

**REGULATORY COMMITTEE**

Meeting to be held on 26<sup>th</sup> September, 2001

**Part I – Item No. 2**

Electoral Division affected:  
-Lancaster Rural South

**WILDLIFE AND COUNTRYSIDE ACT 1981**

- A) CLAIMED PUBLIC FOOTPATH FROM SWING BRIDGE, TITHEBARN HILL, TO SCHOOL HOUSE, MARSH LANE, GLASSON, THURNHAM, LANCASTER CITY
- B) CLAIMED PUBLIC FOOTPATH FROM SCHOOL HOUSE, MARSH LANE, TO MARSH LANE AND BROWS BRIDGE, GLASSON, THURNHAM, LANCASTER CITY
- C) CLAIMED PUBLIC FOOTPATH FROM SWING BRIDGE, TITHEBARN HILL, TO BROWS BRIDGE, GLASSON, THURNHAM, LANCASTER CITY

**CLAIM NO. 804/361**

(Appendix 'A' refers)

Contact for further information: S P Southworth, 01772 263430, Resources Directorate  
Mrs A Taylor, 01772 264608, Environment Directorate

**EXECUTIVE SUMMARY:**

The claim for a public footpath: -

- a) from Swing Bridge, Tithebarn Hill, to School House, Marsh Lane, Glasson, Thurnham, Lancaster City; and
- b) from School House, Marsh Lane, to Marsh Lane and Brows Bridge, Glasson, Thurnham, Lancaster City; and
- c) from Swing Bridge, Tithebarn Hill, to Brows Bridge, Glasson, Thurnham, Lancaster City,

to be added to the Definitive Map and Statement of Public Rights of Way in accordance with Claim No. 804/361.

**RECOMMENDATION**

That the claim for the addition of three public footpaths to the Definitive Map and Statement of Public Rights of Way in the vicinity of the Leeds Liverpool canal and basin at Glasson Dock, Lancaster City, Claim No. 804/361, be not accepted.

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## **BACKGROUND:**

A claim has been received for: -

- a) a footpath extending from a point at the Swing Bridge, Tithebarn Hill, in a general south-south-westerly direction to a point adjacent to the School House, Marsh Lane, Glasson, Thurnham, a distance of approximately 450 metres, and shown between points A - B on the attached plan, (GR. 4450 5608 to 4441 5573); and
- b) a footpath extending from a point adjacent to the School House, Marsh Lane, in a general north-easterly, then south-easterly direction to a point at Brows Bridge, Glasson, Thurnham, a distance of approximately 650 metres, and shown between points B - C - D - E on the attached plan, (GR.4441 5573 to 4496 5585), with a link in a general south-south-easterly direction to Marsh Lane, a distance of approximately 120 metres, and shown between points D - F on the attached plan, (GR. 4473 5585 to 4478 5574); and
- c) a footpath extending from a point at the Swing Bridge, Tithebarn Hill, in a general south-easterly direction to a point at Brows Bridge, Glasson, Thurnham, a distance of approximately 500 metres, and shown between points J - H - G on the attached plan, (GR. 4454 5610 to 4496 5587),

to be added to the Definitive Map and Statement of Public Rights of Way.

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## **CONSULTATIONS:**

### **Lancaster City Council**

The Chief Engineer comments that sections of the claimed routes are potentially dangerous, being immediately adjacent to deep water and through a busy boat-yard. Although he understands that this does not invalidate a claim, there are serious safety implications should these become rights of way. With regard to the eastern section of the route from Swing Bridge to Brows Bridge he wonders if British Waterways generally take steps to avoid the towpath being claimed a right of way?

On an inspection on the 14<sup>th</sup> March, 2000, plastic safety fencing had been fixed to prevent access to the path at Swing Bridge. Similarly, to the south of Swing Bridge, there was a locked gate to prevent access to this area.

On Marsh Lane there is a sign indicating the marina as 'private', and further north on that link there is a security gate which is apparently locked after normal working hours. Near Canal Cottage there is a locked gate. Finally, the route from the Canal Cottage to Brows Bridge is heavily overgrown in places, blocking the path, and would appear to have been the case for a considerable time.

## **Thurnham Parish Council**

The Parish Council has no particular objection to this scheme, but would point out that: -

- i) There is a gate by the weir on the path from the Swing Bridge to School House which is kept locked, and has been for some time;
- ii) There is a gate at the end of the path from School House to Brows Bridge, where the path enters the roadway at Brows Bridge. This has been locked for at least ten years, probably for far longer;
- iii) There may be potential danger for children if they use the path from the Swing Bridge to School House on their daily journeys to and from the school.

## **Claimant/Landowners/Supporters/Objectors**

The evidence submitted by the claimant/landowners/supporters/objectors and observations on those comments is included in **ADVICE – Resources Director’s Observations**.

