



**ASSESSMENT REPORT ANNEX 1 – EVIDENCE BUNDLE
MODIFICATION OF DEFINITIVE MAP & STATEMENT
FOOTPATH 418036, EDGECOMBE HOUSE, RAVENGLASS, MUNCASTER PARISH**

Item 1 – Particulars of additional claimed path form completed by Muncaster Parish Council and submitted to Cumbria County Council for consideration during the Limited Special Review of the Definitive Map and Statement, this document is dated July 1977, but certifies that a Parish meeting in November 1975 resolved to request the addition of footpath 418036 to the Definitive Map and Statement

CUMBRIA COUNTY COUNCIL
NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949
COUNTRYSIDE ACT 1968
SPECIAL REVIEW OF DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY
Relevant Date - 1st January 1976
Particulars of additional path

PARISH OF MUNCASTER
IN THE DISTRICT OF COPELAND

1. Number of highway on Map (to be completed by C.C.C.)

2. Kind of Path (i.e. F.P., B.R.) F.P.

3. Starts at (please give precise point) ... MAIN ST RAVENGLASS
..... OLD SHOE REPAIRERS SHOP
Route of path ... WEST GARD To ... FORESHORE

Ends at (please give precise point) ... FORESHORE

4. Name of Path (if any)

5. Is the Path well defined? YES

6. Is the Path gatted? If so, define length 20 YDS

7. If its width can be stated, insert here 3 Met

8. What is the present condition of the path, stiles, etc?

9. Is it subject to being ploughed out? No

10. Details of any notice boards, direction signs or warning signs against trespassers, stating their locations, wording on them, their condition and date of erection, if known
..... None

11. (a) Grounds for believing the path to be public (if known) e.g. "shown public use", "Awarded", "Repaired at Public Expense", (with entry "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant)
.....*Place inhabitants state that there has been*
.....*uninterrupted public use.*.....
- (b) If by uninterrupted public user state for how many years
.....*over 50 years*.....
12. Have persons been prevented from using the highway? *No*
13. Give particulars of any obstructions *None*
14. What maps have been consulted, and where are they deposited?
.....*Ordnance Survey*.....
15. What records have been consulted, and where are they deposited?
.....
.....
.....
16. Any other relevant information *Provides access to the*
.....*foreshore and to rear of houses on west*
.....*side of main street*.....

Certificate

I hereby certify that on the *10th* day of *November* 1975 the Parish Meeting resolved to request Cumbria County Council to include the path referred to above on the Definitive Map of Public Rights of Way for the County of Cumbria.

Alan

Person presiding at Parish meeting

M. K. Hoogstra

Anna Pretton

Two local government electors present thereat

Dated *25th July 1977*

Parish Council

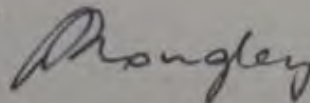
-4-

- is shown as a public right of way on the Definitive Map.
- 12 Provisional EP 102025 claimed in 1953-54 period:
This is a branch from BR 102028 near the ruined building
buildings of Murthwaite at GR 116 992, going south
across the 'Ratty's' railway line via gates on either
side of the line to the claimed Common - Muncaster
Fell. It is recommended that this footpath be shown
on the Definitive Map.
- 13 Rights of Way from Main Street, Ravenglass on the
west side which give access to the foreshore and
registered common VG 110. There are two short footpaths
one beside the old Reading Room, the other between
the Garage (and old shoe repairer's shop) and the block
of buildings opposite the Pennington Arms. It is
recommended that these footpaths be shown as public
rights of way on the Definitive Map.

The relevant O S sheets are SD 09 NE , SD 19 NW , SD 09 SE
It is noted that you will arrange for a copy of these
sheets to be sent to me so that the paths can be marked
on them.

Please advise me if you will require any further
information.

Yours faithfully,



Harry Longley
Clerk to the Parish Council

Please acknowledge receipt.

Item 3 – Information page regarding claimed additional right of way sent from Cumbria County Council Department of Legal and Administrative Services to Department of Highways and Transportation as part of the Limited Special Review, May 1977

cc
17/10

ADDITIONAL RIGHT OF WAY

REPORT NO: 11

PARISH: Muncaster

CLASSIFICATION: Footpath

OS MAP NO: SD 09 NE

FROM GRID REF: 0841/9637

TO GRID REF: 0837/9638

LENGTH: 0.04 km (0.03 mls)

PATH NO: 102036 ✓

DESCRIPTION OF ROUTE:

In Ravenglass, from Main Street (GR 0841/9637) westerly between Edgecombe House and cobblers hut for 40 metres to the foreshore at GR 0837/9638.

EVIDENCE FOR:

Uninterrupted public use for over 50 years according to older inhabitants.

(Parish)

ATTACHED
1 Parish
Evidence
Form

EVIDENCE AGAINST:

None

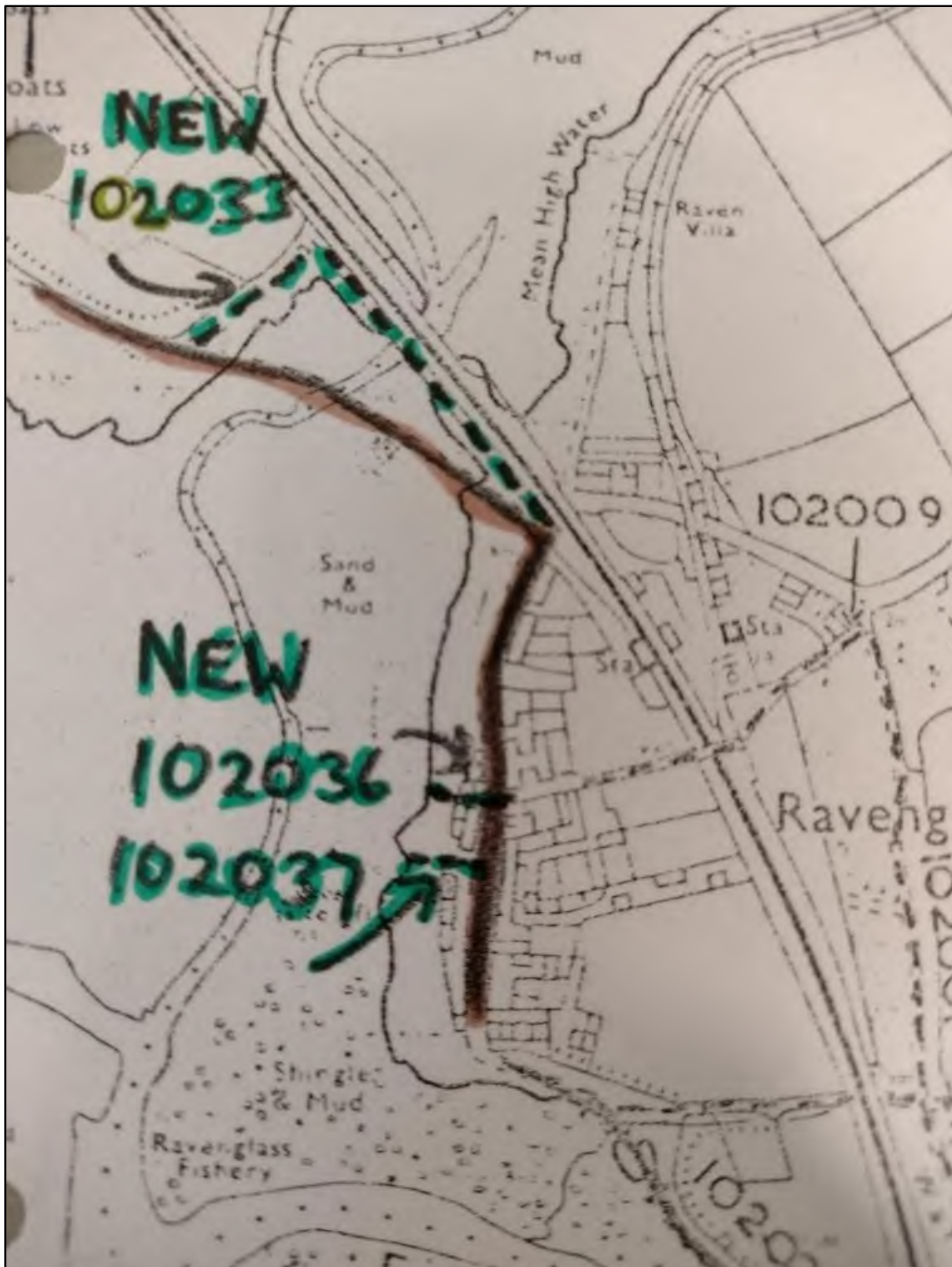
RECOMMENDED:

That footpath 102036 be added to the revised definitive map.

Item 4 – Special Sub-Committee on Public Rights of Way Report, 1977

<u>SPECIAL SUB-COMMITTEE ON PUBLIC RIGHTS OF WAY</u>		
<u>Meeting on 7th November, 1977</u>		
Report No. <u>664</u>		
ADDITIONAL RIGHT OF WAY/ RECLASSIFIED RIGHT OF WAY .		
PARISH:	MUNCASTER	PATH NO: 102036
EXISTING COUNTY ROAD NO:		
CLASSIFICATION:	FOOTPATH	
O.S. MAP NO:	SD09NE	LENGTH: 0.04 km(0.03 m)
FROM GRID REF:	08419637	TO GRID REF: 08379638
DESCRIPTION OF ROUTE: From Main Street in Ravenglass (GR08419637) westwards between Edgecombe House and cobblers hut for 40 metres to the foreshore at GR08379638		
EVIDENCE FOR: Parish Council claim uninterrupted public use for over 50 years.		
EVIDENCE AGAINST:		
RECOMMENDED: That Footpath 102036 be added to the Definitive Map.		

Item 5 – Map accompanying sub-committee report, 1977



Item 6 – Part of Historic England Aerial Photo reference EAW025558, 1949 (<https://historicengland.org.uk/images-books/archive/collections/aerial-photos/record/EAW025558>). The cobbler's hut is visible.



