



To: Executive Director of Place, Andrew Hunter
Thursday, 19 March 2026

Claimed upgrade of Sandhurst Footpath 12 to a Bridleway - Annexes

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Annex 1: References to legislation

Highways Act 1980 – Section 31

Dedication of way as highway presumed after public use for 20 years. (part)

(1) Where a way over any land...has been actually enjoyed by the public as of right and without interruption for a full period of 20 years, the way is to be deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it...

(2) The period of 20 years...is to be calculated retrospectively from the date when the right of the public to use the way is brought into question, whether by a notice...or otherwise...

(7A) Subsection (7B) applies where the matter bringing the right of the public to use a way into question is an application under section 53(5) of the Wildlife and Countryside Act 1981 for an order making modifications so as to show the right on the definitive map and statement.

(7B) The date mentioned in subsection (2) is to be treated as being the date on which the application is made in accordance with paragraph 1 of Schedule 14 to the 1981 Act.

Source: <https://www.legislation.gov.uk/ukpga/1980/66/section/31>

Presumed dedication at common law

Use of a way by the public without secrecy, force or permission of the landowner may give rise to an inference that the landowner intended to dedicate that way as a highway appropriate to that use, unless there is sufficient evidence to the contrary. Unlike a dedication under S.31 of the Highways Act 1980, there is no automatic presumption of dedication after 20 years of public use, and the burden of proving that the inference arises lies on the claimant. There is no minimum period of use, and the amount of user which is sufficient to imply the intention to dedicate will vary according to the particular circumstances of the case. Any inference rests on the assumption that the landowner knew of and acquiesced in public use.

Source: Extract from Appendix 1 of a Hampshire County Council decision report for a DMMO application.

Wildlife and Countryside Act 1981 - Section 53

Duty to keep definitive map and statement under continuous review. (part)

...(2) As regards every definitive map and statement, the surveying authority shall-

a) as soon as reasonably practicable after the commencement date, by order make such modifications to the map and statement as appear to them to be requisite in consequence of the occurrence, before that date, of any of the events specified in subsection (3); and

(b) keep the map and statement under continuous review and as soon as reasonably practicable after the occurrence.... of any of those events [*the events specified in sub-section (3)*] by order make such modifications to the map and statement as appear to them to be requisite in consequence of that event.

(3) The events referred to in sub-section (2) are as follows -

(a) the coming into operation of any enactment or instrument, or any other event, whereby—

- (i) a highway shown or required to be shown in the map and statement has been authorised to be stopped up, diverted, widened or extended;
 - (ii) a highway shown or required to be shown in the map and statement as a highway of a particular description has ceased to be a highway of that description; or
 - (iii) a new right of way has been created over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path [or a restricted byway];
- (b) the expiration, in relation to any way in the area to which the map relates, of any period such that the enjoyment by the public of the way during that period raises a presumption that the way has been dedicated as a public path [or a restricted byway];
- (c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows -
- (i) that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subject to section 54A, a byway open to all traffic;
 - (ii) that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description; or
 - (iii) that there is no public right of way over land shown in the map and statement as a highway of any description, or any other particulars contained in the map and statement require modification.

Source: <https://www.legislation.gov.uk/ukpga/1981/69/section/53>

Annex 2: Listing on the register

Form A



Application for Modification Order WILDLIFE AND COUNTRYSIDE ACT 1981 BRACKNELL FOREST DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY

To: Bracknell Forest Council
Place, planning and regeneration, Time Square, Market Street, Bracknell RG12 1JD

I/We (name/s), NICKLA GREENWOOD ON BEHALF OF THE BRITISH HORSE SOCIETY

of (address/s) [REDACTED]

hereby apply for an order under Section 53(2) of the Wildlife and Countryside Act 1981 modifying the definitive map and statement for the area by..... (please select one of the four options. Delete any words in square brackets which do not apply).

[1] Deleting the [footpath] [bridleway] [byway open to all traffic] [restricted byway] situated in the town/parish ofand running from..... to.....and shown on the attached map.

[2] Adding the [footpath] [bridleway] [byway open to all traffic] [restricted byway] situated in the town/parish ofand running from..... to.....and shown on the attached map.

[3] [Upgrading]/[Downgrading] the [footpath] [bridleway] [~~byway open to all traffic~~] [~~restricted byway~~] situated in the town/parish of SANDWELL and running from FINCH DRYWAY 26 SU81404 63226 to AMORROW LANE SU 82066 62734 and shown on the attached map.

[4] [Varying] [Adding to] the particulars relating to the [footpath] [bridleway] [byway open to all traffic] [restricted byway] situated in the town/parish ofand running from.....to.....and shown on the attached map.

I/We attach copies of the documentary evidence (including statements of witnesses) set out overleaf, in support of this application.

Dated 7TH NOVEMBER '23 Signed... [REDACTED]

On behalf of THE BRITISH HORSE SOCIETY

Sandhurst FP12 / FINC20

Location: 106 Sandhurst FP12 / FINC20

Intended effect of the application: To upgrade a footpath to a bridleway

Location OS grid reference: From SU81404 63226 to SU82066 62734

Address: From Finchampstead Byway 36 to Ambarrow Lane

Parish or ward: Sandhurst

Current status: Decision pending

Applicant: Nicola Greenwood on behalf of the British Horse Society

Date received: First contacted on 10 November 2023. We confirmed receipt of application at this stage, but it was not provided in the correct format.

On 20 December 2023, the applicant submitted an application using the correct Bracknell Forest Council form.

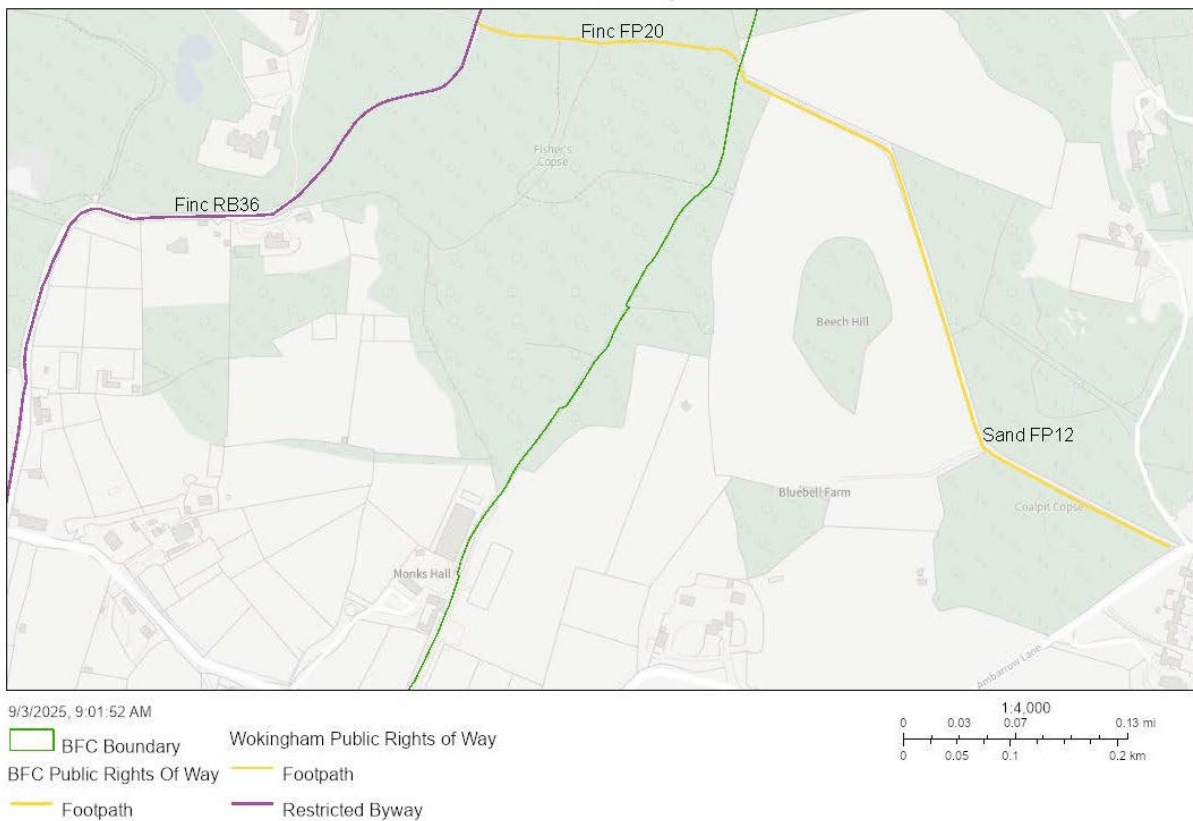
Council decision and date: Application accepted

Outcome: Application under review

A full (redated) copy of the application form is available on the Definitive Map register of applications.

Annex 3: Claimed route location plans

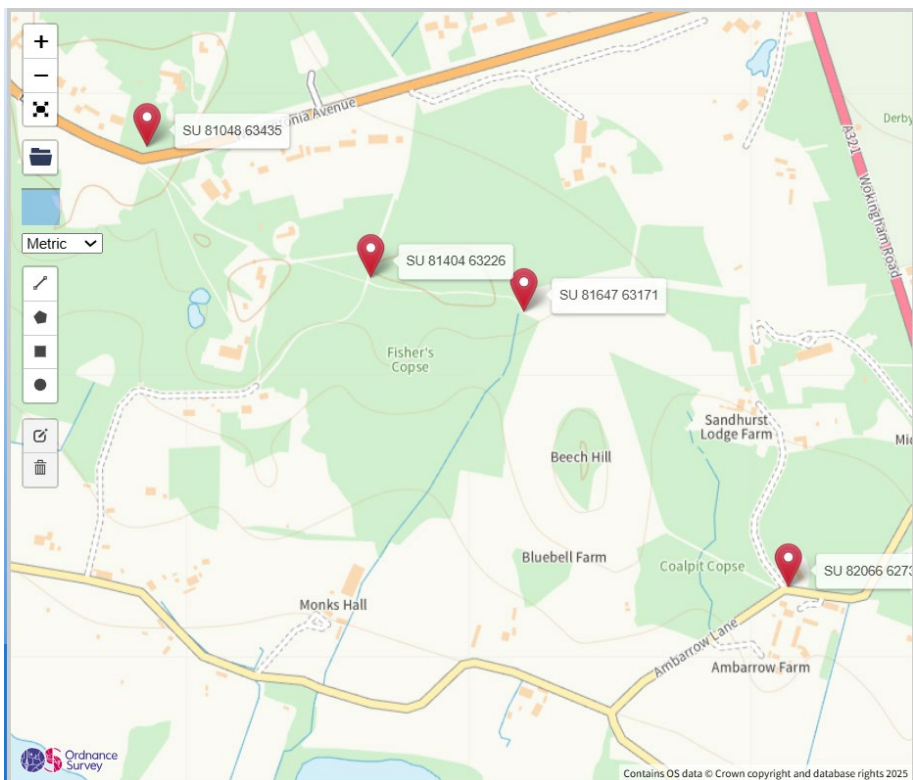
Map 1: Location map of Sandhurst Footpath 12 and where it crosses into Wokingham Borough and turns into Finchampstead Footpath 20.



Map 2: What3words aerial map of the route, A to D.

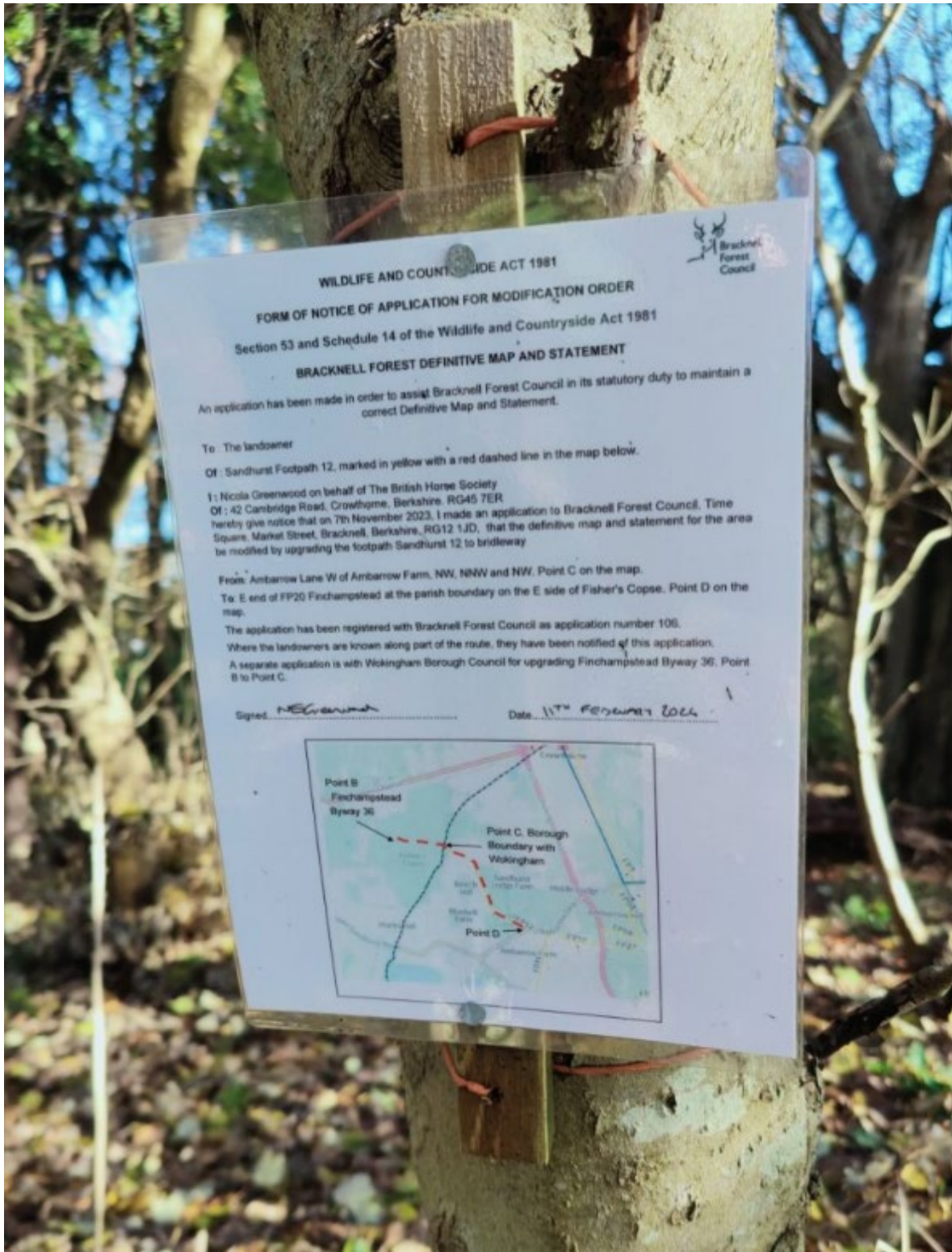


Map 3: What3words OS map of the route, A to D.