## **ADVICE:**

### **Environment Director’s Observations**

- a) Claimed public footpath from Swing Bridge, Tithebarn Hill, to School House, Marsh Lane

### **Description of claimed route A – B**

The claimed route starts at Tithebarn Hill at point A on the attached plan. At this point, there is a metal fencing barrier on the southwest side of the traffic lights controlling traffic over the swing bridge. In this fencing there is a gateway approximately 1 metre wide to the west of point A. There is a British Waterways sign on this referring to ‘no unauthorised persons’. The barrier appears to have been erected recently and at the time of inspection the gate was unlocked, although there was a padlock in position. The surface is tarmac which extends from the footway and is in good condition. To the south of this there is a British Waterways compound which is enclosed by a high stone wall. From the corner of this wall there is orange barrier mesh running towards the lock gates to prevent public access to the gates.

After the barrier is passed the claimed route is to the southeast and is alongside the stone compound wall where there is a lifebuoy and a British Waterways notice mounted on the wall. The route has a macadam surface, approximately 1.5 metres wide, with large shrubs planted along the eastern side. After approximately 20 metres this path turns to the southwest alongside the quay, approximately 3 metres wide and unfenced to the basin, with the stone wall to the northwest. It is surfaced with large stone blocks which form the quayside with a concrete path alongside. Part way along this section

there is a metal mooring ring set in the concrete. The stone wall surrounding the British Waterways compound has large openings in it which have been blocked up by high metal fencing fastened to the stonework. This fencing appears to be of a similar age to the barriers noted at the start of the route. At the corner there is a stone gatepost on the landward side with a metal post with a brace on the basin side. The gatepost has a hinge bracket on it but there is no sign of a gate on site. There is a large outfall for the basin in the corner extending from the stone wall in the corner. A high metal fence reaches out over the water in a 'D' shape preventing access although there is a locked metal gate within the barrier. At this point there is a concrete fence post at the wall side which appears to have an old hinge bracket in it. At the time of inspection it was not possible to pass this fence.

Approximately 15 metres to the west, there is a Lancaster City Council children's play area. This extends to the side of the basin and access can be gained to the claimed route from this area. There is a trodden path visible passing through the vertical timber posts at the boundary of the play area along with a timber wicket gate at the rear boundary which appears to be very well used.

From the metal barrier the claimed route is over a well-worn path along the grassed area with some stone visible in the bare soil surface. This is in a southerly direction for approximately 6 metres then turning to the west for approximately 8 metres and then south for approximately 35 metres past the access points referred to above from the play area. The claimed route has an open field to the north with several metal mooring posts in the grass. There is a British Waterways notice stating that these are 'visitor moorings' along with a lifebuoy.

The claimed route then turns in a southerly direction and is over a well cut grass surface with a trodden path visible through this. It then turns to the southwest and the path becomes wet and boggy. A drain has been cut across the whole width of the path which has not been back filled, having timber placed for a crossing. After approximately 40 metres there is a concrete block wall which divides the path from the roadway of Pennine View. A considerable amount of garden waste has been emptied onto the land over which the claimed path passes. There is no access provided through the wall from Pennine View onto this route. The path continues as a visible trodden path and turns again to the south passing a mooring at the rear of no. 7, Pennine View. The path continues and the rear boundary fence to no.6, Pennine View has been set back from the fences to both sides although there is still a small banking where the boundary would have previously been. There is then a large tree which partly hangs over the claimed route although access is still available. The route continues down a step and crosses a concrete slipway at the rear of no.5, Pennine View and up the other side where the path continues as a trodden path through the grass. This section is closer to the water than the previous sections as garden waste etc has built up at the side of the wall.

At the end of the basin the path continues over the grassed area and passes around a tree, then to the side of the stone School House over a macadam and concrete path. This leads to an area of forecourt and footway to point B on Marsh Lane, which is used for car parking. This is also the westerly end of part (b) of this claim.

In summary therefore, access to the path in the area of the British Waterways compound, both at the swing bridge and at the rear of the play area, is prevented by metal fences. These are the only points where the claimed route cannot be used and only for a distance of approximately 55 metres. The notice placed on the barrier at the side of the swing bridge is also designed to prevent access to both this claimed path and also to the other British Waterways property in this area. There is an alternative means of gaining access to the route from Tithebarn Hill by passing through the City Council's children's play area. This does however, restrict users of the path as there is a restriction preventing dogs using the play area.

The remaining length is available for use and there is a clearly visible trodden path through the grass surface. The only restriction is the garden waste which has been deposited on certain parts of the claimed route and by the over-hanging tree towards the southern end of the route. At point B cars were parked on the wide footway in front of the school. This only caused a small problem in gaining access and then only during school time.

