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App. Ref. No. **153**

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

ON BEHALF OF TELFORD
BRIDLEWAS ASSOCIATION

I/We SALLY-ANNE ROBINSON.....(Name of Applicant)

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..... KEMBERTON

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

* delete as appropriate

1/ MILL LANE TO GRIDDLE ROAD

From..... 2/ GRINDLE ROAD TO HAVENSHILL COTTAGES.

To..... 3) TO BROCKTON FROM EXISTING.....(Location of right of way)
BRIDLEWAY.

as shown on the map accompanying this application.

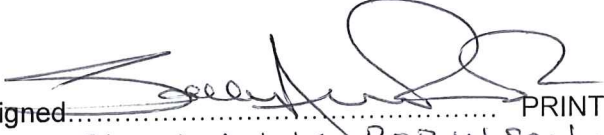
(A map must be supplied with a scale of at least of 1:25,000)

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

SEE SEPERATE HISTORICAL SUMMARY

ATTACHED.

Dated..... 11.02......20.20 .

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 public bridleways a network of routes between
 Kemberton, Havenhills and Brockton in the Kemberton Parish of Shropshire
 Council.**

Applicant's Reference: TBA2020 - 01
 10th February 2020

HISTORICAL EVIDENCE SUMMARY

First edition OS old series map 1805 - The land over which all of application route 1, part of application route 2, and all of application route 3 passes is shown on the OS map as having open access and passing in an unrestricted manner. The application route is shown to exist as a significant track, with double edged solid lines, along its total length showing that it was confirmed at the time to be a highway. It is depicted in the same way as the modern day public bridleway which is also shown on the map excerpt.

Greenwoods Map 1827 - The application route number 1 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. For the other application routes they are depicted as having significant junctions with higher status roads.

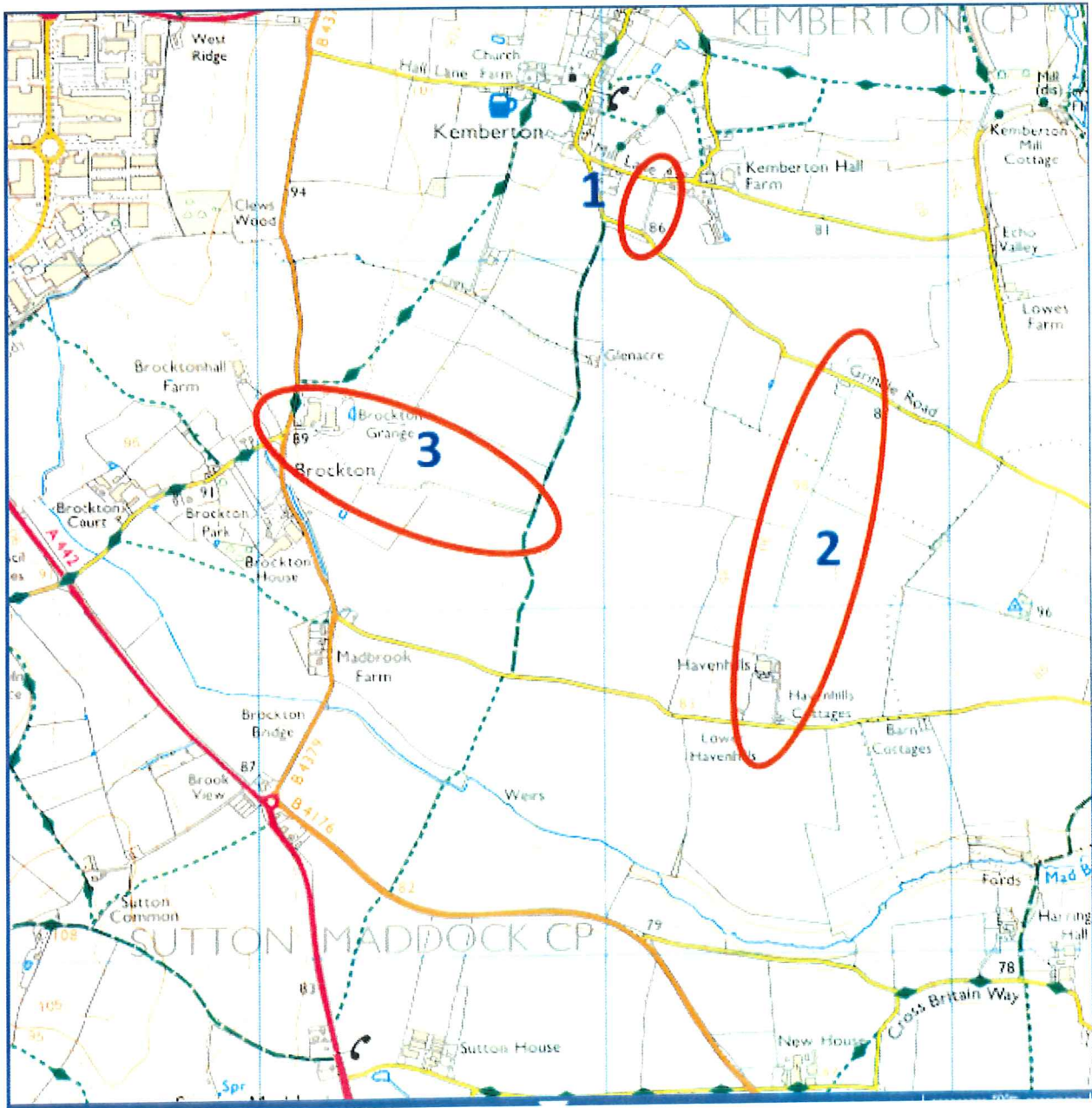
Tithe map for Kemberton 1840 and Sutton Maddock 1840 - The map shows the application route bounded by two solid lines for all of application route 1 and parts of both application route 2 and 3. This indicates that no tithe was assessable against the land over which these roads pass.

Ordnance Survey First Edition 6 inch map revised 1881-2 published 1888 - Parts of the application routes are shown as distinctive roads as depicted by the continuous black boundary lines on both sides of the route. The application routes are shown to have specific breadth and junctions with other major roads (for application route 2 the original line was to the west of the farm although this has now been blocked by the construction of a barn). The roads were considered to be significant land marks at the time. The map shows that the application routes had higher status than footpaths (F.P.).

Bartholomew's Half-Inch Maps of England and Wales - The main parts of the application route are shown as an '*indifferent*' (*passable*) road. They are not classified as routes suitable for cyclists however they are shown to have higher status than bridleway or footpath.

Inland Revenue Valuation 1910 - The map clearly shows parts of application routes as white continuous roads. Sections are shown as separate from the adjoining hereditaments and no tax assessed.

OS One-inch, Seventh Series, 1952-1961 - The map shows all of application route number 1, and parts of application route number 2 and 3, to be classed under the regular highway section as a fenced unmetalled road. Application routes 1 and 2 are continuous and unobstructed and classed in the same way as other tracks which today are public bridleways.



Scale 1:25,000