meters away and is a Bridle Way, which I have walked many times should be adequate to serve the horse riding public in this area.

Clearing the land would cause erosion and possible flooding into the town of Earby, Something that has proven disastrous in areas of California.

From my observations the application area is too narrow and too deep to be considered a viable way for horses, and a possible dangerous situation.

I cannot understand why Lancashire County Council wish to destroy an area which is home to a multitude of flora and fauna on the flimsy basis that there could have been a public bridle way on Dark Lane. Dark Lane stops at a junction in the field near the quarry, so this in itself is good reason to suggest it was a quarry access. The footpath is at the side of Dark Lane and continues over the moor, there is no physical sign of a wider route to allow horses or carriages as has been suggested. The rough land on the moor would not have been a serious way for carriages as they would have become bogged down or seriously damaged.

The Earby Town Council wrote in with objections when the Yorkshire application route was being investigated with a lot of valid points.

Watching the link to the video recording of the meeting on the 15<sup>th</sup> of November 2017 I wonder how many of the County Councillors present at this meeting actually have visited the area under investigation. It's a precious area full of wildlife and an asset to this part of Lancashire. Bird Boxes and Bat boxes have been placed years ago within the lane to encourage the devastating impact of the bird and bat population. I imagine the councillors have no knowledge of this and have never visited the site which is not a good basis to make such a serious decision.

I have looked at the evidence provided from Lancashire County Council and the Trawden Forest Bridle way association, and find a lot of it speculative. The maps provide no clear evidence that Dark Lane was ever used as a Bridle Way. The report has lots of statements which suggest the evidence is very unproven, this leads me to wonder how this application for a Modification to the Definitive map order has been passed.

Yours sincerely

Mr Jeff Horse (Retired Engineering Instructor) at SAIT, Southern Alberta Inst. Of Technology.

e-mail: [hornejs@shaw.ca](mailto:hornejs@shaw.ca)

7 Longroyd Road

EARBY, Lancashire, BB18 6NZ

8<sup>th</sup> June 2018

The Director of Corporate Services

Lancashire County Council, P O Box 78

County Hall, Preston 8XJ Lancashire

Delivered by Hand on the 8<sup>th</sup> of June 2018

Alternative: recipient Claire Blundell,

Legal and Democratic Services

Lancashire County Council, County Hall, Preston Lancashire

Your Ref: LSG4/PROW/CB7/5.37361/804.507 Claim No (804.507)

Attached is Plan Marked A - B relating to this order

To whom it may concern.

**Objection** relating to the Definitive Map Modification Order on Dark Lane, Earby 2018 to the County Boundary. Route A – B on the advertised order. My Objection is centred on my family history being Farriers with their sound knowledge of the town and surroundings. The maps put forward which show little evidence of a route and none of a Public Bridleway, and also concern for the safety of the Horses and riders.

My granddad moved from Stavely in 1919 and set up the Blacksmiths shop in Earby on Albion Street, including in his work was the job of Farrier for the horses in this area. My Father took over the business in 1946 and the business was moved to Victoria Mill in Earby. Horses were obviously used in my granddad's time on the farms as they were needed for the heavy work, so they would be seen around the area, like anywhere else in the countryside.

When my father was reminiscing he never mentioned that Dark Lane was ever used as a Public Bridle way or as a through route. It was Stoney Bank Road that I was led to believe was the route out of Earby by horse or horse and cart, if they wished to travel in that direction.

When I heard that this order had been put on Dark Lane I then looked at the maps and information that was on the internet. I am concerned that to pass this order on the reliance of these vague maps is extremely dubious.

