

Definitive Map of Rights of Way for Leicestershire
Register of Definitive Map Modification Order Applications

Short Description: To add two sections of Restricted Byway to the Definitive Map along Salt Street (Q4a) on the border between Leicestershire and Warwickshire.			
Application No.:	M1209	Legal Services Ref. No.:	TBA
Application Status:	Application received		

Geographical Location			
Path No:	Q4a	Route name (if known):	Salt Street
Settlements:	No Man's Heath		
Parishes:	Appleby Magna (Leicestershire) and Austrey and Newton Regis, Seckington and No Man's Heath (Warwickshire)		
District/Borough:	North West Leicestershire and North Warwickshire		
Nearest Town/City:	Tamworth		
Start Location:	From Austrey Lane, No Man's Heath, to existing Restricted Byway Q4a (at the A42 over bridge) then from Restricted Byway Q4a to Austrey Lane, Appleby Magna Parish.		
Start Grid Refs:	Landranger:	SK 290 087	Eastings, Northings: 42907 30879
End Location:	Austrey Lane, Appleby Magna Parish		
End Grid Refs:	Landranger:	SK 302 079	Eastings, Northings: 43029 30799

Applicant's Name, Address & Postcode: Ms. Wendy Bannerman, Access Field Officer, East and West Midlands, The British Horse Society, Abbey Park, Stareton, Kenilworth, Warwickshire, CV8 2XZ.			
Date Received:	03/11/2020	Date Determined: *	
Application Stage(s):			
• Initial application Received		08/09/2020	
• Notices posted on site by applicant		01/11/2020	
• Certificate of Notice Posting received		03/11/2020	

For Further Information			
Case Officer:	Piers Lindley		
Telephone:	0116 305 0001	Fax:	0116 305 6161
Email:	footpaths@leics.gov.uk		

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Inspector's Decision	

* Note the **Determination Date** is the occasion on which Leicestershire County Council formally decides/decided whether or not to make an order in response to this application.



APPLICATION FORM FOR A MODIFICATION TO THE DEFINITIVE MAP AND STATEMENT WILDLIFE AND COUNTRYSIDE ACT 1981

To: (Leicestershire County Council, County hall, Glenfield, Leicester LE3 8RA)

I Wendy Bannerman, for and on behalf of the British Horse Society,

of Abbey Park, Stareton, Kenilworth, Warwickshire. CV8 2XZ.

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:-

- (a) ~~Deleting the footpath / bridleway / restricted byway / byway open to all traffic which runs~~
from:
to:
- (b) **Adding** the ~~footpath / bridleway / byway open to all traffic / restricted byway~~ which runs
from: ... SK29080879 to SK29730838 and from SK29860826 to
SK30290800.....
- (c) ~~Upgrading/downgrading to a footpath / bridleway / byway open to all traffic / restricted byway the~~
~~footpath/bridleway/byway open to all traffic/restricted byway which runs~~
from:
to:
- (d) ~~Varying/adding to the particulars relating to the footpath / bridleway / byway open to all traffic~~
~~/restricted byway~~
from:
to:
by providing that
.....

and shown on the map accompanying this application.

I attach copies of the following documentary evidence in support of this application:-

List of Documents

Greenwood's map of the County of Leicester (1826)

Tithe map 36 Warwickshire 12 Austrey (1840) and 8 Derbyshire 55 Chilcote (1843).

OS 6 inch sheets Derbyshire LXIII.SW surveyed in 1881-2 and published in 1884, Warwickshire III.NW surveyed in 1882-5 and published in 1885 and Leicestershire XXVIII.NE surveyed 1884-5 and published 1885

OS 25 inch sheets Derbyshire LXIII.14 surveyed in 1882 and published in 1883, Warwickshire III.2 surveyed in 1882-5 and published 1885 and Leicestershire XXVIII.3 surveyed 1885 published 1886.

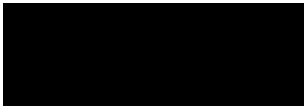
OS one inch sheet 155 – Atherstone published in 1899

Bartholomew half-inch map 1903 Sheet 13 – Birmingham, Leicester

OS 1:25,000 sheets 43/20 – A and 43/30 -A published circa 1949

Inspire HM Land Registry 2020

I understand that the information I have provided may be imparted to third parties.

Signed:..... Date:8 September 2020.....

