

WILDLIFE AND COUNTRYSIDE ACT 1981
THE LANCASHIRE COUNTY COUNCIL
(DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY)
(DEFINITIVE MAP MODIFICATION) (NO. 15) ORDER 1997

This order is made by the Lancashire County Council under section 53(2)(b) of the Wildlife and Countryside Act, 1981 ("the Act") because it appears to that Authority that the Definitive Map and Statement of Public Rights of Way for the County of Lancashire require modification in consequence of the occurrence of an event specified in section 53(3)(c)(i) and (ii) namely the discovery by the Surveying Authority of evidence which (when considered with all other relevant evidence available to them) shows that (i) 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 to which Part III of the Act applies; and (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.

The Authority have consulted with every local authority whose area includes the land to which the Order relates. The Lancashire County Council hereby order that:

1. For the purposes of this Order, the "relevant date" is the 16th September, 1997.
2. The Definitive Map and Statement of Public Rights of Way for the County of Lancashire shall be modified as described in Part I and Part II of the schedule and shown on the map attached to the Order.
3. This Order shall take effect on the date it is confirmed and may be cited as the Lancashire County Council (Definitive Map and Statement of Public Rights of Way) (Definitive Map Modification) (No. 15) Order, 1997.

Dated this 16th day of September, 1997.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed in the pursuance of a Resolution passed at a meeting of the Public Rights of Way Sub-Committee of the Highways and Transportation Committee duly convened and held on the 25th June, 1997

Alan Gregory
Assistant Clerk of the county council

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PART I

MODIFICATION OF THE DEFINITIVE MAP

(i) DESCRIPTION OF BRIDLEWAYS TO BE ADDED

- (a) Bridleway extending from a point on Queensway, St Annes, adjacent to Moss Edge Lane, in a general easterly then north-easterly direction, crossing Sluice Lane, to a point on Division Lane, St Annes, a distance of approximately 1,100 metres, shown K-L-M and coloured green on the plan annexed hereto; and
- (b) Bridleway extending from a point on Division Lane, St Annes, in a general south-easterly direction following Sluice Lane, to a point on Moss Hall Lane, St Annes, adjacent to Moss Hall Bridge, a distance of approximately 2,400 metres, shown Q-P-O-N and coloured green on the plan annexed hereto; and
- (c) Bridleway extending from a point on North Houses Lane, St Annes, in a general easterly direction following Anna's Road to Unclassified County Road No. 3/174, a distance of approximately 225 metres, shown R-S and coloured green on the plan annexed hereto; and
- (d) Bridleway extending from a point on North Houses Lane, St Annes, in a general easterly direction following West Moss Lane to Unclassified County Road No. 3/175, a distance of approximately 540 metres, shown T-U and coloured green on the plan annexed hereto; and
- (e) Bridleway extending from a point on North Houses Lane, St Annes, in a general easterly then northerly direction following Moss Hall Lane, to a point on West Moss Lane, Westby-with-Plumpton, a distance of approximately 1,730 metres, shown V-W-X and coloured green on the plan annexed hereto; and
- (f) Bridleway extending from a point on Queensway, St Annes, in a general north-westerly direction, following Moss Edge Lane, to rejoin Queensway, adjacent to the junction with Division Lane, a distance of approximately 900 metres, shown D-C and coloured green on the plan annexed hereto; and
- (g) Bridleway extending from a point midway along the route described at (h) below, in a general north-easterly direction, crossing Sluice Lane, to a point north of St Annes Radar Station, a distance of approximately 915 metres, shown E-F-G and coloured green on the plan annexed hereto; and
- (h) Bridleway extending from a point on Wildings Lane, St Annes, in a general east-south-easterly direction to a point on North Houses Lane, St Annes, a distance of approximately 500 metres, shown J-S and coloured green on the plan annexed hereto.

(ii) DESCRIPTION OF FOOTPATH TO BE UPGRADED

Public Footpath No. 52, Blackpool, from a point on Division Lane, St Annes, in a general north-westerly then north-easterly direction to a point on Midgeland Road, Blackpool, a distance of approximately 380 metres, shown A-B and coloured green on the plan annexed hereto.

