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App. Ref. No. **149**.....

Form A1

**WILDLIFE AND COUNTRYSIDE ACT 1981**

**APPLICATION FOR DEFINITIVE MAP MODIFICATION ORDER**

**DEFINITIVE MAP OF RIGHTS OF WAY FOR SHROPSHIRE**

To: The Outdoor Recreation Manager

Outdoor Recreation

Shropshire Council

Shirehall

Abbey Foregate

Shrewsbury

SY2 6ND

IMV/SALLY-ANNE ROBINSON.....(Name of Applicant)  
ON BEHALF OF TELFORD BRIDLEWAY ASSOCIATION

Of..... STABLE COTTAGE, ARLESTON HILL,.....(Address of Applicant)

..... TELFORD. TF1 2JY. ....



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 **adding** the following right of way

Parish.....GRINSHILL AND HADNALL

Status: ~~Byway Open to All Traffic~~/Restricted Byway/~~Bridleway~~/~~Footpath~~\*

\* delete as appropriate

From.....MILL LANE FROM JUNCTION WITH A49

To.....JUNCTION WITH LADYMAS ROAD.....(Location of right of way)

as shown on the map accompanying this application.


(A map must be supplied with a scale of at least of 1:25,000)

I/We attach the following documentary evidence including evidence of use statements, in support of this application:

.....SEE LIST OF HISTORIC EVIDENCE

.....ATTACHED.....

Dated.....7/9/2019

Signed.......... PRINT  
NAME.....

SALLY ANNE ROBINSON

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**Wildlife and Countryside Act 1981****Definitive Map Modification Order Application****Modification order to add a way to the definitive map: section 53(3)(b)****To claim for public use as a restricted byway Mill Lane crossing from Grinshill Parish to Hadnall Parish of Shropshire Council.****HISTORICAL EVIDENCE**

First edition OS old series map 1805: The land over which the application route passes is shown on the OS map as having open access and passing in an unrestricted manner between other highways with which it joins. The application route is shown to exist as a significant track, with double edged solid lines, along its total length showing that it was a confirmed at the time to be a highway.

Robert Baugh's Map of Shropshire 1808: The application route, circled in red on the Baugh's map extract, is shown to be a highway junctioning off the major road system and with significant width and boundary.

Greenwoods Map 1827: The application route is shown as a continuous track bounded with solid black lines and as having significance width. It is depicted as having the same significance as connecting roads which today are classed as adopted roads.

Tithe map for Grinshill 1835: The map shows the application route bounded by two solid lines. This indicates that no tithe was assessable against the land over which these roads pass.

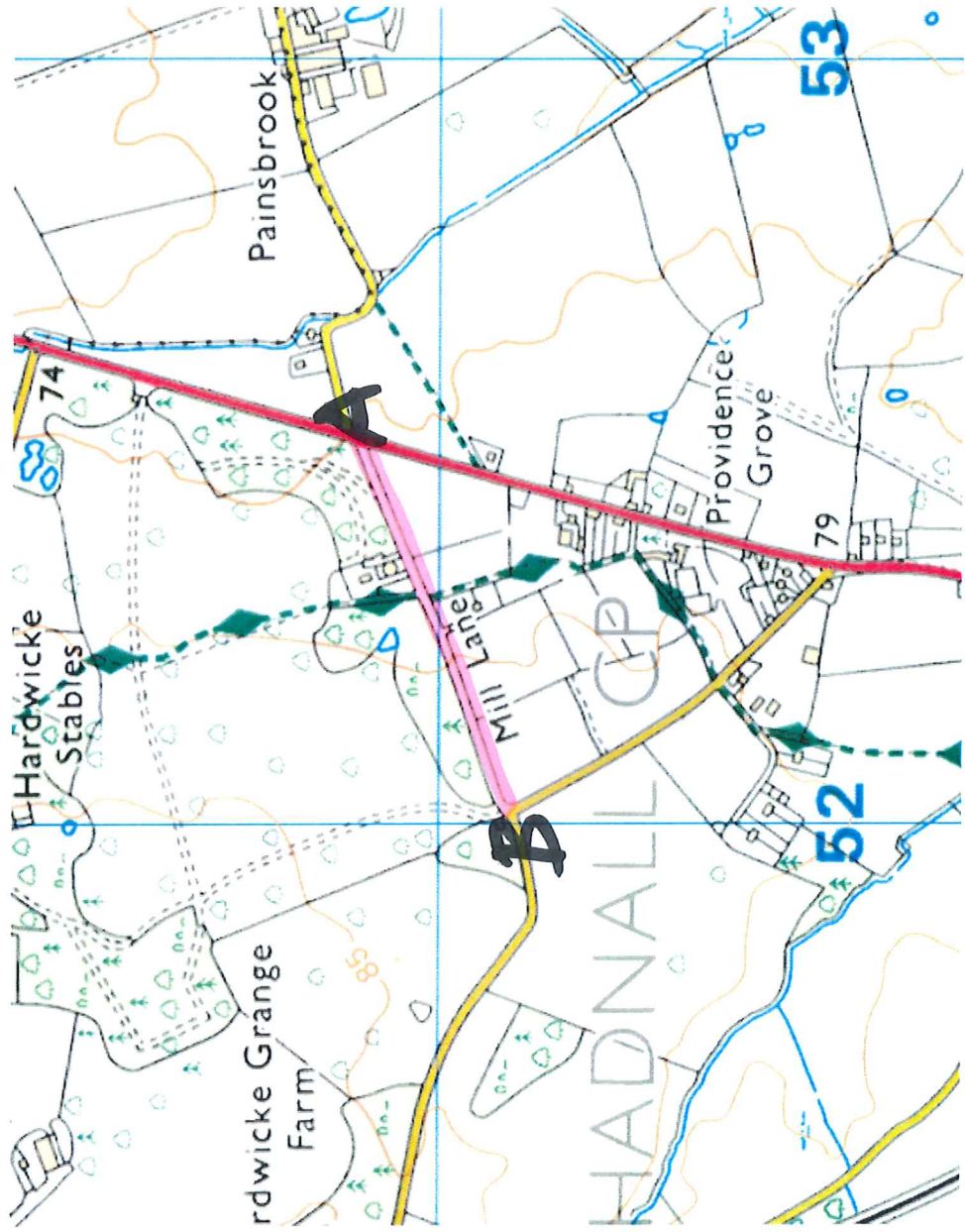
Ordnance Survey First Edition 6 inch map revised 1880 published 1884: The application route is shown as a distinctive road as depicted by the continuous black boundary lines on both sides of the route. The application route is shown to have specific breadth and junctions with other major roads. The road was considered to be a significant land mark at the time with the width of 4 foot from root of hedge recorded near a parish boundary. The map shows that the application route had a higher status than footpaths (F.P.).

Bartholomew's Half-Inch Maps of England and Wales 1902: The application route is shown on the map as existing but is not classified in terms of its suitability for cycling. It is shown to have a higher status than bridleway or footpath.

Inland Revenue Valuation 1910: The map below clearly shows the application route as a white continuous road. It is shown as separate from the adjoining hereditaments and no tax assessed.

OS One-inch, Seventh Series 1952-1961: The map shows the application route to be classed under the regular highway section as a fenced unmetalled road. The route is continuous and unobstructed. It is classed in the same way as other tracks which today are adopted.





Scale 1:25,000.

A

B