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App. Ref. No. **145** 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

I/We SALLY-ANNE ROBINSON.....(Name of Applicant)
ON BEHALF OF TELFORD BRIDLEWAYS 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..... HODNET

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

* delete as appropriate

From..... CHAPEL LANE FROM HOPTON

To..... VIA LODGEBANK TO A53.(Location of right of way)

as shown on the map accompanying this application.

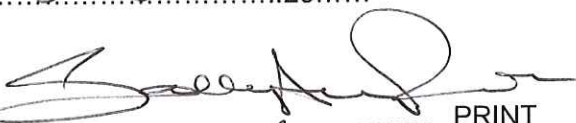
(A map must be supplied with a scale of at least of 1:25,000)

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

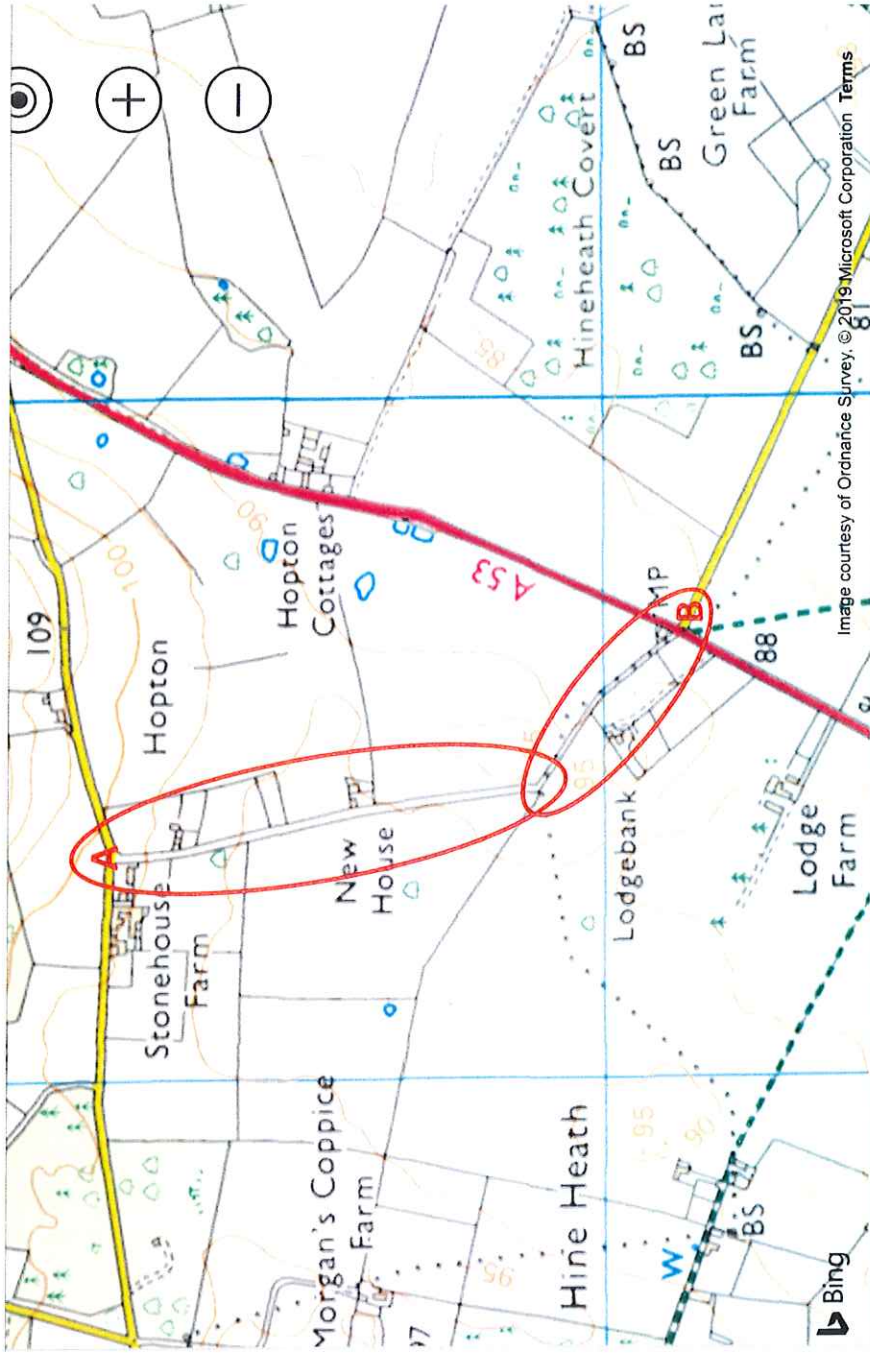
..... SEE ATTACHED LIST OF HISTORICAL

..... EVIDENCE

Dated..... 5.82019.....

Signed.....  PRINT
NAME..... SALLY-ANNE ROBINSON

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Scale 1:25,000
Sandy D S.

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 an unadopted lane, known as Chapel Lane, running from Hopton to Lodgebank in the Hodnet Parish of Shropshire Council.

HISTORIC DOCUMENTARY EVIDENCE OF HIGHWAY STATUS

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 from the Hopton through Lodgebank and on to High Hatton. 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. It is shown as having the same status as adjoining roads which today are classed as adopted B roads.

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 of Hopton and Espelye (township in the parish of Hodnet) 1838 - The map clearly shows the application route as a white continuous lane. There is no apportionment number on any section of the route. This indicates that no tithe was assessable. The route is depicted in the same way as public metalled roads it connects to.

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 to warrant the inclusion of boundary stones along its path. The map shows that the application route had a higher status than footpaths (F.P.).

Inland Revenue Valuation 1910 - The map below clearly shows the application route as a white continuous road. The total area of the application route 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 an untarred under 14ft road. The route is continuous and unobstructed with distinctive junctions with B roads of the same width. It has a higher status than a track or drive. It is depicted to have higher status than modern day bridleways or footpaths.