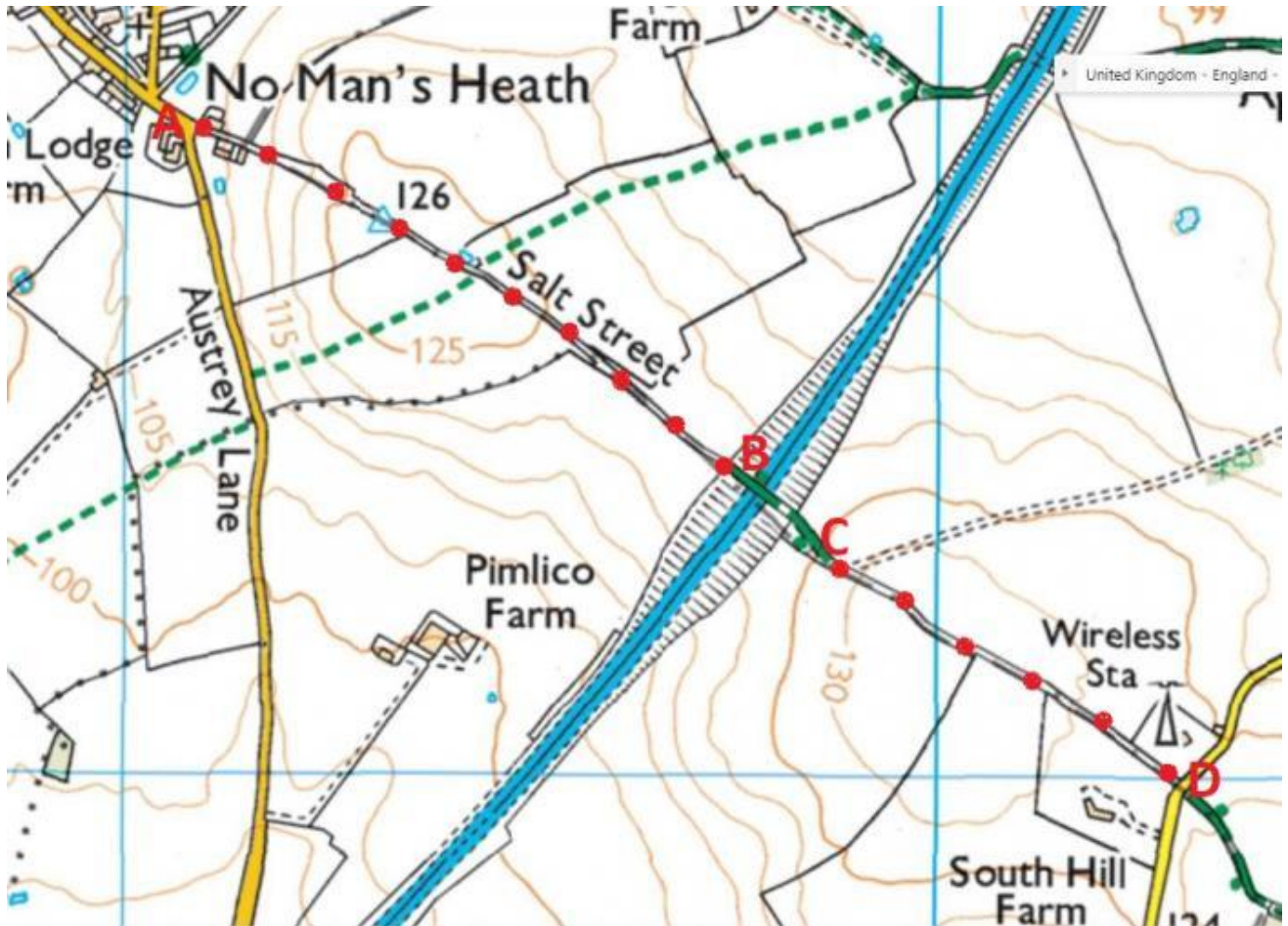
Wildlife and Countryside Act 1981

Map to Accompany Definitive Map Modification Order Application

For the addition of a Restricted Byway in the Parish of No Man's Heath as marked on the map extract below by the red line A-B-C-D

Applicant's Reference: LEI-0145 and LEI-0146

8 September 2020



Maps produced from extracts of Ordnance Survey 1:25,000 scale mapping. When printed on A4 paper, the scale will be not less than 1:25,000 and thus meets the requirement of regulation 2 and regulation 8(2) of The Wildlife and Countryside (Definitive Maps and Statements) Regulations 1993.

CERTIFICATE OF SERVICE OF NOTICE:

APPLICATION FOR DEFINITIVE MAP MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981

DEFINITIVE MAP AND STATEMENT FOR THE COUNTY OF LEICESTERSHIRE

Please complete this form and return it together with Form PT634, and any evidence you wish to submit, to: Safe and Sustainable Travel Team, Environment and Transport Department , Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RJ.

I/~~We~~, ...Wendy Bannerman.....

of... The British Horse Society, Abbey Park, Stareton, Kenilworth, Warwickshire CV82XZ
.....

Hereby certify that the requirements of paragraph 2 of Schedule 14 of the Wildlife and Countryside Act 1981, have been complied with.

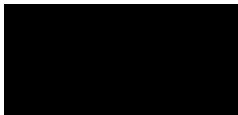
Names and addresses of owners and occupiers of land on whom Notice has been served

No land owners identified. Notices have been posted at either end of the route and at the byway crossing the M42 accompanied by a map of the route claimed.

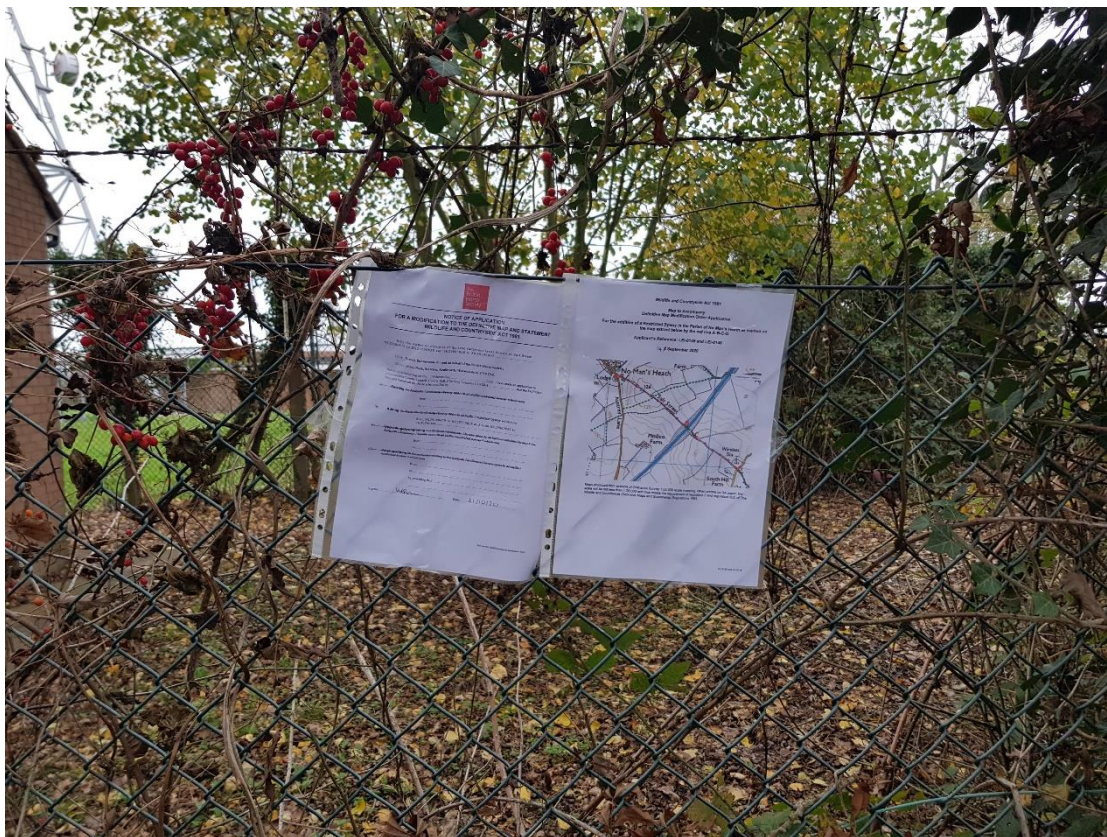
.....
6 photos provided below to confirm posting of
notices.....

