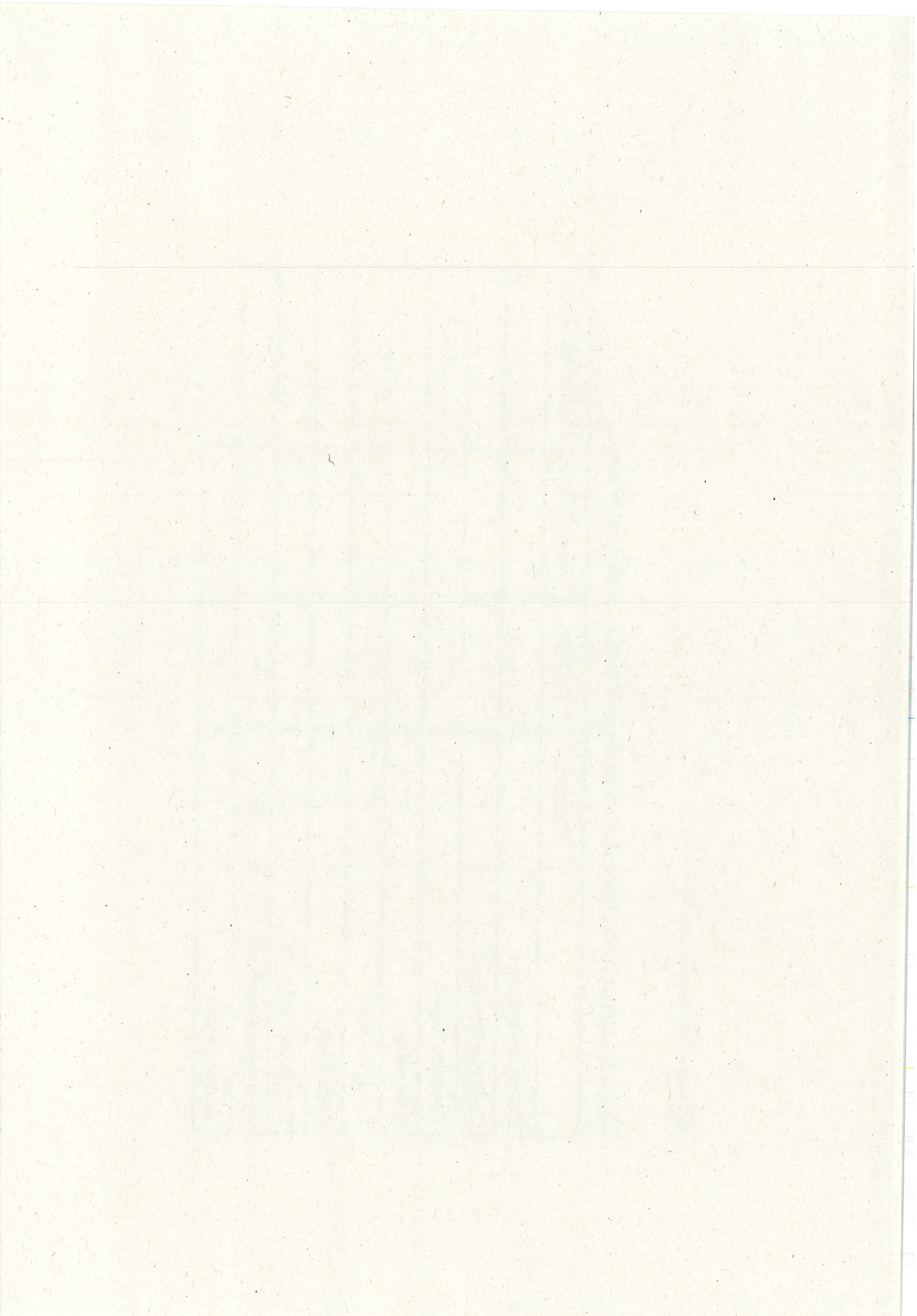



<i><b>STREET</b></i>	<i><b>LOCALITY</b></i>	<i><b>TOWN</b></i>	<i><b>DISTRICT</b></i>	<i><b>NUM</b></i>
GILL BANK ROAD		NEWCASTLE-ULYME	Newcastle Borough	U2035
GILLESPIE CLOSE	FRADLEY	LICHFIELD	Lichfield District	D3199
GILLINGHAM CRESCENT		STAFFORD	Stafford Borough	U3067
GILLWAY LANE		TAMWORTH	Tamworth Borough	C0370
GILLWAY LANE SERVICE ROAD		TAMWORTH	Tamworth Borough	U6010
GILPINS CROFT		CHESLYN HAY	South Staffs District	D4371
GILWELL ROAD	CANNOCK WOOD	CANNOCK	Cannock	U5040
GINGER HILL		GNOSALL	Stafford Borough	D2352
GINGER LANE		CROXTON	Stafford Borough	D2061
GIRTON ROAD		CANNOCK	Cannock	U5050
GISBORNE CLOSE		YOXALL	East Staffs	D3537
GLADSTONE GROVE		BIDDULPH	Staffs Moorlands	D1285
GLADSTONE ROAD		CANNOCK	Cannock	U5085
GLADSTONE STREET		LEEK	Staffs Moorlands	D1291
GLADSTONE WAY		STAFFORD	Stafford Borough	U3054
GLAMIS CLOSE		BURTON UPON TRENT	East Staffs	U4009
GLAMIS DRIVE		STONE	Stafford Borough	D2587
GLASCOTE LANE	BELGRAVE	TAMWORTH	Tamworth Borough	U6029