PART II
MODIFICATION OF DEFINITIVE STATEMENT

(1) The following entries be added:-

- (a) "Bridleway extending for a total distance of 1,100 metres, from a point on Queensway, adjacent to Moss Edge Lane, (GR. 3361 3058), over a macadam surfaced access road with give way markings and kerbs, approximately 6 metres wide. The surfacing continues and turns to the North East for approximately 40 metres when it is stone surfaced with some potholes. The route is approximately 5 metres wide with an overall width of approximately 10 metres. The route continues to follow the stone access road and there are some considerable areas of macadam surfacing with potholes. This extends to two timber gates leading into Queensway Park Farm. The route turns to the North just before these gates and follows a stone surfaced track approximately 3.5 metres wide, overall approximately 8 metres. The route crosses a culvert and crosses 'Sluice Lane'. The route continues along a grass track with two bare parallel strips, with a third less well defined bare strip in the centre. The width of this track is approximately 3 metres in an overall width of 8 metres between drains. The route continues as a grass track to the rear boundary of properties and is deeply rutted for a short length. It continues between the property boundary to the East and the drain on the west. The route is also used as access to a paddock to the easterly side. Access is then on to Division Lane, where there is a lamp post on top of the culverted drain under Division Lane, (GR. 3417 3135)."
- (b) "Bridleway extending for a total distance of 2,400 metres, from a point on Moss Hall Lane, adjacent to Moss Hall Bridge, (GR. 3522 2960), over a grass track, approximately 3 metres wide, within an area of approximately 7 metres between Moss Sluice and the timber post and barbed wire fence to the North East. There is then a soil surfaced path and the ground is uneven in places. The route then crosses North Houses Lane with open access on to the road from the south-east. To the north-westerly side there is a metal gate set approximately 5 metres back from the road with timber rail fencing both to the south, down the side of the Sluice, and also on the north extending to the security fencing of St Annes Radar Station. Fixed to the rails is a notice saying "No unauthorised persons beyond this point" with a walker in a red circle with a line through it. The route continues as a grassed area approximately 8 metres wide between the Radar Station security fence and the sluice. The route continues to a metal gate and a timber gate at the opening on to Wildings Lane. Rails are on the southern side of the gate to the railings of the culvert. To the far side of Wildings Lane there is another metal gate and a timber gate with timber rails down the sluice side. The route continues as parallel bare tracks approximately 3 metres wide for a further distance of approximately 325 metres to a metal gate with timber rails to the northern side. The southern gatepost is close to the culvert and a bare path has been worn around. The route continues with an area which is rutted and with well worn paths with an open field to the north-east for a distance of approximately 160 metres and then a timber post, sheep netting and

barbed wire fence which allows an overall width of approximately 6 metres from the sluice. After approximately 160 metres there is a gate into the field and beyond this the track widens to approximately 8 metres. After approximately 150 metres there is an access for properties to the south-west and the surface is then macadam, then stone, well compacted, and leads on to Division Lane, (GR. 3364 3135)."

- (c) "Bridleway extending for a total distance of 225 metres, from a point on North Houses Lane, (GR. 3490 3089), where the overall width of the route is approximately 8 metres wide, with macadam surface for approximately 1 metre from North Houses Lane. There is then a stone surfaced track, approximately 4.5 metres wide. The surface is stone throughout with many potholes. Generally there is at least a 2.5 metres width available. The route ends at the end of the Unclassified Road, No. 3/174, Anna's Road, (GR. 3512 3098) which continues as a straight extension of the route to the east."
- (d) "Bridleway extending for a total distance of 560 metres, from a point on North Houses Lane, (GR. 3480 3058), along a 6 metres wide route, with a pot-holed surface of stone, some potholes having been filled, to a point at the end of the Unclassified Road No. 3/175, West Moss Lane, (GR. 3531 3044), which continues as an extension of the route to the east."
- (e) "Bridleway extending for a total distance of 1,730 metres, from a point on North Houses Lane, (GR. 3452 2939), over a wide stone surfaced access road. On the northern side there is a name board with Moss Hall Lane on it. The overall width of the route is approximately 8 metres and this reduces to approximately 6 metres after a distance of approximately 30 metres from North Houses Lane. The surface has potholes and has been patched. The route continues past allotments on the northern side and then continues as a track approximately 6 metres wide within an overall width of approximately 12 metres. The route turns to the north-west and soon there is a barrier over the route comprised of double metal field gates with timber and sheep netting fence to the north-westerly side of the gatepost and timber rails from the south-easterly gatepost up to the hedge. The route continues as a stone track approximately 4 metres wide within the overall width of approximately 7 metres and continues to a point where the stone track divides with the wider turning to the south-east, whilst the route continues to the north-east and is over a stone surfaced track approximately 3 metres wide with an overall width of approximately 6 metres. After a distance of approximately 10 metres there are two metal frame and mesh field gates fastened together on the surface of the route. The stone track continues as before for a distance of approximately 130 metres to Moss Hall Bridge. Immediately to the north-east of the bridge is the junction with Sluice Lane. There is then a metal field gate over the route approximately 5 metres north-east of the bridge with a piece of timber to the westerly side and three timber rails with sheep netting and barbed wire to the easterly side.