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Signed

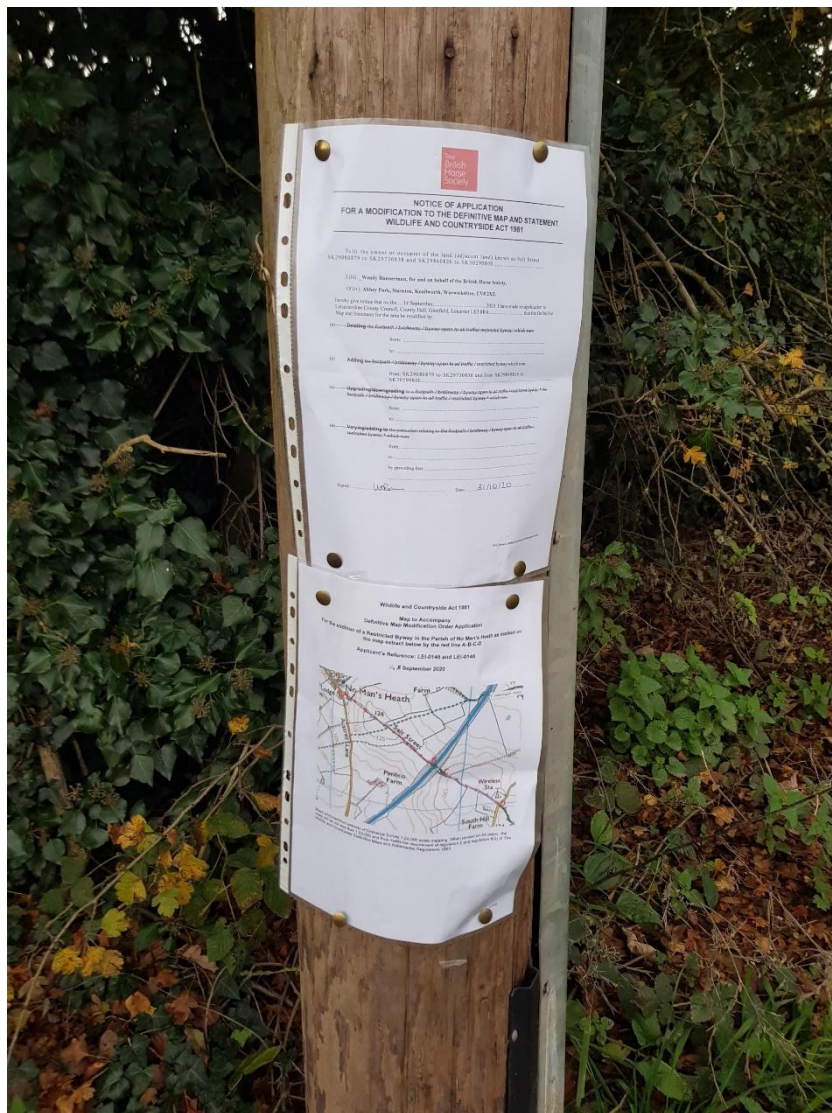


.....Dated.....