Item 7 – Part of Historic England Aerial Photo reference DP020908, dated to the mid-20th Century (<https://historicengland.org.uk/images-books/photos/item/DP020908>). The cobbler's hut is also visible in this photo



Item 8 – Ordnance Survey aerial photograph, 1980



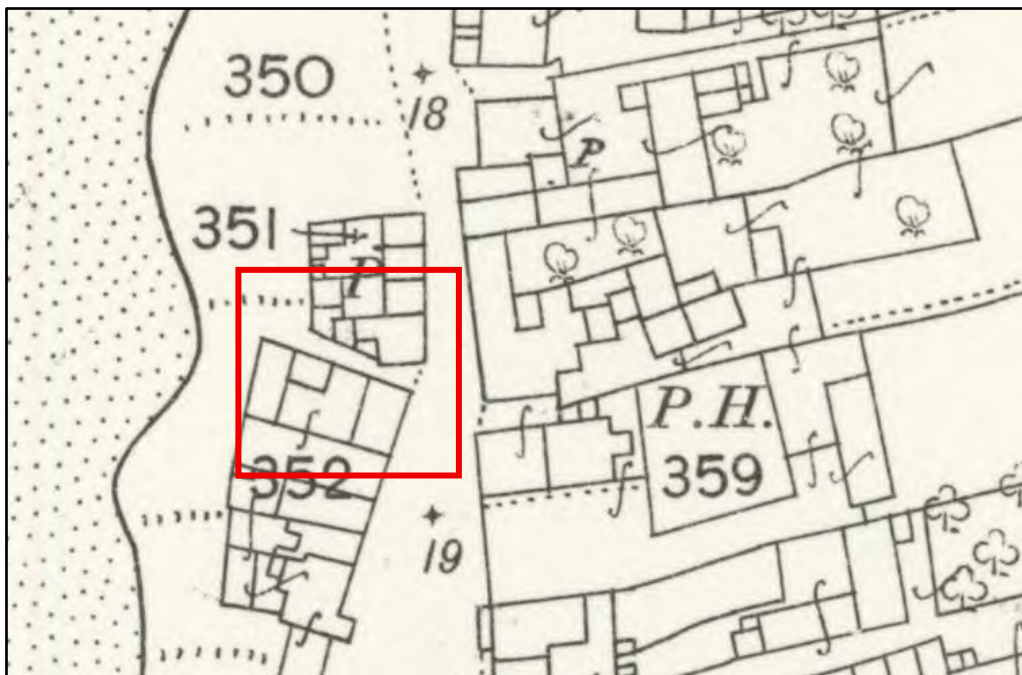
Item 9 – Undated aerial photograph, courtesy of the current owner of Wingrove Cottage. This appears to have been taken at some point between 1979 – 1986 (based on this being after the construction of the sea wall on the modification route and before the garage and cobbler's hut were demolished).



Annotated version of item 9 – the modification route (yellow line) and recorded route (purple line) are depicted, and Edgecombe House, the cobbler's hut and Wingrove Cottage are all clearly visible



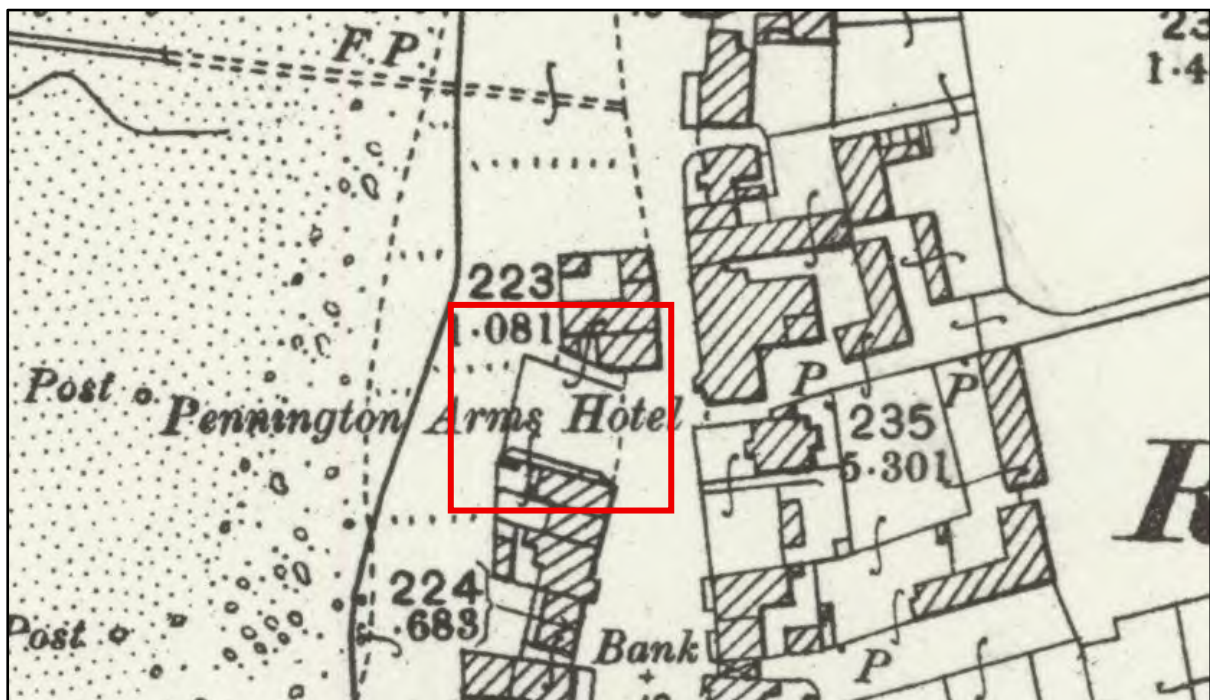
Item 10 – Ordnance Survey 25-inch map, surveyed 1860, published 1863



Item 11 – Ordnance Survey six-inch map, surveyed 1860, published 1867, annotated with approximate recorded route line



Item 12 – Ordnance Survey 25-inch map, revised 1897, published 1899

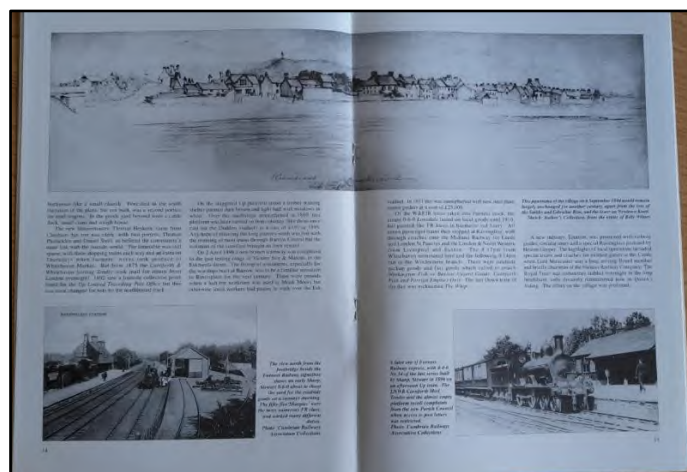
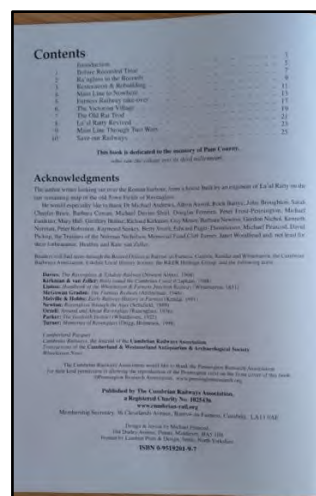
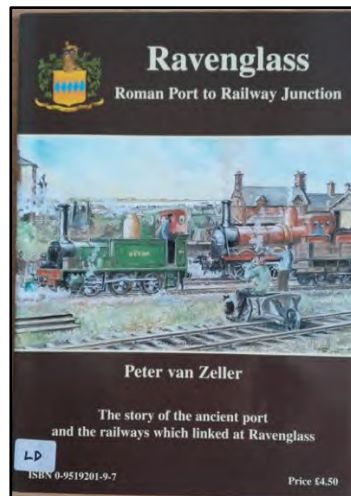


Item 13 – Ordnance Survey six-inch map, revised 1897, published 1900



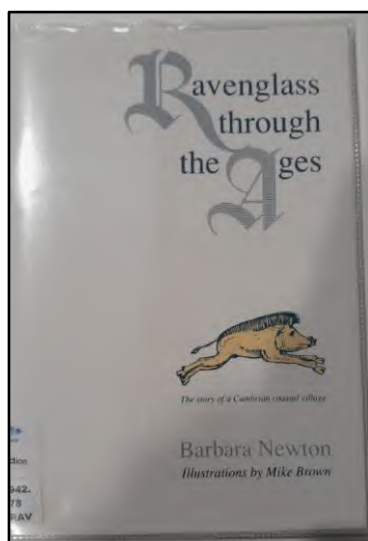
Item 14 – Panorama of Ravenglass, dated 7 September 1894, in the collection of Peter van Zeller, from the Estate of Billy Wilson, republished on pages 14-15 of *Ravenglass, Roman Port to Railway Junction*, 2001, by Peter van Zeller, ISBN: 0-9519201-9-7

Showing Edgecombe House and Wingrove Cottage.



Item 15 - Excerpt from p.52 of *Ravenglass through the Ages*, 1989, by Barbara Newton, no ISBN number

Like old Iah, Pot Tommy used to travel the district as a salesman, but he travelled in style with a horse and covered cart which he would park beside Pharoah's bootshop on some spare ground known as Old Buildings - though the old buildings had long since disappeared. The cart was filled with pots and pans, and according to the volume of trade Tommy would stay in Ravenglass for two or three days or sometimes for up to a week.



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THE OLD ORDER CHANGES

The 20th Century swept in, or Ravenglass, in a storming wind which brought heavy snowfalls. Roads were blocked, sheep-barns down, and the men of the village gazed with those of Malenwick and surrounding districts to watch for one Iah, Sleginson who was missing to the Museum.

This was the last of the Packmen who formerly hauled their wares all over Cumbria, mending the tracks and pathways in all weathers to visit not only the hamlets and villages but all the outlying farms.