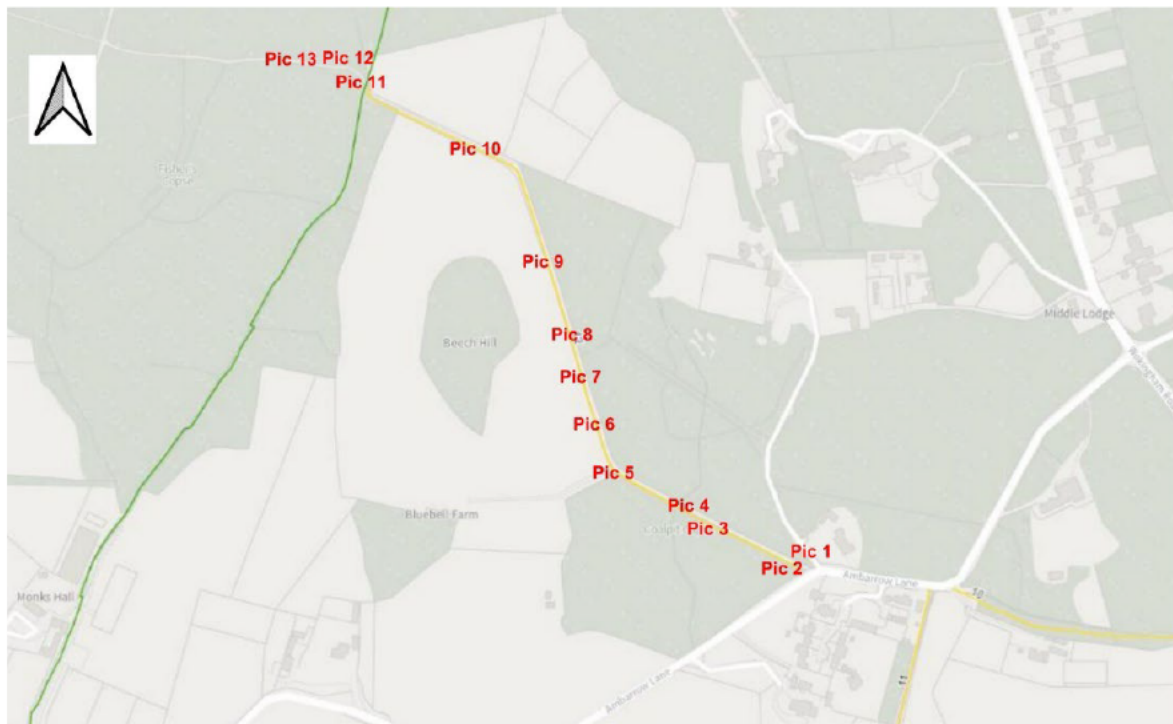


Annex 4: Photo of site notice to landowner

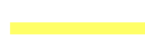

Photo taken by BFC officers on 26 November, 2024.



Annex 5: Photos and reference map

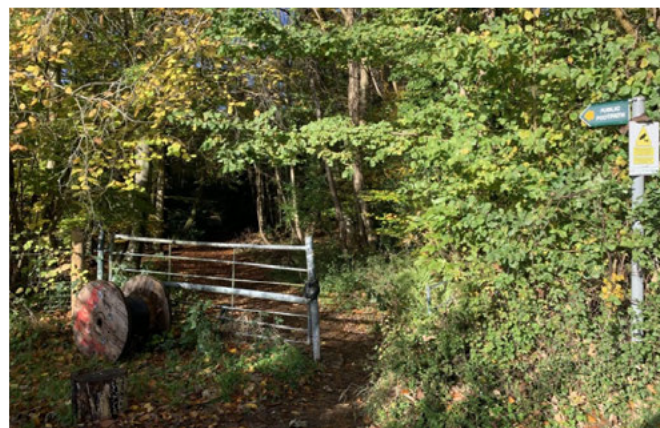


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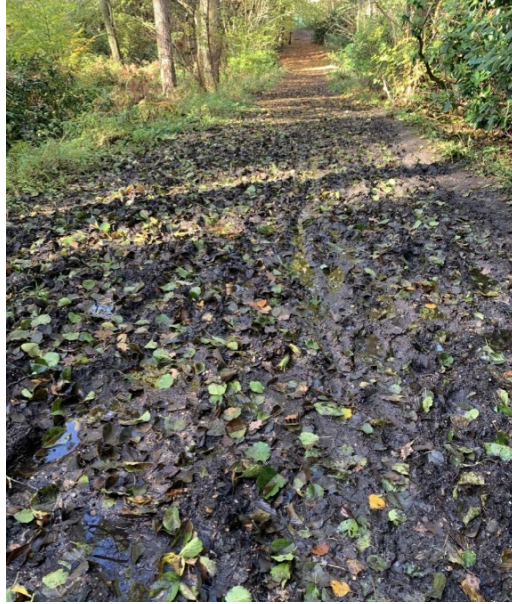
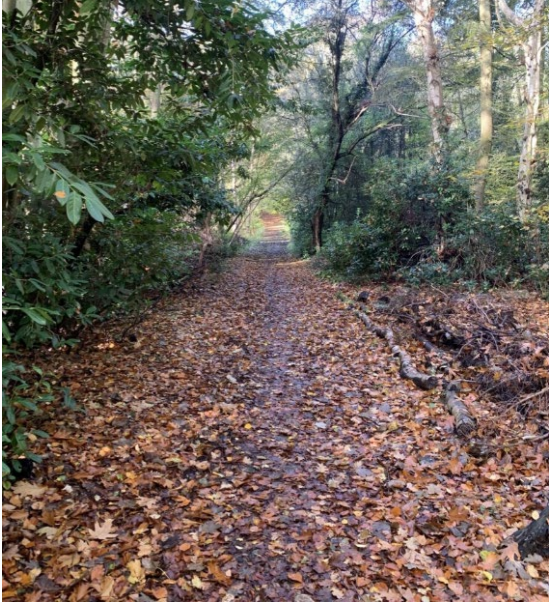
-  Public footpath
-  Borough boundary



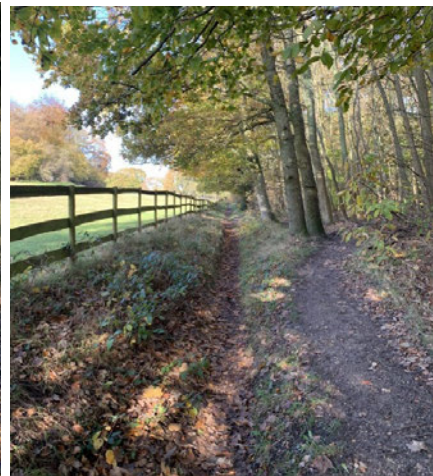
Photos 1-2



Photos 3 and 4



Photos 5 and 6



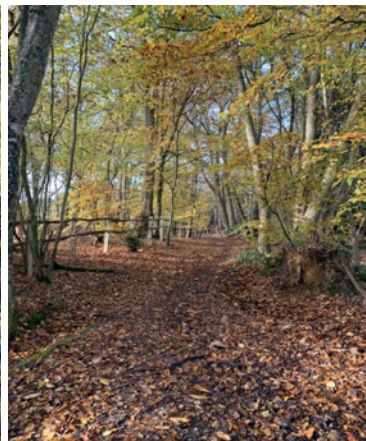
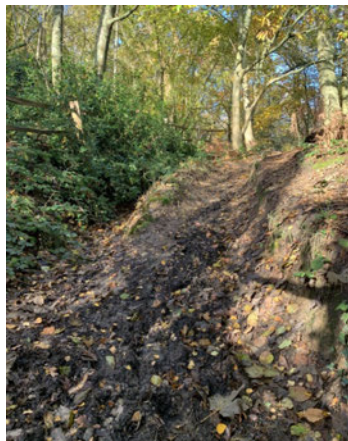
Photos 7 and 8



Photos 9 and 10



Photo 11, 12 and 13



Annex 6: Blank copy of the user evidence form

Bracknell Forest Borough Council provides their own [user evidence form](#). This is available to access from their Definitive Map and Statement web page. In this case, they accepted submissions of evidence from the applicant using a copy of the Wokingham Borough Council user evidence form (E), which is very similar.

FORM E

WOKINGHAM BOROUGH COUNCIL
DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY



PUBLIC RIGHT OF WAY USER EVIDENCE FORM

This form should be completed and returned to the person making the application so that it can be submitted with or form part of an application seeking a change to the Definitive Map and Statement of Public Rights of Way.

It is intended to provide preliminary evidence about the application. When the Order- Making Authority (OMA) commences detailed research, an officer from that authority may contact you to seek further information or ask you to be interviewed about your evidence.

The form is designed to help establish whether or not the route being claimed in the application is a public right of way. It also provides evidence of how it is used (for example on foot, on horseback, by vehicles etc).

You should answer the questions as fully as possible and not keep back any information, whether for or against the public claim. This is important if this information is to be of real value in establishing the status of the application route. The information given may be examined at a public inquiry.

This form should be completed by one person only and should relate to only one route. If you need more space please continue on a separate sheet which will need to be attached to this form.

If completing the form by hand, please ensure it is written legibly and in black ink.

Confidentiality – Please Read Carefully

The information you give in this form cannot be treated as confidential.

- The information you provide will be retained by the OMA for the purposes of undertaking its statutory obligations in accordance with The Wildlife and Countryside Act 1981, section 53. For the purposes of data protection, the OMA is the data controller. It may use an Agent to undertake certain obligations on its behalf. If so, the Agent will be the data processor.
- It may be necessary for the OMA to disclose information received from you to others, which may include landowners, other local authorities, the Planning Inspectorate and other government departments, public bodies, other organisations and members of the public. If you would like to see how we use your personal data please read our privacy notice at <http://www.wokingham.gov.uk/council-and-meetings/information-and-data-protection/privacy-statement/>
- If the OMA proceeds with the application but it is contested (for example by a landowner), there may be a public inquiry. This will be held locally and your evidence will be made available to it. If you are unable to attend your evidence will be given in writing, but user evidence is of much greater value if you attend in person and are prepared to answer questions about it. Inquiries are kept as informal as possible and the OMA will help you with the procedure.
- The information you give in this form will be processed in accordance with the Data Protection Act 1998. It is held by the OMA's Rights of Way Service for the sole purpose of processing the application for the route referred to.

UEF Number (for
office completion)
...../.....

FORM E

UEF Number (for
office completion)
...../.....

DECLARATION – Important please read carefully

General Data Protection Regulation (GDPR)

Under the GDPR the OMA has a duty to inform you about how your personal data will be handled. Information provided in this form will be used to that the OMA may undertake its statutory duties in accordance with the Wildlife and Countryside Act 1981 section 53. In order to determine if a public right of way exists it may be necessary to disclose information received from you.

The information provided on this form cannot be treated as confidential (other than your personal contact details and signature contained on this page).

You should only provide us with the information requested if you are happy for it to be placed in the public domain. Do not include information about another person.

This form and the details contained therein will be retained by the OMA and considered and published as part of its statutory duty to determine the application to establish whether a public right of way exists. In signing it, you are acknowledging that it may be made publically available.

ABOUT YOU

Name (MR/MRS/MISS/MS/OTHER)

Address

Please print your name

Home Telephone Number

Mobile Telephone Number

Email Address

STATEMENT OF TRUTH

I BELIEVE THAT THE FACTS AND MATTERS CONTAINED IN THIS FORM ARE TRUE AND I HAVE READ THE DECLARATION ABOVE

Your Signature:

Date:

You should keep a copy of the completed form

Warning: If you dishonestly enter information or make a statement that you know is, or might be, untrue or misleading, and intend by doing so to make a gain for yourself or another person, or to cause loss or the risk of loss to another person, you may commit the offence of fraud under section 1 of the Fraud Act 2006, the maximum penalty for which is 10 years' imprisonment or an unlimited fine, or both.

**THE INFORMATION ON THIS PAGE WILL ONLY BE MADE PUBLICLY
AVAILABLE ONCE AN ORDER HAS BEEN MADE**

Page 2 of 8

FORM E

UEF Number (for office completion)/.....

PUBLIC RIGHT OF WAY USER EVIDENCE FORM

ABOUT YOU

1. **Year of Birth**
2. **Have you lived at any other addresses during the time you have used the path or way?**
If so, please provide details and years [full addresses are not required]

ABOUT THE APPLICATION ROUTE

3. **Describe the application route** (include start and finish points and provide OS grid references if you can)

4. MAP OF THE APPLICATION ROUTE

Please mark the route on the attached map and annotate it with anything you provide details about in this form. Please sign and date your map.

YOUR USE OF THE APPLICATION ROUTE

5. **In which years did you use the application route?**

From _____ To _____

6. **Were there any extended periods during which you did not use the route at all?** If so, please state when and why?

From _____ To _____

FORM E

UEF Number (for office completion)/.....

7. How did you use the application route and how often?
 [Please tick any that apply]

	Daily	Weekly	Monthly	Every few months	Once a year	Other (please describe)
On foot						
On horseback						
By pedal cycle						
By car						
Other [please specify]						

8. For what purpose were you using the application route?

9. Has the application route always followed the same course?

- Yes
 No
 Don't know

If no – how and when was the route altered?

10. Approximately how wide is the application route?

[Please give your estimate of the width across which you used the route including the width used when passing others or walking with others. Take care to consider the overall width of the route. If this varies, please describe how] [Or please state 'Don't know']

11. What type of surface does the application route have?

(for example grass, gravel, earth)
 [For varying surfaces, please describe with reference to your map]

FORM E

UEF Number (for office completion)/.....

12. Have there ever been any of the following on the application route?
 (state location and show on your map)

	Where were they?	How long were they in place
Stiles <input type="checkbox"/> Yes <input type="checkbox"/> No		

	Where were they?	How long were they in place	Were they locked?	When were they locked?
Gates <input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No	

	What were they?	Where were they?	How long were they in place
Other Barriers <input type="checkbox"/> Yes <input type="checkbox"/> No			

13. Did any of the above prevent you from using the application route?

No Yes

If yes, please give details

14. Have you ever seen any signs or notices suggesting whether or not the application route is a public right of way?
 (for example "Private", "Keep Out", No Right of Way "Trespassers will be Prosecuted")

No Yes Don't know

If yes – state when and give details, including when they were present and mark their location on your map.
 If possible please include the wording of notices.

FORM E

UEF Number (for office completion)/.....

15. **Have you seen other people using the application route whilst you have been using it?**

- No Yes

If yes, please provide any additional information about this

Land Ownership

16. **Were you working for any owner or occupier of land crossed by the application route at the time when you used it, or were you then a tenant / licensee of any such owner?**

- No Yes

If yes, provide details and dates

17. **Did the owner or occupier ever give you permission (or did you seek permission) to use the application route?**

- No Yes

If yes,

From whom?	
When?	

18. **Has anyone ever told you the application route was not public (including by an owner, tenant of the land or by anyone in their employment)?**

- No Yes

If yes, by whom and when?

FORM E

UEF Number (for office completion)/.....

19. Have you ever been stopped or turned back when using the application route?

- No Yes

If yes, please give details including when this happened

20. Has anyone else ever told you that they were prevented from using the application route?

- No Yes

If yes, please give details including when this happened

21. Have you ever had a private right to use the application route? (for example, an easement, private right of access, licence, etc)

- No Yes

If yes, please give full details, including who gave the permission, why and when

Other Information

22. Do you have, or do you have knowledge of, any documentary evidence which is relevant to the application route or which indicates public use? (for example photographs, guidebooks, letters, sale documents, old maps, etc)

- No Yes

If yes – please provide details

FORM E

UEF Number (for office completion)/.....

- 23. Please give any further information which you consider would be helpful in reaching a decision as to whether the application route should be recorded as a public right of way?**

[Continue on a separate sheet if necessary]

[If you wish to provide a separate sketch map, please do so and attach to this form]

- 24. During the investigation the OMA may want to interview some or all of the claimants in order to gather additional information. Would you be willing to talk to an officer from the OMA about your knowledge of the application route?**

Yes No

- 25. Would you be willing to attend a hearing or public inquiry to give evidence if necessary?**

Yes No

Annex 7: Copy of the letter (redacted) to the landowner



3rd September 2025



Reference: Application to upgrade footpath to a bridleway



We have received an application about a public right of way that runs across your property. We are contacting you to see if there is evidence you would like to submit to us as an affected landowner.