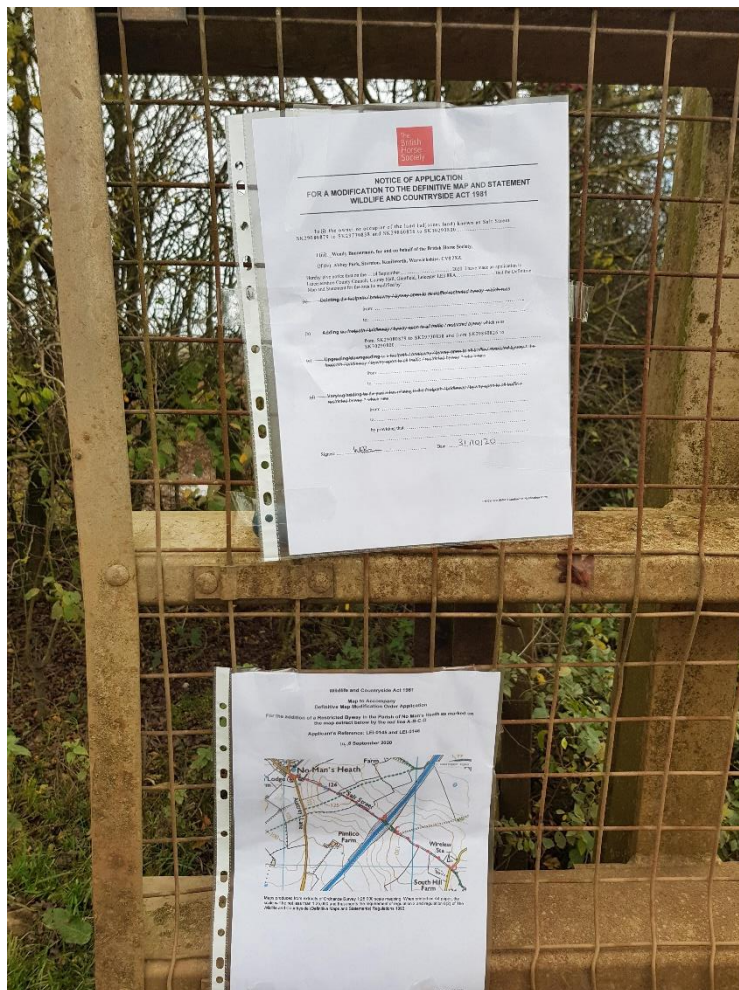
Photos 1 and 2 at SK 3029 0799





Photos 3 and 4 at SK29080879





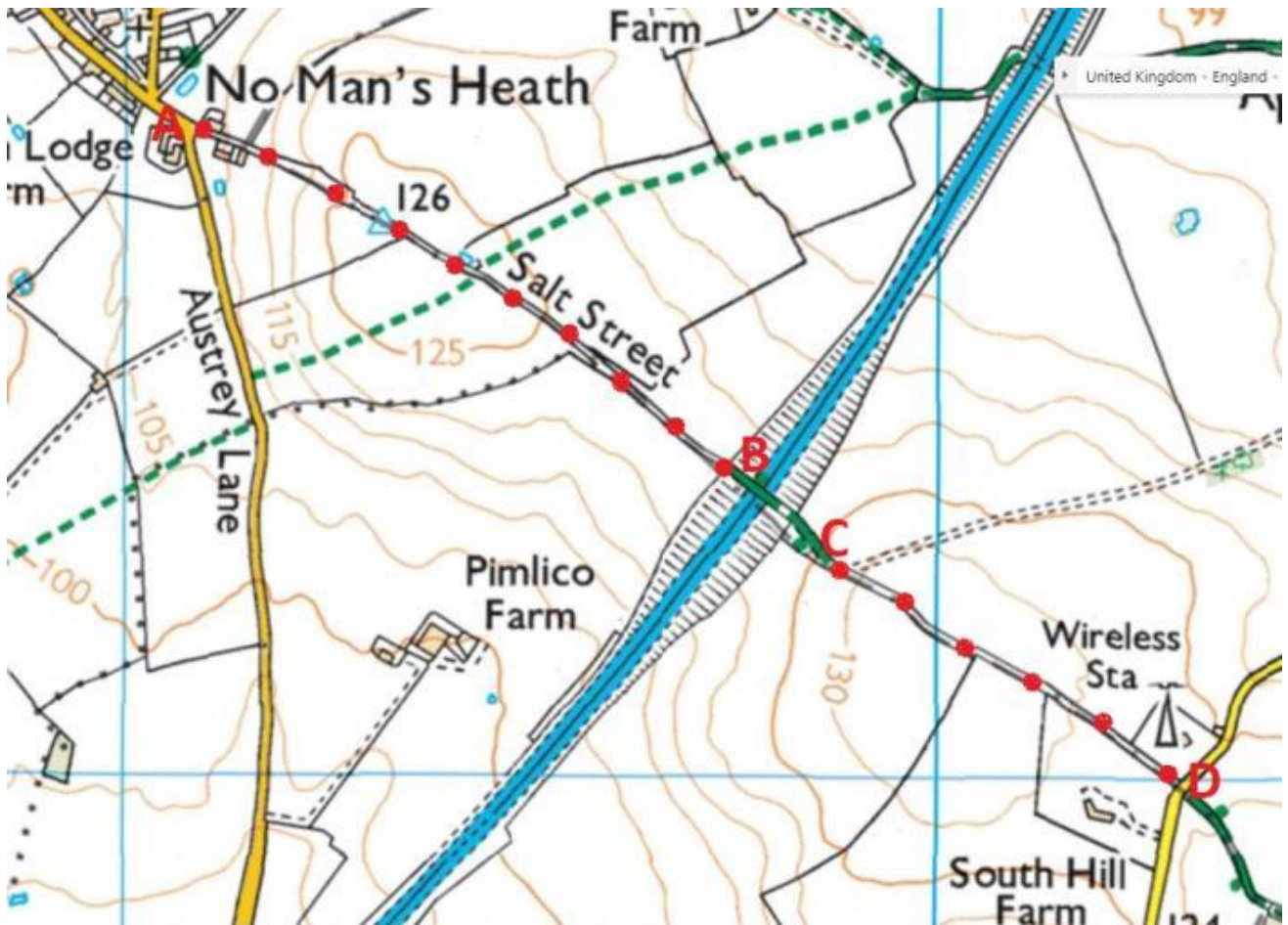
Photos 5 and 6 at SK29730838

Wildlife and Countryside Act 1981

Summary of Evidence

Definitive Map Modification Order Application

For a route in the Parish of No Man's Heath to be shown as a Restricted Byway marked on the map below by the red A-B-C-D



Extract from Ordnance Survey 1:25000
Applicant's Reference: LEI-0145 and LEI-0146

8 September 2020

Quick reference path facts to assist the Surveying Authority in its investigation

Grid references of ends of route
(approximate)

SK29080879 to SK29730838 and SK29860826
to SK30290800

1. My name is Wendy Bannerman. I am the applicant for the order, for and on behalf of the British Horse Society (BHS). I am employed by the BHS as an Access Field Officer for the East and West Midlands with a key objective to support and progress Project 2026 in the region.
2. This application is made because, on the cut off day, 1st January 2026, the effect of s.53(1) and (2) Countryside and Rights of Way Act 2000 on a public path that existed prior to 1949, still exists on the cut-off date, and hasn't been a highway of a different description in between, and is not shown in the definitive map and statement at all is to extinguish all rights on that route. (This applies if the route is determined to be a footpath or bridleway.)
3. I believe this application will pass the planned Preliminary Assessment Test required by para 2 Sch 13A Wildlife and Countryside Act 1981, when introduced, because:
 - a. This application statement includes explanations as to how the evidence applies to the application route, and
 - b. The application contains one or more of the following forms of supporting evidence:
 - (1) Legal document(s) relating specifically to the right of way that is the subject of the application (such as Railway Act, Inclosure Act and Award, Finance Act, Court Order or Main Roads Order evidence).
 - (2) Evidence of reputation in legal document(s), even though not written specifically about the right of way that is the subject of the application (such as Tithe Awards and Maps).
 - (3) Documentary evidence of expenditure that would be unlawful unless the way was a public highway, for example Highway Board records.
 - (4) Documentary evidence of reputation, for example an Ordnance Survey map, coupled with public scrutiny, or evidence of highway status in a landowner produced document.
 - (5) Maps and other documents which, over a period of time, and taken together, provide evidence of reputation that the order route is part of the public road network.