**b) Claimed public footpath from School House, Marsh Lane to Brows Bridge, with a link to Marsh Lane**

**Description of claimed route B – C – D – E**

The claimed route starts at point B on Marsh Lane at the School House where the macadam footway extends to the buildings and is used for car parking. This is also the southerly end of part (a) of this claim. The claimed route then follows a macadam and concrete path around the end of the building.

The route continues over a well-trodden path through a grassed area with brambles and nettles leading towards the basin and turning to the east to follow the visible well-trodden path through an area of woodland. After approximately 80 metres from point B there are two paths for approximately 25 metres. The claimed route is close to the waterside with the other curving approximately 10 metres to the south. These rejoin and continue to point C at the end of the woodland where there is a timber rail fence enclosing the boat yard. There is a gap in this fence approximately 1 metre wide with a notice on the northern side stating '*Glasson Basin Yacht Harbour Private Marina Visitors please report to reception*'. On the southern side of the opening there is a board fastened on the marina side which is blank but appears to have displayed a notice in the past. At the far side of this fence there are two trodden paths visible with one leading to the south over what appears to be filled land, the other following the claimed route extending approximately 25 metres to join the large concrete area alongside the jetties. After approximately 60 metres along the claimed route, at the time of inspection, there was a large ship standing on the claimed line. It was possible to walk further to the northeast before turning to the east to pass around it. After a short distance the claimed route turns towards the north and leads directly to the easterly side of the two large buildings passing point D on the way. This area is very well used by vehicles and boat yard staff as well as boat owners.

From point D, the main route continues to cross the concrete boat yard to the east side of the large buildings, passing materials stored on the side of the building. Part way along the side of the building there is a metal field gate which is easily opened and

beyond this there is a rough grass track approximately 2.5 metres wide between the building and the stone garden wall to Canal Cottage. A trodden path is visible over this length turning to the north onto land at the rear of the boat yard buildings. After a distance of approximately 30 metres from the gateway the claimed route joins the canal side and turns 90 degrees to run in a south-easterly direction.

From this point the route is completely overgrown and blocked by nettles and high brambles for a length of approximately 25 metres to a locked metal wicket/garden gate. This is located between the stone garden wall and a stone gatepost with a section of sloping stonework running down to the edge of the canal. This stone wall appears to have recently built up and the gate is in good condition. It appears to have been recently made and is similar to the garden gate into Canal Cottage at the side of the track.

The next section of the claimed route is over a rough grass strip between the canal and a timber post and barbed wire fence. It appears that mud may have been dredged from the canal and placed on this strip, raising the level. After approximately 90 metres the route passes to the rear of an industrial unit where nettles and brambles grow and trees overhang the route.

As Browns Bridge is approached a slope leads up to a flight of 8 steps to the road at point E. At this point there is an open timber gate with a stone gatepost on the southern side. On the northern side there is what appears to have been an old timber gatepost lying down with a tree grown over it.

#### Description of linking path D - F

From point D the claimed route crosses another part of the boat yard and then follows the macadam access road approximately 3 metres wide with brick edgings. After a distance of approximately 60 metres there is a high metal security gate that extends, by way of a mechanical sliding gate, across the access road.

At the time of inspection this was open although there are card access machines to both sides of the gateway for use by berth holders to gain access.

The macadam roadway continues for a further 60 metres approximately with a stone turning area and stone strip to the east side of the road with sheep netting and barbed wire fence to the field side. At point F the claimed route opens out onto Marsh Lane with a Yacht Club sign to the westerly side.

In summary, the length B-C is through woodland where there is a very well trodden path and signs that the area is used as a playground by children. Beyond the fence at point C there is a visible path running to the southeast which is not part of this claim. The trodden path of the claimed route is only visible for a short distance from the gap in the timber fence to the concrete boat yard surface. The length from here past point D, to the metal field gate at the side of Canal Cottage is through the boat yard. Many boats and vehicles are in the area and there is no possibility of evidence of a used route.

The section from the metal gate to the canal has a visible path through it although this could have arisen from use of boat yard premises. The part of the claim in front of Canal Cottage is completely obstructed by surface growth and a locked gate. The claimed route can then be followed with little difficulty over a rough surface and under overhanging vegetation.

The length D - F is obstructed by a sliding gate in the security fence half way along its length. This gate was open at the time of inspection. Berth holders and authorised personnel have magnetic cards which allow access when the gate is locked.

**c) Claimed public footpath from Brows Bridge to Swing Bridge, Tithebarn Hill**

**Description of claimed route G - H - J**

The claimed route starts at point G on Brows Bridge on the northern side of the canal and passes between the bridge parapet railings and an old stone gatepost. It then leads down a flight of 7 steps to a sloping stone path for approximately 15 metres to the point where the canal towpath from the southeast is joined.