The right of way is Sandhurst Footpath 12. This runs from Ambarrow Lane west of Ambarrow Farm to join Finchampstead Footpath 20 in Wokingham. I attach a map for your reference. The footpath can be legally used by those on foot, in mobility scooters or by powered wheelchair users.

In December 2023, Bracknell Forest Borough Council received an application for a definitive map modification order (DMMO) relating to this footpath. The application (reference Sandhurst FP12 / FINC20) is from the British Horse Society. It is based on claimed use of the footpath as a bridleway. Wokingham Borough Council has received the same application for their footpath known as (FINC 20). We understand that the applicant posted a notice to landowners, and where they couldn't be identified, posted a notice on the footpath.

For reference, the full application can be found on our Register of Definitive Map Modification Order applications on our Definitive Map and Statement web page: www.bracknell-forest.gov.uk/definitive-map

We have a statutory obligation to investigate any DMMO applications. We have therefore been reviewing the evidence submitted to us by the applicant. This includes historic maps and feedback from footpath users, some of which is from horse riders. We are now reaching out to affected landowners, such as yourselves. We'd like to gauge if you support or contest this application and if there is evidence you can provide to support or challenge this claim.

You can submit your evidence using our landowner evidence form. This can be accessed on our Definitive Map and Statement page. You can complete the form electronically and send this

PLACE DIRECTORATE

Bracknell Forest Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD
T: 01344 352000 www.bracknell-forest.gov.uk

to us. If you'd prefer a paper copy, please contact us by email, at rights.ofway@bracknell-forest.gov.uk or via our customer services at the telephone number below.

Please note, if we haven't heard back from you by 28 days from the date of this letter, we will assume that there is no evidence you wish to provide.

We will be using all available evidence to investigate if the public has been using the footpath as a bridleway, without interruption for 20 years or more. The use must be "as of right" (without force, secrecy, or permission) for that period. This is known as deemed dedication. We will then make an informed decision based on this evidence.

If it can be proved that bridleway rights exist, we will make an Order to upgrade the footpath to a bridleway. This change would show on the legal record of public rights of way, known as the definitive map and statement.

Other information that you might find useful includes advice from The Open Spaces Society, Ramblers and the British Horse Society. Web links to these resources can be found on our Definitive Map and Statement page.

Please feel free to contact us with any questions you might have on this process.

Kind regards,
Rose Wicks



Data and communications officer
Parks and countryside



www.bracknell-forest.gov.uk

PLACE DIRECTORATE

Bracknell Forest Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD
T: 01344 352000 www.bracknell-forest.gov.uk

Annex 8: User evidence, dates and frequency of claimed use

Chart 1: Type of route use

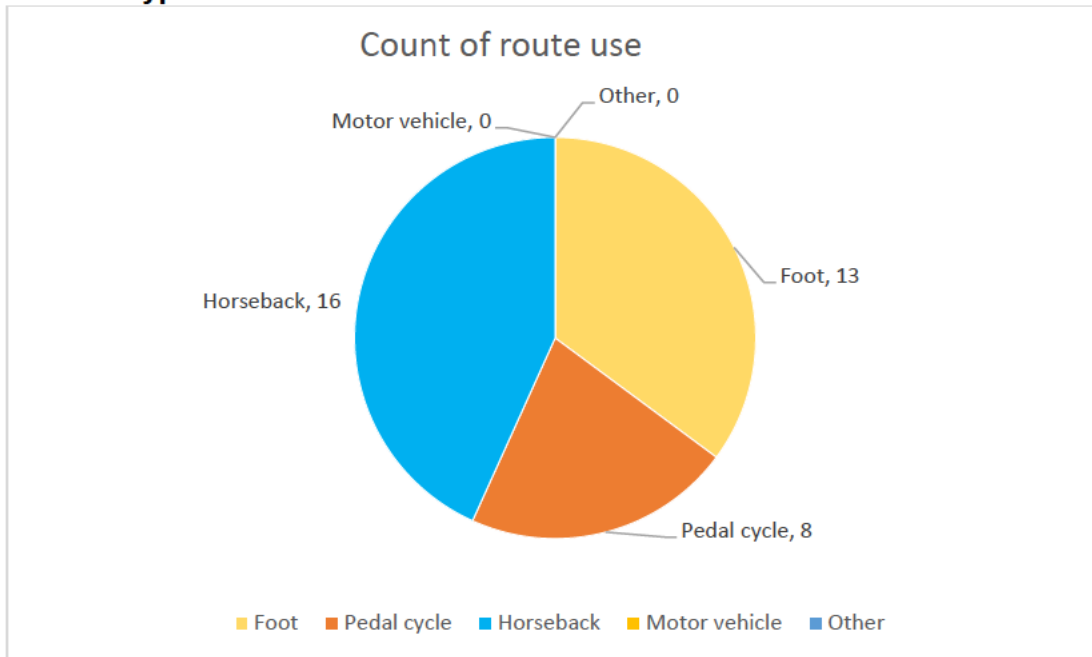


Chart 2: Years of route use

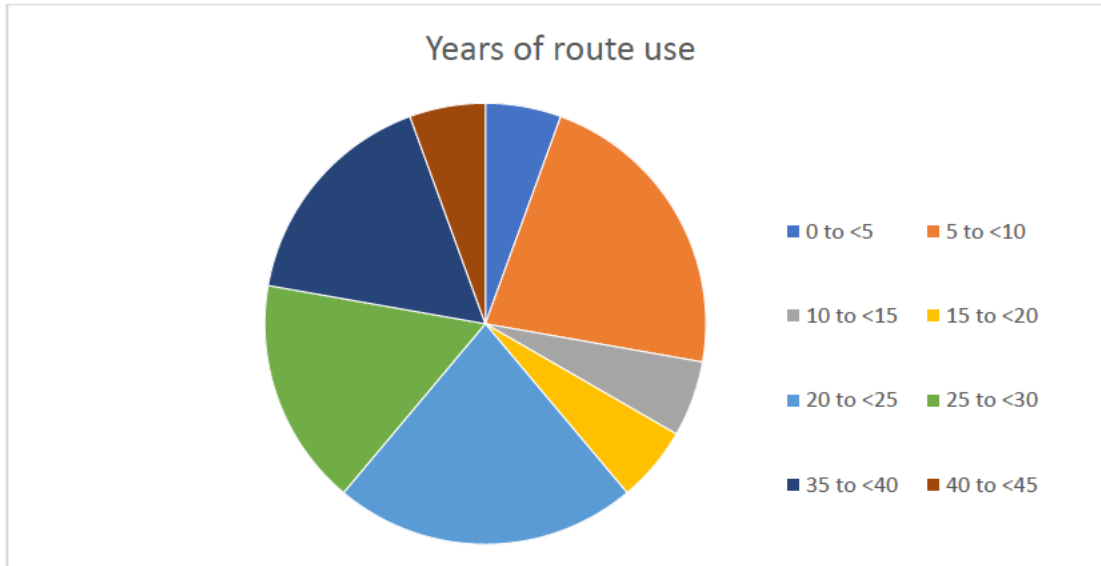


Chart 3: Frequency of route use

	foot	horseback	pedal cycle	car	other
Daily	4	4	1	0	0
Weekly	3	8	1	0	0
Monthly	1	1	2	0	0
Every few months	3	1	2	0	0
Once a year	1	0	1	0	0
Twice	1	0	0	0	0
N/A	5	2	10	18	18
Varies	0	1	0	0	0
Once a month	0	0	1	0	0
x3 weekly	0	1	0	0	0
	18	18	18	18	18

Chart 4: Matrix provided by applicant

Matrix to show which users have used the routes in the DMMO applications
Finchampstead footpath 19,20 and Sandhurst 12 1983 to date.

029FINA - Footpath 19 between The Ridges at Wellingtonia Avenue and Finchampstead Byway 36

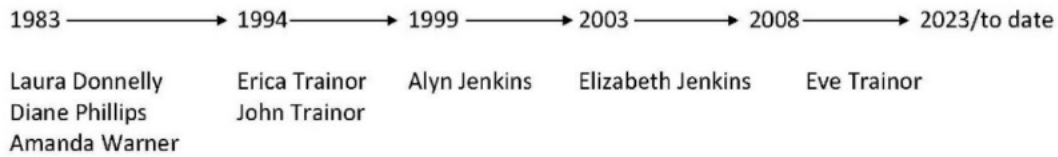
029FINB - Footpaths Finchampstead 20 and Sandhurst 12, Finchampstead between Byway 36 and Ambarrow Lane

No.	Dates	A to B (Ref 029FINA) The Ridges to Finchampstead Byway 36	B to D (Ref 029FINB) Finchampstead Byway 36 to Ambarrow Lane
1	1994-2023	√	√
2	1983 -2023	√	√
3	1990 -2023	–	√
4	Early 1980's to Early 2000's	√	√
5	2016 -2023	–	√
6	2016-2023	–	√
7	1990-2023	–	√
8	1983-1993 and 2012-2013	√	√
9	2019-2023	–	√
10	2023	–	√
11	2015-2023	–	√
12	2003-2023	√	√
13	1990-2023	–	√
14	1988-2023	–	√
15	1999-2023	√	√
16	1994-2023	√	√
17	2008-2023	√	√
18	1998-2018	–	√

Chart 5: Timeline provided by applicant

Time line - 1983 to date continuous use.

029FINA. A to B The Ridges to Byway 36, 8 users over 40 years and from early 2000's to 2023.



029FINB. B to D Byway 36 to Ambarrow Lane, 18 users over 40 years and from early 2000's to 2023.

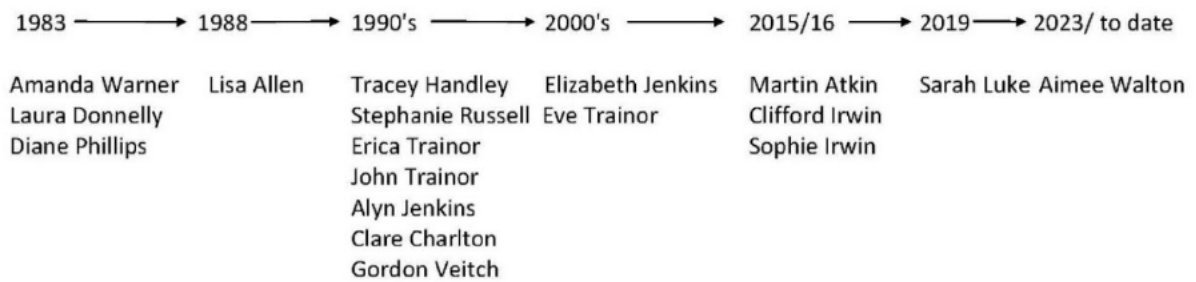


Chart 6: Frequency of horse use on route

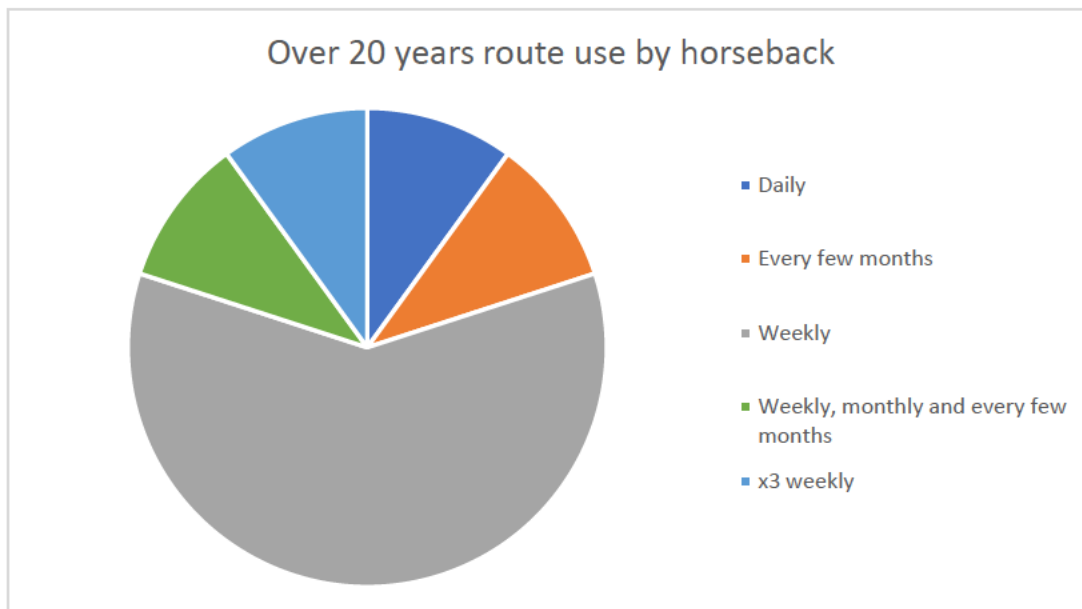


Chart 7: Frequency of pedal cycle use on route

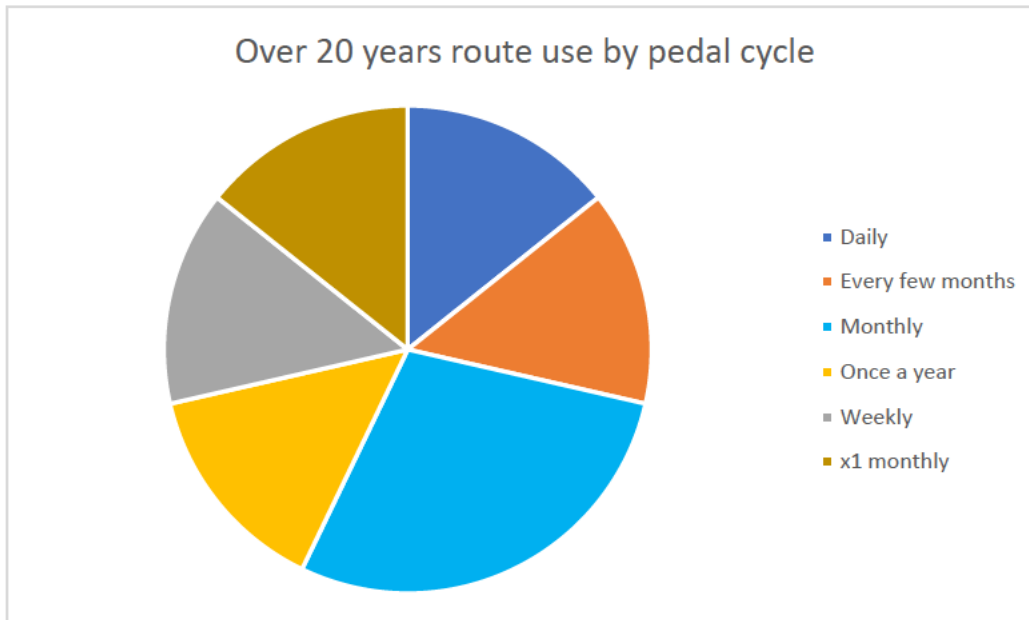
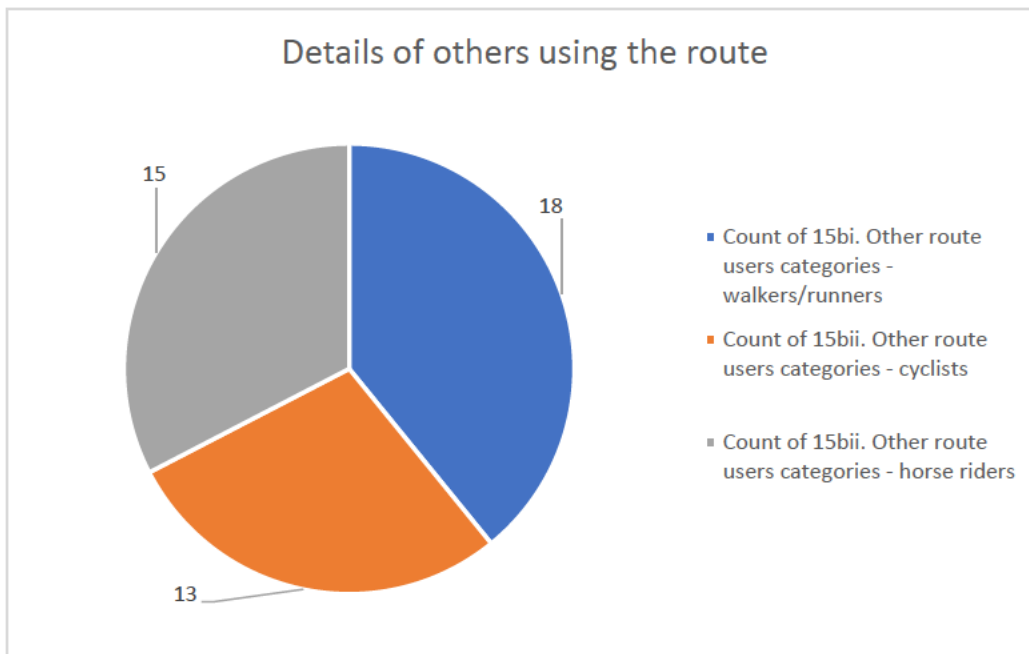


Chart 8: Witness other users



Strong case for use by horse riders and cyclists.

