

FORM A

APPLICATION FOR MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981

THE ISLE OF WIGHT COUNCIL  
DEFINITIVE MAP AND STATEMENT

To: Isle of Wight Council of County Hall, High Street, Newport, IW, PO30 1UD

I/We [full name[s]]... MALCOLM WADE + FAITH DAISY WADE

of: [full address[es]]... FOUR-ACRES CARPENTERS RD ST. HELENS

RYDE ISLE-OF-WIGHT PO 33 1YG

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 [ strike out what does not apply and \*delete as appropriate]

[~~deleting the [footpath] [bridleway] [byway open to all traffic]\*~~

from .....

to .....

ABDE AND BC AND

[adding the [footpath] [bridleway] [byway open to all traffic]\* ABC (AS SHOWN ON MAP)

from... EMBANKMENT ROAD } VIA OLD RAILWAY TRACK BED

BEMBRIDGE

to... EMBANKMENT ROAD } BEMBRIDGE

BEMBRIDGE

[~~[upgrading] [downgrading]\* to a [footpath] [bridleway] [byway open to all traffic]\* the [footpath] [bridleway] [byway open to all traffic]\*~~

from .....

to .....

[~~[varying] [adding to]\* the particulars relating to the [footpath] [bridleway] [byway open to all traffic]\*~~

from .....

to .....

by providing that: .....

.....

.....

as shown on the map accompanying this application.

I/We attach copies of the documentary evidence (including user evidence forms of witnesses) in support of this application (as set out on the list below).

Dated: ..... 27/1/17 .....

Signed: M Wade ..... A D Wade .....

List of documents/user evidence forms (if necessary continue on the reverse of this page or on a separate sheet and attach it to this form):

142 USER EVIDENCE FORMS

EXTRACT - PAGE 29 FROM

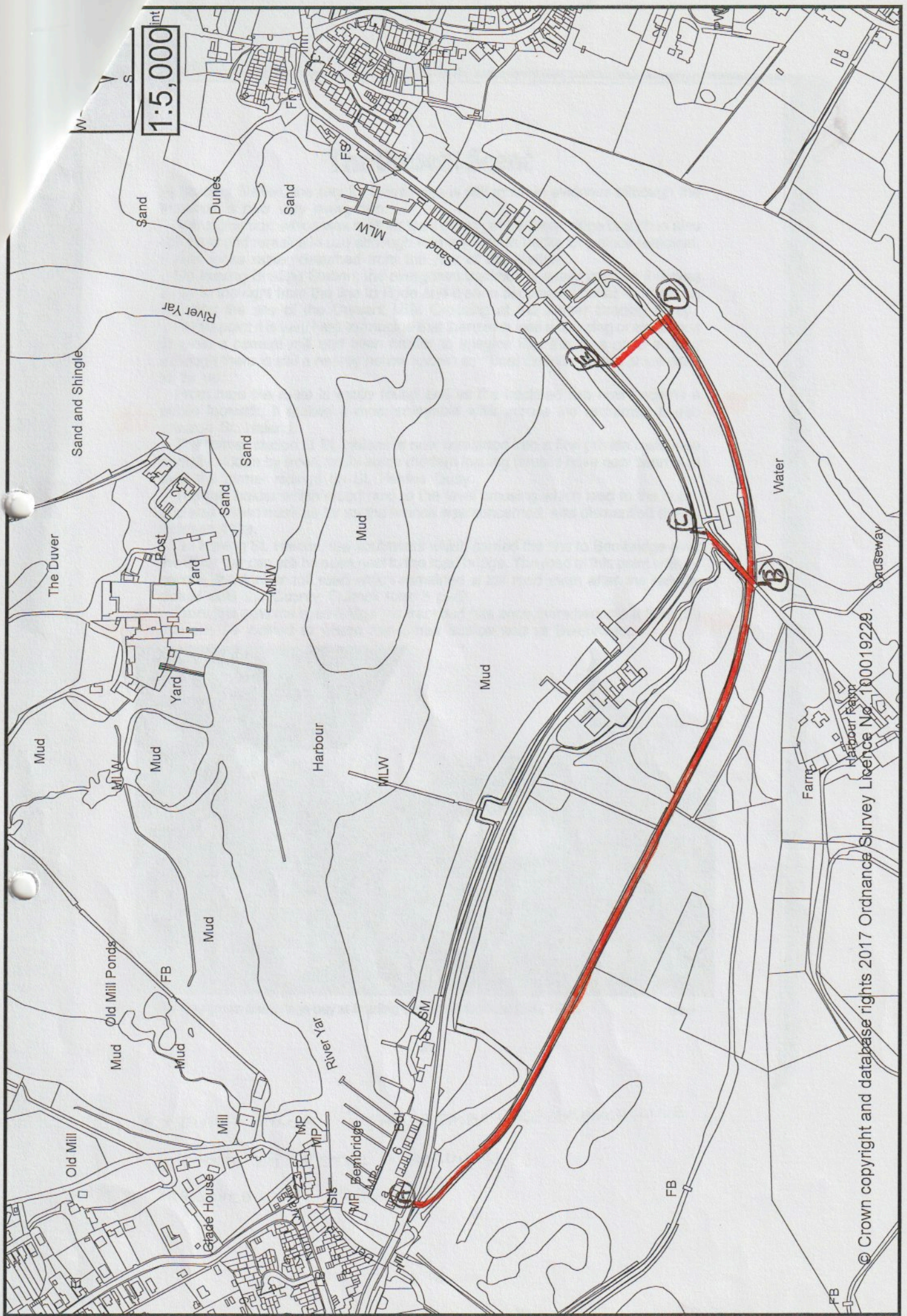
"THE BEMBRIDGE BRANCH LINE"