Iah was a well known figure locally, one of the most welcome visitors to everyone's fire-side, and of somewhat singular appearance. He sported a long ginger beard, a stout black coat reaching to his feet, a cap on his feet and invariably a flower at his lapel. In wet weather he walked along beneath a large black umbrella which kept his packs dry. As a further means of protecting his wares, the two packs were covered with two layers of oil cloth and fastened with leather straps, these he carried on his back.

The packs contained drapery, red and black mottled socks, long black stockings, pin-fines, shirts and shaggy wool-lam or shunters.

He was a serious old man who never told a joke or funny story, and had never been seen to smile. He must have had a hard life with little to amuse him, but possibly he raised a smile when the watchmen found him on Barker Moor that New Year's night, exhausted, famished and frozen but still alive. He continued to hawk his wares for several years after this incident.

Another character of this era was Pot Tommy. Though the two oldest people in the present day village remember him well, no one can say either what his surname was or where he came from. He is simply described as 'An offcomer'.

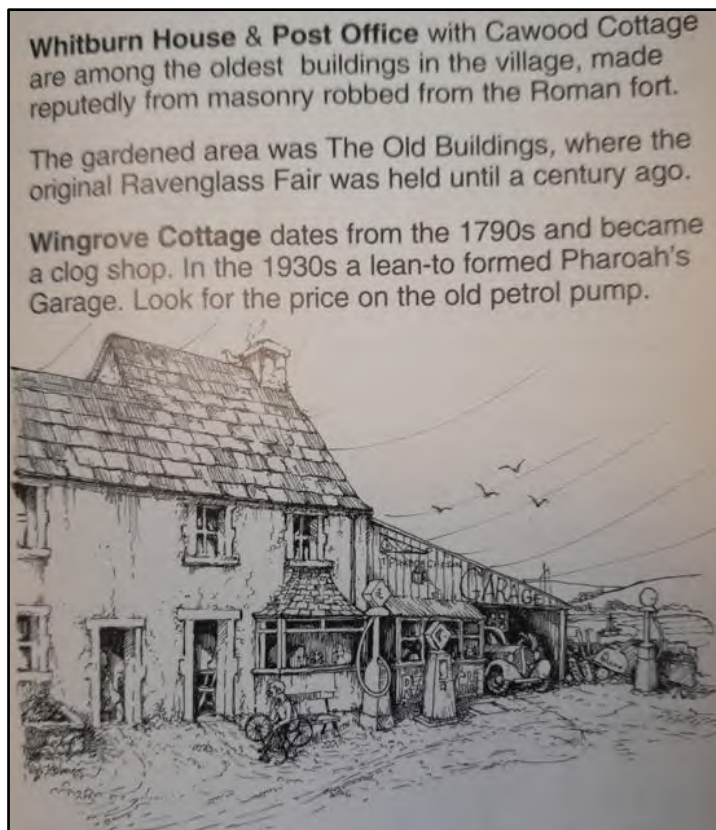
Like old Iah, Pot Tommy used to travel the district as a salesman, but he travelled in style with a horse and covered cart which he would park beside Pharoah's bootshop on some spare ground known as Old Buildings - though the old buildings had long since disappeared. The cart was filled with pots and pans, and according to the volume of trade Tommy would stay in Ravenglass for two or three days or sometimes for up to a week.

Besides being a tinker, Tommy was a bit of a showman and held 'Entertainments' in a loft above the old 'Glen Raven' cafe, which were eagerly awaited by the villagers. Everyone attended and took part in the singing competitions, games, darts matches etc., but the high spot of the evening was the raffle. That this was 'Ragged' was an open secret but it was all taken in very good part. Mrs Elizabeth Wilson of The Cottage well remembers her husband, the late Isaac Wilson, winning a tea service after helping Pot Tommy change the wheel of his cart. Mrs Wilson's sister-in-law also won a prize that evening for her musical rendering of 'Annie Laurie'.

On one occasion when Tommy parked his cart in a different place the locals insisted that the spot he had chosen was haunted by a boggy, at which information he scoffed loudly. Returning from the nearby hostelry some time after midnight, he was aghast to hear howls and sinister clankings issuing from the cart, and shot back to the inn for protection. Dire was his wrath when the manifestation turned out to be an unfortunate cat imprisoned in a sack among his hardware.

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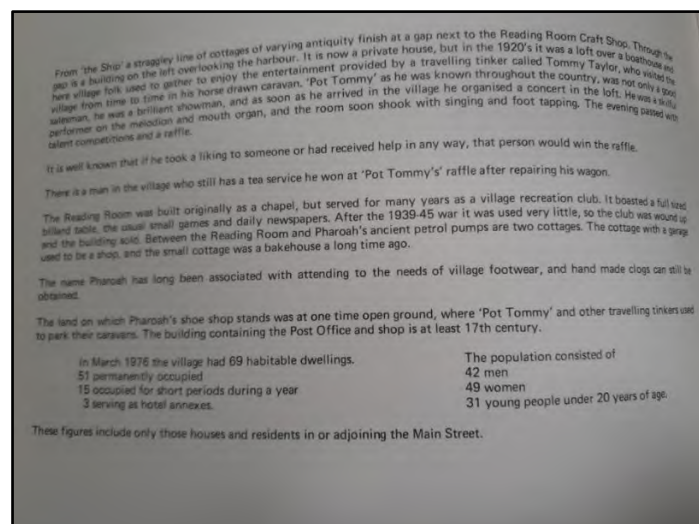
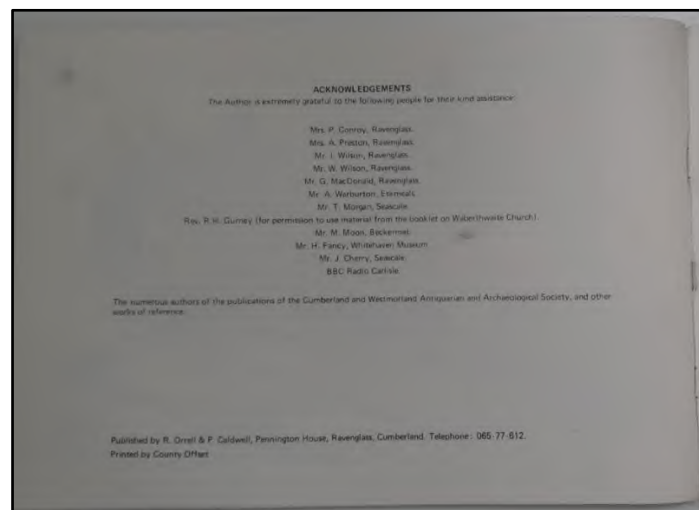
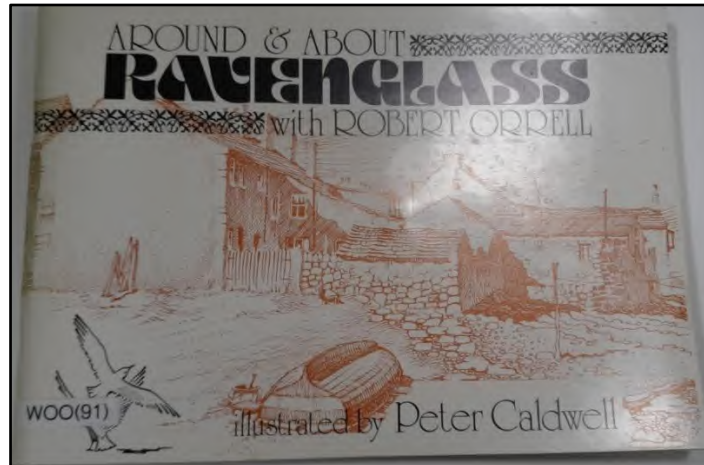
Item 16 – The Story of Ravenglass, undated leaflet



Item 17 – Excerpt from page 16 of *Around and about in Ravenglass*, 1976, by Bob Orrell, no ISBN number

The name Pharoah has long been associated with attending to the needs of village footwear, and hand made clogs can still be obtained.

The land on which Pharoah's shoe shop stands was at one time open ground, where 'Pot Tommy' and other travelling tinkers used to park their caravans. The building containing the Post Office and shop is at least 17th century.



Item 18 – excerpts from p.13-15 of *Memories of Ravenglass*, 1998, by Bert Turner, no ISBN number (we are indebted to Mr Paul Pharaoh, a distant relative of Jack Pharaoh, who highlighted the information within this publication)

stan sack and was delivered to her shop by the cart
Next door but one was Pharaohs', the cloggers who supplied clogs and boots to most of the farmers and their servants. In the back yard was an open-sided shed where the wooden clog bottoms were stored. On the floor was a large wooden log about two feet six inches high, with a huge staple inserted in one side. The tools for making clog bottoms were

13

In the 1930s Jack Pharaoh, the son, built a garage next to the shop and it was to this site that showman 'Pot Tommy' Taylor paid his annual visit. He parked his steam traction engine and living van on the roadside outside Herbert House. This was before the days of mains electricity and he put up a big arc light which illuminated the whole street, causing great excitement among the natives who turned out in large numbers. There were competitions for singing the best sentimental song and for eating a treacle bun suspended on a string without the use of the hands. There were darts and ring-board, and a circular stall with press buttons around the circumference. Each button had a station name. The names were also on an illuminated flashing frame, each name being lit in turn. All the entrants paid a penny and when the operator called out 'All press' everyone pressed their buttons. If your station name lit up, you were a winner. The prizes were always plates or cups and saucers. On Saturday night there was a raffle for a china tea set, usually won by someone who had been helping 'Pot Tommy'. There was also an electric shock machine and by inserting a penny and holding a brass knob in each hand the shock passed through the body. A number of children

would hold hands so that they could all get a shock for the same penny.

Few people had cars then, and those who had usually had to do their own repairs and maintenance, learning as they went along. Cars rarely went more than 10,000 miles before needing to be decarbonised, the valves resealed, and the sump desludged. Jack Pharaoh allowed people to use his garage for this purpose, if they purchased new oil from him. A petrol pump was later installed outside the garage. Jack also had a boat and rowed visitors across the river to the gullery. On one occasion when he charged a man 2s.6d. for the fare, the man said 'no wonder Jesus walked upon the water'.