The claimed route then continues over the stone surfaced towpath through the grassed area between the canal and the boundary hedge. There is a seat and access to the north to Christ Church. The stone path continues to point H where there is a wide stoned area, used by vehicles. This area has a restricted access via a stone roadway from the B 5290. A stoned path leads from this, past seats. There is a signpost with fingers indicating "*Lune Estuary Path ¼*" and "*Lancaster 5½*" along the access road leading to the promoted recreational footpath and cycleway established over the old railway track; "*Canal Main Line 2½*, *Lancaster 7½*, *Garstang 10½*" pointing towards points H and G along the canal towpath to the east; and "*Glasson Basin Glasson Dock ¼*" towards point J.

The claimed route follows this stoned path through the mown grass to the corner of the basin where it continues alongside of the waters edge with the stoned car parking area behind timber rail fence approximately 6 metres to the north. After approximately 200 metres the stone path joins a stoned car parking area at the side of "*Lock Keepers Rest*" café. The claimed route crosses this to point J where it joins the road approximately 25 metres north east of the swing bridge and approximately 50 metres from point A.

In summary, the whole of this claimed route is open, easily available and widely used by the public, as are other linking paths, including the canal towpath. The surface is in very good condition and the surrounding area is tidy and kept mown and with seating provided by British Waterways. There are no gates, stiles, notices or obstructions on any part of this route.

A variety of maps, plans and historical documents were examined to establish when the claimed routes came into being and to obtain any information which would help determine its status.

All the claimed footpaths are located around the canal and basin which seem to have been constructed about two hundred years ago, but there is no map evidence to show that any of the claimed footpaths existed before the 1890s.

The first edition of the 25-inch Ordnance Survey map (1891) shows a footpath following the western side of the basin corresponding to the claimed route (a), joining the new development of Glasson Dock with the school. The footpath is shown as being crossed by solid lines in three places, which would indicate that there were fences, walls or hedges across the path. Access may well have been possible by means of stiles or gates as the route is shown on the map as a footpath. Route (b) is only shown in part on this map – there is access to buildings on the basin along the link path from Marsh Lane (D – F) and from Canal Cottage to Brows Bridge. This latter length of path is shown as a footpath, although obstructed in two places by fences or hedges. The third part of the claim, route (c), is shown alongside the canal and basin. There appears to be a gate or similar obstruction adjacent to Christ Church but otherwise appears available for use.

Subsequent editions of OS maps show the routes in much the same way until the 1971 25-inch map. This map shows that routes (a) and (c) could be used at that time but the whole of route (b) as claimed is not shown. Only parts of route (b) is on this map, namely the access to the boat yard (D – F) and the path from Brows Bridge to Canal Cottage.

No other maps or documents consulted provided any additional information to help determine the claim, other than the maps produced in preparation of the Definitive Map.

The parish survey for Thurnham showed and described route (a) as Public Footpath no. 43 and route (c) as Public Footpath No. 1. These paths were also shown on the Draft Map for Lancaster Rural District, but were absent from the Provisional Map and all subsequent maps produced in preparation of the current Definitive Map. There is no record as to why these paths were deleted from the Draft Map for Lancaster, but it is presumed that they removed from the map as a result of a number of successful objections to canal-side paths by British Waterways in other parts of the County.

#### **Resources Director's Observations**

In support of the claim a petition, headed 'Registration of Footpaths around Glasson Basin as permitted by Wildlife and Countryside Act 1981' has been submitted bearing 73 signatures. The petition asks that any villagers who have had uninterrupted use of the paths, until the recent closures, to indicate their period of use of the routes.

The petitioners have indicated use of the route for 60-69 years (5); 50-59 years (11); 40-49 years (6); 30-39 years (10); 20-29 years (14); 10-19 years (14); less than 10 years (11); and two petitioners do not specify the period of use.

The claimants submit that, prior to 1930, local knowledge, reference books, and Local Authority maps show an established use back to the early 1800's.



A further letter of support for the claim has been received from a resident of Wyresdale Crescent, whose property runs down to one of the claimed paths, and who states that it has been used by his family and himself for over 40 years.

A resident of Pennine View welcomes the claim for a Definitive Map Modification Order, but offers no evidence.

An objection to the claim has been submitted by British Waterways.

The majority of that section of the claimed route from the School House to Brows Bridge, with a link to Marsh Lane, passes over land comprised within the lease dated 1981 to the Glasson Basin Yacht Co Ltd. A lease dated 1<sup>st</sup> November, 1968, comprising the same area of land predates the 1981 lease.

By the term of the lease Glasson Basin Yacht Co Ltd enjoy sole and exclusive possession of the site and are covenanted to prevent any encroachment or acquisition of rights over the demised premises. As landlords British Waterways object to that section of the route over the leased property and any use has only been enjoyed by permission from their leases.

