

**PROPOSAL FOR A PUBLIC PATH DIVERSION  
ORDER AFFECTING PUBLIC FOOTPATHS BA17/3  
AND BA17/1 NEAR CORSTON BROOK AND BA17/3  
NEAR NEW BRIDGE, NEWTON ST LOE**

**1. The Issue**

- 1.1 The Definitive Statement provides that Public Footpath BA17/3 follows the south bank of the River Avon. The course of the River Avon was altered in the 1970s as part of the Bath City Flood Prevention Scheme but the definitive line of the paths has not been altered to accommodate the physical changes. Bath and North East Somerset Council (“the Authority”) proposes to divert public footpath BA17/3 in two places and public footpath BA17/1, Newton St Loe, to accommodate the proposal so that the definitive line of FP BA17/3 runs along the current bank of the River Avon, where it is safe to do so. The diversion order is to be made in the interests of the public in order to improve convenience, safety and enjoyment and to avoid the public cost of reinstating the definitive line across the River Avon.

**2. Recommendation**

- 2.1 That the Team Manager - Highways Maintenance and Drainage grants authorisation for a Public Path Diversion Order to be made to divert Public Footpaths BA17/1 and BA17/3 as detailed on the two plans attached at Appendix 1 (“the Decision Plans”) and in the schedule attached at Appendix 2 (“the Decision Schedule”).

**3. Financial Implications**

- 3.1 The Authority has agreed to pay the cost for processing an Order including the cost of any required notices in a local newspaper. The Authority has agreed to pay any compensation payable and any works required to raise the new routes to an acceptable standard for use by the public. Should an Order be made and confirmed, the Proposed Footpaths will become maintainable at public expense.
- 3.2 Should an Order be made and objections received and sustained, then the Order will either be referred back to the Team Manager - Highways Maintenance and Drainage or to the Planning Committee to consider the matter in light of those objections. Should the Team Manager or Committee decide to continue to support the Order, then the Order will be referred to the Secretary of State for the Environment, Food and Rural Affairs for determination. The Authority would be responsible for meeting the costs incurred in this process, for instance at a Public Inquiry.

**4. Human Rights**

- 4.1 The Human Rights Act incorporates the rights and freedoms set out in the European Convention on Human Rights into UK law. So far as it is possible all legislation must be interpreted so as to be compatible with the convention.

- 4.2 The Authority is required to consider the application in accordance with the principle of proportionality. The Authority will need to consider the protection of individual rights and the interests of the community at large.
- 4.3 In particular the convention rights which should be taken into account in relation to this application are Article 1 of the First Protocol (Protection of Property), Article 6 (the right to a fair hearing) and Article 8 (Right to Respect for Family and Private Life).

## **5. The Legal and Policy Background**

- 5.1 The Authority has a discretionary power to make Public Path Orders. When considering an application for a Public Path Order, the Authority should first consider whether the proposals meet the requirements set out in the legislation (which are reproduced below). In deciding whether to make an Order or not, it is reasonable to consider both the tests for making the Order and for confirming the Order (*R. (Hargrave) v. Stroud District Council [2002]*). Even if all the tests are met, the Authority may exercise its discretion not to make the Order but it must have reasonable ground for doing so (*R. (Hockerill College) v. Hertfordshire County Council [2008]*).
- 5.2 Before making an Order under section 119 of the Highways Act 1980 (“the Act”) it must appear to the Authority that it is expedient to divert the path in the interests of the public and/or of the owner, lessee or occupier of the land crossed by the path.
- 5.3 The Authority must also be satisfied that the Order does not alter any point of termination of the path, other than to another point on the same path, or another highway connected with it, and which is substantially as convenient to the public.
- 5.4 Before confirming an Order, the Authority or the Secretary of State must be satisfied that:
  - the diversion is expedient in the interests of the person(s) stated in the Order,
  - the path will not be substantially less convenient to the public as a consequence of the diversion,
  - it is expedient to confirm the Order having regard to the effect it will have on public enjoyment of the path as a whole, on other land served by the existing path and on land affected by any proposed new path, taking into account the provision for compensation.
- 5.5 The Authority must also give due regard to the effect the diversion will have on farming and forestry, biodiversity and members of the public with disabilities.
- 5.6 In addition to the legislative tests detailed above, the proposals must also be considered in relation to the Authority’s adopted Public Path Order Policy. The Policy sets out the criteria against which the Authority

will assess any Public Path Order application and stresses that the Authority will seek to take a balanced view of the proposals against all the criteria as a whole.