Fred Holman and a man called Hancock opened a little workshop next to the garage, repairing bicycles, motor bikes, and so on. They had a pump selling ROP petrol (Russian Oil Products) and it was 11d. per gallon. Before there were pumps petrol was sold in two-gallon sealed cans and was called gasoline. Fred also erected a wooden hut and sold

pots and pans and hardware. Quite a number of the young men in the village had motor bikes. Tommy Raven had a Triumph Ricardo, Noble Porter a long-stroke Sunbeam, Jack Pharaoh a BSA Sloper, and Cecil Southward a water-cooled Scott Squirrel, a two-stroke twin cylinder. Isaac Wilson the coalman had an American motor cycle, an Indian, which had a powerful klaxon horn fixed on top of the petrol tank.



Kate Noble, with her daughter Frances Holman, and her grandchildren, Jack, Peggy, and Joan, about 1923.

Kate Noble, an Irish woman, had the next grocer's shop at the corner of the shore entrance opposite the Pennington Arms. She sold Lyon's cakes, groceries, and boiled ham. We bought our fireworks there. Fred Holman's wife Frances was Kate's daughter and she later took over the shop. They had three children - Peggy, Joan, and Jack.

Miss Fanny Clark, who sold soap, blocks of salt, bags of flour, yeast, and groceries, kept the shop directly opposite the Pennington Arms. Tom Farren chewed twist tobacco and he used to send me for an ounce. It was 8d. Miss Clark had a big coil of twist just like a rope which she stored in a glass jar. She cut off a piece with a big pair of scissors. If she was in a

Item 19 - p.27 of *Memories of Ravenglass*, 1998, by Bert Turner, no ISBN number

bladder from the butcher on slaughter day and inflated it by blowing into it through a straw and tying the neck. It was then used as a football until it burst or a dog took it away for a meal. The General Post Office used the green opposite Rosegarth as a store for telegraph poles, crossbars, insulators, bags of bolts, and coils of copper wire. Many of the children playing there got skin burns from the creosote on the poles. On the gable end of the house at the south end of the green was a large yellow enamel circular sign, one of many in local villages, with the name of Ravenglass in big blue letters across the middle. Erected by the AA, it gave the mileage to various places; to London it was 300 $\frac{1}{2}$ miles. The children used to say that London was 300 $\frac{1}{2}$ miles from Fanny Clark's back door.

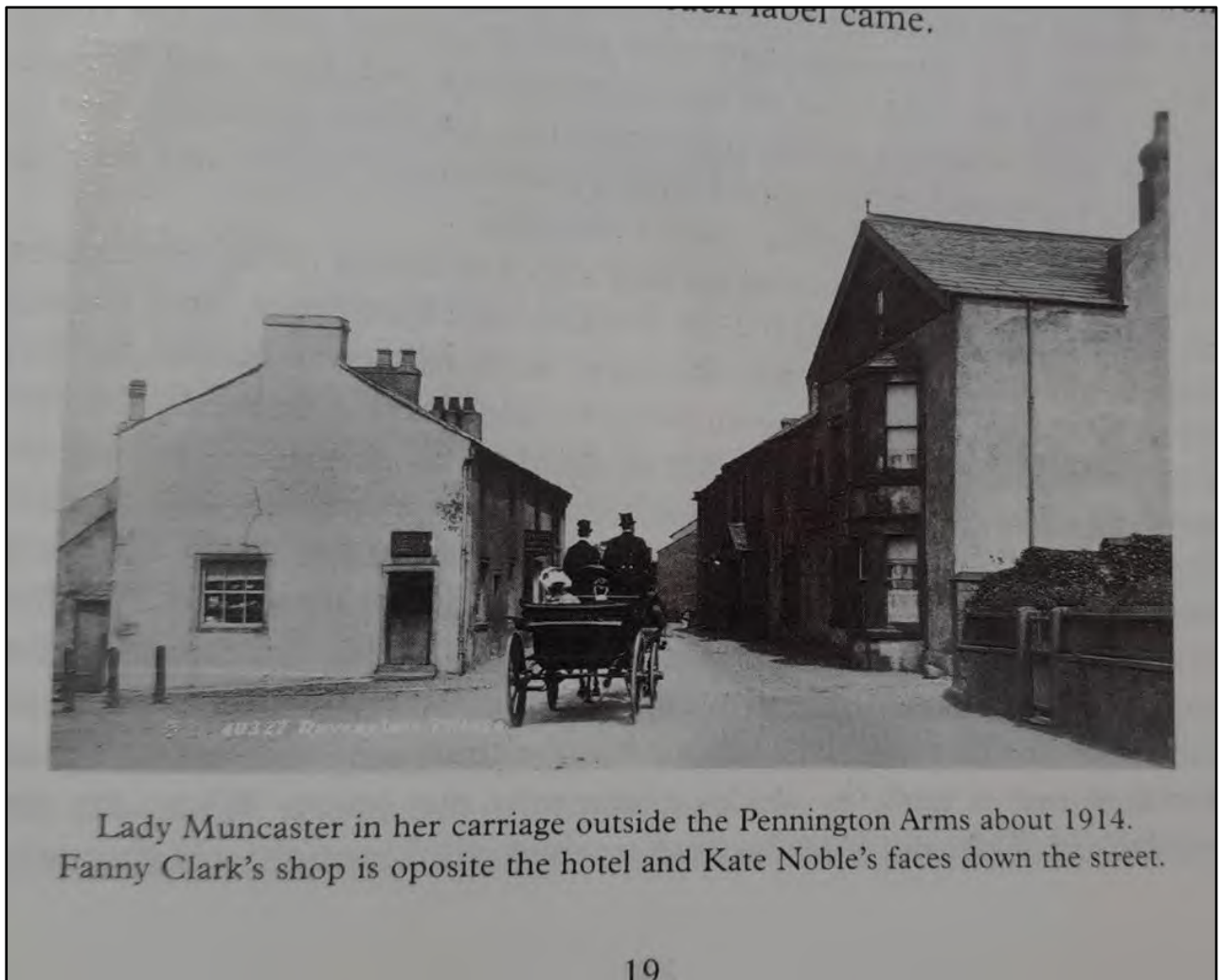
We did some stupid things at times. One lad had an air gun and we used our jacket buttons as targets. If you stood at a distance, someone would shoot at your buttons and break them. Mother would say 'I don't know what you do with your buttons to lose them'. I never told her.

Monday was washing day and Dad got up early to light the fire in the clothes boiler, or set pot as it was usually called, before he went to work so Mother got an early start with the family washing. In the wash-house were two dolly tubs, a dish of dolly blue, a bowl of starch for shirts and collars, and a set of dolly legs for agitating the clothes in the tub. It was not very nice coming home from school on a wet washing day because the clothes were on a rack in front of the fire, the windows all steamed up, and we were probably wet too, having walked from Muncaster school. Another daily chore was filling the lamps with paraffin, trimming the wick, and cleaning the glass. Paraffin was a dirty fuel and if the wick was not trimmed straight it would smoke and black the glass as well as the ceiling. Popular brands of paraffin were Royal Daylight and White Rose. A pink additive was put in later which made for much cleaner burning. Lamp glasses were very fragile and had to be brought up to operating temperature very slowly or they would crack. Even if someone opened a door and a cold draught blew onto the glass it would sometimes crack. Much later someone discovered Pyrex glass and that solved the problem.

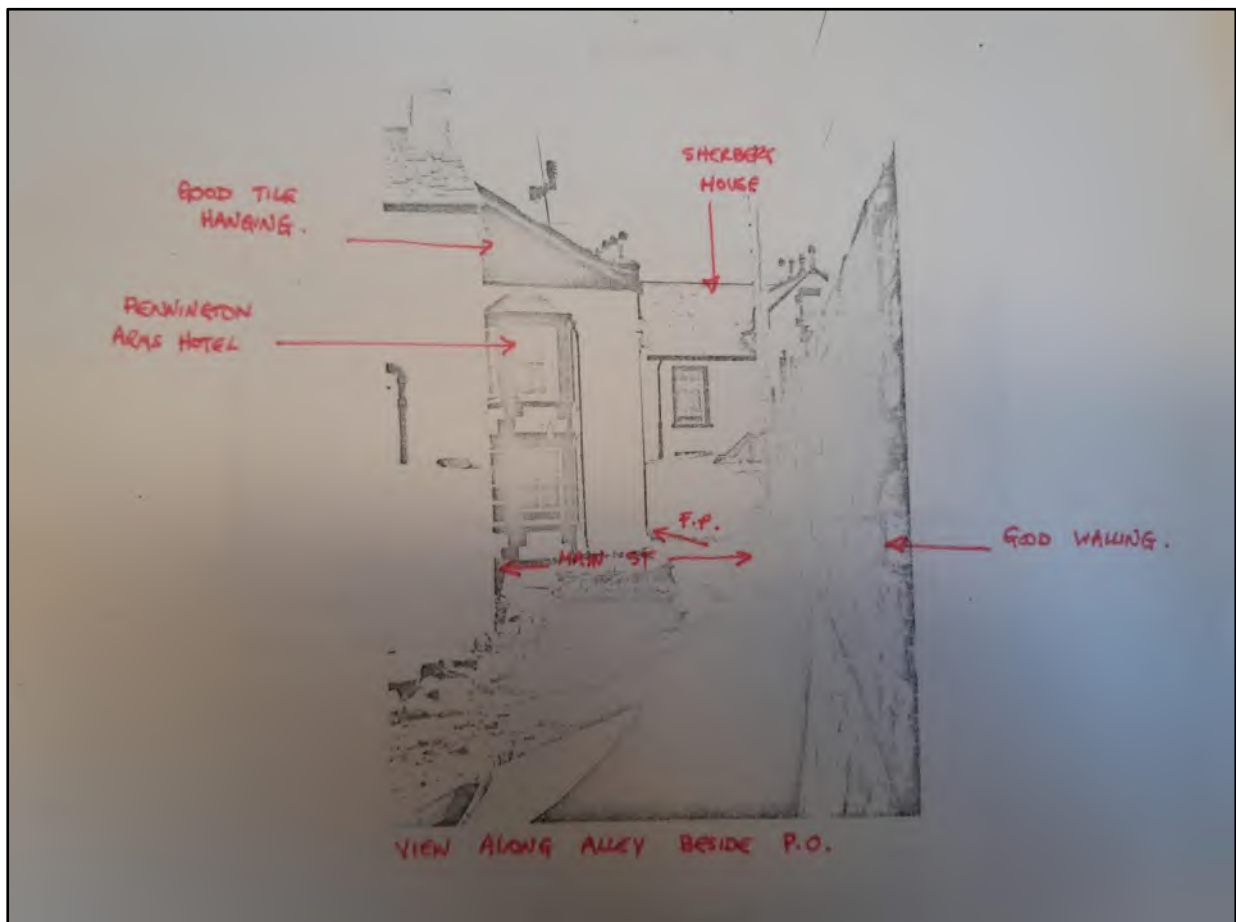
I was eight years of age when the Prince of Wales (later Edward VIII) came to stay at Muncaster Castle and all the schoolchildren lined the castle drive to greet him, each clutching a little Union Jack. Unfortunately he was asleep when the car passed by. Next day he placed a wreath on the war memorial. Mrs Cowan, who had lost two sons in the Great War, was presented to him.

