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App. Ref. No. **148**

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.....MAINLY SHAWBURY PARISH AND SMALL PART IN GRINSHILL PARISH  
Status: ~~Byway Open to All Traffic~~/Restricted Byway/~~Bridleway~~/~~Footpath~~\*

\* delete as appropriate

From.....STARTING FROM ADOPTED ROAD TO EAST OF GRINSHILL  
.....  
THE A49 THROUGH BEECHWOOD AND TO  
To.....THE RESTRICTED BYWAY EAST OF.....(Location of right of way)  
CORBET WOOD.

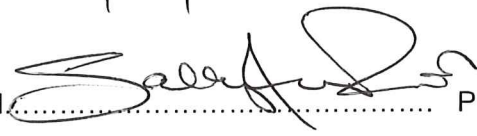
as shown on the map accompanying this application.

(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:

..... PLEASE REFER TO SEPERATE LIST OF .....  
..... HISTORICAL EVIDENCE .....  
.....  
.....  
.....

Dated..... 6/9/..... 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); and  
Modification order to record additional rights over a way already shown on the definitive map: section  
53(3)(c)(ii).**

**To claim for public use as restricted byways a network of tracks providing access to Corbet Wood from Acton Reynald mainly in the Shawbury Parish of Shropshire Council with one end point (E) being in the Grinshill Parish of Shropshire Council.**

**HISTORIC 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 for its entire length and with clear junctions with adjoining roads. 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. The showing of the route on the map as a track or road is evidence of reputation and appearance at the time the documents were compiled.

Greenwoods Map 1827: The majority of 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. This is evidence in favour of the proposition that the application route was considered to have the same status or reputation at the time it was made (1830), that is, as a vehicular highway, as the connecting roads with which it joins.

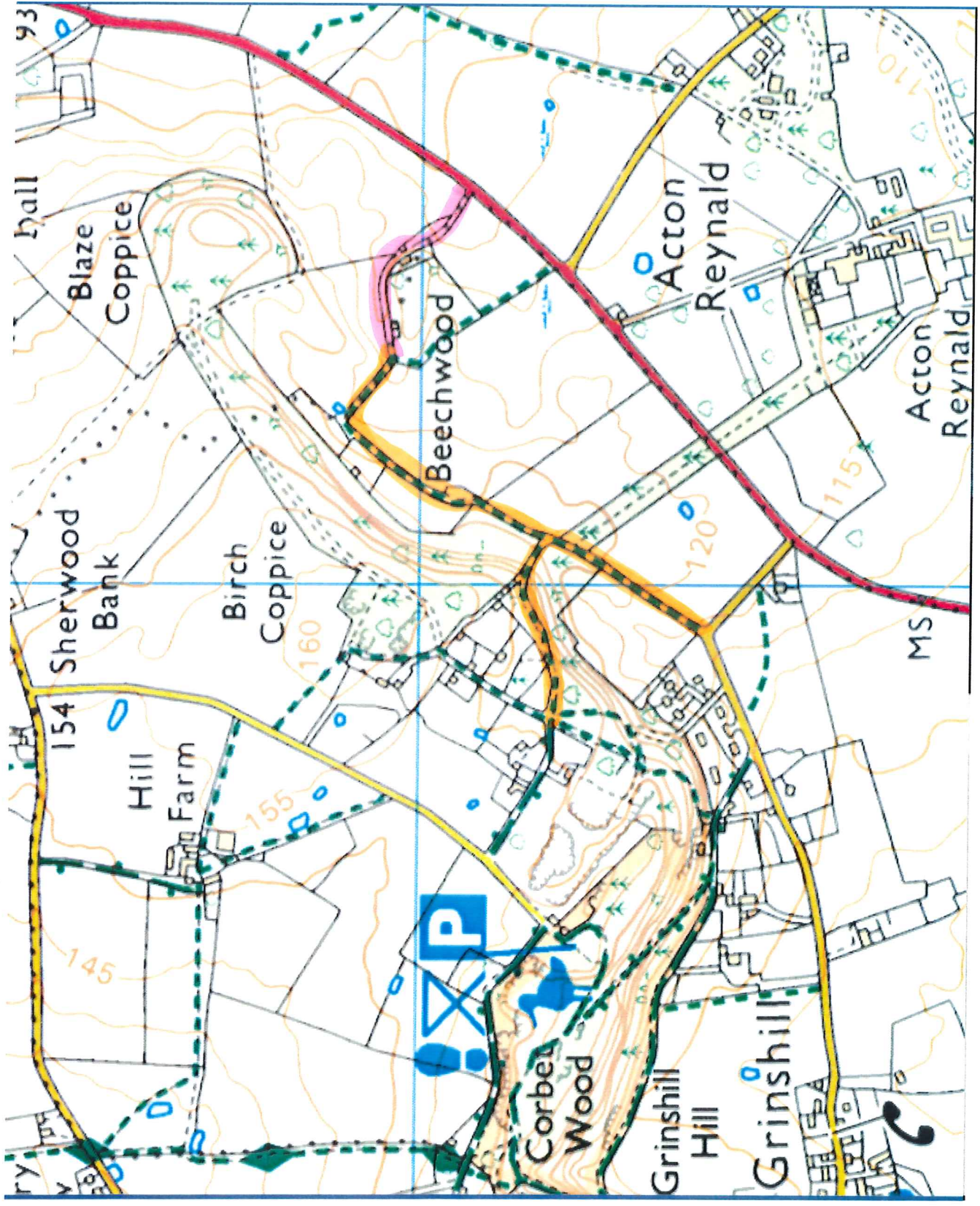
Ordnance Survey First Edition 6 inch map revised 1880 published 1884: The application route is shown as a distinctive road as depicted by the continuous black boundary lines on both sides of the route for the majority of the route. The application route is shown to have specific breadth and junctions with other major roads. The map shows that the application route had a higher status than footpaths (F.P.). The showing of the land as being a distinctive road with the recording of boundaries and junctions with other major roads on the map is evidence of reputation and appearance at the time the documents were compiled.

Inland Revenue Valuation 1910: The map below clearly shows the application route as a white continuous road in parts. The majority is shown as separate from the adjoining hereditaments and no tax assessed. As part of this land is unvalued, this suggests it belonged to a rating authority. As it is not held by a local authority or government department for any other known reason, this suggests that it belonged to a highway authority. Had it only been a bridleway, the Inland Revenue would have valued the land and allowed a deduction instead, since this would have resulted in a greater tax levy. Had it been held by a rating authority for another purpose there would be some evidence of that holding, yet none has been found. The legislation is sufficiently clear that anyone arguing that white road status means something other than the route is a public vehicular highway must show which other exception from valuation the route falls under.

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. The map is an official map produced and published by the Ordnance Survey, a government organisation, and is considered to be a legal representation of the status of the area at the time.



UPGRADE  
ADDITION



Scale 1:25,000.