5.7 The criteria are:

- Connectivity,
- Equalities Impact,
- Gaps and Gates,
- Gradients,
- Maintenance.
- Safety,
- Status,
- Width,
- Features of Interest,

5.8 The Authority will consider the effect on Climate Change.

## **6. Background and Application**

6.1 Public Footpath BA17/1 and BA17/3 are recorded on the Definitive Map and Statement which have a relevant date of 26<sup>th</sup> November 1956. The Statement provides that BA17/3 follows the south bank of the River Avon and that BA17/1 goes under the Railway Arch to join the towpath FP BA17/3 alongside the River Avon. The legal alignment has remained unchanged ever since. The Definitive Statement descriptions are still accurate but the Definitive Map now requires updating to accommodate the new course of the River Avon which was altered in the 1970s Bath Flood Prevention Scheme.

6.2 The general effect of the proposal is shown on the two Decision Plans and involves diverting two sections of FP BA17/3 (Proposed FPs 2 and 3) and one section of FP BA17/1 (Proposed FP 1) in order to accommodate the diversion of FP BA17/3. FP BA17/3 is currently shown on the Definitive Map and Statement as following the original route of the south bank of the River Avon. The layout of the River Avon was altered in the 1970s Bath Flood Prevention Scheme but FP BA17/3 was not diverted at that time. The River Avon was 'smoothed out' reducing oxbow bends to allow water to flow away from Bath more quickly. The first section of FP BA17/3 (Existing FP 2) to be stopped up runs from point A on Plan 1 at grid reference ST 7007 6579 via points B and C to point D. Proposed FP 2 follows the current south bank of the River Avon from point A via point F to point D. FP BA17/1 (Existing FP 1) is to be diverted to accommodate the above diversion and after passing under the Railway Arch will then follow the southern boundary of the field from point E on Plan 1 at grid reference ST 7033 6568 to join FP BA17/3 at point F (Proposed FP 1). The second section of FP BA17/3 (Existing FP 3) to be stopped up runs from point G on Plan 2 at grid reference ST 7142 6602 via point H to point J at grid reference ST 7164 6579. It is not possible to closely follow the bank of the River Avon between points G and J as there is a Water Purification Works site close to the bank. Between the Water Purification Works and the river is a narrow, steep bank, mature trees and an uneven surface. This section of river bank is unsuitable for use as a public footpath without fencing it

from the river edge, resurfacing and removing mature trees. Proposed FP 3 therefore runs from point G to the south of the water purification works via point K and along the existing track by the River Avon to point J. The public already generally walk the Proposed FPs. The changes would be achieved by way of a diversion order made under section 119 of the Act and are proposed in the interests of the public in order to improve convenience, safety and enjoyment and to avoid the public cost of reinstating the definitive line across the River Avon.

- 6.3 The Deputy Land Steward on behalf of the Landowner and tenant farmer were consulted before the proposal was finalised. Both the Deputy Land Steward and tenant farmer requested that the proposed FP between points G and J goes to the north of the water purification works. They consider the proposal to divert the FP to the south of the Water Purification Works is unnecessary. This was given consideration before the proposal was finalised but was found to not be a suitable alternative to the existing FP. There are mature trees along the route which means a clear, straight footpath is not possible. There are other impediments such as uneven ground, pipes and posts which make navigation on foot difficult. Moving or removing the Water Purification Works fence would not provide a more suitable route for the FP because there are mature trees and uneven surface on both sides of the fence. The bank at this point is vertical with no hedges except shrubs growing horizontally from the bank making the actual bank difficult to see. This stretch would need fencing between the river and the FP and work done to the bank and surface to ensure it was safe, stable and suitable for public use as a FP. This would not be acceptable to the public, the fishermen who have private rights along this stretch of bank or a good use of public funds.

Elsewhere the FP is generally approximately 5 metres from the bank and there is often hedging preventing close access to the water's edge but allowing for a natural walk, making this much safer and pleasant for the public. The compacted earth track to the south of the Water Purification Works is suitable for walkers, is level and an acceptable width, making it entirely suitable for footpath purposes and is also the current choice of the majority of walkers.