WRITTEN BY PETER A. HARDING.

PUBLISHED IN 1988



1:5,000



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## The Present Scene

At Brading Station, the bay for Bembridge is still much in evidence although the trackbed is now very overgrown.

The signal box, which was built for the opening of the Bembridge branch is also still there and remains in use although with the branch tracks long since removed, it now looks rather detached from the rest of the station.

On leaving Brading Station, the overgrown trackbed is easily seen as it curves away to the right from the line to Ryde and it soon becomes a public footpath on reaching the site of the Cement Mills Crossing at the former Brading Quay.

At this point it is very hard to imagine that there ever was a crossing or signal box or even a cement mill and even harder to imagine that this was once a quay although there is still a nearby hollow known as "Boat Bottom" where ships used to tie up.

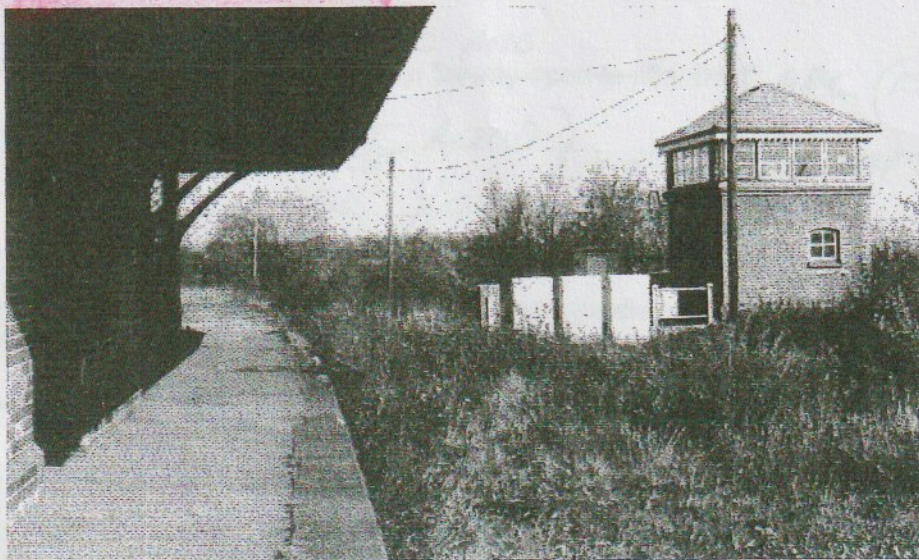
From here the route is easily found and as the trackbed has now become a public footpath, it makes a most enjoyable walk across the reclaimed marsh towards St. Helens.

The former station at St. Helens is now converted into a fine private residence partially hidden by trees, while some modern looking houses have now been built over the former sidings on St. Helens Quay.

The gas holder which stood next to the level crossing which lead to the quay, and was a land mark as far as the branch was concerned, was dismantled during October 1983.

On leaving St. Helens, the abutments which carried the line to Bembridge over the River Yar can still be seen next to the road bridge. The road at this point was, of course, the former toll road which remained a toll road even after the railway closed until the County Council took it over.

From just past the road bridge the trackbed has once more become a footpath and can be walked to where the former station was at Bembridge.



The overgrown Bembridge bay at Brading Station on October 28th, 1987.

Author

EXTRACT FROM "THE BEMBRIDGE BRANCH LINE"

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