GLASCOTE LANE	GLASCOTE	TAMWORTH	Tamworth Borough	U6029
GLASCOTE ROAD		GLASCOTE	Tamworth Borough	B5000
GLASCOTE ROAD		STONYDELPH	Tamworth Borough	B5000
GLASS HOUSE LANE		GLASS HOUSES	Newcastle Borough	D2065
GLASS HOUSE LANE		GLASS HOUSES	Newcastle Borough	G2065
GLASS LANE	CROSS OF THE HAND	RUGELEY	East Staffs	D3506
GLASTONBURY CLOSE		STAFFORD	Stafford Borough	U3026
GLEBE AVENUE		STAFFORD	Stafford Borough	U3042
GLEBE CLOSE		BLYTHE BRIDGE	Staffs Moorlands	D1186



Figure 3.3 below shows the routes that are available to each type of user.

	Walkers	Cyclists	Horse Riders	Motorised Users
Definitive Footpaths	✓			
Definitive Bridlepaths	✓	✓	✓	
Definitive BOATs	✓	✓	✓	✓
Greenways	✓	✓		
Canal Towpaths	✓	✓		
Cycle Tracks	✓	✓		
Permissive Footpaths	✓			
Permissive Bridlepaths	✓	✓	✓	
'G' Class Roads	✓	✓	✓	✓



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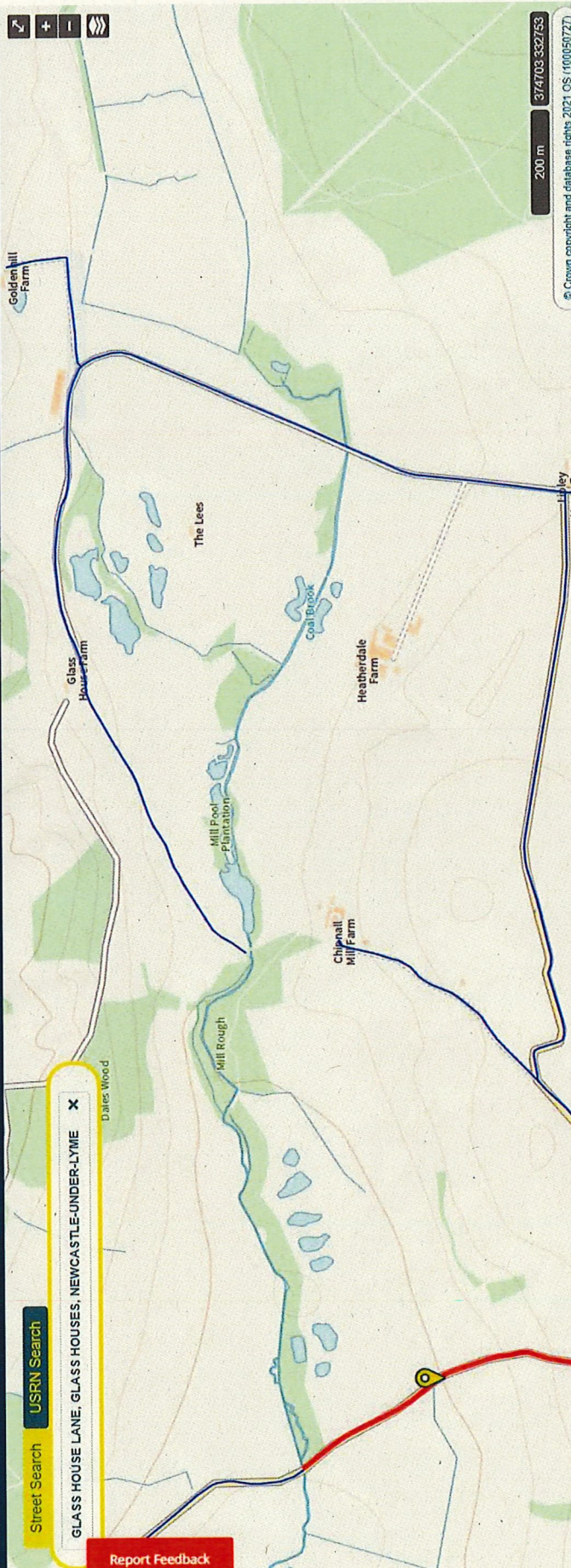
[Home](#) [Map](#) [List of Streets](#) [About](#) [FAQs](#) [FindMyAddress](#)