- 6.4 The Deputy Land Steward and tenant farmer are in agreement with Proposed FPs 1 & 2 near Corston Brook. This proposes that Existing FPs 1 and 2 are diverted to the boundary of the field to avoid them unnecessarily cutting across the field in two places which was the original route of the River Avon. This will mean the Existing FPs will no longer be required to be reinstated if crops are grown in the field. The diversion provides for Proposed FP 1 to follow the existing south bank of the River Avon and for Proposed FP2 to go from the Railway Arch to join the towpath via the southern boundary of the field and will accord with the existing Definitive Statement descriptions.

#### **6.5 Description of the Existing Footpath**

The full width of Public Footpath BA17/1 commencing from grid reference ST 7033 6568 (point E on Decision Plan 1) and proceeding in

a generally north northeasterly direction for approximately 10 metres to a junction with Public Footpath BA17/3 at grid reference ST 7033 6569 (point C). This route is referred to as “Existing FP 1”.

6.6 The full width of Public Footpath BA17/3 commencing from grid reference ST 7007 6580 (point A on Decision Plan 1) and proceeding in a generally easterly direction for approximately 115 metres to grid reference ST 7017 6582 (point B) and turning in a generally southeasterly direction for approximately 232 metres to grid reference ST 7033 6569 (point C) and turning in a generally north northeasterly direction for approximately 243 metres to grid reference ST 7040 6590 (point D). This route is referred to as “Existing FP 2”.

6.7 The full width of Public Footpath BA17/3 commencing from grid reference ST 7142 6602 (point G on Decision Plan 2) and proceeding in a generally east southeasterly direction for approximately 245 metres to grid reference ST 7163 6591 (point H) and turning in a generally southerly direction for approximately 118 metres to grid reference ST 7164 6579 (point J). This route is referred to as “Existing FP 3”.

6.8 These routes are referred to collectively as the “Existing FPs”.

#### **6.9 Description of the Proposed Footpath**

6.10 A public footpath commencing from grid reference ST 7033 6568 (point E on Decision Plan 1) and proceeding in a generally north northwesterly direction for approximately 235 metres to a junction with Public Footpath BA17/3 at grid reference ST 7013 6579 (point F). This route is referred to as “Proposed FP 1”.

6.11 A public footpath commencing from grid reference ST 7007 6580 (point A on Decision Plan 1) and proceeding in a generally easterly direction for approximately 69 metres to a junction with Public Footpath BA17/1 at grid reference ST 7013 6579 (point F) and turning in a generally east northeasterly direction for approximately 313 metres to grid reference ST 7040 6590 (point D). This route is referred to as “Proposed FP 2”.

6.12. A public footpath commencing from grid reference ST 7142 6602 (point G on Decision Plan 2) and proceeding in a generally east southeasterly direction for approximately 217 metres to grid reference ST 7160 6592 (point K) and turning in a generally south southeasterly direction for approximately 133 metres to grid reference ST 7164 6579 (point J). This route is referred to as “Proposed FP 3”.

6.13 These routes are referred to collectively as “the Proposed FPs” and will each be a width of 2 metres.

#### **6.14 Limitations and Conditions**

No limitations or conditions are proposed.

## **7. Consultations**

- 7.1 The affected Landowners to the north of the River Avon, Deputy Land Steward on behalf of the Landowner to the south of the River Avon, tenant farmers, Newton St Loe Parish Council, national and local user groups, the Ward Councillors and statutory undertakers were all consulted about the proposed diversion for an initial period of four weeks (“the Consultation Period”). Additionally, site notices were erected at points A, E, F, D, G and J and on the Authority’s website to seek the views of members of the public. During the Consultation Period the Coronavirus Pandemic affected the opportunity for walkers to view the site notices. The site notices and website notices were therefore left in place until government restrictions were removed (“the Extended Consultation Period”).
- 7.2 In response to the consultation, Bristol Water plc advised they have apparatus in the vicinity. It was confirmed with Bristol Water that no planned works would affect any apparatus and no statutory undertakers objected to the proposal.
- 7.3 The Deputy Land Steward and Tenant Farmer continue to consider Proposed FP 3 is unnecessary. However, the issues raised by them during the Consultation Period were considered before the proposals were finalised, as explained in paragraphs 6.2 - 6.4 above.
- 7.4 Newton St Loe Parish Council advised that the proposals were discussed at their meeting on 12 March 2020 and members decided to make no comment.
- 7.5 The local Ramblers representative advised that the Ramblers have no objection.
- 7.6 No other comments were received in relation to these proposals during the extended Consultation Period.