THE APPLICATION ROUTE

4. The application route is shown approximately on the plan above:
 - a. Point A at OSGR SK29080879, at the junction with Austrey Lane
 - b. Point B, at OSGR SK29730838 , joining Restricted Byway Q4A.
 - c. Point C at OSGR SK29860826, leaving Restricted Byway Q4A
 - d. Point D at OSGR SK30290800 at the junction with Appleby Hill and Restricted Byway Q4A
5. The application route is not recorded on the Council's online interactive map only as an 'unmade road'. It is recorded on the online List of Streets: <https://www.findmystreet.co.uk/map#>
6. Photographs 1 -3 are from Google.



Photograph 1 is a Google Aerial View with the route indicated with a dotted red line. The route is a clear landscape feature.



Photograph 2 is a Google Streetview image from 2012, from point A along the loose surfaced route heading south east.



Photograph 3 is a Google Streetview image from 2012, from point D along the loose surfaced route heading south west.

DOCUMENTARY EVIDENCE OF HIGHWAY STATUS

7. In order to be able to modify the definitive map and statement, the Surveying Authority needs to have a discovery of evidence which shows, on the balance of probabilities, that highway rights exist. The use of the 'balance of probabilities' test rather than 'beyond reasonable doubt' was confirmed by the High Court in *Todd, Bradley v SOS for EFRA* [2004] 4 All ER 497.

8. The courts have given guidance on how evidence of highway status is to be considered. In *Fortune and Others v Wiltshire Council and Another* [2012] EWCA Civ 334, Lewison LJ said, at paragraph 22,

'In the nature of things where an inquiry goes back over many years (or, in the case of disputed highways, centuries) direct evidence will often be impossible to find. The fact finding tribunal must draw inferences from circumstantial evidence. The nature of the evidence that the fact finding tribunal may consider in deciding whether or not to draw an inference is almost limitless. As Pollock CB famously directed the jury in R v Exall (1866) 4 F & F 922:

"It has been said that circumstantial evidence is to be considered as a chain, and each piece of evidence as a link in the chain, but that is not so, for then, if any one link broke, the chain would fall. It is more like the case of a rope composed of several cords. One strand of the cord might be insufficient to sustain the weight, but three stranded together may be quite of sufficient strength."

9. While no single piece of evidence is conclusive, the applicant believes that taken as a whole the pieces of evidence demonstrate highway reputation over many years, indicating that the route does indeed have highway status, and that prior to the Natural Environment and Rural Communities Act 2006, there were full vehicular rights.

10. Greenwood's map

- a. Date the map was published in 1826.

b. Relevance

The map was made for sale to the public, and so is unlikely to show routes that the public could not use. It has a key in which different types of routes are distinguished.

c. Archive

Leicestershire County Council archive.

d. Meaning

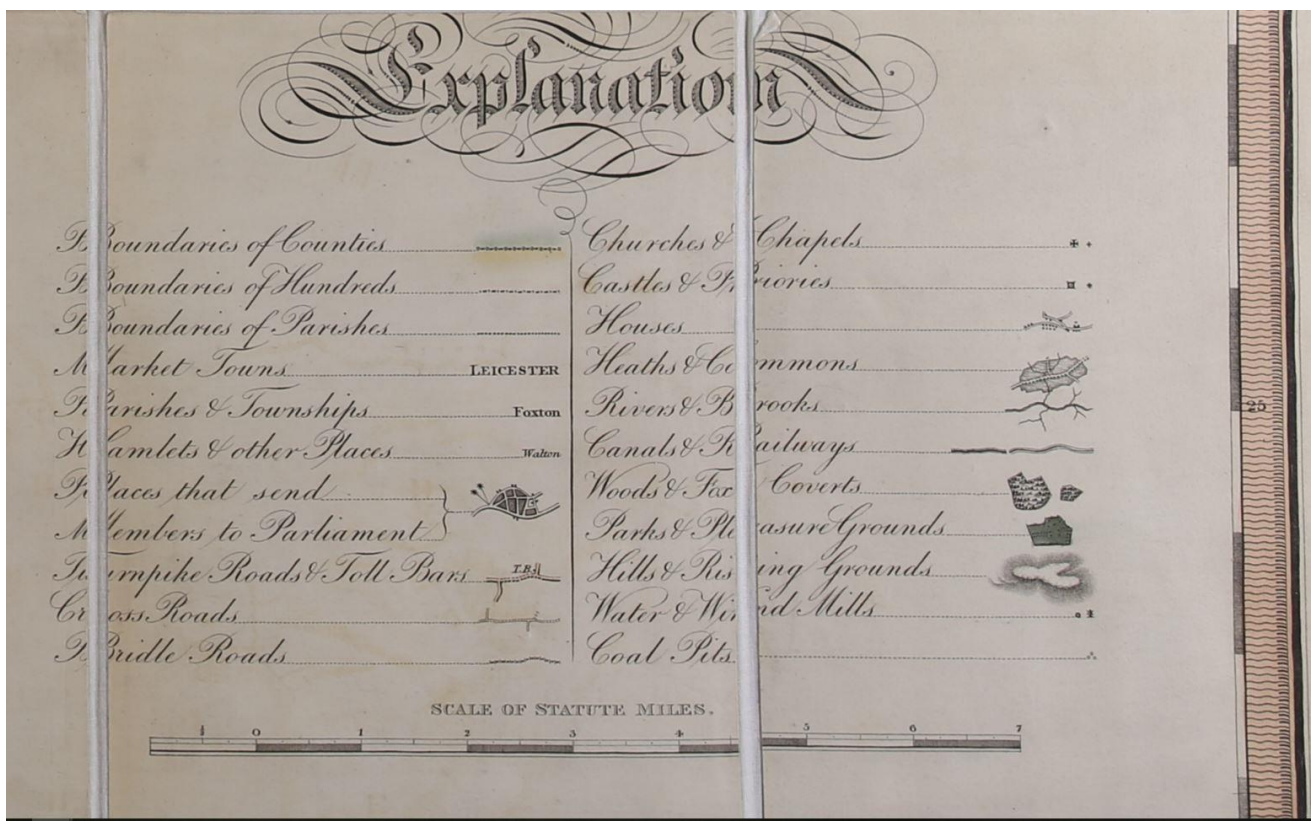
The route, although presented slightly north of the county boundary, is clearly presented as a Turnpike or Toll Road. Other routes in the vicinity that are shown in the same way are today public vehicular roads. 'The idea of a Turnpike system came into being with the cost and responsibility for maintaining the roads being taken into a trust which charged the passing public. The trustees would put up the funds to bring the roads up to a good state of repair then receive interest from the tolls' (Bucks and Wadey, 2017:41).

e. Assessment

The key to the map indicated that the route was considered to be for public vehicular traffic. 'the Highways and Locomotives (Amendment) Act 1878 provided that all turnpike roads that were dis-turnpiked after 31 December 1870 became main roads, with the county authority responsible for providing half of the maintenance costs' (Bucks and Wadey, 2017:42). This means that as the route is presented as a turnpike road in 1826, provided no stopping up order exists, the route will still carry public carriageway rights.