In addition they would question the nature of the public's use. It is their opinion that such use has not been by the public at large but by customers of the Yacht Company and local residents who have been granted permission from time to time. It is pointed out that the applicant submitting this claim has until recently been a customer of the Yacht Company, and has in the past been granted mooring rights for his boat at the Yacht Club. They would, therefore, argue that the actual right and enjoyment has not been open but by permission and has been challenged by their lessee.

They add that the section of that route from Canal Cottage to Brows Bridge, and the northernmost section of the claimed route from Swing Bridge to School House, are, and have been for a considerable time, obstructed by locked gates, fences and hedges.

Accordingly due to the fact that such routes have not actually been enjoyed and the existence of physical obstructions British Waterways wish to object to these routes.

British Waterways has no objection to the majority (southernmost) section of the claimed route from Swing Bridge to School House, and the westernmost section of the claimed route from School House to Brows Bridge, subject to the primary needs of the Lancaster Canal Navigation (Grand Junction Canal Co -v- Petty 1881) and such limitations as are apparent to comply with their statutory obligations.

That section of the claimed route from Swing Bridge to Brows Bridge passes over the canal towpath. It is their belief that this route is of a permissive nature and that no implied or presumed dedication either at common law or under S31 of the Highways Act 1980 has occurred.

The Glasson Basin Yacht Co. Ltd. has itself submitted an objection to the claim.

They state that the proposed route from Brows Bridge alongside the canal to Canal Cottage was originally the sole access path for the tenants of Canal Cottage or anyone who wished to visit there. The property has been uninhabited for approximately ten years and the canal bank is totally overgrown and impassable. There is one gate which is normally locked at Brows Bridge and one gate (original c.1840) adjacent to the cottage which has been permanently locked for the last five years. They are the owners of this property and allow access only to British Waterways Board staff for maintenance of the canal.

The central section of the claimed route from School House to Brows Bridge, with link to Marsh Lane, is used for their boatyard business. There has always been a private sign on the road entrance to the premises and there have been signs asking visitors to report to reception for several years. Access from the other end of proposed route is quite difficult and there is no clear throughway between the two points.

They are particularly concerned about the safety aspect of unlimited access to a working area. They lift boats up to 35 tons in a mobile hoist which then moves to various parts of the yard. They also crane out tall (80 ft) and extremely heavy (1 ton) masts from boats which are then transported across the yard with the aid of a forklift truck to their covered area.

Vessels when stored on the hardstanding are either supported in cradles on trailers or on chocks. Any unsuspecting member of the public, particularly a child, who interfered with the supports, could suffer serious injury. They have had incidents of people interfering with vessels and these have been reported to the local police.

They would also point out that the water adjacent to the concrete area is 8 to 9ft deep which could be dangerous for any unsupervised children.

Two residents of Pennine View have also submitted objections on the grounds that over the past 24 years and 10 years respectively they have deterred members of the public from using the route at the bottom of the gardens, i.e. the claimed route from Swing Bridge to the School House, and informing them that this path was private for use only by British Waterways and the residents, and not a public right of way.

They add that the village of Glasston is comprised of approximately five hundred inhabitants; most people are either friends, acquaintances or at least known by sight and these local people have not been denied access along the path, in fact during the winter months when the path has been so muddy to become impassable, they have allowed them to walk through their gardens. Also, there are several occasions during each year when the path is shut-off completely.

They also make a number of other objections on the grounds of safety of those using the routes, adverse affect on property values, adverse affect on wildlife, security, loss of privacy.

These objections, however, whilst important to those making them, are amenity objections and are, therefore, irrelevant to the issue of whether or not the paths exist in

law.

### **Assessment of the Evidence**

#### **The Law (see Appendix 'A')**

##### **a) In support of the claim**

Map evidence supports part of claim (b) and all of (a) and (c).

Evidence of use supports the application.

##### **b) Against accepting the claim**

Map evidence is not conclusive. Routes (a) and (c) were successfully removed from the Draft Map in 1956.

The user evidence is in the form of a petition, and gives no indication of which route or routes each petitioner used or over what period. In addition the users do not state whether or not they saw notices along the route indicating it was private and give no indication as to whether or not they encountered gates along the route, or whether their use was with permission or not.

Route (a) is obstructed by a locked gate and fence, and displays signs against non-authorised access; route (b) is obstructed by locked gates and displays private signs.

Land was leased by British Waterways to the yacht club from 1968, one of the terms of the lease being that the club should prevent acquisition of rights through the premises.

Use by the public has been allowed on a permissive basis by British Waterways on route (c).

### **Conclusion**

The application is to modify the Definitive Map by the addition of three public footpaths in the vicinity of Glasson Dock in the parish of Thurnham, Lancaster City. The Committee must be satisfied that the available evidence shows, on the balance of probabilities, that three rights of way, ie footpaths, which are not shown in the Map and Statement subsist or are reasonably alleged to subsist.