## **8. Officer Comments**

- 8.1 An alternative route for Existing FP 3 was considered before the proposals were finalised and found to be unacceptable. Please see paragraphs 6.2 and 6.3 above.
- 8.2 It is recommended that the various tests outlined in section 5 above are considered in turn.
- 8.3 **The first test is whether it is expedient to divert the path in the interests of the public and/or of the owner, lessee or occupier of the land crossed by the path:** The diversion of a section of FP BA17/1 and two sections of FP BA17/3 is proposed in the interests of the public to improve safety, convenience and enjoyment to the public by providing a more direct and convenient but safe route along the south bank of the River Avon, to avoid the public cost of reinstating the definitive lines across the River Avon and to enable the walker going under the railway

arch to continue to join the tow path. This test should therefore be considered to have been met.

- 8.4 **The Authority must be satisfied that the diversion does not alter any point of termination of the path, other than to another point on the same path, or another highway connected with it, and which is substantially as convenient to the public:** The northern end of Proposed FP 1 terminates at a new junction with Proposed FP 2 in the same manner as Existing FP 1 finishes on Existing FP 1. The new junction results in members of the public walking a longer distance if they are continuing to the east but a shorter distance when continuing to the west. Furthermore, the new junction does not present any adverse issues relating to sightlines and it is easily navigable. The new northern point of terminus of Proposed FP1 is therefore substantially as convenient to the public. Proposed FPs 2 and 3 and the southern end of Proposed FP 1 finish at the same points as Existing FPs 2 and 3 and the southern end of Proposed FP 1; these termination points are therefore not altered from the same FPs. This test should therefore be considered to have been met.
- 8.5 **The path must not be substantially less convenient to the public as a consequence of the diversion:** Matters such as length, difficulty of walking and the purpose of the path pertain to the convenience to the public. Proposed FP 1 is longer than Existing FP 1 by approximately 225 metres but this is counteracted by the shorter length of Proposed FP 2 over Existing FP 2 by approximately 208 metres. On Proposed FPs 1 and 2 the walker from south to east will have approximately 300 metres further to walk, but the total length of FP BA17/3 and the nature of walking on these FPs is such that this is not considered substantially less convenient than walking on existing FPs 1 and 2. The walker from south to west will have approximately 50 metres less to walk. Proposed FP 3 is approximately 13 metres shorter than Existing FP 3. The terrain of the Proposed FPs on the land is similar to the Existing FPs but the Existing FPs cross into the River Avon in 3 places. The purpose of Existing FP 1, according to the Definitive Statement, is to join with the towing path FP 17/3 alongside the River Avon. The purpose of Existing FPs 2 and 3, according to the Definitive Statement, is to follow the south bank of the River Avon, which the Existing FPs do not currently do. The Proposed FPs will fulfil the Definitive Statement descriptions by joining Proposed FP 1 to the towing path following the south bank of the River Avon where the walker can then follow the river bank to the east or west on Proposed FP 2. Proposed FP 2 is more convenient to the public wishing to follow the river bank as it is more direct to get from point A to point D, than Existing FP 2 is, which now meanders across a field rather than running along the river bank. Existing FP 2 crosses the River Avon in two places; to walk this, two bridges would be required. Proposed FP 2 is a more direct and more convenient route to follow. Existing FP 3 runs through the River Avon for a distance of approximately 200 metres requiring a river crossing running the 200 metre length of this part of the River Avon. Proposed FP 3 is a more convenient route to follow; this test should therefore be considered to have been met.