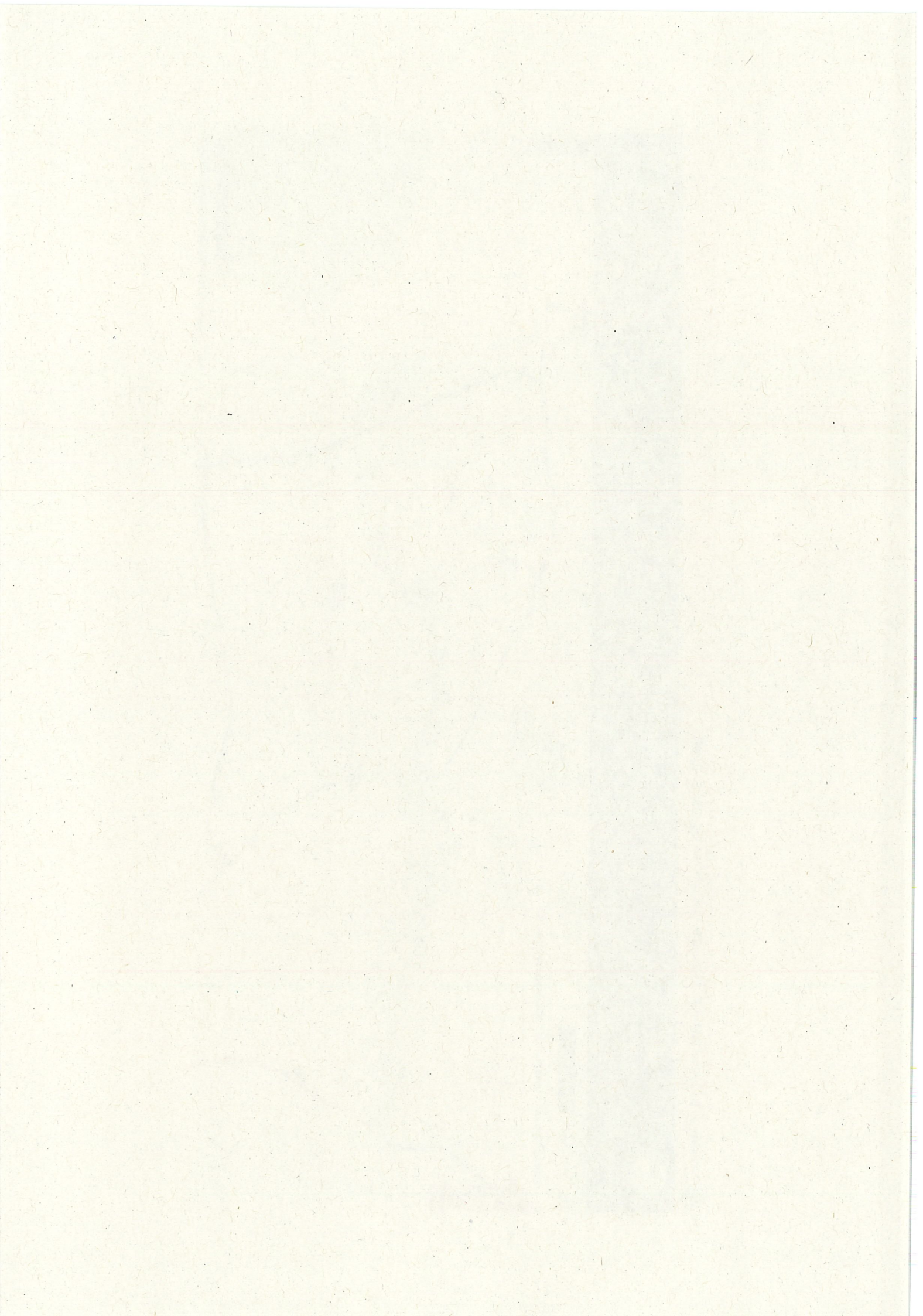
Street Search

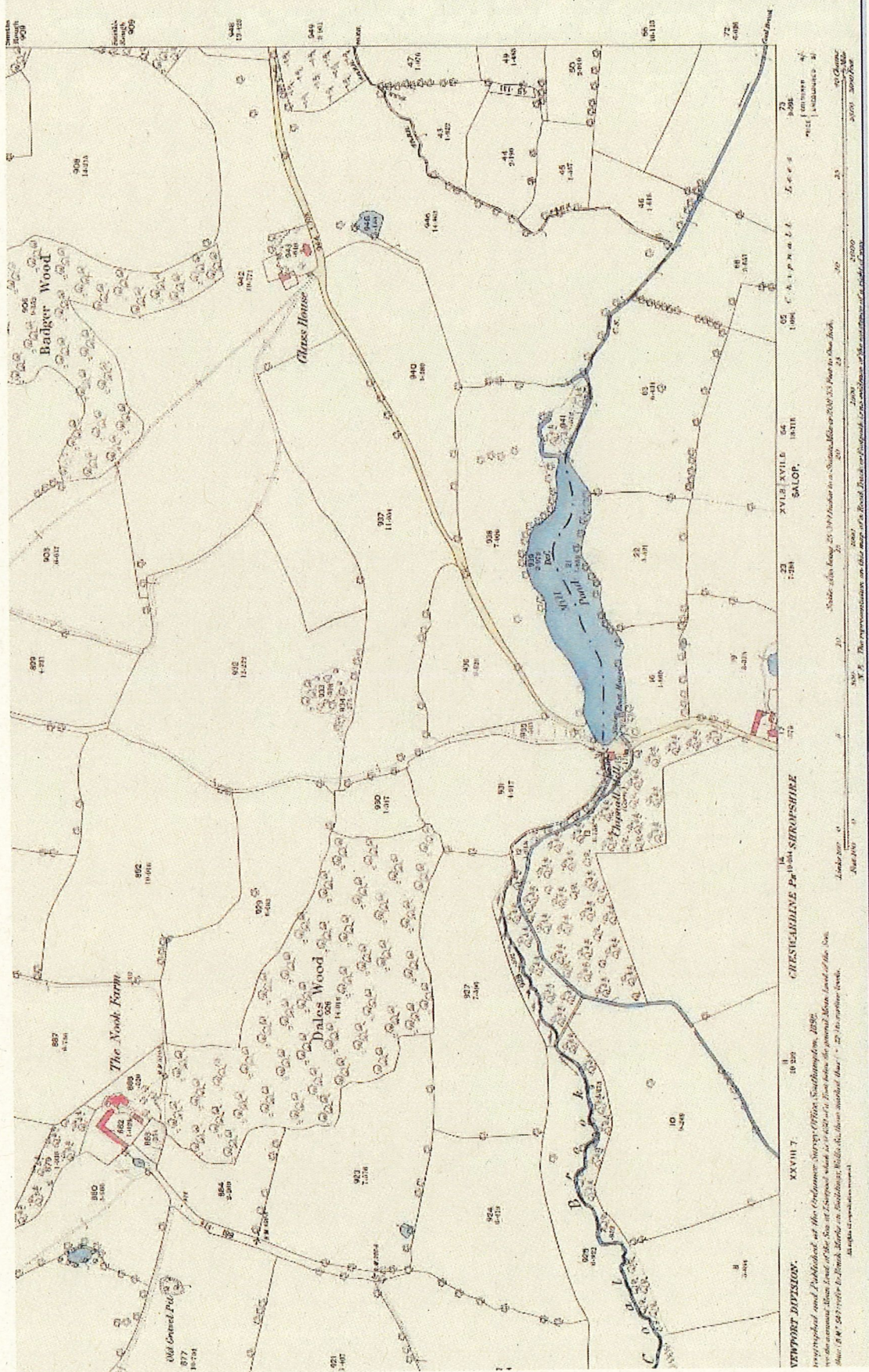
USRN Search

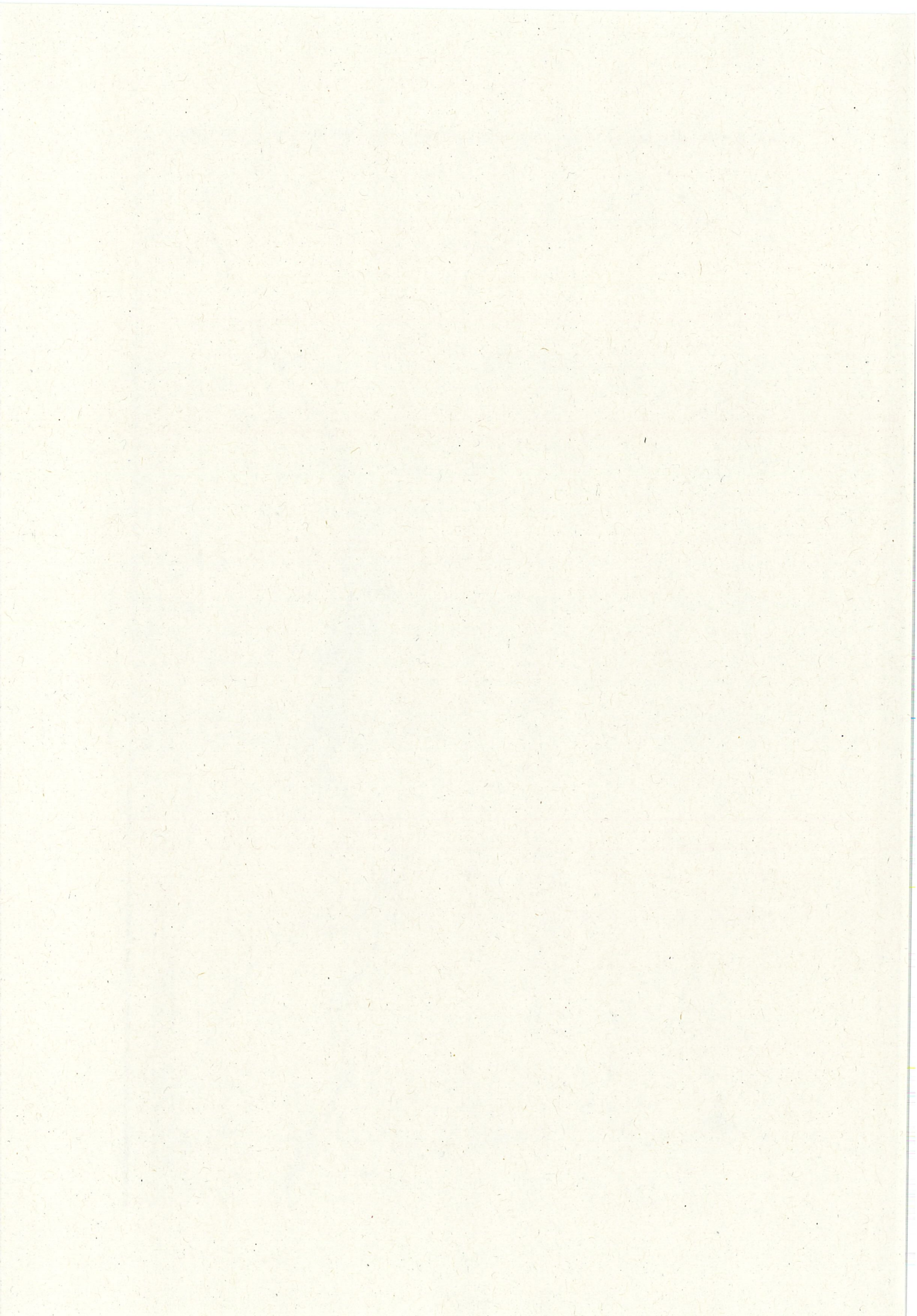
GLASS HOUSE LANE, GLASS HOUSES, NEWCASTLE-UNDER-LYME ✕

[Report Feedback](#)













## **Titchener, Hannah (Corporate)**

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**From:** Graham Reay  
**Sent:** 11 April 2021 21:33  
**To:** Titchener, Hannah (Corporate)  
**Cc:** Adkins, David (Corporate); Winnington, Mark (County Cllr)  
**Subject:** FW: LK601G Draft Report - Sections 10 to 15  
**Attachments:** Appendix E- LK601G.docx; LK601G Draft Report - Sections 10 to 15.pdf; Appendix E Part 1.pdf; Appendix E Part 2.pdf

**CAUTION:** This email originated from outside of Staffordshire County Council. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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**From:**  
**Sent:** Saturday, April 10, 2021 7:43 PM  
**To:**  
**Subject:** LK601G Draft Report - Sections 10 to 15

Dear Ms Titchener

Thank you for sending me a copy of Appendix E to the draft report for application LK601G. This is the 1845 Deposited Railway Plan and shown as the first attachment to this email, as provided by you in Word format. The second attachment is an extract from your draft report showing the commentary you have written concerning the plan, with my previous comments inserted in red before Appendix E had been provided.