There is considerable user evidence in support of the claim, some for a considerable period of time. Documentary evidence in the form of Ordnance Survey maps, show that most of the routes have been available for use since the turn of last century. However, two of the routes were successfully removed from the Draft Map in 1956 and thus the time period for computing the period of public use as of right should not pre-date that time for those two paths.

Where there is evidence of public use of a route, dedication of the route as a highway can be inferred at common law, if all the circumstances clearly and unequivocally point to an actual intention on the part of the landowner to dedicate or, under Section 31 of the Highways Act, 1980, dedication may be presumed, from 20 years use by the public as of right and without interruption. In both cases dedication can be rebutted by evidence that the landowner has denied the public's right to use a route, eg by physically blocking it, turning people off the route or erecting notices indicating the route is private. The 20-year period for a statutory presumption of dedication is computed back from the date the existence of the right of way is called into question in this instance this could be when the claim was made in 1999. There is no minimum period of use necessary for an inference of dedication at common law.

In this case there have been attempts by landowners and their tenants to prevent public access by the use of locked gates, fences and signs. Whilst there is on initial sight considerable evidence of use of the routes, the evidence does not specify the length of use and route taken, and nor is it inconsistent with use at various times by permission rather than as of right. Nor does it identify whether the use was to access premises or moorings along the route.

In reaching its decision the Committee must have regard to the recent decision of the Court of Appeal in the case of R – v – Secretary of State for Wales ex parte Emery, the details of which are contained in Appendix A.

However, the Committee may consider the evidence of use is insufficient to outweigh the evidence of interruption, obstruction and permission, and may consider the claim should not be accepted.

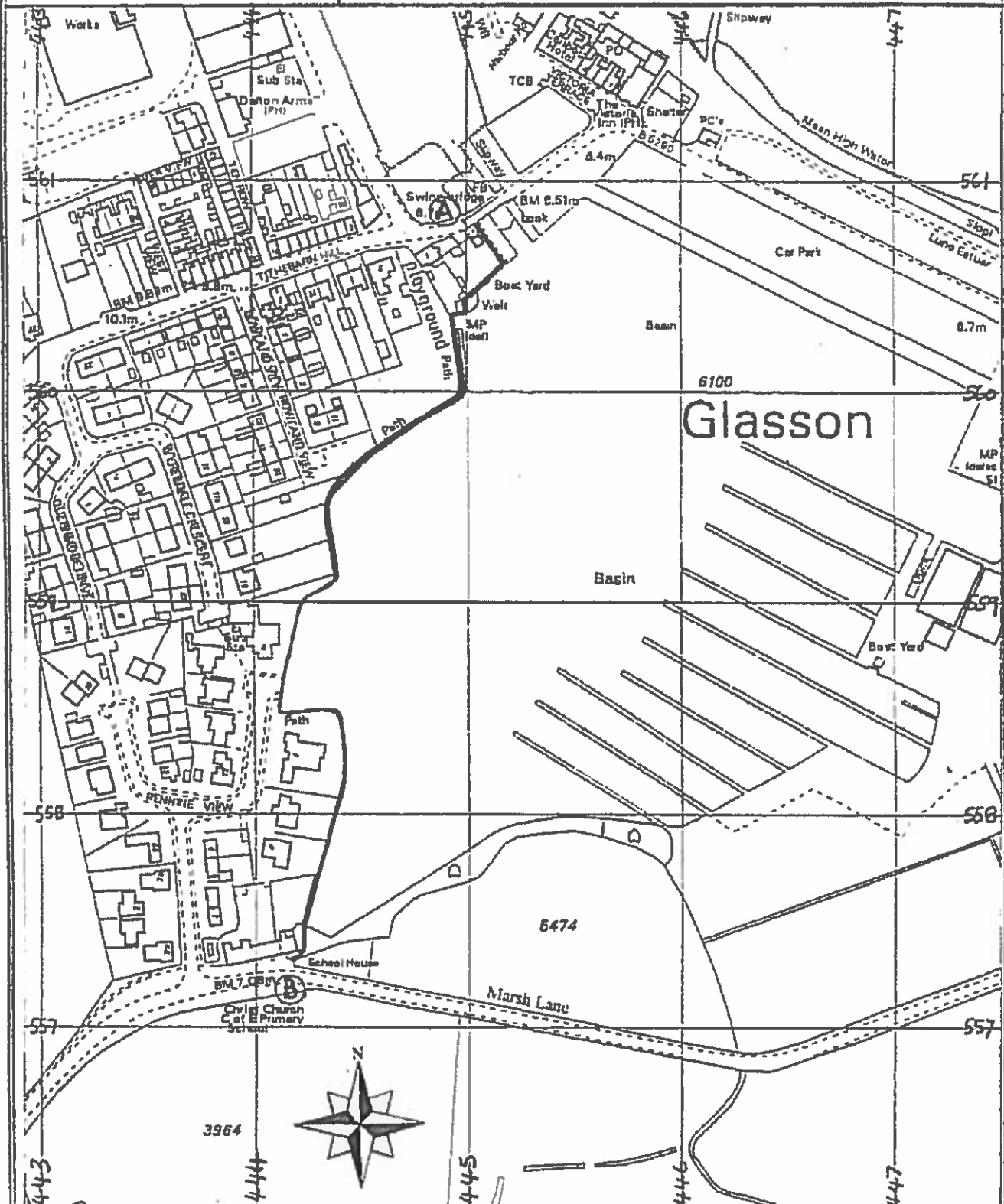
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**ALTERNATIVE OPTIONS TO BE CONSIDERED** N/A