- 8.6 **Consideration must be given to the effect the diversion will have on public enjoyment of the paths as a whole, on other land served by the existing paths and on land affected by any proposed new paths, taking into account the provision for compensation.**
- 8.7 **Public enjoyment of the Paths as a whole:** It is not possible to walk Existing FPs 2 and 3 without river crossings being provided. Existing FP 2 is now not a direct route following the river bank but meanders unnecessarily through a field, being approximately 200 metres further to walk from point A to point D than Proposed FP 2. Proposed FPs 2 and 3 will allow the walker to follow the south bank of the River Avon safely and conveniently, and Proposed FP 1 enables the public to access the towing path from the railway arch, thereby increasing public enjoyment of the FPs. The effect on public enjoyment of the Proposed FPs is therefore improved; this test should therefore be considered to have been met.
- 8.8 **Effect on other land served by the existing footpath and land affected by the proposed footpath:** The field served by Existing FPs 1 and 2 is cut into 3 by the Existing FPs. Proposed FPs 1 and 2 will go around the boundary of the field. This will benefit the farm-land as the Existing FPs will no longer need reinstating through crops. Existing FP 3 does not serve any land as it is over the water of the River Avon. Proposed FP 3 goes along an already-established boundary track which will not adversely affect farming in this field. The proposed diversions will therefore have a beneficial effect on land served by the Existing FPs and no detrimental effect on land affected by the Proposed FPs; this test should therefore be considered to have been met.
- 8.9 **Effect on land affected by any proposed new paths, taking into account the provision for compensation:** the land on the north bank of the River Avon (at point B on Decision Plan 1) will no longer have a FP running over it, which will have no adverse effect on the value of the land. The other sections of Proposed FPs are under the same ownership as the Existing FPs. Existing FPs 1 & 2 are to be removed from crossing a field in two places to go around the boundaries instead, which will have no adverse effect on the value of the land. Proposed FP 3 runs over a track already in existence which should also have no adverse effect on the value of the land. The effect on land is therefore positive and it is not envisaged that any compensation would become payable as a consequence of the coming into operation of the Proposed FPs; this test should therefore be considered to have been met.
- 8.10 **The Authority must give due regard to the effect the diversion will have on farming and forestry, biodiversity and members of the public with disabilities:** The Proposed FPs will have a positive effect on farming, forestry or biodiversity by removing Existing FPs 1 & 2 from crossing the field and running around the boundaries instead. Proposed FPs 1 & 2 will improve farming as reinstatement of the FPs will not be required in the body of the field when growing crops. Biodiversity may be



improved as the public will be clearer where to walk on the Proposed FPs. Proposed FP 2 will have a positive impact on those with mobility and visual impairments as it is currently difficult to see where Existing FP 2 runs over the field as it now follows a non-existent river bank due to the change in the river course. Proposed FPs 1 and 2 will run along the boundaries of the field making it easier to sign and to follow the routes. Two bridges and some form of approximately 200 metre-long river crossing would need to be constructed to cross the River Avon in 3 places for the Existing FPs to be useable which would adversely affect those with mobility and visual impairments. The Proposed FPs avoid the necessity for bridges thereby providing a positive impact on those with mobility and visual impairments. The proposed diversion has a neutral effect on those with other impairments.

**8.11 The effect of the diversion on the additional criteria identified in the Authority's Public Path Order Policy; namely, Connectivity, Equalities Impact, Gaps and Gates, Gradients, Maintenance, Safety, Status, Width and Features of Interest.**

8.12 The diversion will not affect connectivity as the start of the Existing FPs are the same as the Proposed FPs; the finish of Existing FPs 2 and 3 are the same as Proposed FPs 2 and 3 and the finish of Proposed FP 1 takes the walker to a point on Proposed FP 2 in the same manner as the Existing FP 1 does.

8.13 Proposed FP 2 will have a positive impact on those with mobility and visual impairments as it is currently difficult to see where Existing FP 2 runs over the field as it follows a non-existent river bank due to the change in the river course. Proposed FPs 1 and 2 will run along the boundaries of the field making it easier to sign and to follow the routes. Two bridges and an approximately 200 metre-long river crossing would need to be constructed to cross the River Avon in 3 places for the Existing FPs to be useable which would adversely affect those with mobility and visual impairments. The Proposed FPs avoid the necessity for bridges thereby providing a positive impact on those with mobility and visual impairments. The proposed diversion has a neutral effect on those with other impairments.