Annex 9: User evidence, route description

Three users surveyed stated that the route hadn't always been the same.

User ID	9b. If no, how and when was the route altered?
8	FP20 route through the wooded section was undefined until about 10 years ago when the route was more clearly specified. Since then, all users have followed the designated route.
6	Initially there were multiple routes, but a landowner changed the route about 3 years ago.
12	N/A - the Ambarrow route has always been the same - except that the landowners on Ambarrow Lane have fenced an area recently, but the gate to the footpath is still accessible
5	The path was blocked for a while, so the field was used. Can't remember for how long and when.

Most respondents who could give a route use width stated values between 1-3 metres wide.

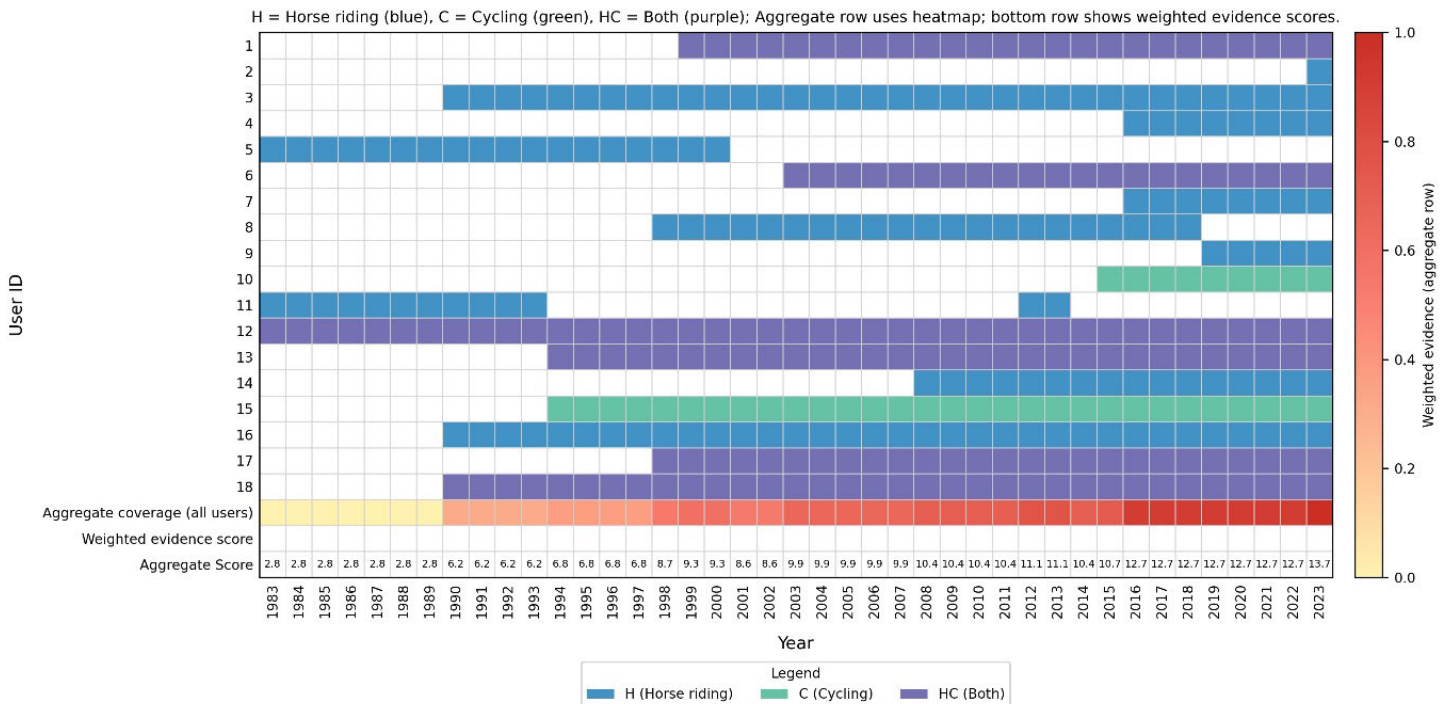
10b. Route use width categories	Count of 10b. Route use width categories
1-3 metres	10
5 metres	1
Don't know	5
Varies	2
Grand Total	18

Most respondents said the route surface was mostly comprised of dirt/earth, grass and sandy and gravelly in parts. Some chose to provide further detail, which is described below.

User ID	11. What type of surface does the application route have?
1	Hard track suitable for vehicle at the beginning. The earth, hard track at the end.
18	It's a well-drained track as it's sandy 90% of it approx.
11	Mixed, first part Ambarrow end is earth/stones it is more sandy alongside the fields then goes back to earth when it goes up into the woods through the trees.
5	Through bluebell wood, was a solid surface. Past the field was sandy, often muddy in places. Up the hill, through trees was muddy in winter.

Annex 10: Heat map of frequency of use by users

DMMO: User activity matrix (1983-2023)



The blue cells depict horse rider use, the green cells cycling and the purple cells both.

On the bottom row, a frequency-weighted heat map contains the aggregate coverage of all users. Each year's cell is shaded by the strength of the evidence (more users + more frequent use \Rightarrow hotter/redder colour).

How the weighting works

For each year, the chart sums up across all users who used the route that year. The following points awarded based on evidence provided of use frequency.

- Daily = 1.0
- x3 weekly = 0.8
- Weekly = 0.7
- Monthly / x1 monthly / once a month = 0.5
- Every few months = 0.3
- Once a year = 0.1
- N/A / Don't know = 0.0

If a respondent marked 'HC', both the horseback and cycling weights are added for that year. (Weights are conservative and based entirely on the respondents' frequency feedback.)

The minimum yearly score is around 2.8 in the 1890s. The maximum score is 13.7 and was in 2023. This is indicated by deep red colouring.

As the heat map shows, there is strong weighted evidence to suggest horse riding and cycling took place frequently by many users between 2003 and 2023. There are also no breaks in route use over this 20-year period.

Annex 11: User evidence, route permission

Permission to use the route

User ID	17b. From whom you had permission	17c. From when you had permission
4	3 landowners confirmed no issues with riding	Over last 5 years
18	But I do ride with a friend who keeps her horses at Hilton House, so I do have permission.	N/A
12	Hilton House - [REDACTED] (More recently, over the past 6 or so years, the owners of Hilton House purchased the land either side of the Ambarrow track at the drift Lane end - I have permission from the landowners to ride both sides in the woods as we keep the horses with them in their property at Hilton House)	Uncertain when they acquired the property but 6+ years
8	Landowners	Multiple times over the years since 2016.

Annex 12: User evidence personal statements

User ID	23. Further information
18	As a horse rider in the area of over 30+ years I have used this safe route, to avoid the lanes and Wellingtonia Avenue, where no one keeps to the speed limits 50mph! As a rider all we want to is enjoy our horses safely, there are so many routes that could be accessible to horse riders but all that happens is we get posted onto the roads to be moaned at by car drivers. There is plenty of room for everyone to enjoy our lovely bit of countryside that hasn't been swallowed up by houses - yet! As a rider we all take out insurance to be able to ride our horses in public places. There's an increasing amount of dog owners, who think the woods are purely for themselves.
5	I remember this being signed as a right of way at both ends of the proposed path.
3	It has always given us a circular route to hack around and gets us off the roads.
7	Pathway wide enough for horseriders and walkers to pass safely. Always seems to be in constant use from local horseriders, walkers and cyclists.
12	This is a safe route for horse riders to enable a circular ride around the area. So much has been closed off to us over the years, we are being pushed out onto busy main roads for example, Wellingtonia Avenue, where the cars exceed 50mph often! There are very few decent circular routes for horse riders in particular and there are many horses and riders in the area. More recently, dog ownership has increased and routes have been provided for walkers but closed off to horse riders, often on routes that I have been using for 40+ years as a horse rider. There is no reason that we cannot coexist, with respect and politeness, we should be able to share these tracks officially. This area has been my home for 52 years, all my life, I have walked my dog and horses all over the area regularly and continue to use the Ambarrow track to access the horses, ride and also to see the bluebells and wild garlic every year!
6	This is useful to use as a public right of way to get horses off road and access other bridleways.
11	This path marked in green on map I have attached is regularly used by multiple walkers and horse riders in the area and has been for over 20 years. It enables you to take a circular route by coming from the lakes/Lower Sandhurst road, up Ambarrow Lane, down the marked path known as Bluebells up into the woods to then access Simon's Wood and loop back into Finchampstead ridges back down to Lower Sandhurst road. The area is very much lacking in safe, circular routes for horse riders and this route has been one of the few paths consistently available and we need to keep this accessible to the many people who would lose the ability to make any kind of sensible circular route for riding in the area.
2	We have very few off road routes to ride in the area. This route is essential to riders in the community.

Annex 13: Review of historical mapping and other documentary evidence

10.1 Copy of the Definitive Maps

Year 1952

The first Definitive Map has a relevant date of 1 November 1952. It was produced by Berkshire County Council and covers the wider Berkshire County. Its date of deposit is shown as 11 May 1961. The Authority has it as a paper record of the map, with plans to digitise it.

It shows the lettering F.P. and the numbering 12, next to the route in question.

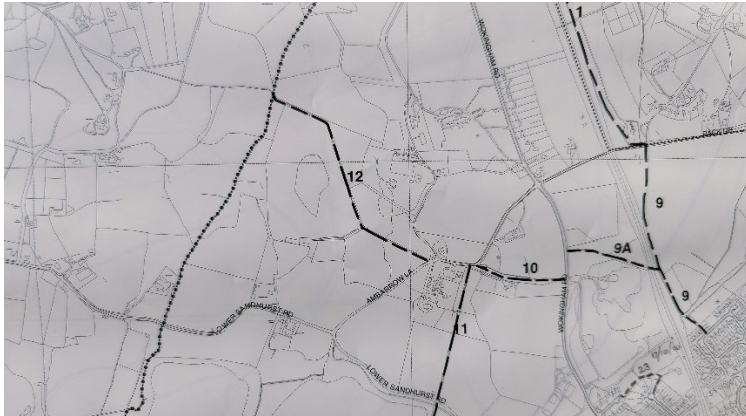


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Year 2000

The first consolidated Definitive Map has a relevant date of 1 January 2020. It was produced by Babtie and had been begun under Berkshire County Council.

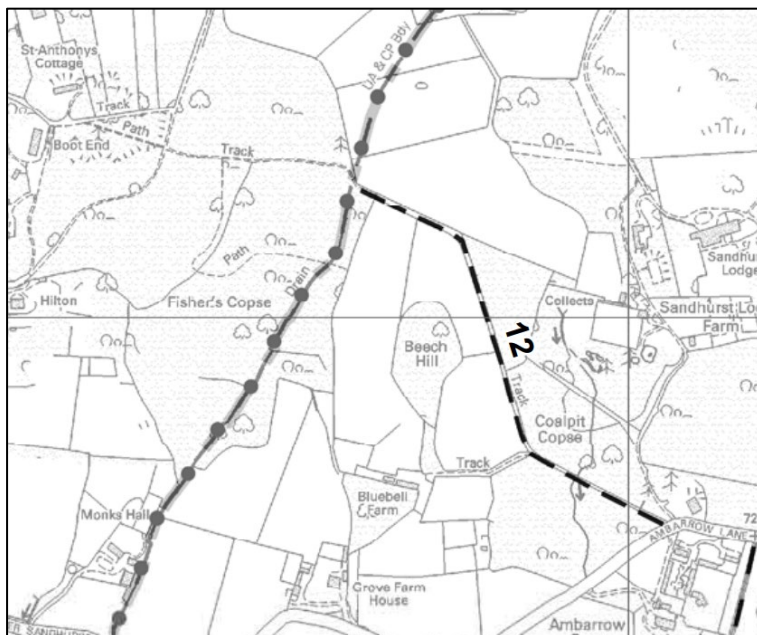
There is no F.P. lettering in relation to the route in question, but the symbology used is for a public footpath and there is the numbering 12 next to it.



© Crown copyright and database rights 2026 Ordnance Survey AC0000814058
Year 2013

The second consolidated Definitive Map has a relevant date 1 January 2013. It was produced by Bracknell Forest Borough Council and covers the borough including the six parishes. It is available as hard copy and digitally on the Authority's website.

The labelling and symbology for the route, is as per the 2000 map.



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10.2 Maps provided by the applicant

A full copy of the documentary evidence provided by the applicant can be found in this annex 10, under points 10.5 to 10.23.

10.3 Process for scoring the evidence

The applicant awarded points to each piece of evidence in relation to this claimed route. They calculated these points according to the guidance in 'Rights of Way: Restoring the Record, by Sarah Bucks and Phil Wadey'.

The guide described above includes a system to score documentary evidence for an application for a definitive map modification order.

There are varying 'weighted' points awarded for different types of historical evidence to help prove a PROW is legally recorded.

An application requires a minimum of seven points to be considered valid.

There are often caps on the total points you can claim from a particular category of evidence, such as later OS maps.

Examples of evidence and their points:

Inclosure records: 10 points if set out as public in the award, 5 if otherwise mentioned.

Tithe record: 5 points if not apportioned or described as a parish road.

Old turnpike: 5 points if it's an old turnpike, 2 or 3 if it links to a turnpike.

Highway records: 4 points (including highway board minutes and highway handover maps).

Later OS maps: 1 point if simply shown, 2 if a suitable comparison can be drawn, plus an extra point if described as a bridleway (BR) or footpath (FP).

10.4 Score for Sandhurst FP12

Table 2 shows an overview of the historic maps and other associated documentation, such as inclosure and tithe awards.

BBFC is primarily concerned with points scored under C to D, which is the part of the route that resides in Bracknell Forest Borough. Evidence of a route continuing into Wokingham Borough is also to be considered, and the total score provided by the applicant for each piece of evidence is contained in the end column.