It is now clear that you have based all the comments in your draft report on a viewing of the plan at a full 180 degrees out of north to south orientation. As a result you have:

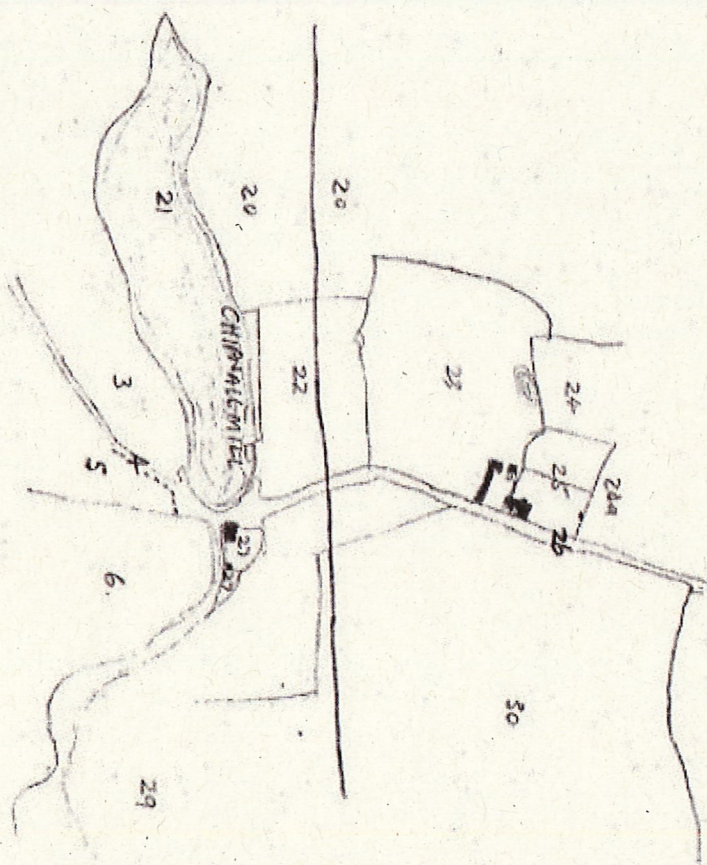
1. Quoted number 26 as more likely to be the application route. That is totally incorrect. Number 26 is the section of highway in Shropshire that connects with the application route at the Staffordshire boundary. It is recorded as unclassified road U3127/10 on Shropshire highway records up to Chipnell Mill Farm. From there it continues roughly north to the Staffordshire County boundary near Chipnall Mill and is shown as an ORPA (other route with public access) on Ordnance Survey maps.
2. There are many other comments in this section of your draft report that are totally incorrect and totally misleading, including comments like "5 appears to be a plot of land which is south of Chipnall Mill". It is not south of Chipnall mill at all - it is to the north of Chipnall Mill.