Greenwood's map 1826



Key to Greenwood's map

11. Tithe map and apportionment

a. Date The map was produced in 1840, 36 Warwickshire 12 Austrey and 8 Derbyshire 55 Chilcote (1843).

b. Relevance

(1) The Tithe Commutation Act 1836 enabled tithes (literally a tenth of the produce of the land) to be converted to a monetary payment system. Maps were drawn up to show the titheable land in order to assess the amount of money to be paid. The Act was amended in 1837 to allow maps produced to be either first class or second class.

(2) First class maps are legal evidence of all matters which they portray and were signed and sealed by the Commissioners (s.2 Tithes Act 1847). They had to be at a scale of at least 3 chains to the inch. Second class maps, signed but not sealed, were evidence only of those facts of direct relevance to tithe commutation, and are often at 6 chains to the inch. There was a proposed convention of signs and symbols to be used, which included Bridle Roads and Footpaths, but this was not strictly adhered to.

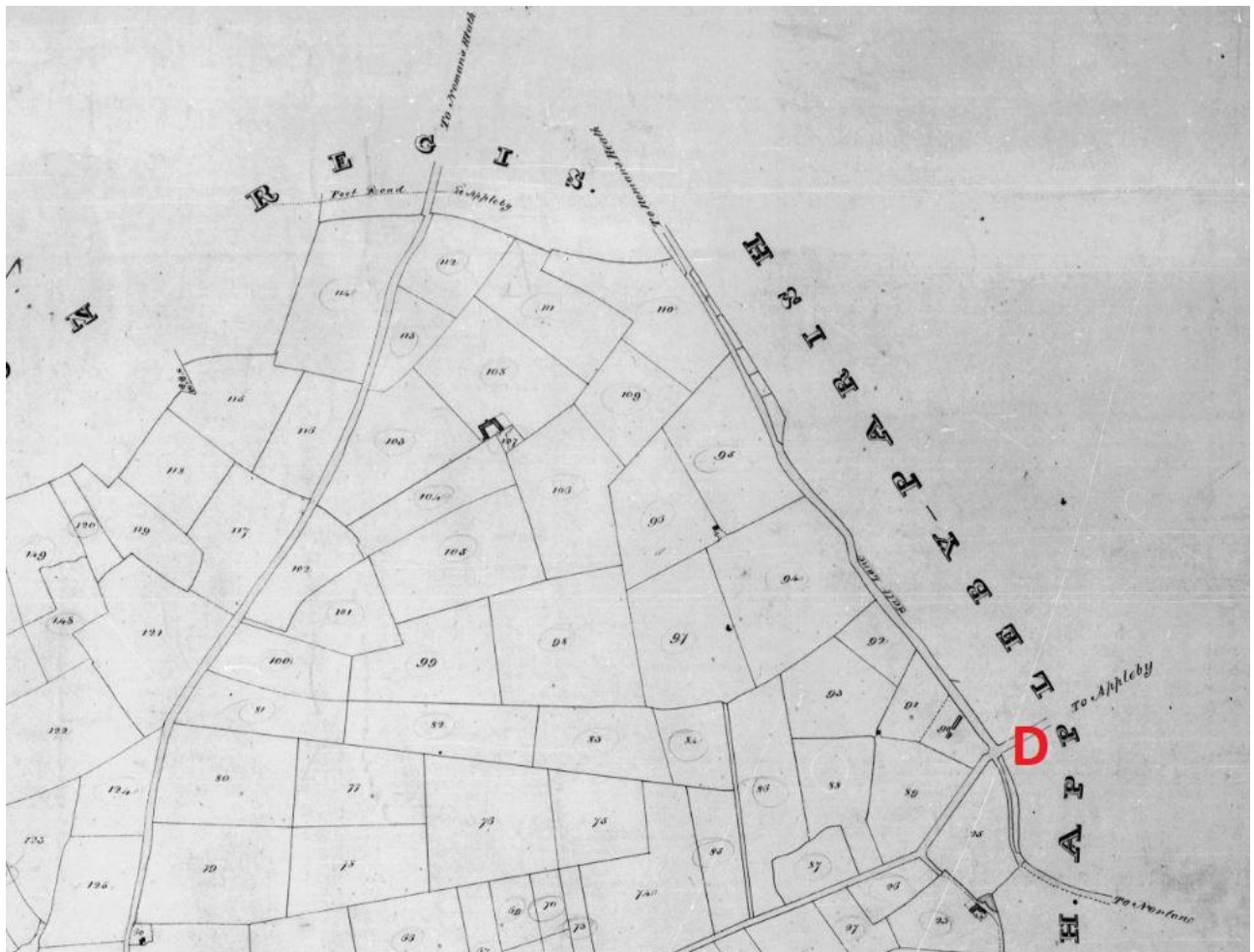
(3) The Tithe process received a high level of publicity as landowners would be particularly keen not to be assessed for more tithe payment than necessary. Non-titheable land deemed to be unproductive was usually excluded from the process. It is common therefore for no tithe to be payable on road, although wide grass drovers' routes could carry a tithe as they were used as pasture. It was in the interest of landowners for untithed roads to be shown correctly to minimise their payments. Footpaths and bridleways were more likely to be at least partially productive (for example as pasture). Therefore, although the process was not directly concerned with rights of way, inferences can be drawn from the tithe documents regarding the existence of public rights, and, in particular, public vehicular rights. In some cases highways are coloured sienna or light brown which typically indicates public status.