8.14 The Proposed FPs will be easier to maintain than the Existing FPs as bridges are not required to be provided for the river crossings in 3 places. No work is required to bring the Proposed FPs up to a standard suitable for public use whereas the Existing FPs would require a large amount of public money to be spent to make them useable. There are no concerns envisaged with maintaining the Proposed FPs. Clearer signage can be put in place making the Proposed FPs easier to follow. Future maintenance is expected to be minimal as the Proposed FPs are not close to the bank of the River Avon but along well used tracks.

8.15 Safety will be improved by using the Proposed FPs as the walker will be a safe distance from the River Avon.

- 8.16 The width of the Proposed FPs is to be 2 metres wide throughout.
- 8.17 The diversion does not have any overall impact on Gaps and Gates, Gradients, Status or Features of Interest.
- 8.18 It is considered that on balance the proposed diversion is in accordance with the Policy.

## **9. Climate Change**

- 9.1 Public rights of way are a key resource for shifting to low-carbon, sustainable means of transport. The proposals are part of the ongoing management of the network and therefore contribute towards helping to tackle the Climate Emergency.

## **10. Risk Management**

- 10.1 There are no significant risks associated with diverting the footpaths.

## **11. Conclusion**

- 11.1 It appears that the relevant statutory tests for making such a diversion Order have been met and that the proposal is in line with the Public Path Order Policy.
- 10.2 The Diversion Order would be in the interests of the public.
- 10.3 The Order should be made as proposed.

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### **AUTHORISATION**

Under the authorisation granted by the Council on 10 May 2018, the Place Law Manager is hereby requested to seal an Order to divert a section of Public Footpath BA17/1 and two sections of BA17/3 as shown on the Decision Plans and as detailed in the Decision Schedule and to confirm the Order if no sustained objections are received.



Dated: 23/06/2020.

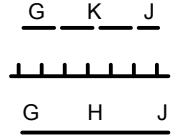
Craig Jackson – Team Manager, Highways Maintenance and Drainage



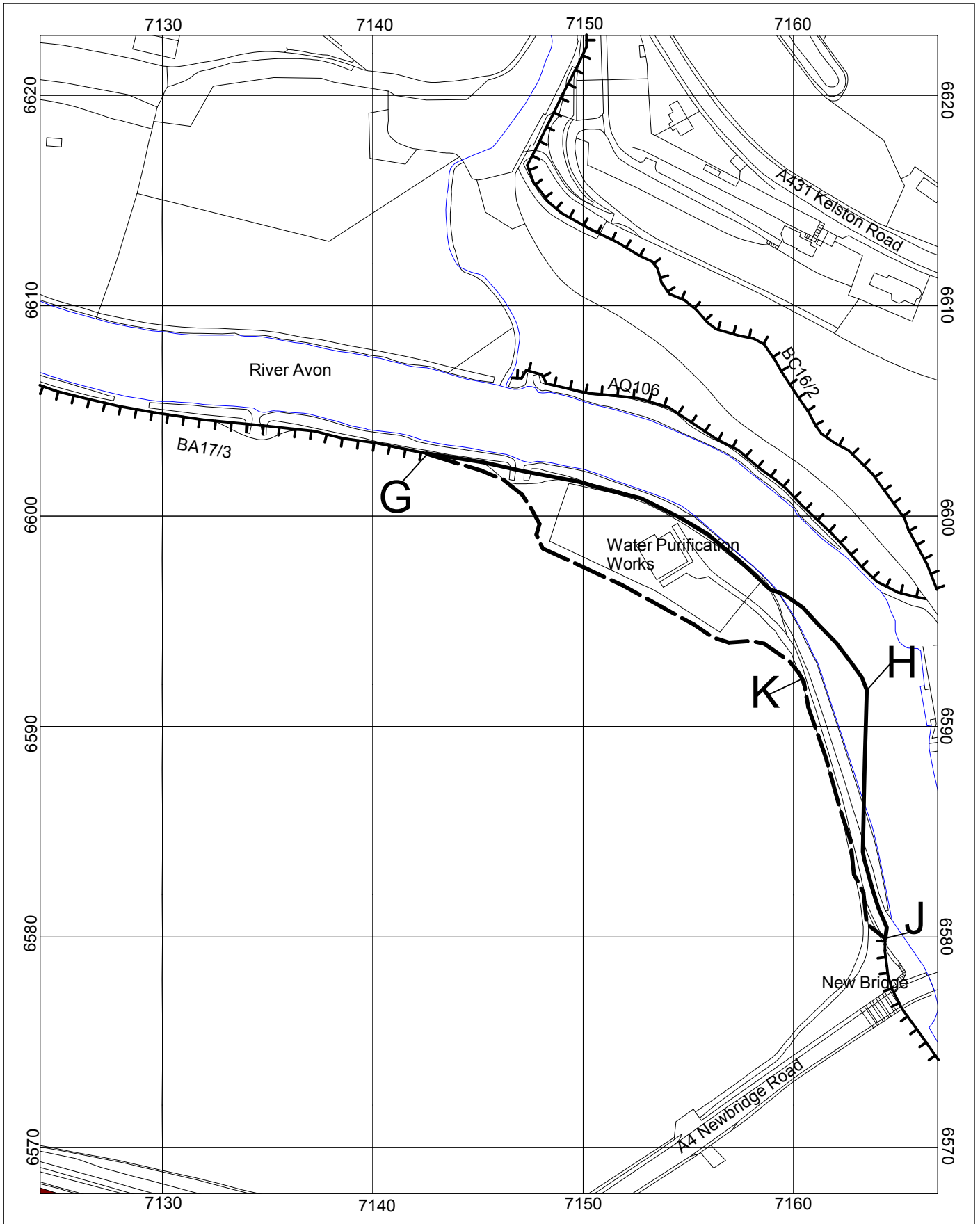
**Appendix 1 Decision Plan 2**  
**Public Footpath BA17/3,**  
**New Bridge,**  
**Newton St Loe**