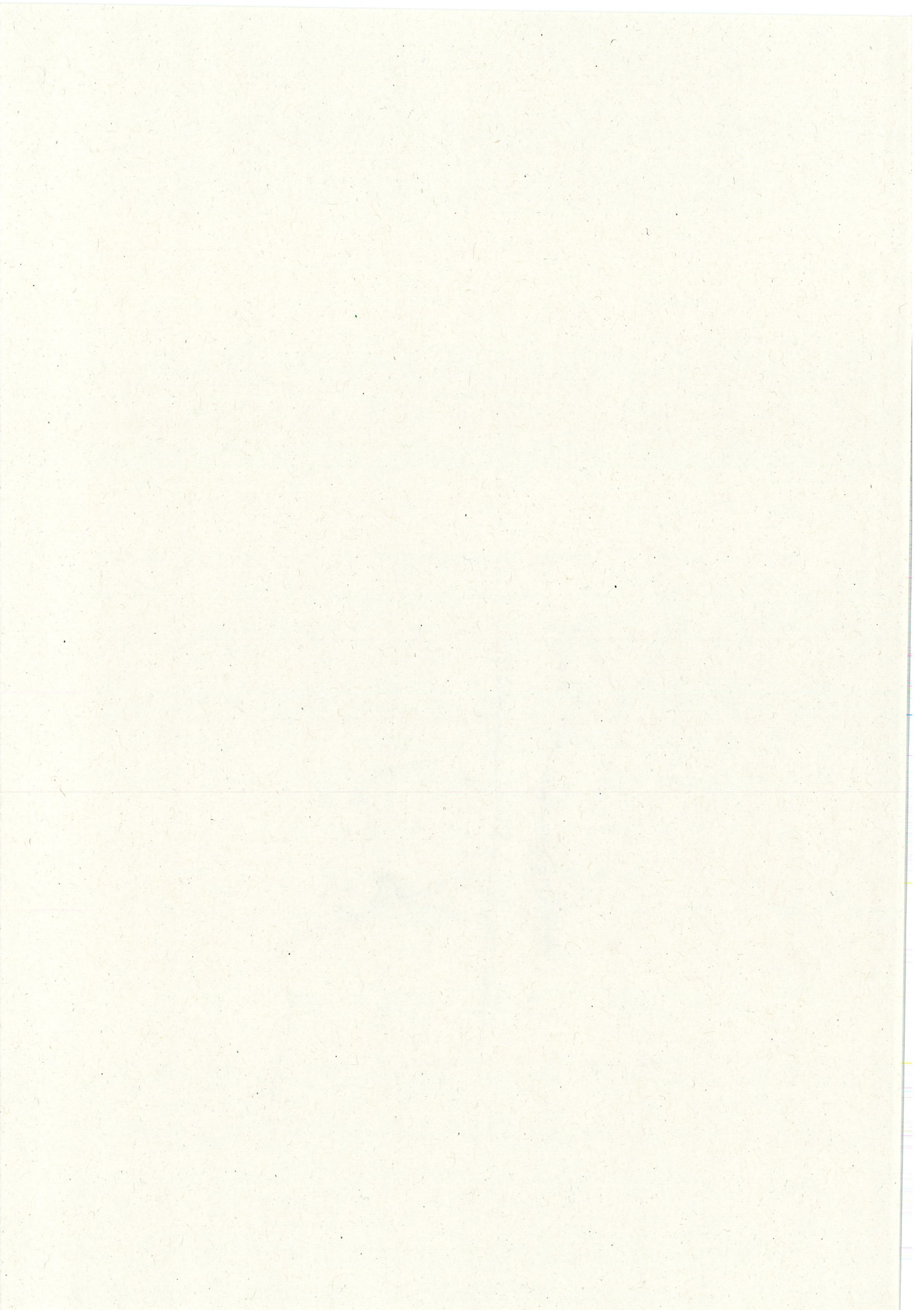
The whole of this section of your report will clearly need to be corrected and rewritten. In order to assist your understanding of the plan I have created and attached two Pdf files, named Appendix E Part 1 and Appendix E Part 2. These are copies of the two railway plans in appendix E - but turned 180 degrees to put them into an orientation that is comparable with modern maps. When I submitted the application, now more than 21 years ago, perhaps it was remiss of me not to explain the orientation of the Deposited Railway Plan. However, as you will know, it not uncommon at all for Railway Plans - or even historical Highway Order Plans- to be published in the legal records in an orientation that does not conform with the current north south practice. And often not even containing at least a northing line. However, from the features on the Railway Plan such as the mill pond to the east on Chipnall Mill and the position of Chipnall Mill Farm to the south of Chipnall Mill, it should have been fairly obvious that the plan has been placed in the legal records completely out of north orientation.

Please kindly confirm safe receipt of this email and provide an indicative date by when you will be in a position to provide me with a fully corrected and amended report, with amended conclusions and recommendations, factoring in all the comments I have made in this and my previous communications.