A number of the houses in the village had kidney stone pavements in front and removing the weeds from between the stones with a dinner

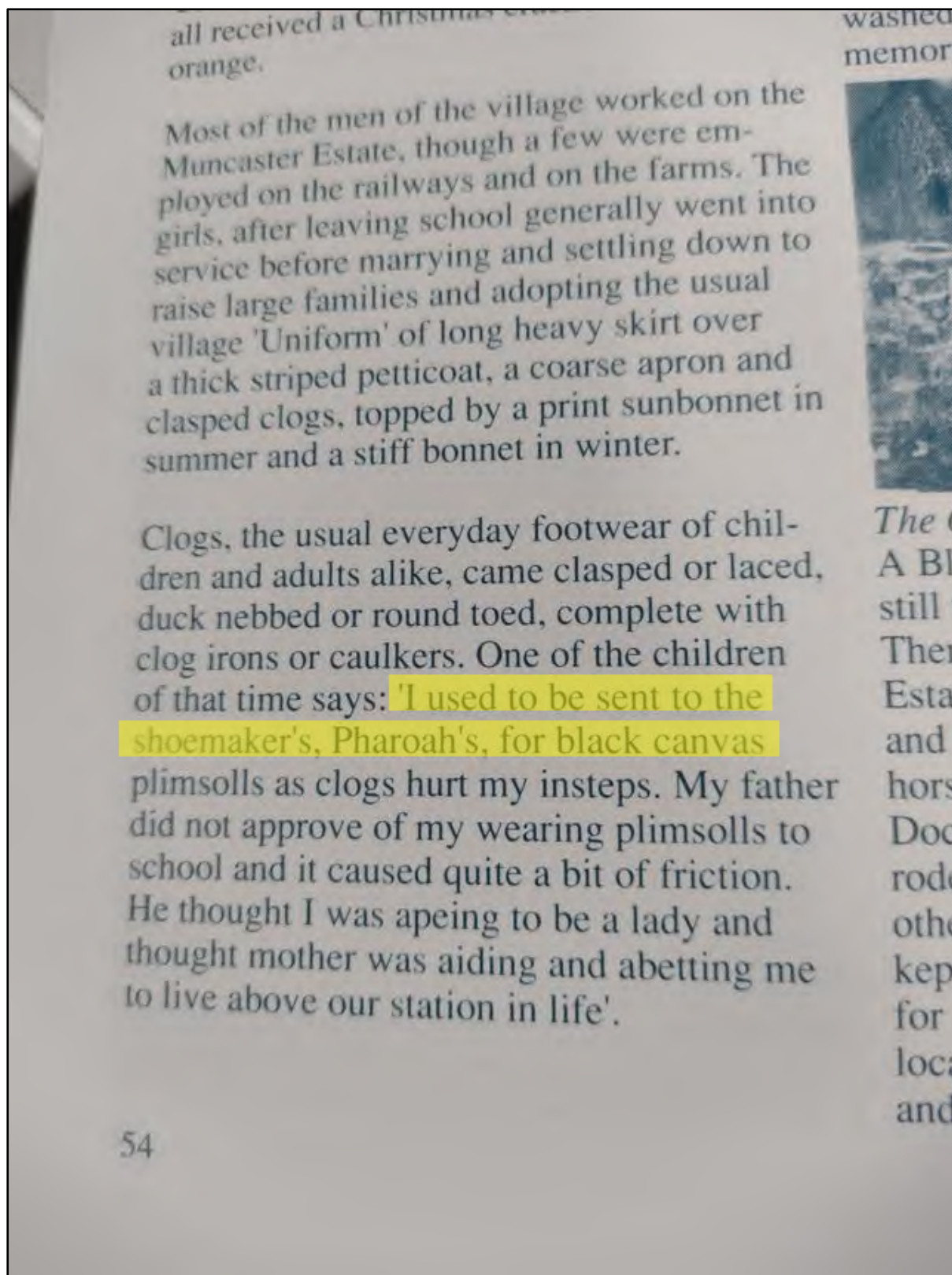
Item 20 – photograph dated to around 1914, p.19 of *Memories of Ravenglass*, 1998, by Bert Turner, no ISBN number



Item 23 – Photograph and photographic tracing with notes from Lake District Special Planning Board folder relating to Ravenglass Conservation Area, undated



Item 24 – Excerpt from p.54 of *Ravenglass through the Ages*, 1989, by Barbara Newton, no ISBN number



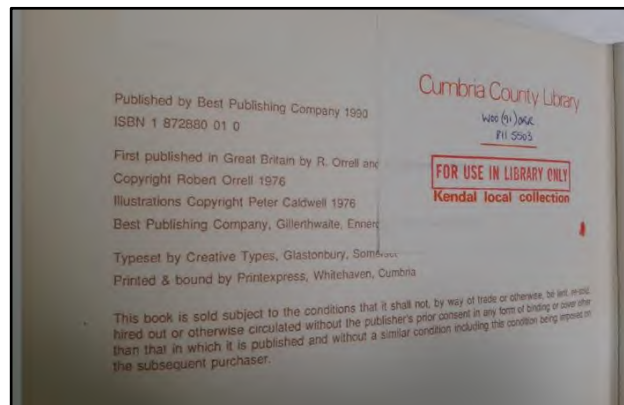
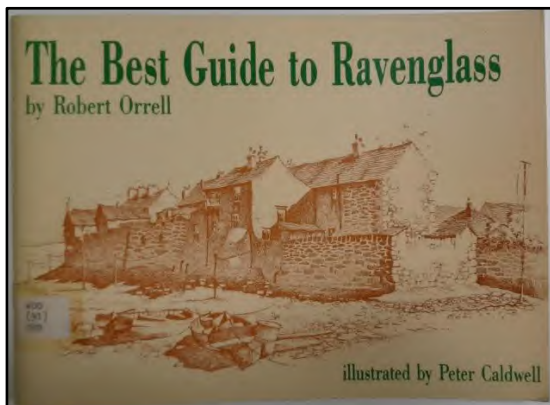
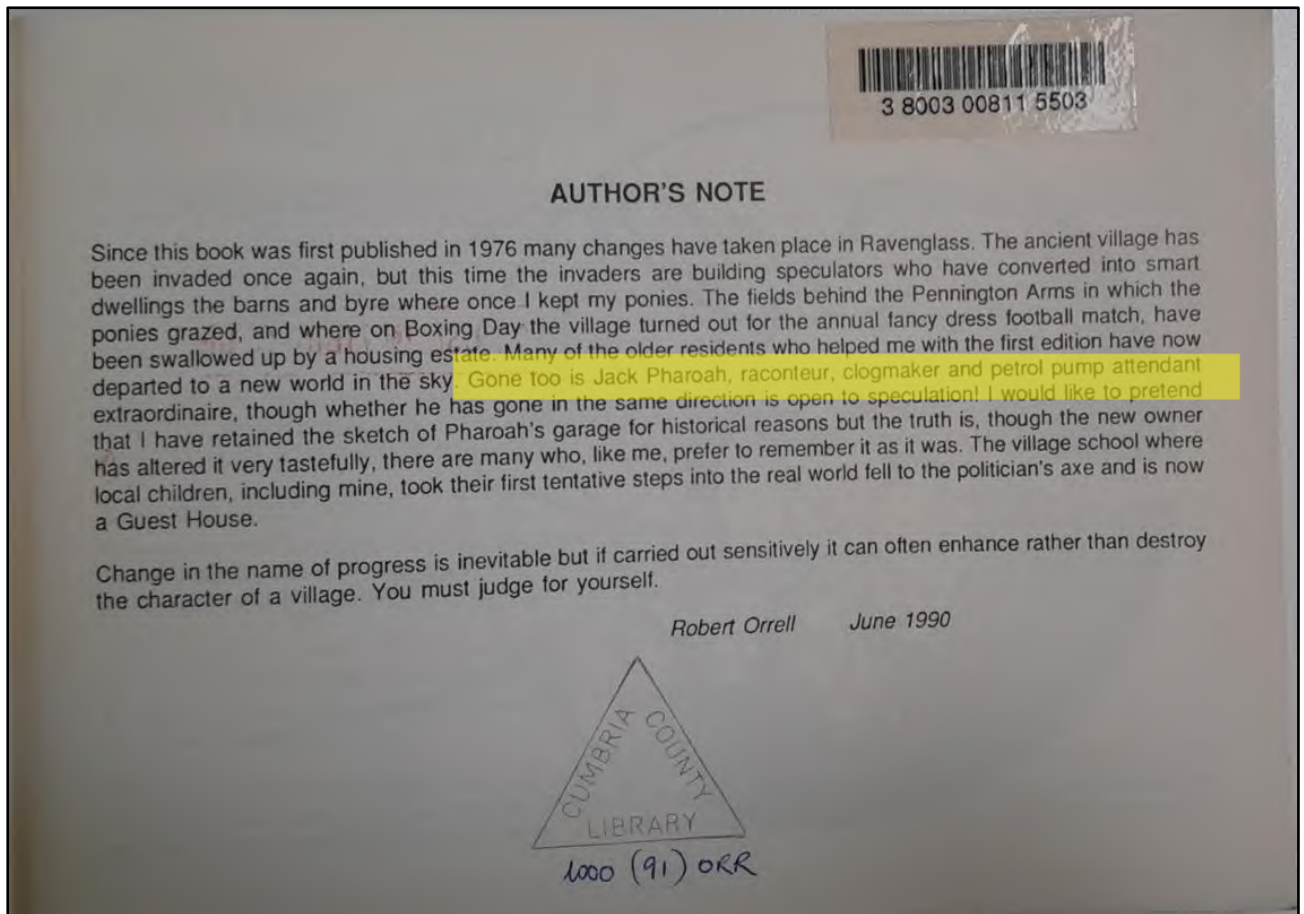
Item 25 – Illustration of Jack Pharaoh’s garage and Wingrove Cottage from the shore by Peter Caldwell, page 58, *Around and about in Ravenglass*, 1976, by Bob Orrell, no ISBN number