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**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**  
**LIST OF BACKGROUND PAPERS**

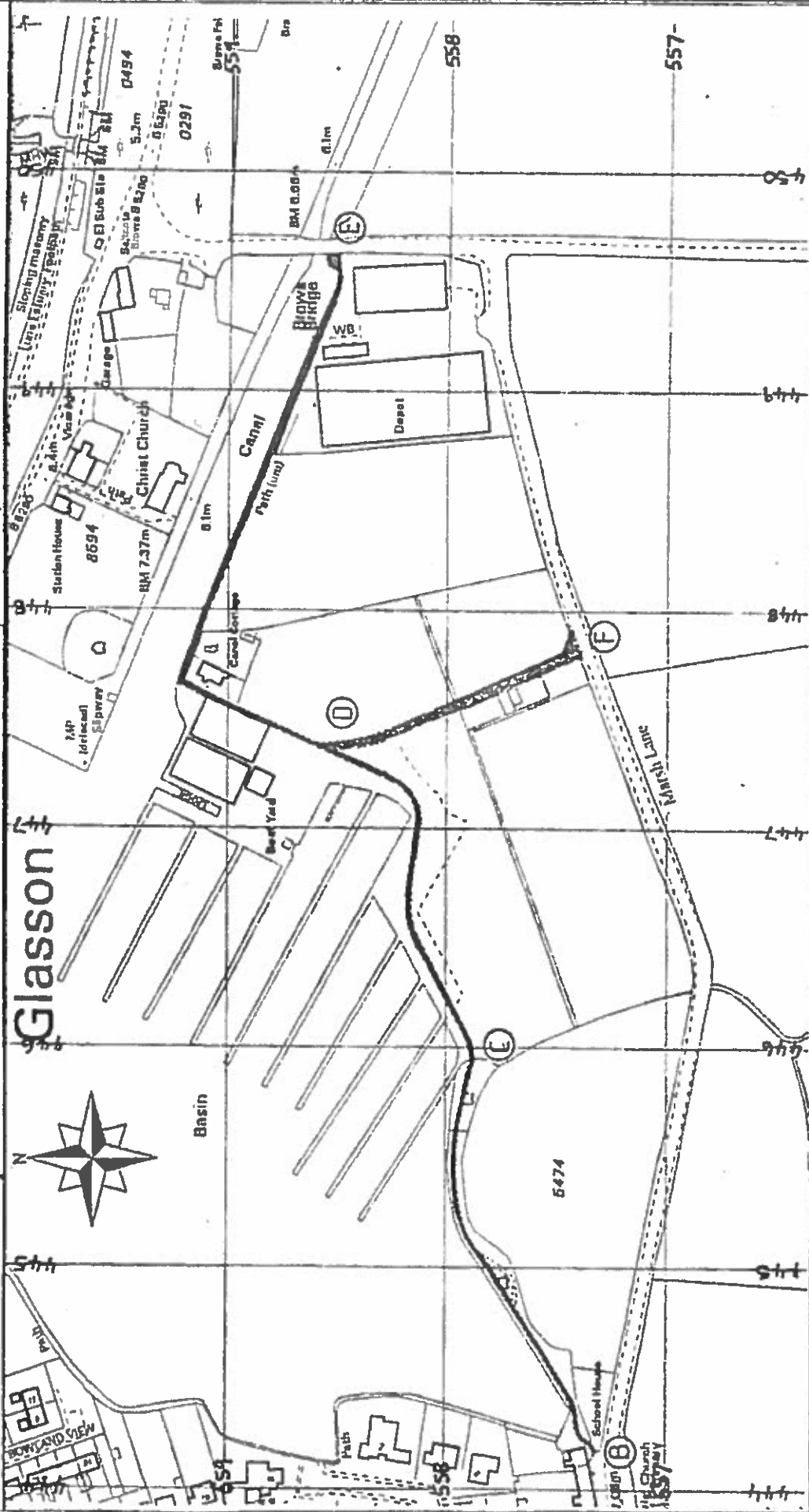
<u>Paper</u>	<u>Date</u>	<u>Contact/Directorate/Ext</u>
All documents on Claim File Ref: 804/361		S P Southworth, Resources Directorate, 3430





