

FORM OF APPLICATION FOR MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981

Definitive Map and Statement - Staffordshire County Council

District of Stafford

Parish of Seigh Ford

To: Staffordshire County Council
PO Box 11
County Buildings
Stafford
ST16 2LH

I/We M. Reay

of 53 Tithe Barn Rd Stafford

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

~~* deleting the (footpath)(bridleway)(byway open to all traffic)~~
from to

~~* adding the (footpath)(bridleway)(byway open to all traffic)~~
from to

* (upgrading) ~~(downgrading)~~ to a ~~(footpath)~~(bridleway)~~(byway open to all traffic)~~ the (footpath)~~(bridleway)~~~~(byway open to all traffic)~~
from WORSTON LANE to CHERRY LANE

(varying)~~(adding to)~~ the particulars relating to the (footpath)(bridleway)
~~(byway open to all traffic)~~ from to
by providing that

and shown on the map accompanying this application.

I/We attach copies of the following documentary evidence (including statements of witnesses) in support of this application

*delete as appropriate.

- 1/ Surveyors of highways report book D659/5/33 (1903)
- 2/ Auction particulars D615/E/12/4 (1813)
- 3/ 1910 Finance Act
- 4/ Title map
- 5/ County maps

8/12/03

M. Reay.

APPLICATION TO UPGRADE THE FOOTPATH FROM
WORSTON LN TO CHERRY LN, SEIGHTFORD PARISH
TO A PUBLIC BRIDLEWAY.

The route seems to be the bridleway from Worston and Shallowford to Great Bridgeford and Stafford. The route stays to the east of the river Sow and avoids crossing it. The alternative route from Worston and Shallowford to Great Bridgeford and Stafford is along Worston Lane which crossed the river Sow through a ford, and was slightly further. The ford was replaced with a bridge last century. This created better conditions on the alternative route and became the main route from Worston to Great Bridgeford and Stafford. The route of the bridleway was not legally closed though, and remains today only as a footpath. This application seeks to give the route its proper status as a bridleway.

EVIDENCE FOR BRIDLEWAY STATUS.

1/ Surveyors of Highways report book. (1903)

A complaint was received from Worston about the condition of the bridleway at the Worston end. The surveyor states that "the other end of the bridleway

on the Great Bridgeford side of the brook has been repaired by the parish, but this length is more of the nature of a road or it has a hedge on each side".

Careful study of the O.S 1901 map shows that the route crosses over a brook and into Cherry Ln on the Great Bridgeford side. This is the only possible route that the Surveyors of Highways can be talking about.

2/ Auction particulars (1813)

The plan which accompanies the auction particulars indicates the claimed route as a "Bridle way from Stafford". The auction catalogue for Lot 1 indicates plot 249 and states that Lord Anson has a right of Carriage way through this field. This simply means that Lord Anson will retain the right to use a carriage along the bridleway after the land is sold. This does not mean that the bridle way was only deemed to be a private carriage way for Lord Anson. He was simply retaining higher rights for himself to use a carriage on a public bridleway.

3/ 1910 Finance Act.

The route passes through plot 1107, field 42. It then links to the end of Cherry Ln, which is shown separate from taxable land as a road.

The Field Book entry for 1107 indicates that there are public rights of way including a Bridle road and 2 footpaths.

It is fair to assume that the Bridle road entry is referring to the claimed route, especially considering that the Surveyors of Highways report book in 1903 (only 7 years prior) referred to the route as a bridle path.

4/ Seighford title map.

The route is shown passing through plot 18 as a narrow open road.

Owned by John Milner. Description:- Coney Greaves and Hall Pool meadow. Pasture land.

The symbol used is consistent with that which was used to denote bridleways on title maps across fields.

5/ County maps 1798 to late 1800's.

These maps indicate the route as an open road between Worston and Great Bridgeford. The road clearly avoids crossing the river Sow ford.