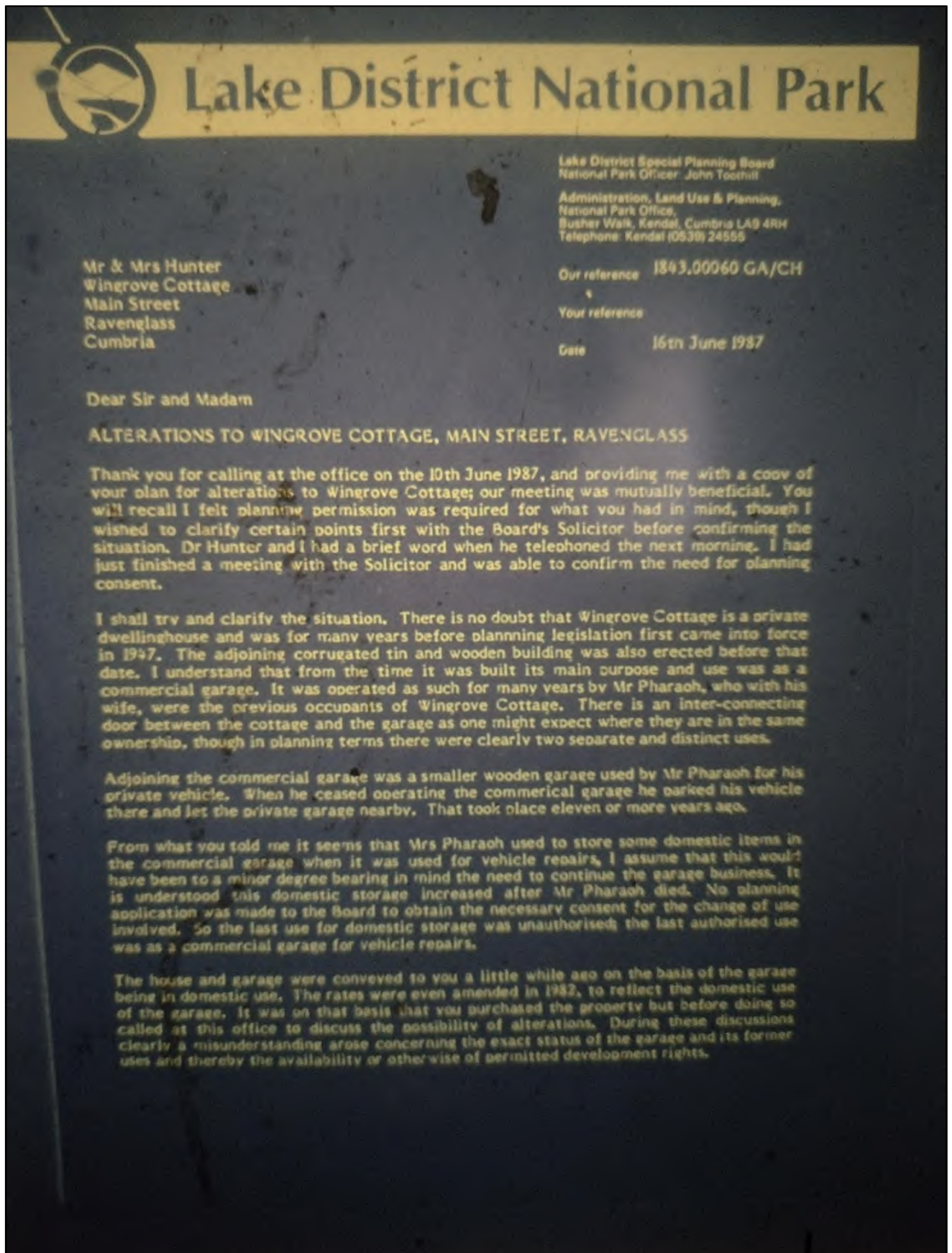
Item 26 – Illustration of Jack Pharaoh's garage and Wingrove Cottage (and possibly Jack Pharaoh himself), by Peter Caldwell, page 77, *Around and about in Ravenglass*, 1976, by Bob Orrell, no ISBN number



Item 27 – Author’s note from *The Best Guide to Ravenglass*, 1990, by Bob Orrell, ISBN: 1-872880-01-0



Item 28 – Lake District National Park Authority Planning letter to Dr and Mrs Hunter, 1987



Item 29 – Photo of Ravenglass Main Street, November 1979.
Showing the cobbler's hut and Edgecombe House (LDNPA archives)



Item 30 – Photo from Main Street (from beside the Pennington Arms). Showing the cobbler's hut, modification route and part of Edgecombe House, dated November 1979 (LDNPA archives)



Item 31 – Enlarged extract from item 30 showing putative cement mixer - potentially to be used in construction of the seawall and steps



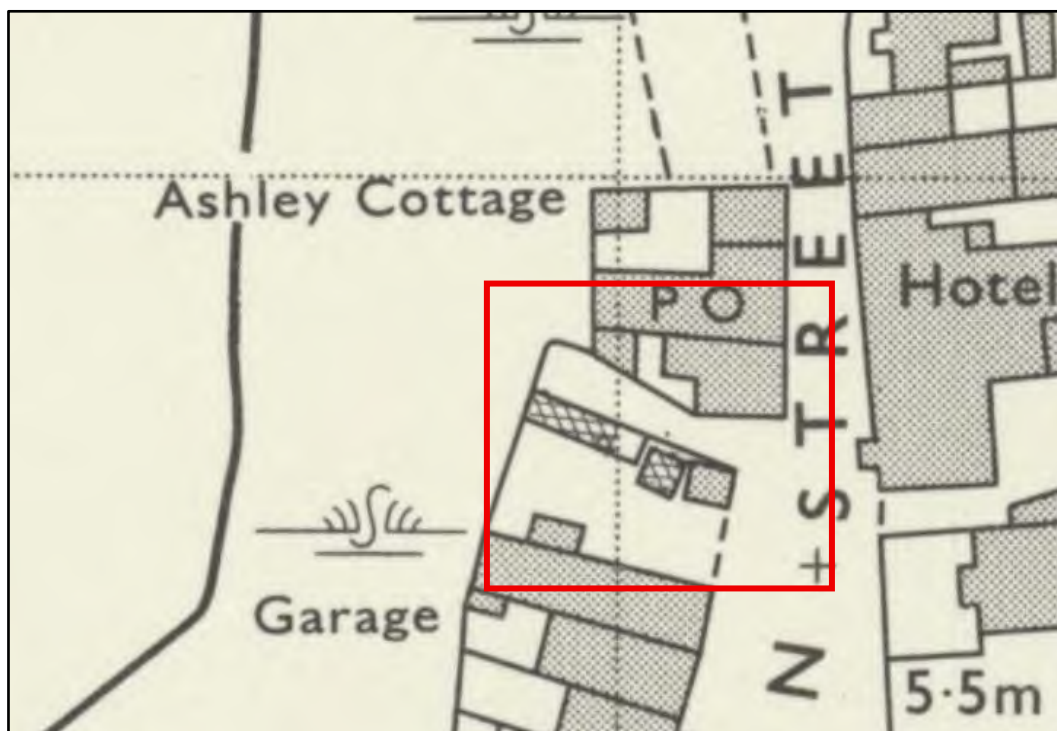
Item 32 – Photo of the cobbler's hut from Main Street, in which the hut's sign can be clearly seen, dated November 1979 (LDNPA archives)



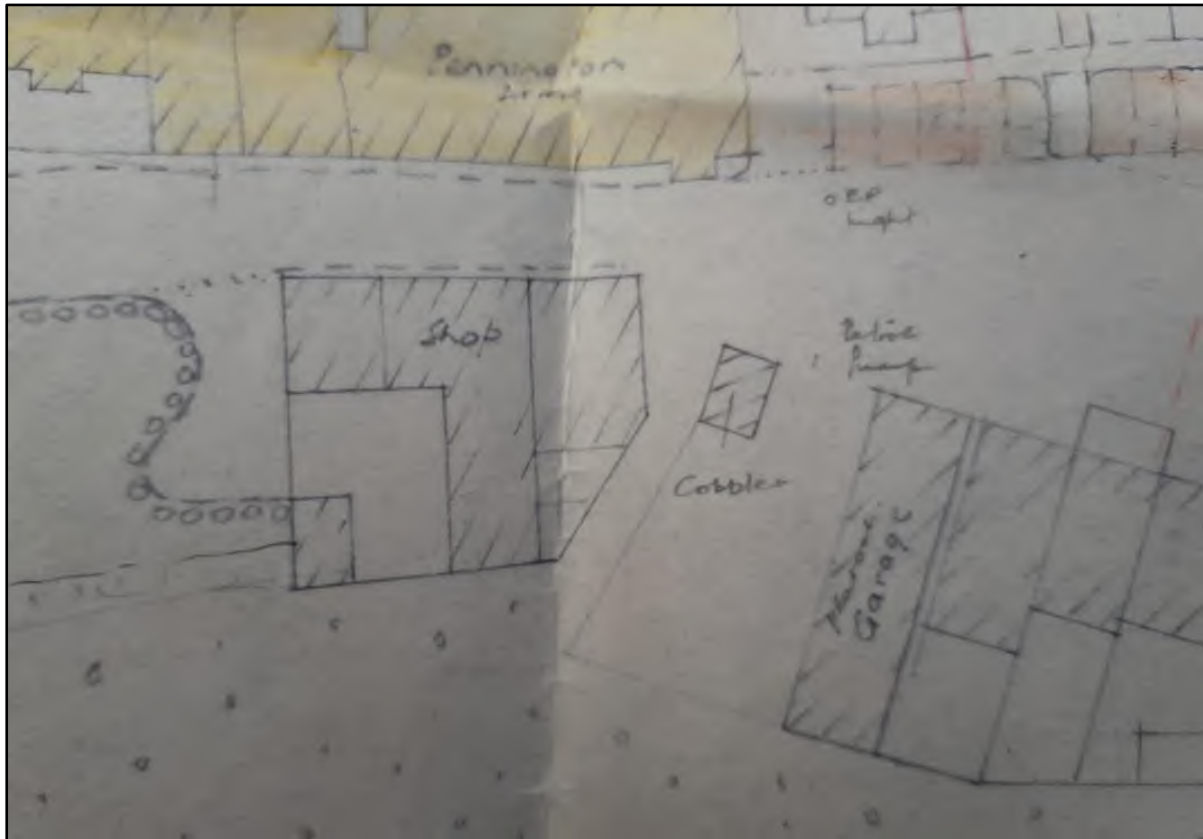
Item 33 – Undated photo of Main Street, showing Edgcombe House and the cobbler’s hut, courtesy of the current owner of Wingrove Cottage. Unfortunately the registration of the car in the drive is not visible, but this appears to be a Mk4 or Mk5 Ford Cortina produced 1976-1982 (earlier models featured a more rounded profile), so we can conclude this photo was taken at some time from 1976 onward.