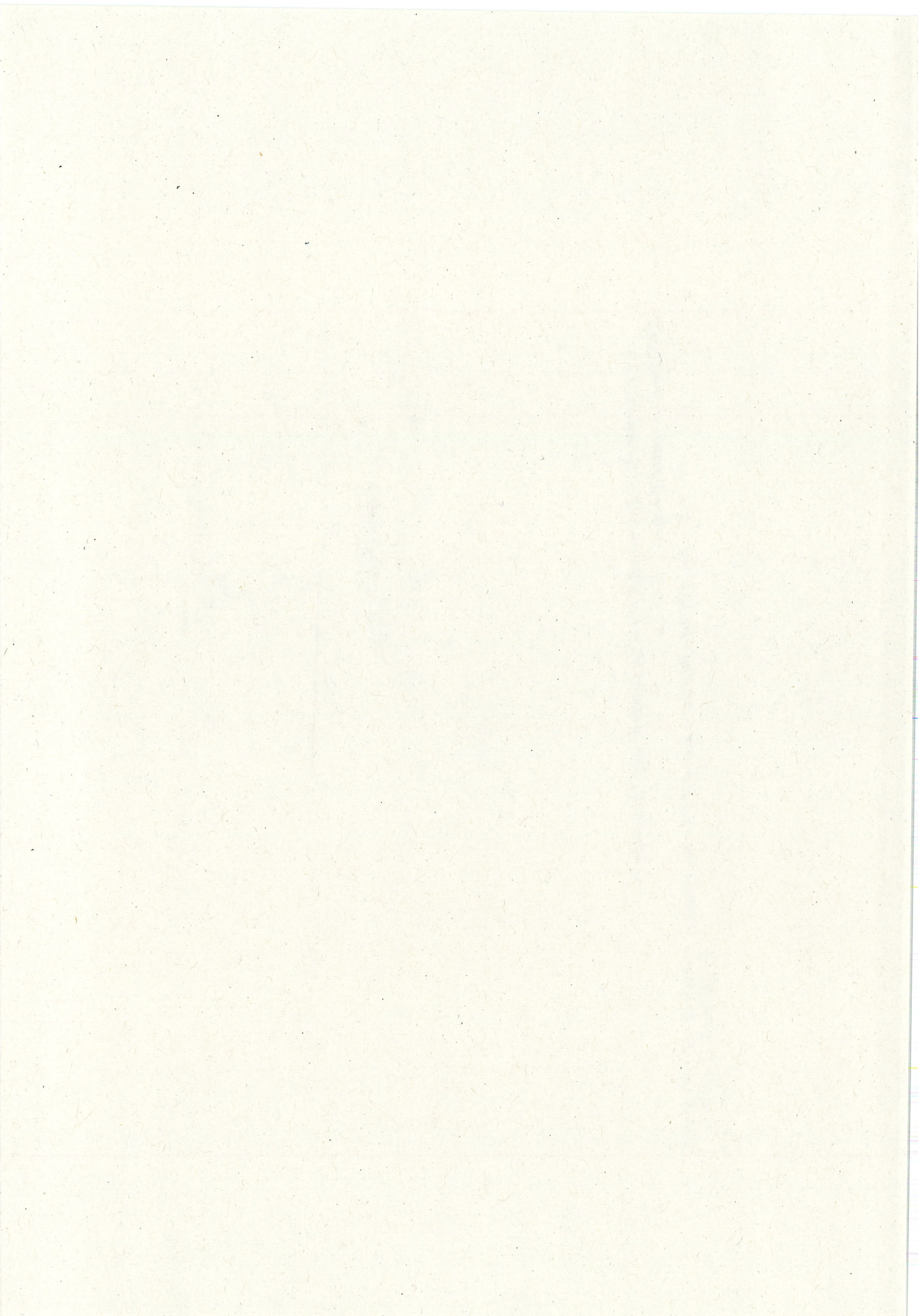
Yours sincerely,

Martin Reay











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RESTRICTED

Mr M Reay  
53 Tithe Barn Road  
Stafford  
ST16 3PL

**John Tradewell**  
**Director of Corporate Services**  
**Solicitor to the County Council**

Staffordshire Legal Services  
Staffordshire County Council  
2 Staffordshire Place  
Tipping Street  
Stafford, ST16 2DH

DX 712320 Stafford 5  
Fax No. (01785) 276179  
Please ask for: Hannah Titchener  
Telephone:  
e-mail: hannah.titchener1@staffordshire.gov.uk

**My Ref:** LK601G

**Your Ref:**

**Date:** 27 April 2021

Dear Mr Reay,

**RE: Alleged Bridleway from Public Footpath 56 by the road at Chipnall Mill to Public Footpath 71 by the road at Glass Houses, Loggerheads**

We are writing in response to your comments regarding the draft report to the above application.

In relation to your comments regarding the title of the application we have taken your comments on board and included the roads you mention in the title. However, on review of our mapping system we can see that the alleged route would connect with public footpath 56 near Chipnall Mill and public footpath 71 near Glass Houses and therefore they have been kept in the title. This title is reflected in the remainder of the report.

In relation to the 1910 Finance Act material the point about stating that the documents were not dated was merely stating a fact and therefore the date of the material could not be compared to the date of the other historical documents provided.

Regarding the 1932 Rights of Way Act Register your comments have been noted, however there is nothing in the document itself to clarify whether route 2a is public or private.

Under the section "Evidence submitted by the landowners", the landowners are entitled to give their opinion and provide their comments on the application. The

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landowners are made aware of the legal tests and what issues can be taken into consideration when the application is considered by officers.

When reviewing each individual historical document, we must take into consideration what that document shows, even though it may not necessarily correspond with what is recorded on the Council's own statutory road records. Also, at the time the historical documents were reviewed we had not been provided with the further evidence regarding the Council's statutory road records.

Regarding your comments under the Burden and Standard of Proof section all of the information is relevant as to the legal tests that need to be applied when considering this type of application.

Even though the route connects to an unclassified road and an ORPA (other route with public access) doesn't automatically mean that the alleged route has the same status as the routes it connects with.

A copy of the amended report is enclosed.

Yours sincerely

*H.J.Titchener*

Hannah Titchener  
for Director of Corporate Services

HT2 / LK601G