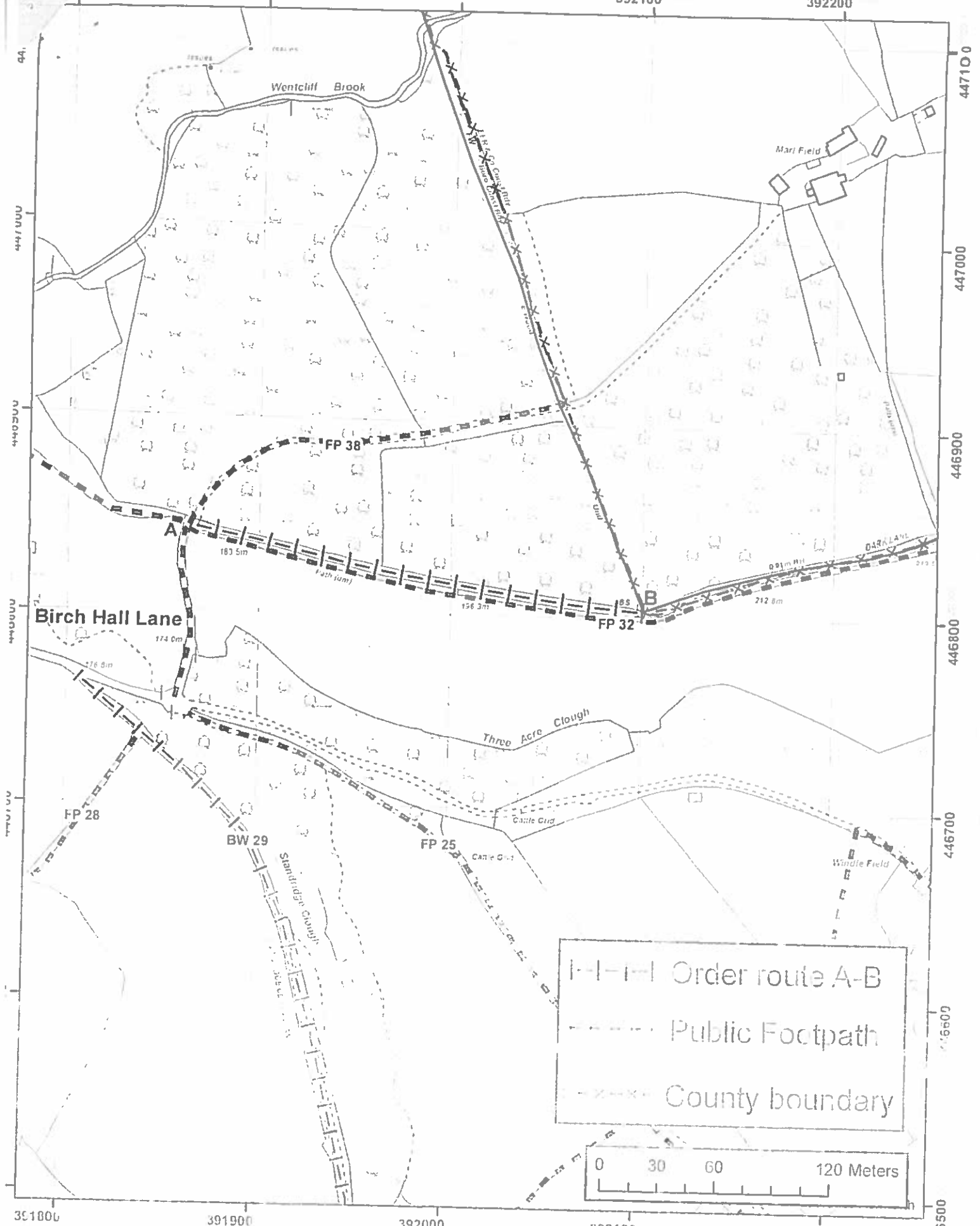
I have been raised in Earby and know the area well, the applicant Mrs Brayshay, from Trawden Forest and Border Bridle Way association by putting in this application does not seem to have taken into any account any future implications for horse riders in relationship to the access from Birch Hall Lane to the access of Dark Lane at point A. I do realise there is a Bridle Way at the bottom of Standridge Lane, this Bridleway does not rely on horses going down into a narrow area to access Dark Lane where three farm tracks converge.

Trusting you will take account of my Objection to this application.

Mr S Taylor

*S Taylor - 08/06/18*





<p><b>ancashire</b> County Council</p>	<p>Andrew Millaney Head of Planning and Environment</p>	<p><b>Wildlife and Countryside Act 1981</b> <b>Addition of bridleway along Dark Lane, Earby</b></p>	<p>1:2,500</p>	
<p><small>Digitised Rights of Way information should be used for guidance only as its accuracy cannot be guaranteed. Rights of Way information must be verified on the current definitive map before being supplied or used for any purpose. This Map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorized reproduction infringes Crown Copyright and may lead to Prosecution or civil proceedings. Lancashire County Council Licence No. 100023320</small></p>				