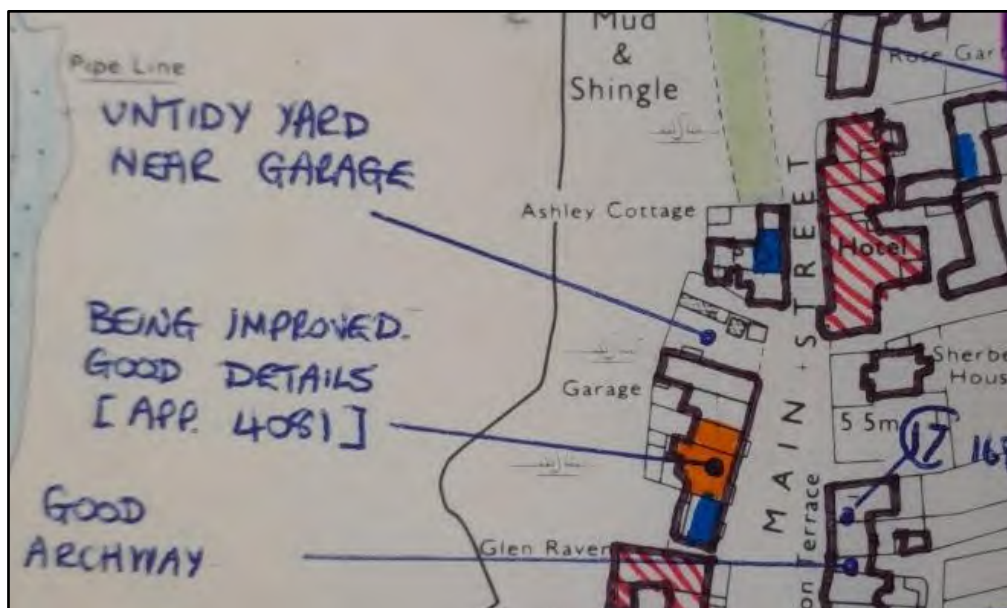
Item 34 – Ordnance Survey National Grid map, 1970 – the additional buildings depicted west of the cobbler’s hut use the OS’ symbol for glasshouses



Item 35 – Lake District Special Planning Board plan relating to development proposals for Ravenglass Conservation Area, undated but likely to have been around 1976 when the caravan site development (Planning reference: 7/1976/4084) was under consideration. The hut is labelled ‘cobbler’.



Item 36 - Lake District Special Planning Board plan relating to Ravenglass Conservation Area, undated but likely to have been around 1976 when the caravan site development (Planning reference: 7/1976/4084) was under consideration



Item 37 – Undated photo of Main Street whilst flooded, it is possible this was taken during the 1967 or 1978 floods. Courtesy of the current owner of Wingrove Cottage. The garage, cobbler's hut and Edgecombe House are all visible



Item 38 – Photo dated November 1979 from the shore of the modification route and rear of Edgecombe House, and the seawall seemingly built in 1979. LDNPA archives.

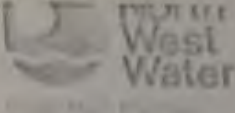


Item 39 – Photo dated November 1979 from shore looking south toward the newly constructed seawall, garage and Wingrove Cottage. LDNPA archives.



Item 40 – Letter from North West Water to Cumbria County Council, October 1979, regarding installation of flood gate at the southern end of Main Street as part of the Ravenglass sea defences

Rivers Division


North West Water
Cumbria Area

L Crowther BScTech MICE MWES Manager

South Cumbria Area
'Beathwaite' Levers
Kendal Cumbria LAB BNL
Telephone Sedgwick (0448) 60567

26th October 1979

Dist ref R302/15/6/JEG/PWJ

Cumbria County Council
Department of Highways & Transportation
Citadel Chambers
Carlisle
CUMBRIA CA3 8SG

For the Attention of Mr Mason

Dear Sir,

Ravenglass Sea Defence Scheme
Gate on U4057, Main Street

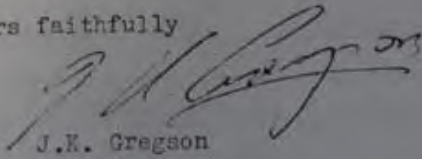
I refer to your letter dated 23rd October 1979 concerning the above.

The gate in question will form an integral part of the Ravenglass sea defence and the scheme as a whole is being carried out by the Authority under powers vested in them by the Land Drainage Act, 1976. (Section 17 Sub section 1)

The scheme was designed by the Divisional Engineers Department at Rivers Division Headquarters at Warrington, who also carried out the original negotiations with the various parties concerned. However, I was given to understand that Copeland District Council have agreed to liaise with the County Council over any points which affected the County.

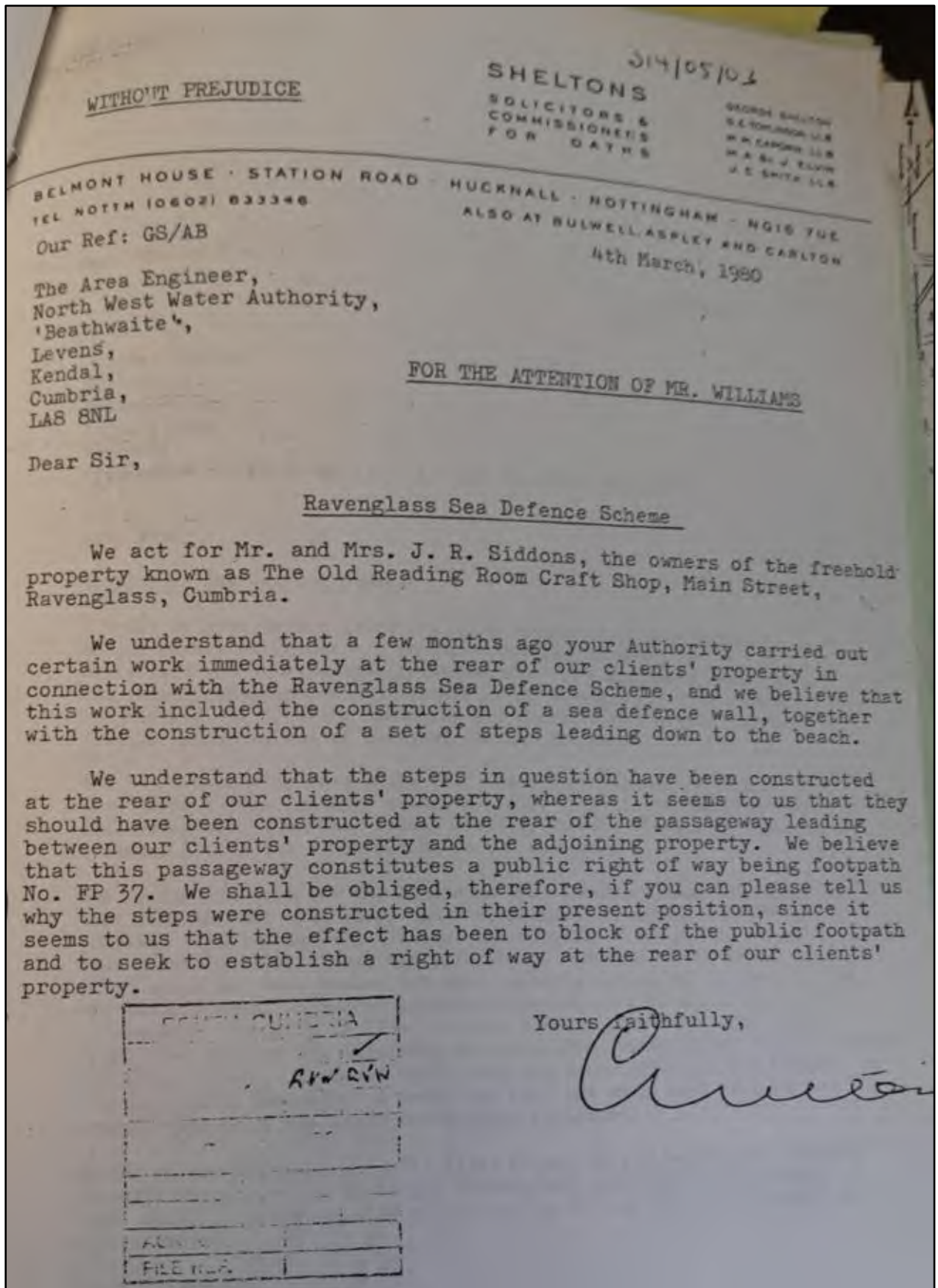
You are quite correct in that for most of the time the gate will remain open. The only times when it would need to be closed would be when a tidal surge which was likely to cause flooding was predicted by the "Operation Neptune" organisation. Details of this are of course well known by your Authority and the Cumbria Police.