Public footpath to be created  
 Unaffected public footpath  
 Public footpath to be stopped up



Scale: 1:2,500



## **DECISION SCHEDULE**

### **PART 1**

#### **DESCRIPTION OF SITE OF EXISTING PATH OR WAY**

The full width of Public Footpath BA17/1 commencing from grid reference ST 7033 6568 (point E on the Decision Plan) and proceeding in a generally north northeasterly direction for approximately 10 metres to a junction with Public Footpath BA17/3 at grid reference ST 7033 6569 (point C).

The full width of Public Footpath BA17/3 commencing from grid reference ST 7007 6580 (point A) and proceeding in a generally easterly direction for approximately 115 metres to grid reference ST 7017 6582 (point B) and turning in a generally southeasterly direction for approximately 232 metres to grid reference ST 7033 6569 (point C) and turning in a generally north northeasterly direction for approximately 243 metres to grid reference ST 7040 6590 (point D).

The full width of Public Footpath BA17/3 commencing from grid reference ST 7142 6602 (point G) and proceeding in a generally east southeasterly direction for approximately 245 metres to grid reference ST 7163 6591 (point H) and turning in a generally southerly direction for approximately 118 metres to grid reference ST 7164 6579 (point J).

### **PART 2**

#### **DESCRIPTION OF SITE OF NEW PATH OR WAY**

A public footpath commencing from grid reference ST 7033 6568 (point E on the Decision Plan) and proceeding in a generally north northwesterly direction for approximately 235 metres to a junction with Public Footpath BA17/3 at grid reference ST 7013 6579 (point F).

Width: 2 metres between grid reference ST 7033 6568 (point E) and grid reference ST 7013 6579 (point F).

A public footpath commencing from grid reference ST 7007 6580 (point A on the Decision Plan) and proceeding in a generally easterly direction for approximately 69 metres to a junction with Public Footpath BA17/1 at grid reference ST 7013 6579 (point F) and turning in a generally east northeasterly direction for approximately 313 metres to grid reference ST 7040 6590 (point D).

## Appendix 2

Width: 2 metres between grid reference ST 7007 6580 (point A) and grid reference ST 7040 6590 (point D).

A public footpath commencing from grid reference ST 7142 6602 (point G on the Decision Plan) and proceeding in a generally east southeasterly direction for approximately 217 metres to grid reference ST 7160 6592 (point K) and turning in a generally south southeasterly direction for approximately 133 metres to grid reference ST 7164 6579 (point J).

Width: 2 metres between grid reference ST 7142 6602 (point G) and grid reference ST 7164 6579 (point J).

## **PART 3**

### **LIMITATIONS AND CONDITIONS**

None.