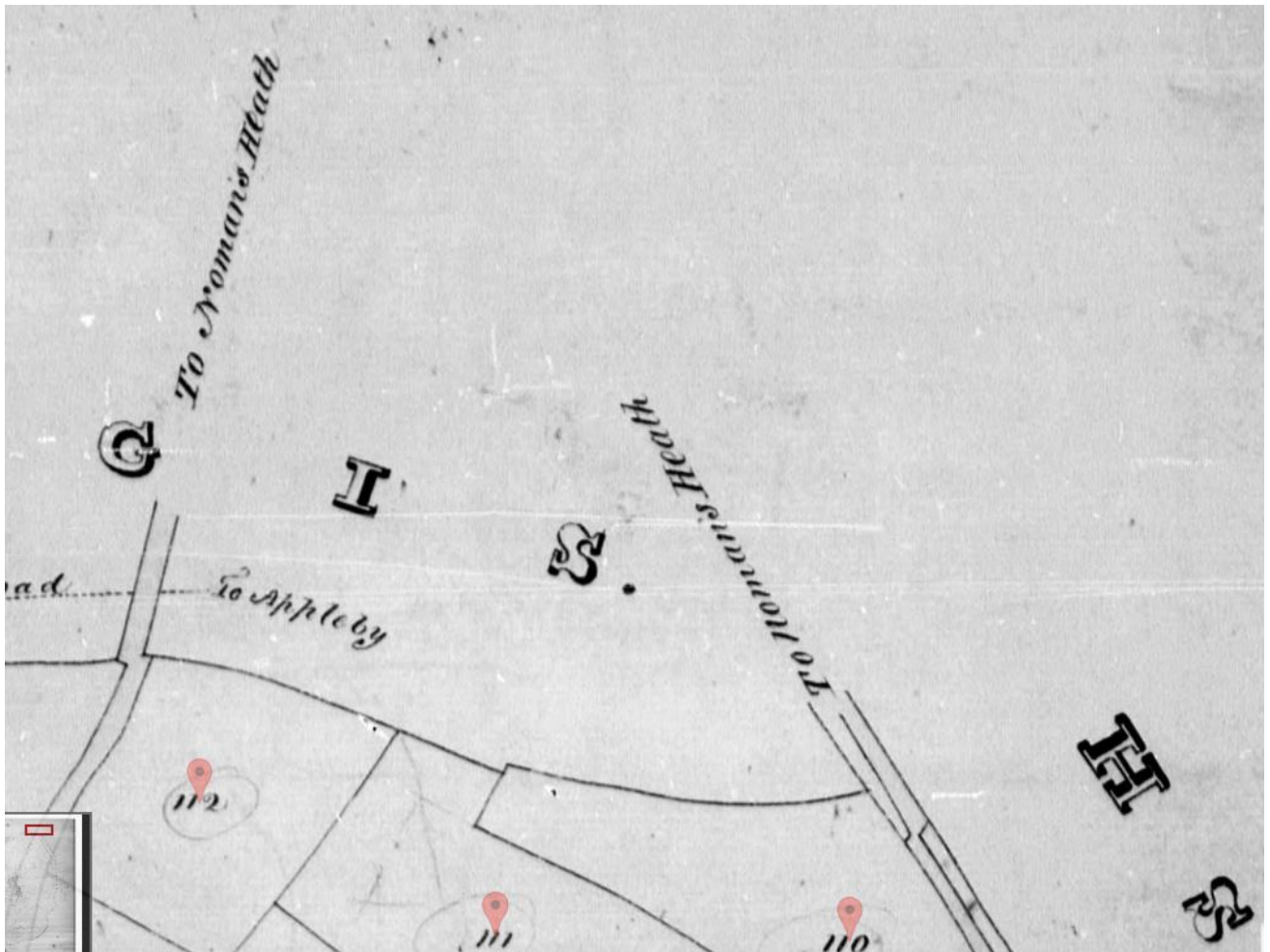
c. Archive and Reference The tithe maps have been accessed via the Genealogist website: https://www.thegenealogist.co.uk/search/master/?type=person&source=&search_type=perso

https://www.thegenealogist.co.uk/search/master/?type=person&source=&search_type=person&master_event=Tithe+%26+Landowner&person_event=&fn=&phonetic_mode=fn=1&sn=&phonetic_mode=sn=1&kw=austrey&yr=&range=10&person_event=Tithe+Apportionments#loadwindow-346663435 Piece 36 Warwickshire Sub-piece 12 Austrey (1840) and https://www.thegenealogist.co.uk/search/master/?type=person&source=&search_type=person&master_event=Tithe+%26+Landowner&person_event=&fn=&phonetic_mode=fn=1&sn=&phonetic_mode=sn=1&kw=chilcote&yr=&range=10&person_event=Tithe+Apportionments#loadwindow-335841487 Piece 8 Derbyshire 55 Chilcote (1843). Appleby Parva parish map not available.