Table 2: Evidence points scored

Map name/reference	Year	Summary of feedback from the applicant relevant to route C to D (current line of Sandhurst FP12)	Points scored C-D	Total points scored A-B B-C C-D
John Rocque's map of Berkshire	1759	Shown as a road, which applicant cites is good evidence that a road existed here in the 18th Century.	1	3
Ordnance Survey, One inch 1st edition drawing, Odiham	1806	Map difficult to read. At the Southern West corner of this Y shape there appears to be a route travelling North West towards the word 'Ridges', I believe this is what we know today as	1	1

Map name/reference	Year	Summary of feedback from the applicant relevant to route C to D (current line of Sandhurst FP12)	Points scored C-D	Total points scored A-B B-C C-D
		Sandhurst footpath 12 but travels into open space.		
Ordnance Survey, one inch 1st edition, sheet no	Surveyed 1791-1874, published 1805-1874	Route not shown	0	0
Finchampstead Inclosure award, 1814-17 and Sandhurst Inclosure award 1817	1817	Route not shown on the Sandhurst map, which is badly damaged. No reference in the declaration.	0	0
Henry Walter	1823	NB. composite image The route of Sandhurst Footpath 12 is visible just above the word 'Lower', travelling North West into open space. It appears that Footpath 12 may have followed the western part of the inverted Y at this time. The route is not shown on the Finchampstead side.	1	1
Greenwood's map of Hampshire	1826	A route at 'Ambarrow Hill' is shown in part. Applicant states this is good evidence in Sandhurst (route not shown in Finchampstead) that a route travelled West from Ambarrow Hill/Sandhurst Lodge. Footpaths and bridleways were not shown on this map so it is possible a route existed beyond the turning we see, but would have had lower status than Byway.	1	1
Finchampstead and Sandhurst tithe awards	1844	The Sandhurst map shows a route going towards 'Veldry' but this place is not shown on the Finchampstead map. Other maps appear to show 'Veldry' on the border between Finchampstead and Sandhurst, it follows a different line to the one followed by Sandhurst footpath 12 today. It appears to be heading North towards Wellingtonia Avenue.	0	2

Map name/reference	Year	Summary of feedback from the applicant relevant to route C to D (current line of Sandhurst FP12)	Points scored C-D	Total points scored A-B B-C C-D
Bristol to Dover Direct Junction Railway	1845	No evidence of a route found.	0	0
OS Boundary Sketch Book/ Remark Book	1871	Indication of a route, but it is not clear if this is today's Sandhurst Footpath 12 or the start of the route to what we know today as the Wellingtonia roundabout.	0	0
Ordnance Survey, six inch first edition, sheet IX	1872	Applicant states good evidence for a bridleway. Footpath 12 is shown starting a little further east than it does today. Two routes shown in Sandhurst. One starts as a road heading north before becoming a track drawn by a double dashed line heading west. Another route is drawn just to the west of this route, indicated by a single dashed line, travelling north from Ambarrow Lane to meet the double dashed line. A double dashed line usually indicates an unfenced road. Clearly not marked as a footpath.	1	1
Bartholomews	1902-1906	Good evidence for a bridleway. Clearly shown as a road starting at Ambarrow Lane, travelling north west to Wellingtonia Avenue at the corner of the Ridges.	1	3
Finance Act 1910	c.1910	Good evidence in part for the routes being shown but inconclusive as a whole, particularly with the middle section B to C marked as a footpath. Correction – query if the applicant means point C to D.	0	1
Ordnance Survey, 25 inch third edition, sheets XLVI.11 and XLVI.15	1911	The Southern part of the route through Coalpit Copse is clearly shown as a fenced road and appears to be a more important route than the one to Sandhurst Lodge as it is drawn with harder lines. It becomes a footpath from the Well to the junction with BOAT 36. Applicant highlighted that point B to C is labelled as a footpath in the map and gives this section a 0 score.	0	1

Map name/reference	Year	Summary of feedback from the applicant relevant to route C to D (current line of Sandhurst FP12)	Points scored C-D	Total points scored A-B B-C C-D
		Correction – query if the applicant means point C to D.		
Berks XLVI OS map	1932	Separate evidence map, not included by applicant as part of this system of scoring. Included, as it supports the point about the footpath label in the same location as above.	N/A	N/A
OS Name Book	Revised 1930	As this route has not been named in any of the maps, it was anticipated that nothing would be found, which it wasn't.	0	0
Ordnance Survey one inch Popular Edition	1945	Applicant states it is good evidence for a bridleway here. It is unlikely that a route drawn as a road at both ends would not allow at least a horse and rider along the full length, it is possible that at this time the route was used by horse and cart.	1	3
Estate sale	1911	Clearly shows a linear route. Ambarrow Lane with the turning onto Sandhurst footpath 12 opposite Ambarrow Farm, drawn as a road. The route is not marked as a footpath.	1	2
List of Streets - Wokingham	Road list 16/04/2022 and My Nearest March 2022	Inconclusive except to record that a public right has been established here for the definitive footpath that has been recorded.	0	0
List of Streets Sandhurst	2022	Evidence for a PROW, but no publicly maintained highway.	0	0
		Total points:	8	19

The Authority reviewed the scores provided by the applicant and adjusted them where required. For example, where a score was given for an incorrectly identified location.

10.5 John Rocque's map of Berkshire

Date: 1759

Source: [The first sheet of an actual survey of Berkshire \(oldmapsonline.org\)](http://oldmapsonline.org)

Description:



Description: Circled in Red, I believe this is Finchampstead FP's 19 and 20, also Sandhurst 12 shown as a road. I believe the road crossing it and to the East and West is Finchampstead BOAT 36. The route of this road and BOAT 36 roads is simplified, shown by straighter lines. The route of Dell Road shown in the bottom left hand corner of the map (and in the upper left corner) shows it almost adjoining BOAT 36, Dell Road follows a different, more Southerly route today.

Conclusion: This is good evidence that a road existed here in the 18th Century.

Points: 3

Part	Points	Comments
A to B	1	
B to C	1	
C to D	1	

10.6 Ordnance Survey, One inch 1st edition drawing, Odiham

Date: 1806

Source: British Library website

<https://www.oldmapsonline.org/map/britishlibrary/002OSD000000019U00081000>



Description: This map is difficult to read, some routes are shown by single dark lines. I believe Ambarrow Lane followed a different route at this time, making the inverted Y shape road in the Southern end of the red circle now the driveway to Sandhurst Lodge today. At the Southern West corner of this Y shape there appears to be a route travelling North West towards the word 'Ridges', I believe this is what we know today as Sandhurst footpath 12 but travels into open space. I believe the road shown to West, in the middle of the circled route is Finchampstead BOAT 36, this route also appears to go into open space, as do Wellingtonia Avenue and Dell Road. It isn't shown where either route of FP12 or Boat 36 meets the road that is Wellingtonia Avenue today. As this area was believed to be common land at this time, it is highly likely that this is the reason these routes were not clearly drawn. Wellingtonia Avenue is drawn as a very straight line almost East/West across the upper third of the red circle . I believe the cross roads where 6 routes meet, is likely to be roughly where the Wellingtonia Avenue roundabout is sited today and the almost vertical track just to the East side of the circle is A321 today.

Conclusion: Inconclusive

Points: 1

Part	Points	Comments
A to B	0	
B to C	0	
C to D	1	

- 10.7 Ordnance Survey, one inch 1st edition, sheet no
 Date: Surveyed 1791-1874, published 1805-1874
 Source: Ordnance Survey Old Series. Cassini Historical Map 175 Reading and Windsor
 Created from sheet 7, pub. 1822, sheet 8, pub. 1816, sheet 12 pub, 1817 and sheet 13, pub. 1830



Description: Not shown. The inverted Y shape is shape at the bottom of the red circle in the same way as the map above. Dell Road and Wellingtonia Avenue are again depicted in the same way as above, travelling into open space. The path of BOAT 36 is shown clearly along its length, linking onto Wellingtonia Avenue. I believe the Wellingtonia Avenue roundabout is sited today at the location of the 6 roads/tracks meeting just above the red circle. Restricted Byway 27a is shown travelling further South than it does today, crossing Wellingtonia Avenue, into the Ridges at this time, drawn through the 's' of Finchampstead. Note that the route of Ambarrow Lane is shown to follow a more similar line on this map to the one we know today.

Conclusion: Inconclusive

Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.8 Finchampstead Inclosure award, 1814-17 & Sandhurst Inclosure award 1817

Date: 1817

Source: Berkshire Record Office website

www.berkshireenclosure.org.uk/find_via_parish_details.asp?parish=Finchampstead

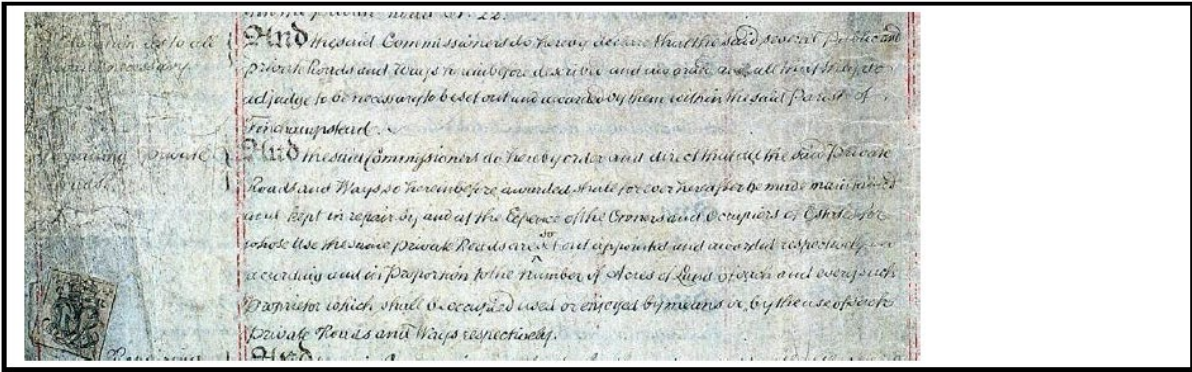


Finchampstead

Description Finchampstead: Note that North is not the top of this map. The route of Finchampstead footpaths 19 and 20 are not shown on this map. Wellingtonia Avenue is named Crow Thorn Road and Byway 36, a public route today, is labelled as a private road.



Sandhurst



Description Sandhurst: Note that North is not the top of this map. The route is not shown on the Sandhurst map. This map is badly damaged but it is possible to make out the inverted Y shape of the roads that now form the driveways to Sandhurst Lodge. Ambarrow Lane is not drawn to follow the same route as it does today.

Declaration as to all Roads necessary. And the said Commissioners do hereby declare that the said several Public and Private Roads and ways hereinbefore describes and awarded are all that they do adjudge to be necessary to be set out and awarded by them within the said Parish of Finchampstead.

Repairing Private roads. And the said Commissioners do hereby order and direct all the said Private Roads and Ways so hereinbefore awarded shall forever hereinafter be made maintained and kept in repair by and at the Expense of the owners and occupiers of Estates for whose use the same Private Roads are so set out and appointed and awarded respectively and accordingly and in Proportion to the number of Acres of Land of each and every such Proprietor which shall be occupied used or enjoyed by means or by the use of such Private Roads and Ways respectively.

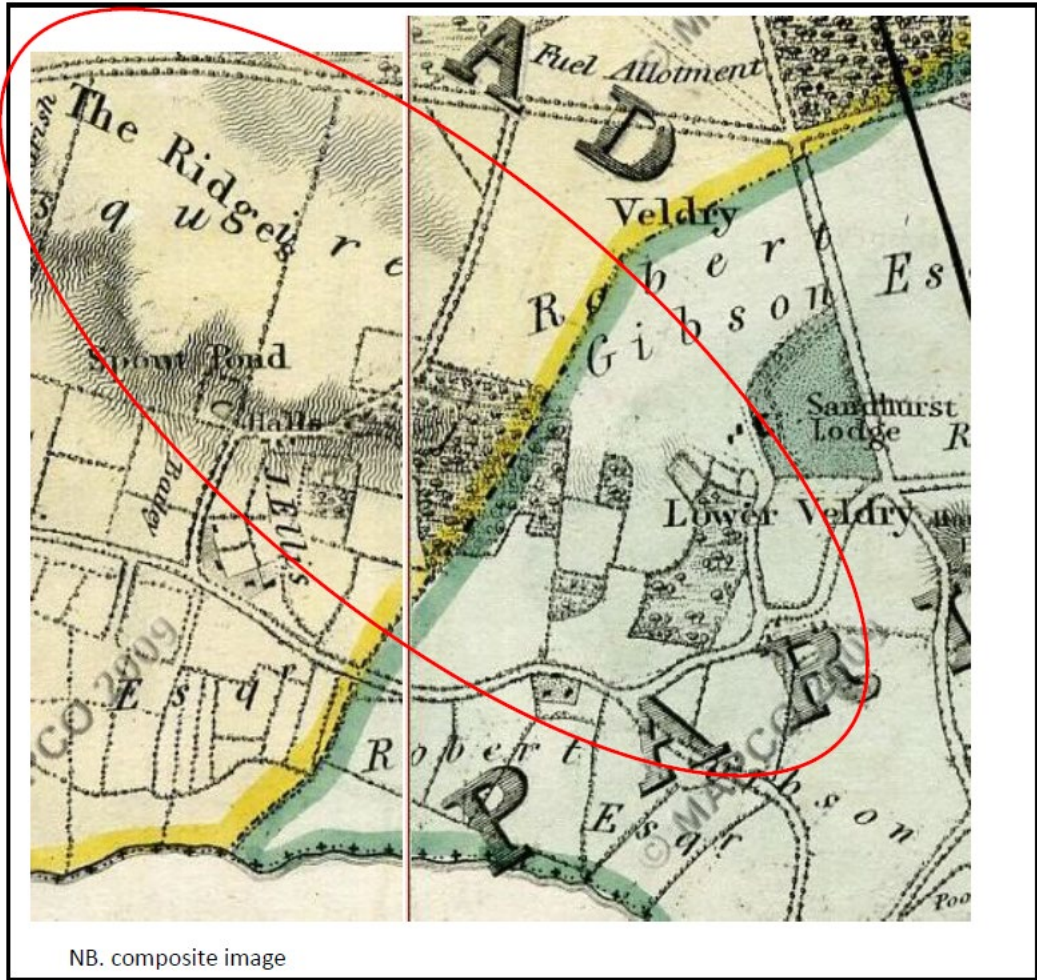
Conclusion Finchampstead and Sandhurst: Inconclusive Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.9 Henry Walter

Date: 1823

Source: MAPCO Map And Plan Collection Online : Map Of Windsor Forest And Its Vicinity By Henry Walter 1856.



Description: The roads that form the inverted Y are still identifiable in part on the Sandhurst side at 'Lower Veldry' showing as a fenced road travelling North. The route of Sandhurst Footpath 12 is visible just above the word 'Lower', travelling North West into open space. It appears that Footpath 12 may have followed the Western part of the inverted Y at this time. The route is not shown on the Finchampstead side. Ambarrow Lane is now shown following a more similar route to today, again with an inverted Y shape but South East of the one shown of earlier maps, it now incorporates the Sandhurst Road (A321).

Conclusion: Inconclusive

Points: 1

Part	Points	Comments
A to B	0	
B to C	0	
C to D	1	

10.10 Greenwood's map of Hampshire

Date: 1826

Source: Hampshire Record Office

www.geo.port.ac.uk/webmap/hantsmap/hantsmap/grnwood2/grw86f.htm



Description: A route at 'Ambarrow Hill' is shown in part, the route is shown in a similar way as the map before, note the Westerly turning off the inverted Y shape where the word Hill is written inside the red circle. The route is not shown in the Finchampstead Parish.