The route continues as a stone track approximately 3 metres wide with an overall width of approximately 6 metres. At a point approximately 320 metres south of West Moss Lane there is a well used field access to the east. The route then proceeds towards the farm buildings and past these to the east, continuing along as a stone surfaced track approximately 4

metres wide. Beyond the large buildings there is a farm access from the west. There are then double metal gates over the entire width of the route. The final length of approximately 25 metres continues over the stone track to join West Moss Lane where the track widens to provide a wide splayed junction, (GR. 3535 3043)."

(f) "Bridleway extending for a total distance of 900 metres, from a point on Queensway, (GR. 3318 3135), where kerbs turn into the route with a length of dropped kerb, then grass verge, then footway and cycle/bridle track which has recently been provided along the westerly side of Queensway. The route is initially macadam surfaced with stone. This narrows between two large pieces of concrete with a gap between these. To both sides of this there are fence/gateposts, metal to the east and timber to the west. Beyond this the surface is macadam/stone with the chainlink fence to the airfield to the west and trees and shrubs to the east with an overall width of approximately 10 metres and the worn path 1-1.5 metres wide. After approximately 120 metres from Queensway there is a concrete gatepost to the easterly side of the visible path in the grass verge. After approximately 50 metres there is a timber post and barbed wire fence to the easterly side and the worn visible path is on the easterly side of the land near to the fencing where the overall width between boundaries is approximately 7 metres. At a point approximately 340 metres from Queensway the field fencing cuts across the route, moving the visible path to the west. This then continues alongside the chainlink airfield boundary in an area approximately 3.5 metres wide. This length extends for a distance of approximately 150 metres where the surfaced route is rejoined at the corner of the airfield where the route turns to the east. The overall width is approximately 8 metres with approximately 1.5 metres bare surface with grass overgrowing this from the verges on both sides. After approximately 50 metres the route turns to the south-east and continues with a barbed and timber post fence to the north-easterly side. The overall width between boundaries is approximately 6 metres with the surface very badly split and cracked along its length. There are two concrete gateposts to the sides of the route approximately 3 metres apart. To the north-east there is an old and rusted gate along the field/Queensway fence. The final length of approximately 15 metres to Queensway is over an area with macadam spread over it and then to the recently surfaced footway and cycle/bridle track alongside Queensway, (GR. 3362 3064)."

(g) "Bridleway extending for a total distance of 915 metres, from a point midway along the route described at (h) below (GR. 3426 2998) and known as Strick Lane, along a stone surfaced track for a short distance before becoming a bare path through grass approximately 1 metre wide. There is mixed material, soil, concrete, timber, etc, which appears to have been excavated from the drain on the side. The overall width of the land over which the route passes is approximately 10 metres between the drains. After a distance of approximately 350 metres, there is a gateway on the north-westerly side just beyond the end of the drain on that side. The route continues as a narrow bare path with the excavated material from the drain to the south-easterly side resulting in the path being in the middle of the width approximately 3 metres between the soil and the sheep netting and barbed wire boundary fence. There is a

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concrete slab bridge approximately 4.5 metres long beyond which Sluice Lane crosses the route which continues to the north-west of the St Annes Radar Station and is over a grassed track which is approximately 8 metres wide overall with two tracks visible. There is some stone visible in the surface. After a distance of approximately 280 metres, the track opens into part of the field and the route is over the headland. The surface is uneven with no path visible. After approximately 50 metres there is old fencing piled up on the south-east side up to a height of approximately 2 metres. Beyond this there is old straw piled up then a length of stone and old fencing continuing as far as the corner of the radar station boundary fence, (GR. 3458 3084)."

- (h) "Bridleway extending for a total distance of 500 metres, from a point on Wilding Lane, (GR. 3406 3005), along a stone surfaced track with low concrete parapets to both sides at the rear of grass verges. The route is approximately 4 metres wide within an overall width of 8 metres between fences and continues over a stone surfaced access to a wide open junction at a point on North Houses Lane, (GR. 3442 2988)."