Yours faithfully


J.K. Gregson
Area Engineer
(South Cumbria)

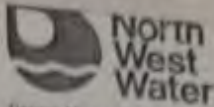
*Information from Mr. George
14 Nov. 1979
RM.*

Item 41 – Letter from Sheltons Solicitors to North West Water, March 1980, regarding the construction of the sea defence wall and steps in vicinity of footpath 418037



Item 42 – Letter from North West Water to Cumbria County Council, May 1980,
regarding construction of sea defence wall and steps in vicinity of footpath 418037

Rivers Division


George Mann Chairman

L. Crowther BSc Tech MICE MIWES Manager
JBR

PO Box 12
New Town House Buttermarket Street
Warrington WA1 2QG
Telephone Warrington (0925) 53999
Telex 628425
Our ref 314/05/03/DTD
Your ref

The Director of Highways and
Transportation,
Cumbria County Council,
Citadel Chambers,
CARLISLE,
Cumbria.

1st May, 1980.

Dear Sir,

Ravenglass Flood Alleviation Scheme

The Water Authority have recently been in correspondence with Messrs. Sheltons, Solicitors, acting for Mr. & Mrs. J.R. Siddons, who are the owners of the property known as The Old Reading Room Craft Shop, Main Street, Ravenglass. They are raising a complaint against the Authority alleging that we have diverted public right of way Nod. 418037.

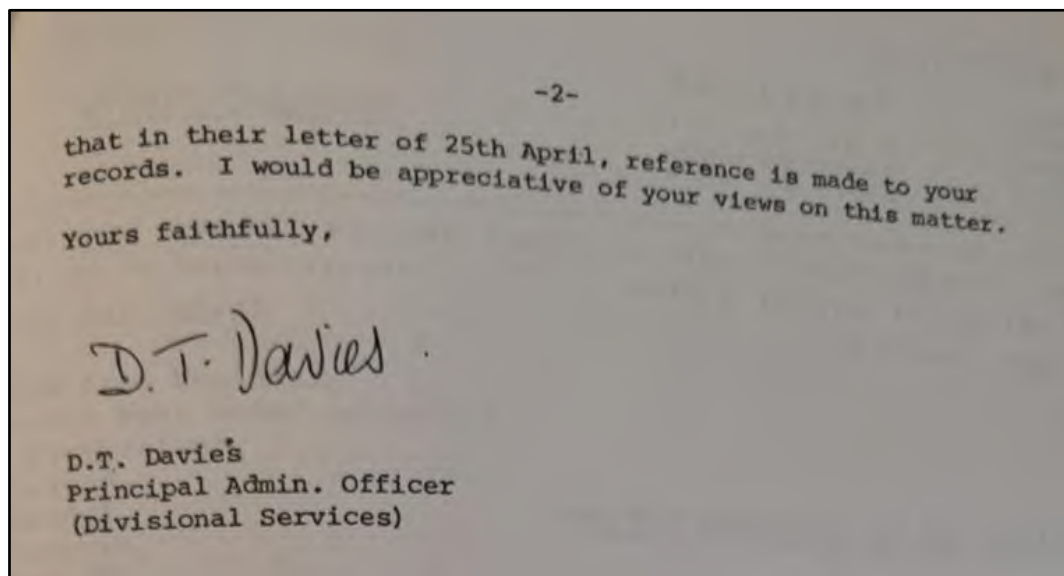
In essence as part of the works, the Water Authority have constructed a sea defence wall across an open area which we believe has been provisionally registered as Village Green and which is at the rear of the Old Reading Room. The Water Authority were aware that the public right of way needed to be preserved and, therefore, sited the steps to the rear of the Old Reading Room. They were not sited immediately opposite the passageway, basically because of engineering consideration which requires that there should be maximum protection afforded to property, not least the Old Reading Room - against the effect of tidal surge and wave action.

The works were carried out in full consultation with the Lake District Special Planning Board, Copeland District Council, and the Muncaster Parish Council. A public meeting to explain the objectives of the works was also held for the benefit of the citizens of Ravenglass.

Candidly the Water Authority has no intention of re-siting the steps - it would detract from the benefit of protection afforded by the works - but we would like to resolve the complaint now made. The Water Authority has an extract from the Statement of Rights of Way which describe the path but neither this nor the plan which we have on record clearly indicate the position of the right of way. I enclose copies of correspondence which we have had with Sheltons, and you will note

This matter is being dealt with by Mr. D.T. Davies

ENCLOSURE
367



Item 43 – Photo taken during site visit June 2024 – although now rendered, the two different sections of seawall can be easily distinguished



Item 44 – Excerpt from planning application 7/1993/4080

Do any public rights of way cross any part of the land upon which development is to take place?

Yes OR Please give details (ie footpath, bridleway, byway or other) **PUBLIC FOOTPATH RUNS ADJACENT TO STILEE, OVER SEA WALL.**

No

Note: The grant of planning permission does not entitle a developer to obstruct a public right of way. Development which affects a public right of way should not be commenced until an appropriate diversion or extinguishment order under sections 247 or 257 of the Town and Country Planning Act 1990 has come into effect. Further details of these requirements may be obtained from the Board.

Item 45 – Cumbria County Council Highways team response to Consultation on planning reference 7/1993/4080

Dear Sir

**CONSULTATIONS WITH PLANNING AUTHORITIES
WESTERN AREA - UNCLASSIFIED ROAD
PROPOSED ALTERATION/EXTENSION
CAWOOD COTTAGE, MAIN STREET, RAVENGLASS
FOR MR & MRS N SHERWOOD**

I refer to the above consultation received on 8 September 1993 and would inform you that there are no objections to the proposal from a highway point of view, subject to the following recommended condition being included in any Notice of Consent which may be issued.

1 There shall be no interference with public rights of way over footpath No.418036.

Yours faithfully

G Cameron

**G CAMERON
HIGHWAYS CONTROL OFFICER - WEST**

28 SEP 1993

Item 46 – Ranger team response to 2010 Planning consultation (7/2010/4078)

From: Phil Clague
Sent: 13 November 2010 11:36
To: Simon Fawcett
Cc: Nick Thorne; Claire Redhouse
Subject: FW: 7/2010/4078 at Sandrift, Main Street, Ravenglass, Cumbria, CA18 1SG - LDNPA Planning Consultation

Hello Simon.

I recently went to visit Mrs Turner of Spindrift, to see this proposed development.

A few points emerged:

- As I understand it, the developments will involve retaining a minimum width of 1.5 metres for the footpath between the new extension and the existing boundary wall. There are currently various temporary sheds, log stores, low walls and lines of cobbles etc which narrow the path to about that width, or less, so personally I don't think there is an issue here.
- Mrs Turner was a bit concerned about the planning notices supplied by us, which name her property as "Sandrift". No such property exists (correct name is Spindrift) and she is slightly concerned that the incorrect name on the planning notice may invalidate any consent she might receive.
- The footpath runs alongside the property, up some steps and then down steps to the shore. The steps are a necessary part of a sea defence wall. We discussed the wording of the existing fingerpost sign and I have agreed to alter this to show that the path goes via steps (which has apparently caused confusion previously).
- Finally, James Moultrie of County Highways has raised concerns about parking in an email to Claire Redhouse. (I'll forward you the email). The new development includes plans for a removable bollard to facilitate parking. I can check to see what width this would leave with a car parked beside the house. Although 1.5m is the recommended width for a footpath, I'm not sure there is a set minimum? If there is a gap of 1m beside a parked car is this a problem? Perhaps Nick or Claire can advise further? If this is an issue, perhaps there needs to be a proviso in the consent?

Phil

Item 47 - Design and Access Statement accompanying planning application reference 7/2011/4005

DESIGN AND ACCESS STATEMENT

for
Spindrift, Main St, Ravenglass

DESIGN

The design of the proposed improvements are :-

- To keep water out of the property caused by tidal flooding and surface water run off .
- Make damage to my property from vehicle movements in the street less likely.
- Provide improved personal parking for my car
- Improve security and privacy by making clear provision of the PROW and domestic use and enjoyment of my property.

ACCESS

The access improvements are :-

- The PROW 'line' is clearer.
- Clear off street parking will enable safer movement of persons and items to and from the car.
- Better access for wheel chair users and those with other infirmities

Item 48 – Excerpts from Planning Officer’s report on 2011 application (7/2011/4005) regarding alternations and extensions at Edgecombe House (approved with conditions)

Planning history

- 1.2 A previous application (Planning Reference 7/2010/4078) was withdrawn before a refusal was issued due to the encroachment of the development onto the Public Footpath and objections from our rights of Way Team and two neighbours which also covered land ownership issues. There were also objections from the Highway Authority to cover vehicle access which was considered to be dangerous. This application has removed the vehicle access and lessened the width of the extension therefore restricting the impact of the extension on the Public Right of Way.

Will the extension and alterations affect the Public Right of Way?

- 4.3 The original withdrawn proposal would have encroached onto the Public Right of Way and objections were received by neighbours and our Right of Way Team. I am told this was due to a misunderstanding between the architect and the applicant about width. This proposal will not encroach onto the Public Right of Way but has been designed in way to minimise the feeling of encroachment by having open sides between the roof and the low wall. There is a possibility that the Right of Way may be obstructed during construction therefore I propose to attach an informative to the

permission reminding the applicant of their duty to keep the Right of Way unobstructed during construction or to apply to temporarily close the Right of Way during construction.

Item 49 – Excerpt from letter from owner of Edgecombe House to LDNPA Planner, dated 1 October 2009 relating to application 7/2010/4078

A public-right-of-way passes from the Main Street alongside my property, over the sea wall steps and down onto the foreshore. I fully accept that proper provision has to be made to allow this pedestrian traffic.

Item 50 – Excerpt from page 26, *Ravenglass, Roman Port to Railway Junction, 2001*, by Peter van Zeller, ISBN: 0-9519201-9-7

