

From: [Matthew Dean](#)
To: [Definitive Map; Madgwick, Sally;](#)
Cc: [F M](#)
Subject: Re: Penleigh Park Level Crossing Footpath Westbury 15 (part) - Network Rail's application for a Public Path Order - Ref: P/2025/003
Sent: 17/06/2025 12:23:21

[REDACTED]
Dear Definitive Map Officer,

I would like to object to the closure of Penleigh Park in my capacity as a member of Westbury Town Council and also as a resident of Westbury for the reasons that Francis Morland outlines below.

I would also like to request the consultation is re-started as there don't appear to have been any public notices posted at the site or printed in the press.

I'd be grateful if you could add me to your email circulation list regarding this proposed closure and also acknowledge receipt of my objection.

Thank you very much.

Very best,

Matthew Dean

On 16 Jun 2025, at 15:43, F M [REDACTED]

Dear Definitive Map Officer,

Please accept this e-mail as my duly-made objection to Network Rail's application for a public path order under reference P/2025/003.

Have there been any recent incidents at the crossing to justify it? Please let me have any relevant reports/details.

I consider the complete closure of the crossing without a replacement footbridge or underpass is contrary to the national policy for active travel.

There was no Site Notice visible when I used the crossing on Thursday 29 May 2025, Why not?

I have not yet been able to find any Public Notices in the press either. Please advise where to seek them.

There is a long history of unlawful obstructions and closures of the crossing by Network Rail.

May I draw your attention to the Order Decision reference ROW/3235285 dated 15 Sep 2020 in respect of the diversion of footpath Westbury 15 adjacent to the crossing.

Westbury 15 is part of the ancient route from Westbury town centre to Brook Mill and the medieval settlement of Brook (see Historic England Scheduled Monument List Entry Number 1019386; Legacy System Number 341182). It is marked on the Westbury Inclosure Award Map of 1808. The Westbury Avoiding Railway Line was first authorised by the Great Western Railway Act 1930 and came into use in 1933. A footbridge or underpass could have been provided then, but a level crossing was considered safe and adequate for the number and type of trains using the line (see WSHC Ref: A1/371/173M).

The principal pedestrian and cycle access to the Great Western Steam Engine Sheds/Locomotive Depot at Westbury from its construction in 1915 to its closure in 1965, was over this route, and the many generations of Westbury people who worked there used it at least twice a day, going to work and going home, both before the Penleigh Park Level Crossing came into use in 1933 and afterwards. I am very doubtful that the current use is anywhere near as great as it was then.

I believe the position may also be affected by Section 53 of the Great Western Railway (Additional Powers) Act 1905, and by the exceedingly complex development control regime at the adjacent housing development known as Land at Westbury Sailing Lake, created by permissions (subject to multiple

conditions and Section 106 agreements) under references 15/12551/OUT, 17/01314/VAR, 17/12194/REM, 19/04309/VAR, 20/08132/VAR, 20/10662/FUL and others.

Has anything been added to the Definitive Map and Statement yet in respect of this development?

I reserve the right to provide further reasons/information in support of my duly-made objection in due course.

Please add me to your circulation/consultation lists in respect of this matter.

Yours sincerely,

Francis Morland

Chapmanslade BA13