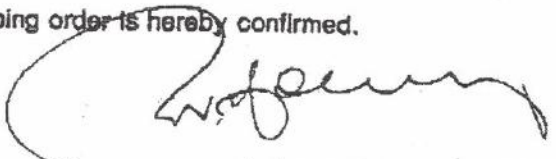
(2) Variations of Particulars of Footpath to be upgraded to Bridleway:-

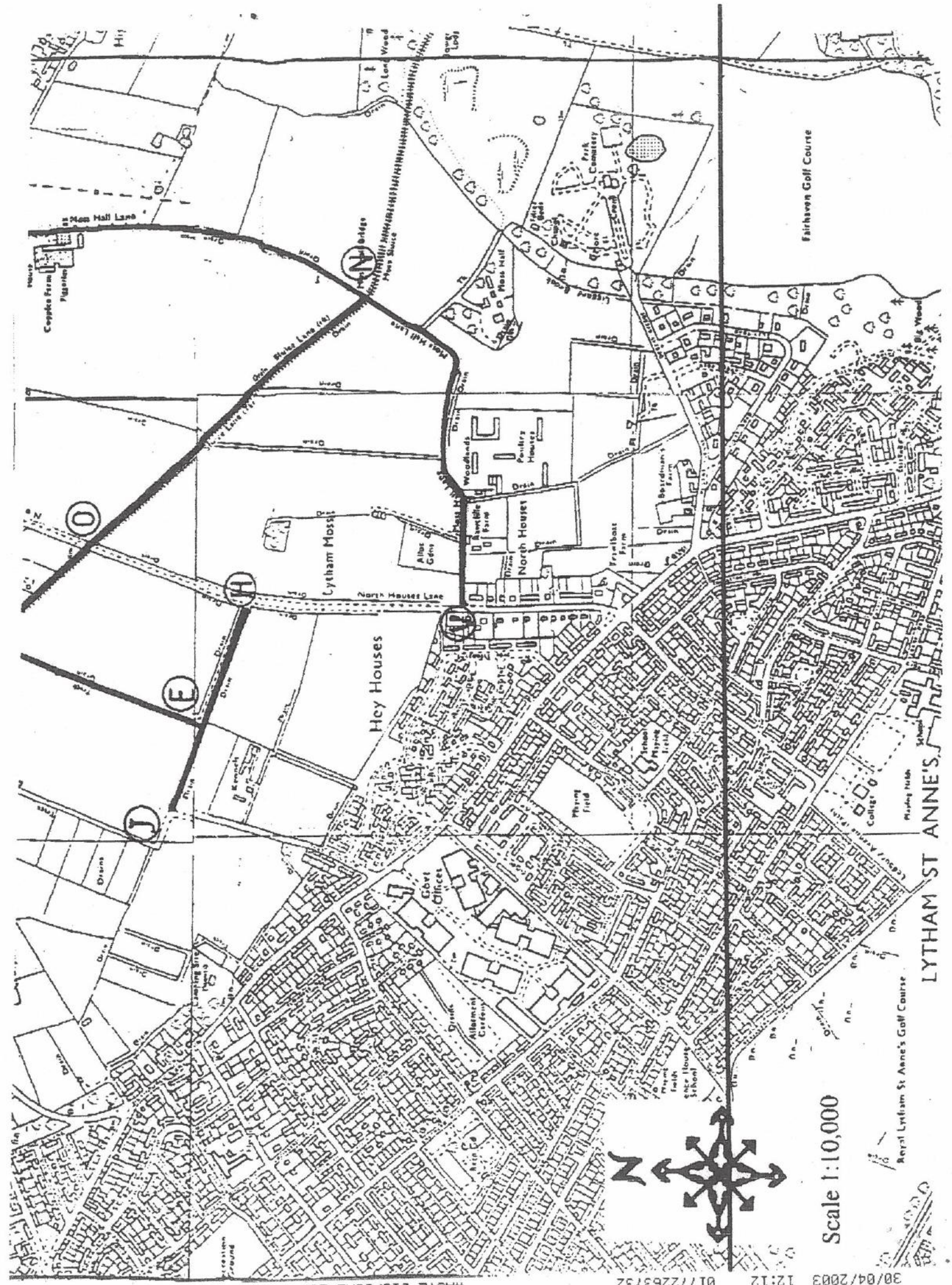
"Bridleway extending for a total distance of 380 metres, from a point on Division Lane, adjacent to 'Summerfield', (GR. 3416 3136), along a route approximately 4 metres wide with a ditch to the westerly side. After approximately 90 metres the hedge is cut back and after a further 120 metres approximately the path begins to narrow. The route is open to the westerly side, with the ditch and the hedge on the easterly side again overgrown. The route then narrows with trees on the westerly side and hedge to the east. After approximately 300 metres from Division Lane the route turns to the north-east around the house to then become a stone surfaced access road with hedges to both sides and an access into the nursery and house to the south-east. The access road is approximately 4 metres wide and leads directly onto Midgeland Road adjacent to a nursery, (GR. 3407 3167)."

The Foregoing order is hereby confirmed.

30 MAR 2000

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An Inspector appointed for
the purpose by the
Secretary of State
for the Environment



Scale 1:10,000

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