Conclusion: Good evidence in Sandhurst that a route travelled West from Ambarrow Hill/Sandhurst Lodge. Footpaths and bridleways were not shown on this map so it is possible a route existed beyond the turning we see, but would have had lower status than Byway.

Points: 1

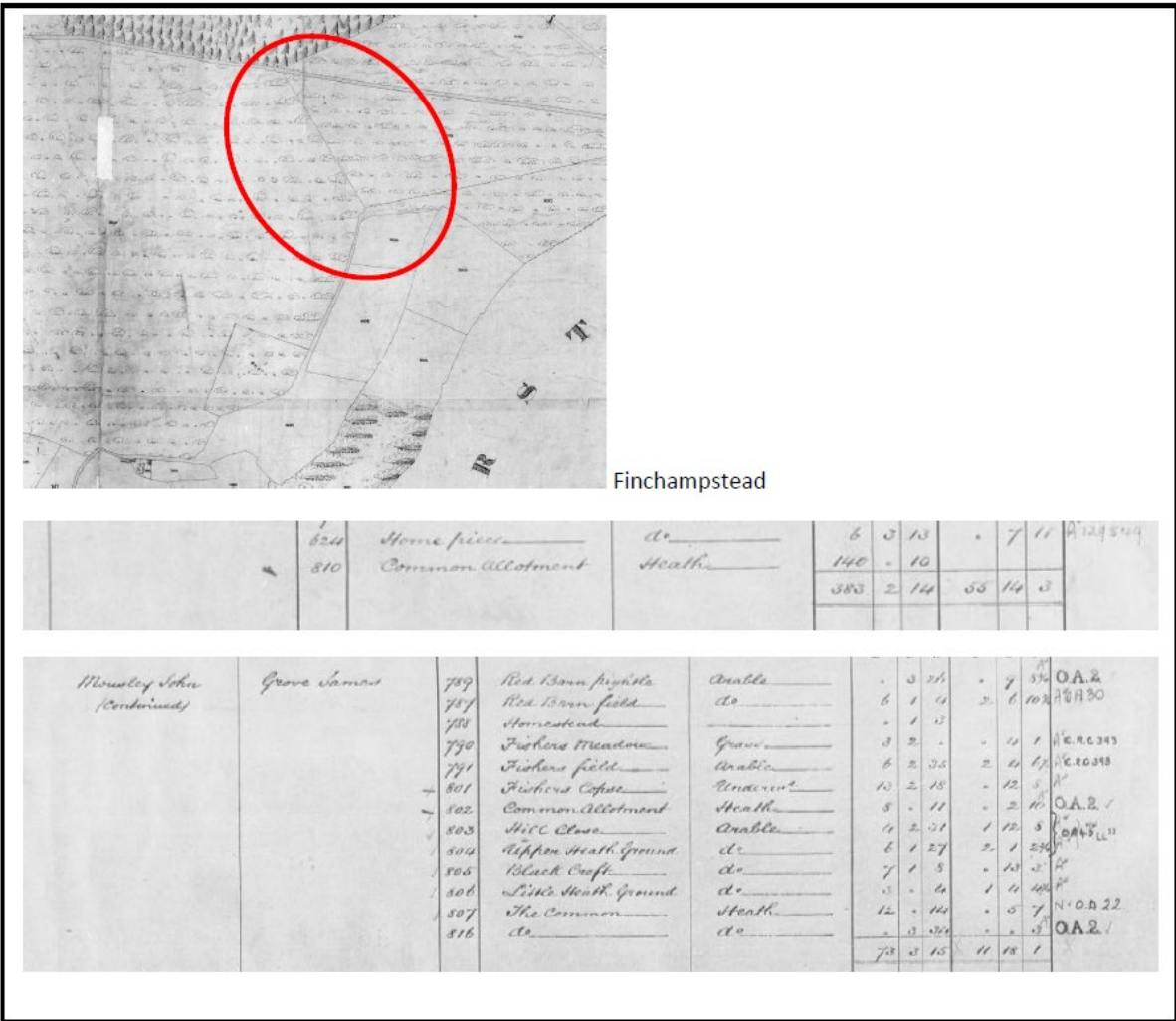
Part	Points	Comments
A to B	0	
B to C	0	
C to D	1	

10.11 Finchampstead and Sandhurst tithe awards

Date: 1844

Source: Hampshire Record Office

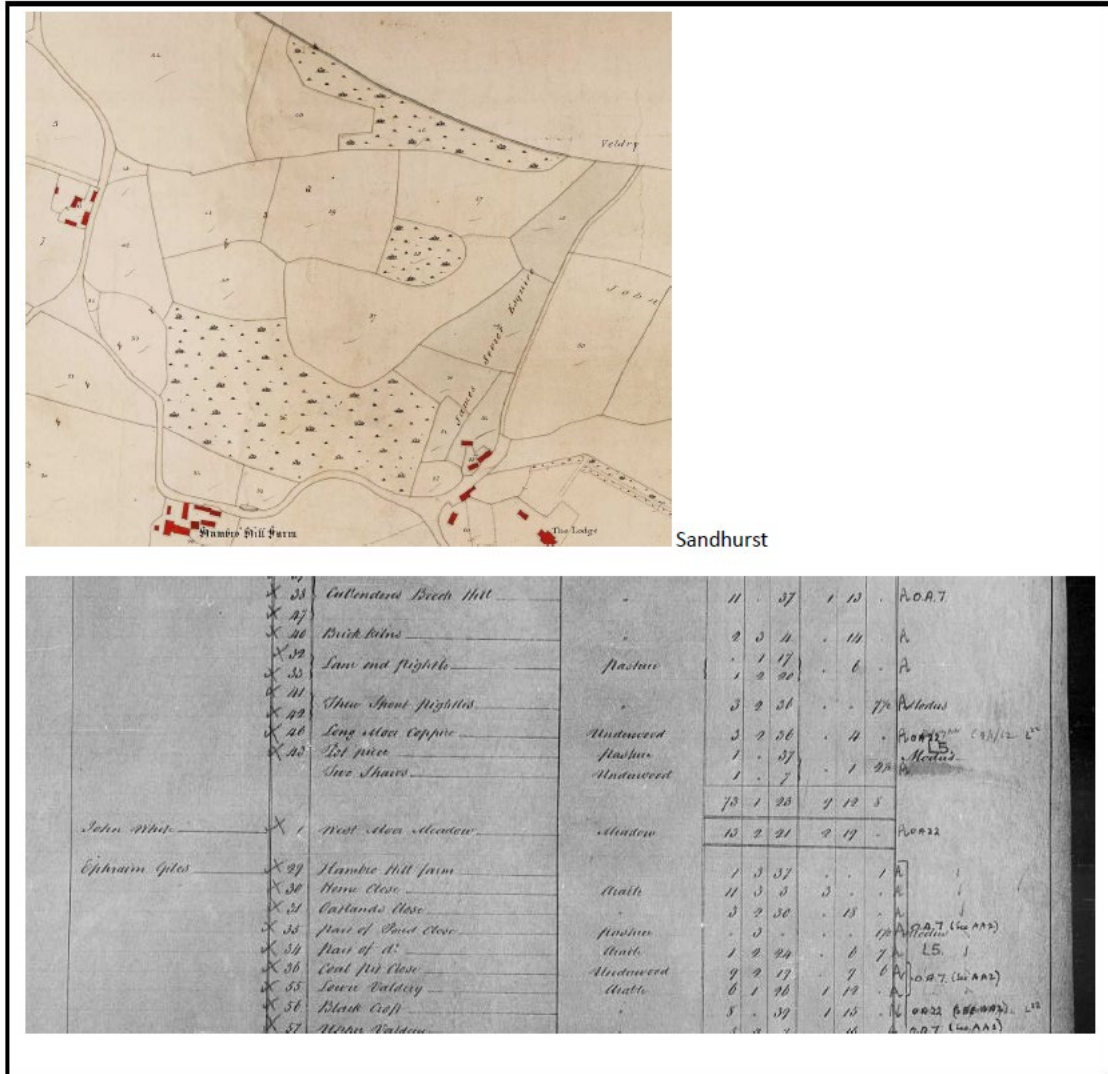
Description, Finchampstead



Description, Finchampstead :

810 - Common allotment. State of cultivation - Heath

Description: Note that North is not at the top of this map. A line follows the route of the way between A and B, implying links to The Ridges and BOAT 27a from BOAT 36. The road at the top of the page is identified as Wellingtonia Avenue for its proximity to Heath Pond. The Sandhurst map shows a route going towards 'Veldry' but this place is not shown on the Finchampstead map. Other maps appear to show 'Veldry' on the border between Finchampstead and Sandhurst, it follows a different line to the one followed by Sandhurst footpath 12 today. It appears to be heading North towards Wellingtonia Avenue.



Description, Sandhurst:
 55 Lower Veldry, arable.
 56 Black Croft, arable.

47 Cullondens Beech Hill arable.
 46 Long Moor Coppice, underwood.

Note that North is not at the top of this map. The Sandhurst map shows the route going towards 'Veldry' but this place is not shown on the Finchampstead map. Other maps appear to show 'Veldry' on the border between Finchampstead and Sandhurst

Conclusion: Finchampstead and Sandhurst: This is good evidence in part in Finchampstead.

Points: 2

Part	Points	Comments
A to B	2	Depicted as linear route
B to C	0	
C to D	0	

10.12 Bristol to Dover Direct Junction Railway

Date: 1845

Source: Hampshire Record Office deposited Plan DP/B12/1

Description: Nothing found

Conclusion: Although the route is in fairly close proximity to a railway, it does not cross it so it was unlikely anything would be found.

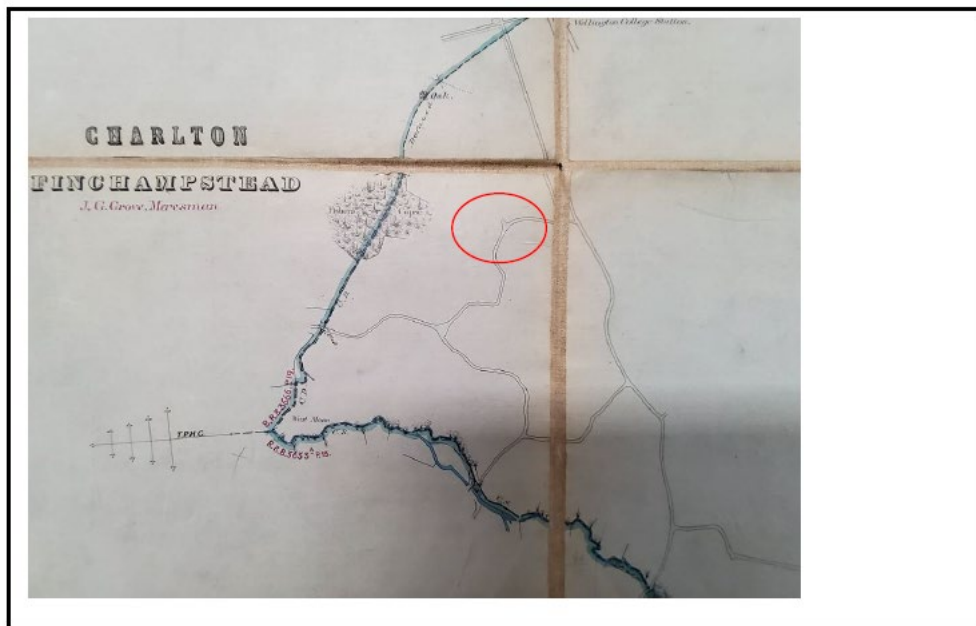
Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.13 OS Boundary Sketch Book/ Remark Book

Date: 1871

Source: National Archives OS 27/123



Description: The turning above is an indication that a route existed here, however it is not clear if this is today's Sandhurst footpath 12 or the start of the route to what we know today as the Wellingtonia roundabout.

Conclusion: Inconclusive

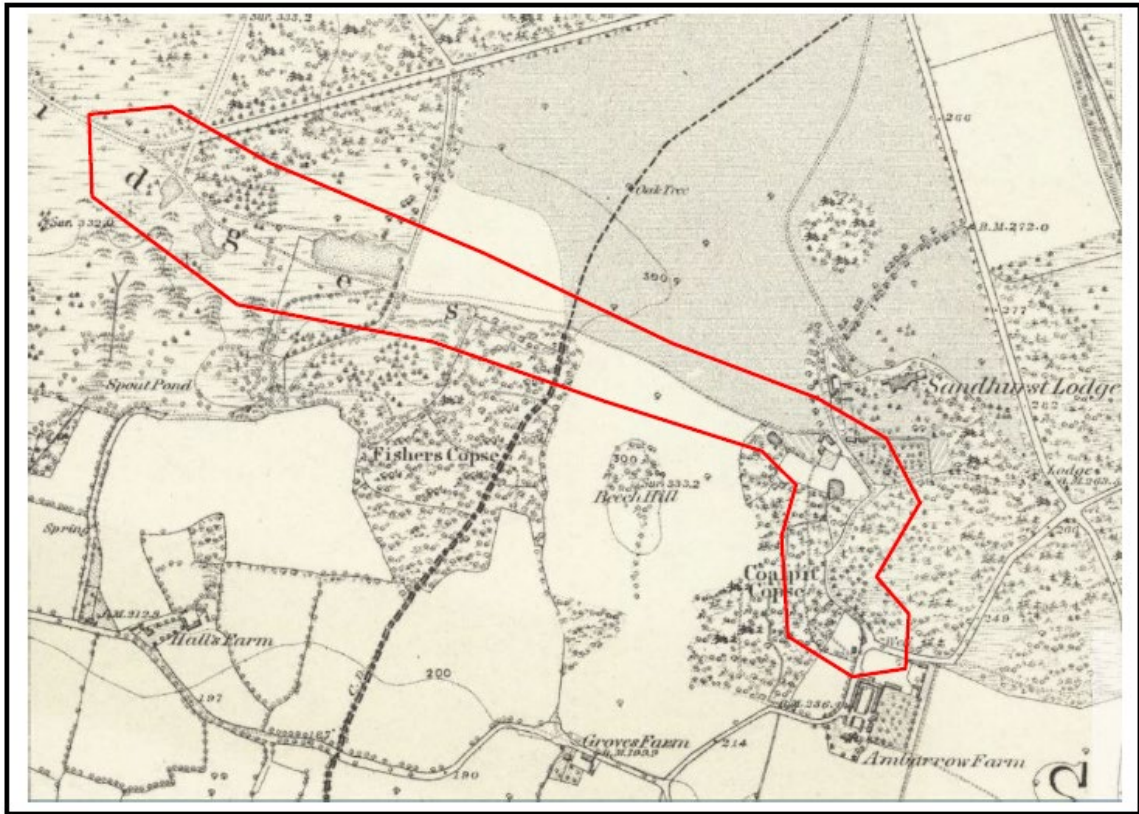
Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.14 Ordnance Survey, six inch first edition, sheet IX

Date: 1872

Source: View map: Surrey IX (includes: Crowthorne; Easthampstead; Wokingham Without.) - Ordnance Survey Six-inch England and Wales, 1842-1952 (nls.uk)



Description: Footpath 12 is shown starting a little further East than it does today. There are two routes shown in Sandhurst, one is starting as a road heading North before becoming a track drawn by a double dashed line heading West. Another route is drawn just to the West of this route, indicated by a single dashed line, travelling North from Ambarrow Lane to meet the double dashed line. A double dashed line usually indicates an unfenced road, it is drawn continuing West along the path of Finchampstead 20 and 19, crossing BOAT 36 to meet the corner of Wellingtonia Avenue with the Ridges as we know them today. There are two exit routes shown, a narrower unfenced track onto The Ridges heading West, another heading North East, over Wellingtonia Avenue, linking directly onto BOAT 27a. This route is not marked as a footpath. It should be noted that BOAT 36 is shown in the same way, starting as a fenced road on Lower Sandhurst Road and then continuing as a track or unfenced road through the middle section, it appears to be fenced on one side for a distance before meeting Wellingtonia Avenue.