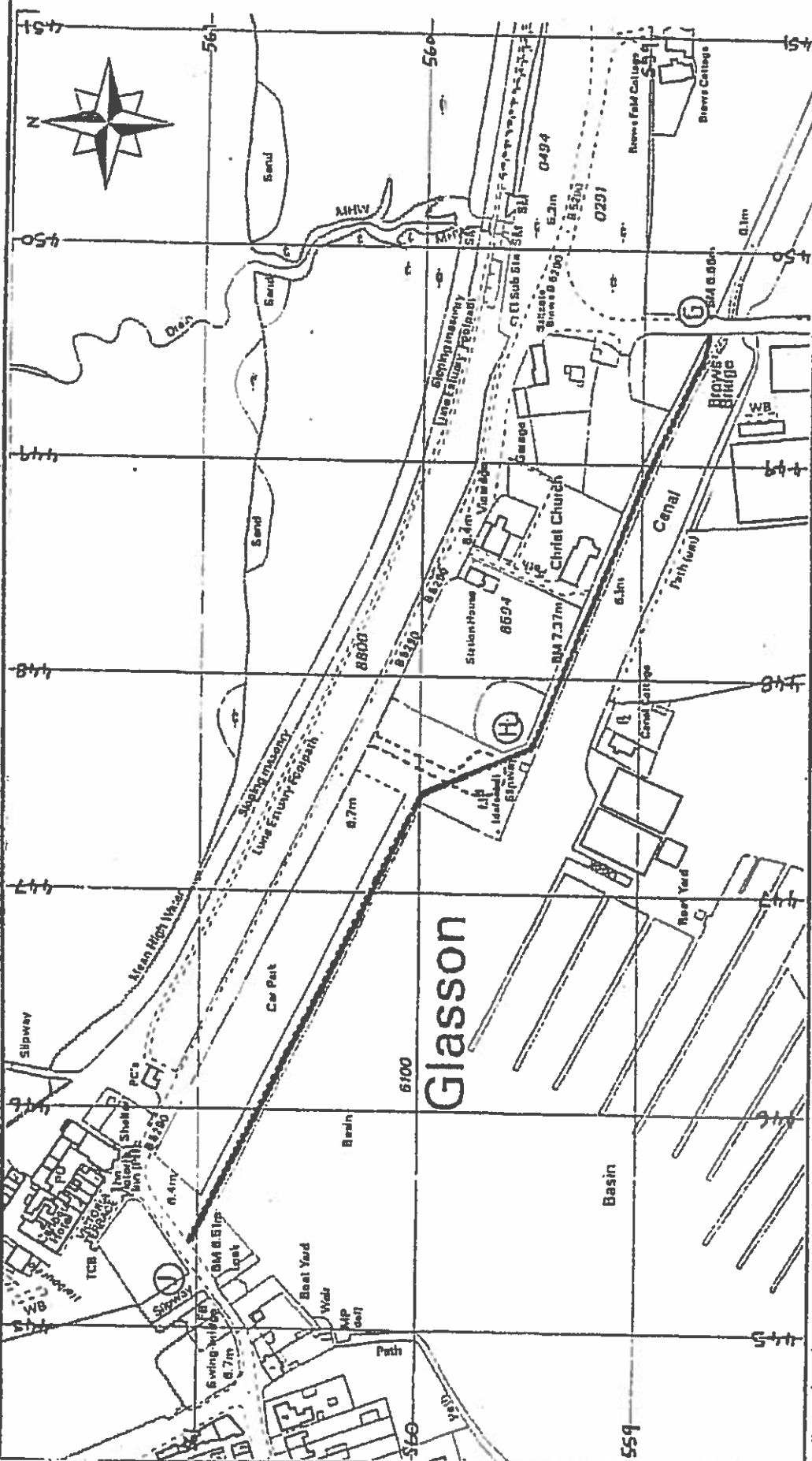
Wildlife and Countryside Act 1981  
Claimed Public Footpath from School House, Marsh Lane, Glasson  
to Marsh Lane and Browns Bridge, Glasson, City of Lancaster  
CLAIM No. 804/361(b)

G. Harding B Eng C Eng, FICE, FIAT, AMMgl, Director, Environment Directorate,  
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CLAIM NO. 804/361 (c)

G. Harding B King, C FICE, MHT, AMINGL. Director, Environment International.  
P.O. Box 9. Guild House, Cross Street, Preston, PR1 1RD.



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