Conclusion: This is good evidence for a bridleway.

Points: 3

Part	Points	Comments
A to B	1	
B to C	1	
C to D	1	

10.15 Bartholomews

Date: 1902-1906

Source: [View map: sheet 29 - Berkshire - Bartholomew's 'Half Inch to the Mile Maps' of England and Wales, 1902-1906 \(nls.uk\)](#)



Description: Clearly shown as a road starting at Ambarrow Lane, travelling North West to Wellingtonia Avenue at the Corner of the Ridges. Note that BOAT 36 is shown linking from Lower Sandhurst Road to it, but BOAT 36's route North to join Wellingtonia Avenue is less clear.

Conclusion: This is very good evidence for a bridleway here.

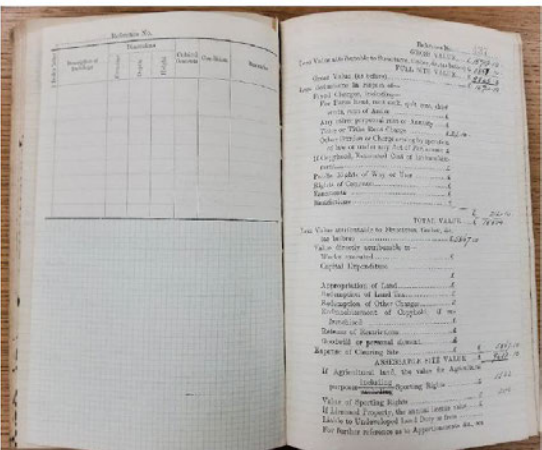
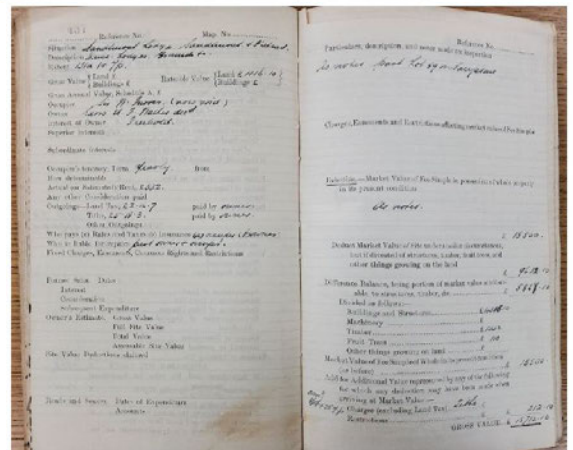
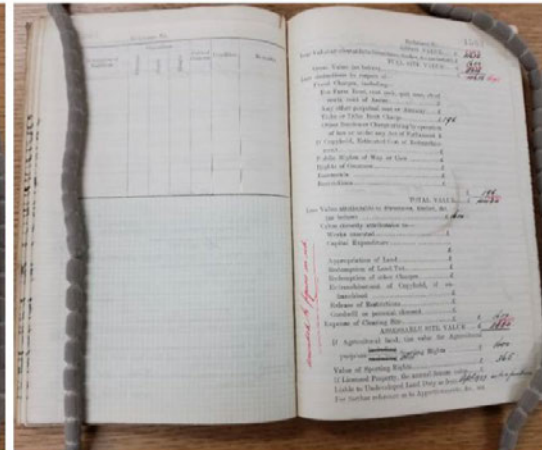
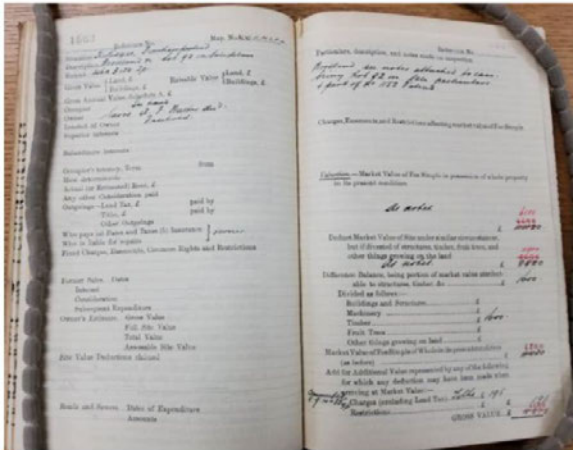
Points: 3

Part	Points	Comments
A to B	1	
B to C	1	
C to D	1	

10.16 Finance Act 1910

Date: c.1910

Source: National Archives IR 126/7/317 and IR 126/7/321



Description: The route is shown differently on this map but much more similar to the route we know today. It is the same as the OS 25" 3rd edition, 1911 shown below. The route is shown heading North West from Ambarrow Lane, opposite Ambarrow Farm, through Coalpit Copse. It joins a pathway that is marked as FP (footpath), in close proximity to a well. This FP is drawn to go West to the corner of the Ridges on Wellingtonia Avenue opposite BOAT 27a. The section of this route between BOAT 36 and Wellingtonia Avenue is not labelled as FP but as a continuation of the route it could be assumed that it is of the same status despite crossing the Authority boundary. The footpath is also drawn to travel East to Sandhurst Lodge, this Eastern section appears to be missing on today's maps. Neither field book entries for 1563 nor 437 shows any value for an rights of way.

Conclusion: Good evidence in part for the routes being shown but inconclusive as a whole, particularly with the middle section B to C marked as a footpath.

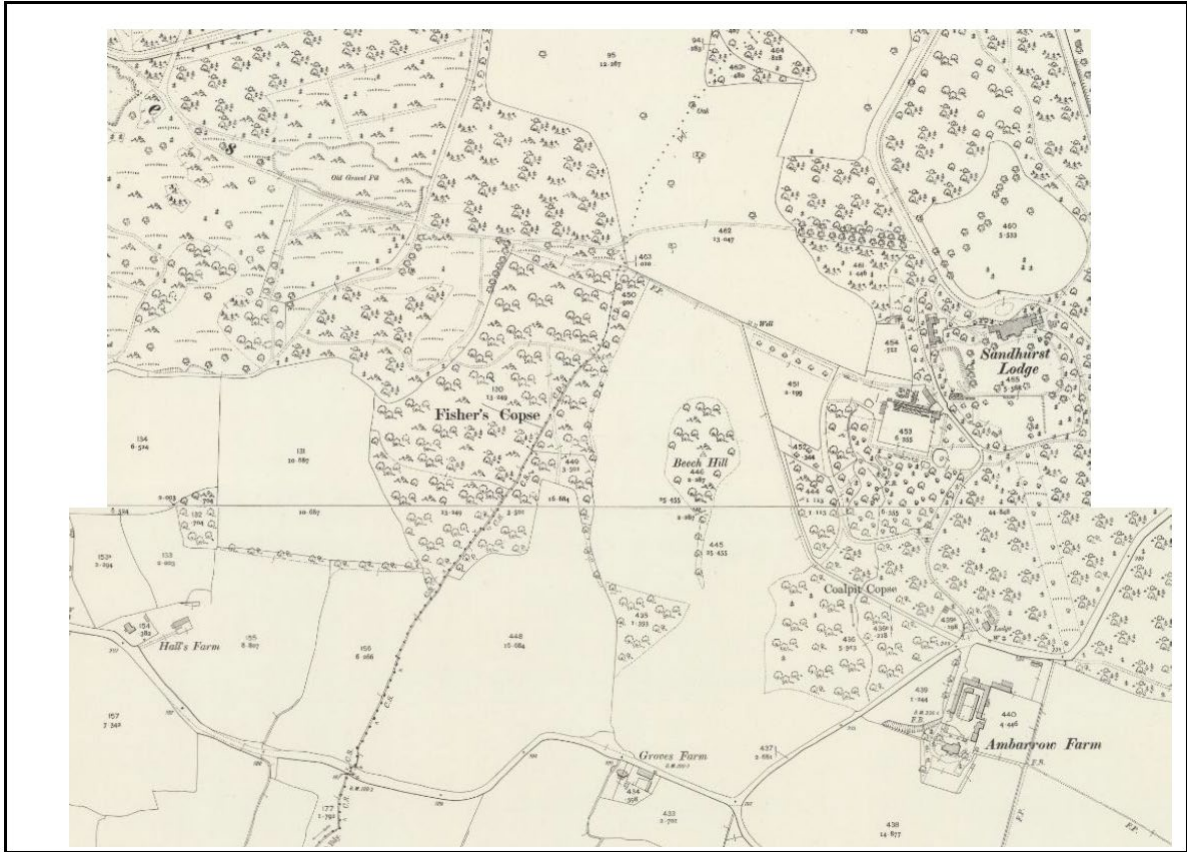
Points: 2

Part	Points	Comments
A to B	1	Drawn as a linear route
B to C	0	Drawn as a linear route but labelled as a footpath
C to D	1	Drawn as a linear route

10.17 Ordnance Survey, 25 inch third edition, sheets XLVI.11 and XLVI.15

Date: 1911

Source: [View map: Berkshire XLVI.11 \(Crowthorne; Finchampstead; Sandhurst; Wokingham Without\) - Ordnance Survey 25 inch England and Wales, 1841-1952 \(nls.uk\)](#) [View map: Berkshire XLVI.15 \(Eversley; Finchampstead; Sandhurst; Yateley\) - Ordnance Survey 25 inch England and Wales, 1841-1952 \(nls.uk\)](#)



Description: The two routes as described above are again shown on this map. The Southern part of the route through Coalpit Copse is clearly shown as a fenced road and appears to be a more important route than the one to Sandhurst Lodge as it is drawn with harder lines. It becomes a footpath from the Well to the junction with BOAT 36. The section that continues West to meet Wellingtonia Avenue / The Ridges is not marked as a footpath. Note that the route is depicted in the same way as BOAT 36.

Conclusion: Inconclusive – see the Authority’s note in table 2, above.
Points: 2

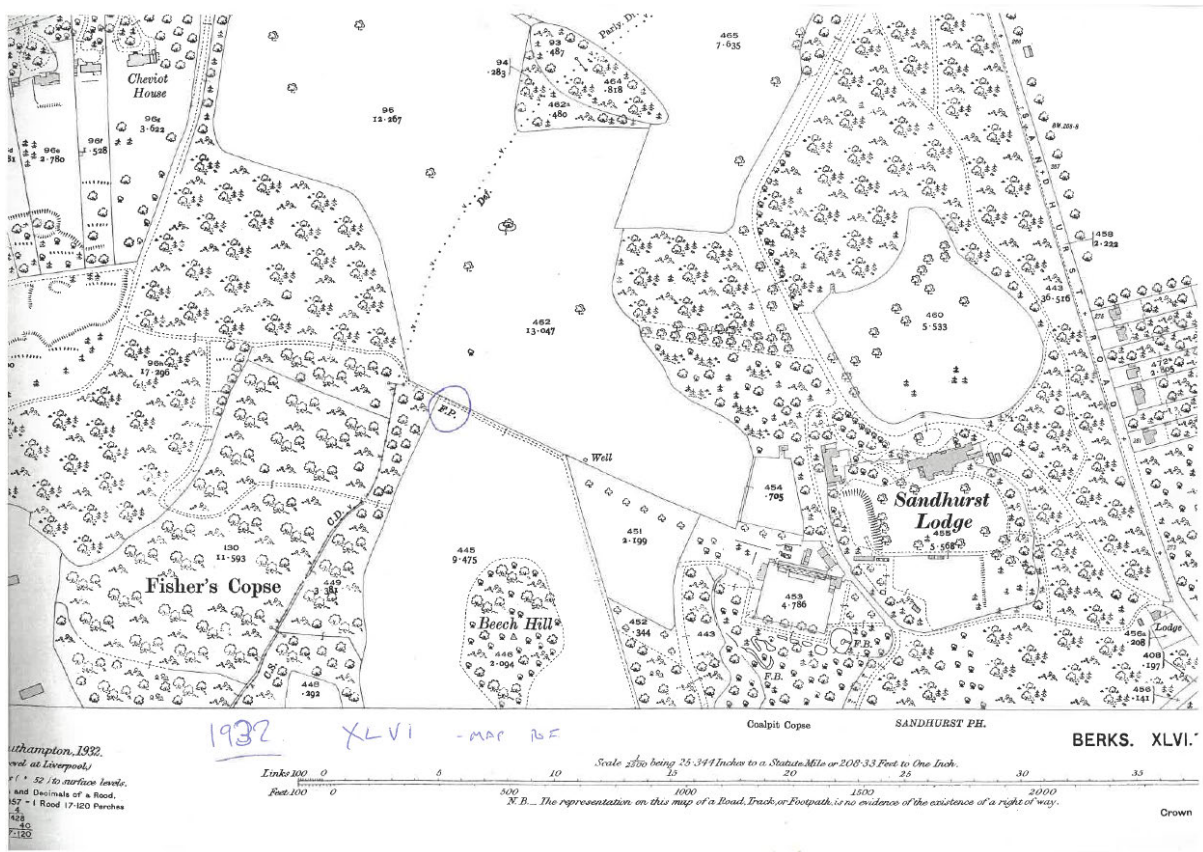
Part	Points	Comments
A to B	1	
B to C	0	Drawn as a linear route but labelled as footpath
C to D	1	

10.18 Berks XLVI OS map

Date: 1932

This map was submitted as evidence, but it wasn't included in the points scoring system described under points 7 and 7.1 of this report.

It should be noted that as per the above map from 1911, footpath is clearly shown (and later circled) along points B to C.



10.19 OS Name Book

Date: Revised 1930
 Source: National Archives OS 35/312
 Description: NOTHING FOUND

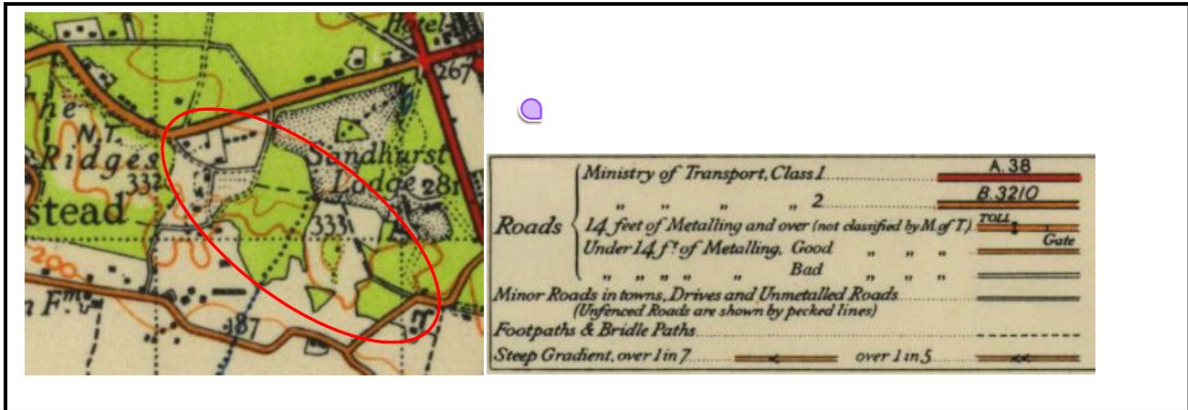
Conclusion: As this route has not been named in any of the maps, it was anticipated that nothing would be found.

Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.20 Ordnance Survey one inch Popular Edition

Date: 1945
 Source: View map: One-inch New Popular Edition, England and Wales: sheet 169 - Aldershot - Ordnance Survey One-inch to the mile maps of England and Wales, New Popular Edition, 1945-1947 (nls.uk)



Description: Finchampstead footpath 19 is shown on the Western end as a minor road, drive or unmetalled road, possibly fenced on one side as it is marked with a solid line on one side and dashed on the other. It links to BOAT 36, this indicates it was considered to have higher rights than just footpath or bridleway at this time. Note that Finchampstead BOATs 36, 21a and 27 also shown on this map and depicted in a similar way. The way is marked along its middle, Finchampstead footpath 20 and Sandhurst footpath 12 by a dashed line, this indicates the route is either footpath or bridleway, this map does not distinguish between the two. Please see key above. On its South Eastern end footpath 12 it is also shown as a fence road with under 14 ft of metalling and a bad condition. Note that the route to Sandhurst Lodge is now shown as a minor road with double pecked lines, also indicating that it was unfenced.

Conclusion: This is good evidence for a bridleway here. It is unlikely that a route drawn as a road at both ends would not allow at least a horse and rider along the full length, it is possible that at this time the route was used by horse and cart.

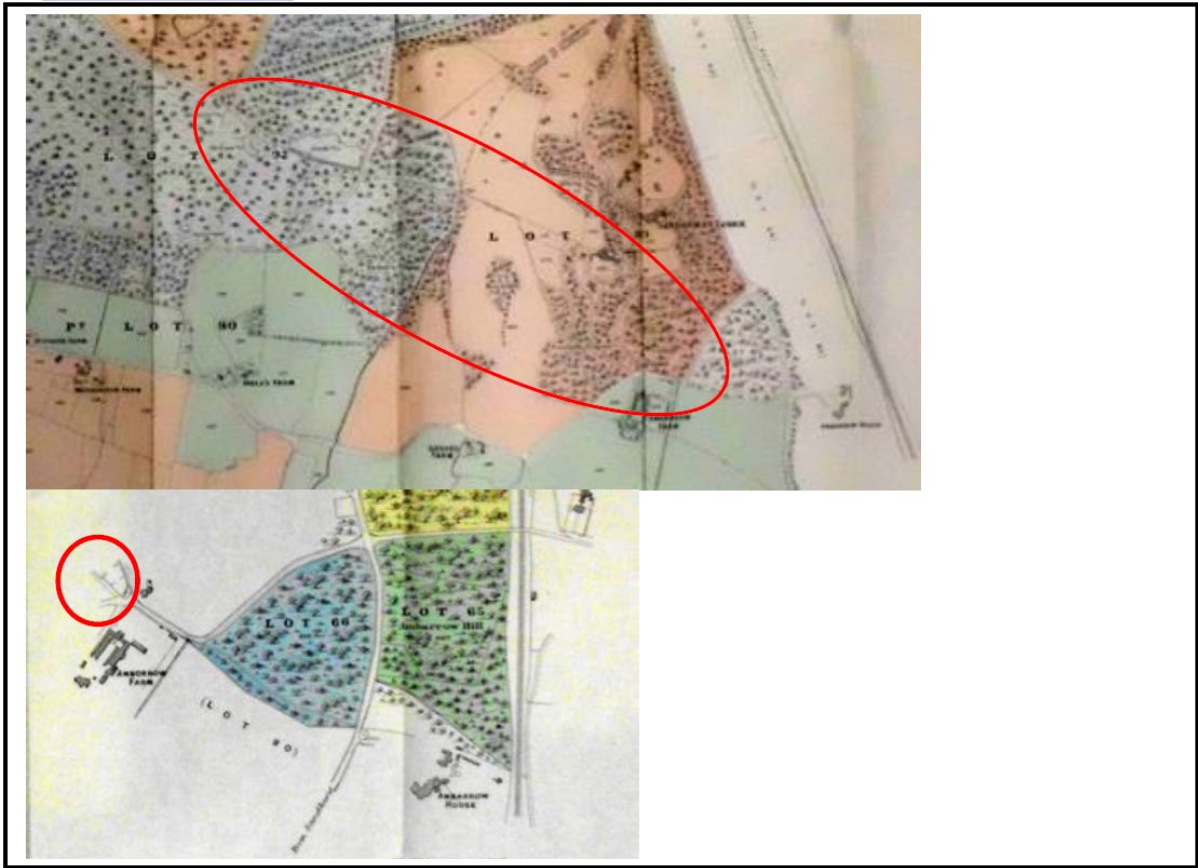
Points:3

Part	Points	Comments
A to B	1	
B to C	1	
C to D	1	

10.21 Estate sale

Date: 1911

Source: [BW 1911OP CRN.JPG \(750×1000\) \(arborfieldhistory.org.uk\)](#) and [BW 1911OP Finch South.JPG \(1000×752\) \(arborfieldhistory.org.uk\)](#)



Description: The larger map above shows the line the route follows, none of the routes on this map are shown in white so it indicates the land was in the ownership of the Estate at the time of the sale. This does not mean they weren't public routes, just that maintenance would have been the responsibility of the Estate and subsequent purchasers of the lots. The smaller map shows Ambarrow Lane with the turning onto Sandhurst footpath 12 opposite Ambarrow Farm, drawn as a road. The route is not marked as a footpath.

Conclusion: Clearly shows a linear route. In Sandhurst there is a strong indicator that the route had higher status than footpath.

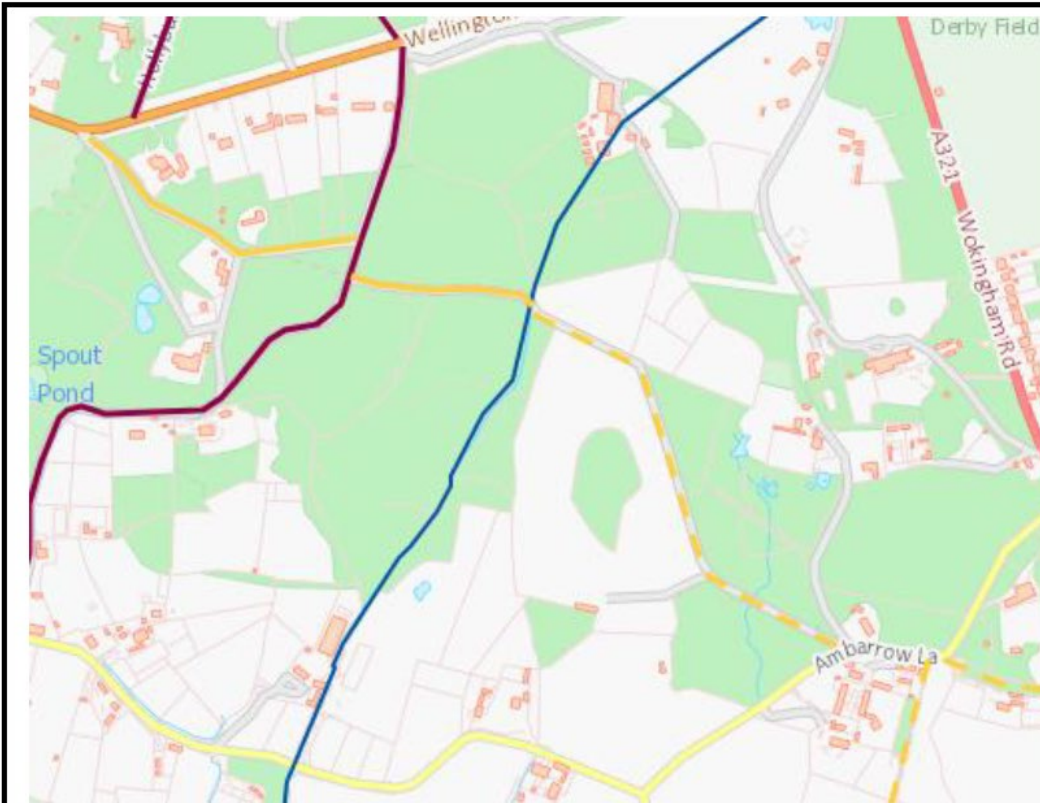
Points: 3

Part	Points	Comments
A to B	1	
B to C	1	
C to D	1	

10.22 List of Streets - Wokingham

Date: Road list 16/04/2022 and My Nearest March 2022

Source: [Wokingham Borough Council Roads we maintain in Wokingham Borough.pdf](#), [MyNearest \(arcgis.com\)](#) and [Roads & Verges We Maintain \(arcgis.com\)](#)



Above 'My Nearest' PROW map

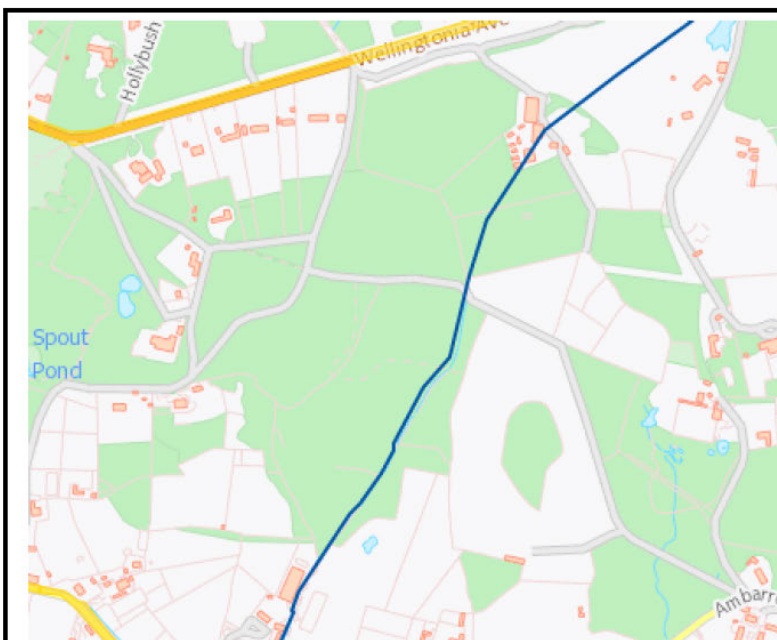
DRIFT LANE
 DRIFT LANE
 DRIFTWAY CLOSE

FINCHAMPSTEAD
 FINCHAMPSTEAD
 FINCHAMPSTEAD

44703959
 44700464

V
 V
 V

Above 'Roads we maintain' listed entry for Drift Lane also known as Restricted Byway 36.



Above 'Roads and Verges' map showing un-adopted status of RB 36, the Authority boundary is shown in blue. Note that it is drawn in the same way as Finchampstead footpaths 19,20 and Sandhurst 12.

Description: These footpaths have no name so are not on the Street List. FP 19 is shown starting at the corner on Wellingtonia Avenue/The Ridges and moving South East to meet Finchampstead RB 36 III. FP 20 I starts on Finchampstead RB 36 I and moves East to the Boundary line. From the Boundary line it becomes Sandhurst FP 12 and travels South East to meet Ambarrow Lane. Drift Lane is however recognised by WBC as shown.

The Roads and Verges map confirms that RB 36 is un-adopted by WBC, if it were adopted it would be coloured yellow like Wellingtonia Avenue which is also shown on this map.

Conclusion: Inconclusive except to record that a public right has been established here for the definitive footpath that has been recorded.

Points: 0

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

10.23 List of Streets Sandhurst

Date: 2022

Source: [Public Rights of Way \(arcgis.com\)](https://arcgis.com) and [Interesting Information for Ambarrow Lane, Sandhurst, GU47 8JE Postcode \(streetcheck.co.uk\)](https://streetcheck.co.uk)



Description: The Rights of Way map shows FP 12 leaving Ambarrow Lane in an Eastern direction to meet the Wokingham boundary at Fishers Copse.

Conclusion: This is evidence that a public right has been established along this route but no publicly maintained highway is recorded here.

Points:

Part	Points	Comments
A to B	0	
B to C	0	
C to D	0	

Final update from the applicant:

Please analyse all the information in this report. This relates to a claimed use application to Bracknell Forest Council. Please use the evidence provided to make a recommendation of whether a modification order should be done to upgrade a public footpath to a bridleway (right of way). For context, a footpath can be upgraded to a bridleway through a legal process based on evidence of public use over a 20-year period. This claim, known as a Definitive Map Modification Order (DMMO), requires showing that the path was used openly, without permission or force, and without interruption for two decades. The process is handled by the local highway authority and often involves submitting evidence such as user testimonials and historic documents to support the claim.

Annex 14: Extracts from LCAF meeting minutes

The Definitive Map Modification Order application was a recurring agenda items at Local Countryside Access Forum (LCAF) meetings between June 2024 and October 2025. The extracts below are where the matter was discussed in more detail by forum members and council officers.

LCAF meeting minutes, 4 June 2024

24. Definitive Map Modification Order Applications

Sandhurst Footpath 12 / Finch 20 (ref.106)

Rose Wicks updated the Forum on the British Horse Society (BHS) application to upgrade Sandhurst footpath 12 to a bridleway. This was a joint application sent to Wokingham Borough Council and Bracknell Forest Council. Once received the local authority is duty bound to consider the application. Bracknell Forest Council had reached out to Wokingham Borough Council to liaise on the issue and ensure both authorities' processes were aligned in handling the application.

There was a legal duty for this application to be considered impartially, and once any decision had made it would go through the Council decision making process. A further update would be given at the next meeting. (Action Rose)

The Chair noted that the application for a modification order appeared to be due to a claim of 20 years unchallenged use by horses along this path. Even if it was being de-facto used as a bridleway, large sections of the path were unsafe for use by horses or bicycles. A considerable amount of work would be needed to ensure the path was safe for use. This would likely come at a significant cost. However, if this could be achieved it would help create a very nice route for horses and bikes from Simons Wood down to Horseshoe Lake.

LCAF meeting minutes, 17 June 2025

7. Definitive Map Modification Order (DMMO) applications

Rob Solomon provided an overview of the process for handling Definitive Map Modification Orders (DMMO) applications. **See full update in linked minutes (above)**

The Forum received an update of the ongoing DMMO applications:

- Sandhurst Footpath 29/Peterhouse Close - The order was made on 30 April 2025 and following no objections this was confirmed on 11 June 2025.
- Application to upgrade Sandhurst Footpath 12 to a bridleway – This application was ongoing, with evidence provided by the applicant from the users of the footpath. The applicant had notified the relevant landowners and BFC was due to reach out to them to check if they had evidence they wanted to submit. As this crosses the boundary with Wokingham, there would need to be liaising with Wokingham Borough Council. Both local authorities would have to make individual decisions, based on the available evidence. It was a matter of fact, not opinion and it was therefore felt unlikely the local authorities would come to differing decisions.

LCAF meeting minutes, 7 October 2025

The Forum was advised that a Definitive Map Modification Order had been received from the British Horse Society (BHS) to claim the use of Sandhurst Footpath 12 as a bridleway. The application claimed that there had been open and uninterrupted use of the land by the public without force, secrecy of permission for 20 years. Right of Way officers had delivered letters to the landowner on the matter with a month to consider. All evidence must be viewed impartially by the council. Before an Order is made, it must be demonstrated that any change to the map is supported by this evidence. If officers find in favour of the application, a recommendation would be made to modify the footpath to a bridleway via a Council approval process. It was noted that the same application had been submitted to Wokingham Borough Council, for the public footpath they manage on their side (Finchampstead Footpath 20).