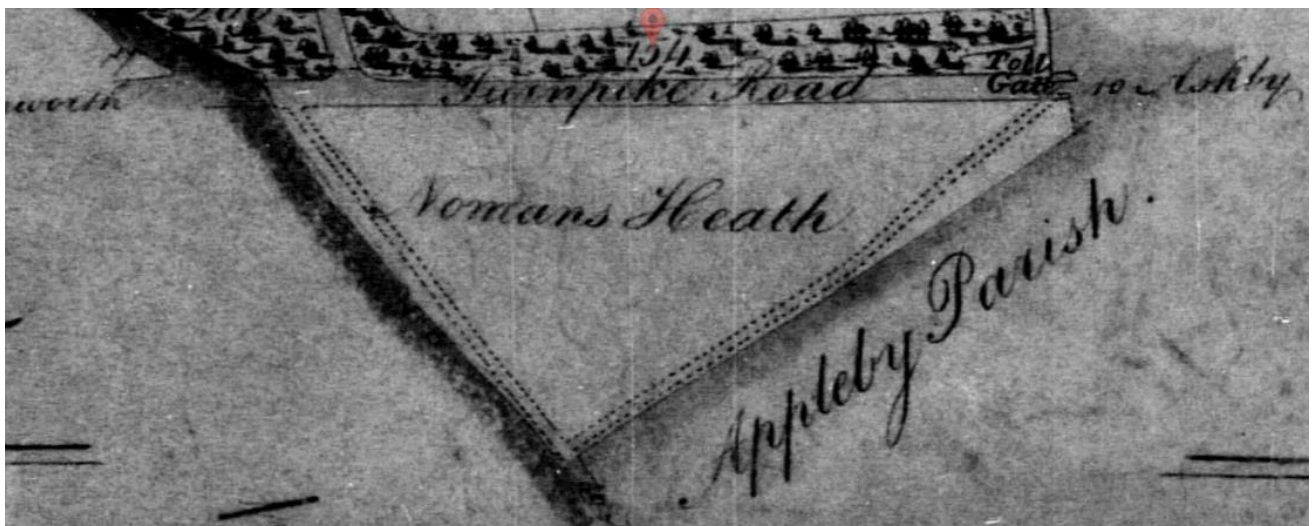
d. Meaning The map shows the majority of the route on the Austrey map as bounded by 2 solid lines to differentiate it from the surrounding land. Other modern public highways in the vicinity such as Austrey Lane are shown in the same manner. No tithe was payable. The route is not shown on the Chilcote map although the road it would have joined to is shown following the boundary.

e. Assessment This provides useful information from which inferences may be drawn. The routes adjoining the application route is shown in the same way on the map as other highways in the area. This, and the exclusion from the titheable land, suggests that the application route was a public highway at the time of assessment.





Extracts from Tithe map



Extract from Tithe map 8 Derbyshire 55 Chilcote

12. Ordnance Survey 6 inch Maps.

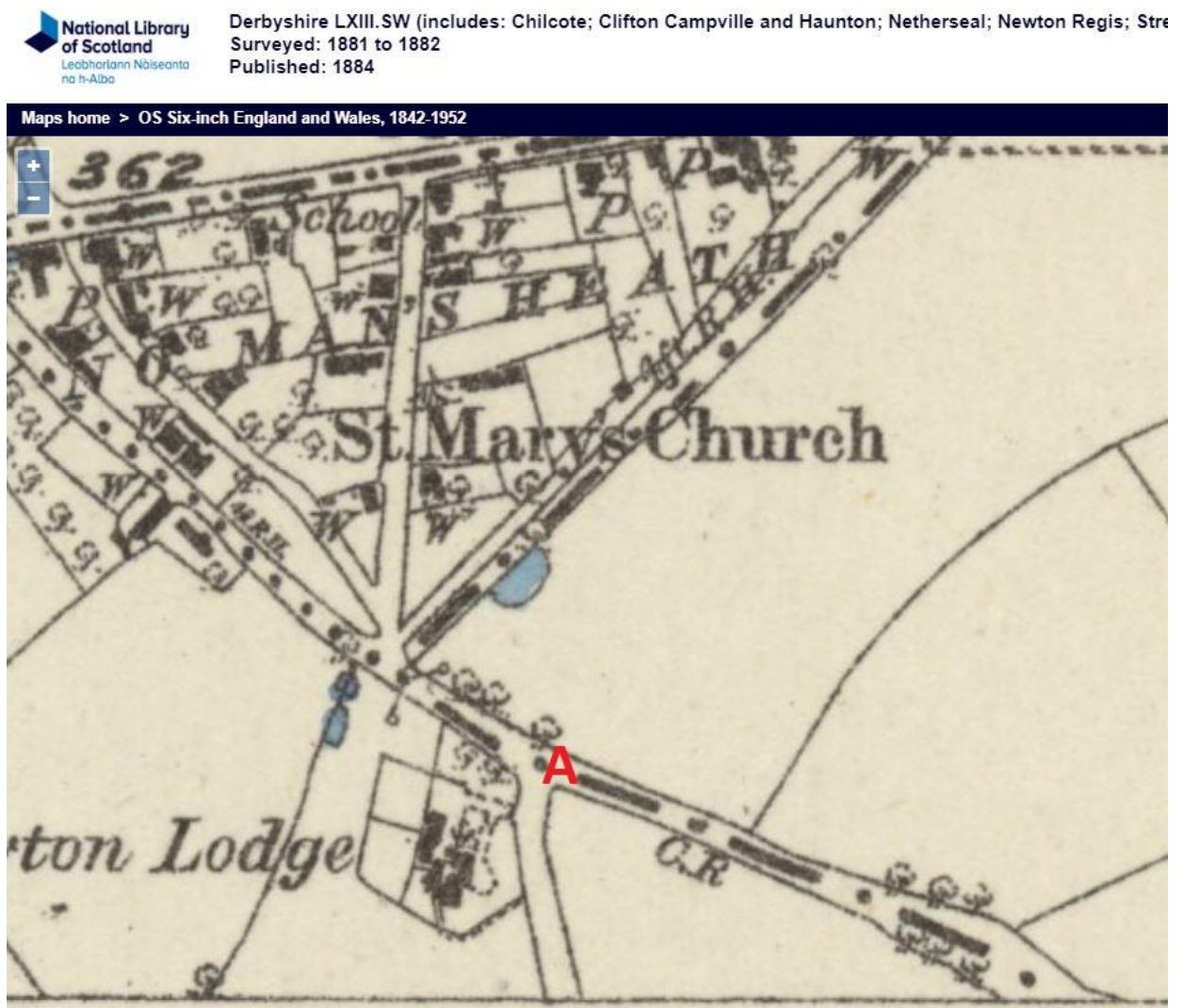
- a. Date. OS sheets Derbyshire LXIII.SW surveyed in 1881-2 and published in 1884, Warwickshire III.NW surveyed in 1882-5 and published in 1885 and Leicestershire XXVIII.NE surveyed 1884-5 and published 1885.
- b. Relevance. The 6" maps were based on and derived from the 25" series. Consequently, they seldom show any topographical differences from the larger scale. However, useful

information can sometimes be derived from the particular conventions used to show detail.

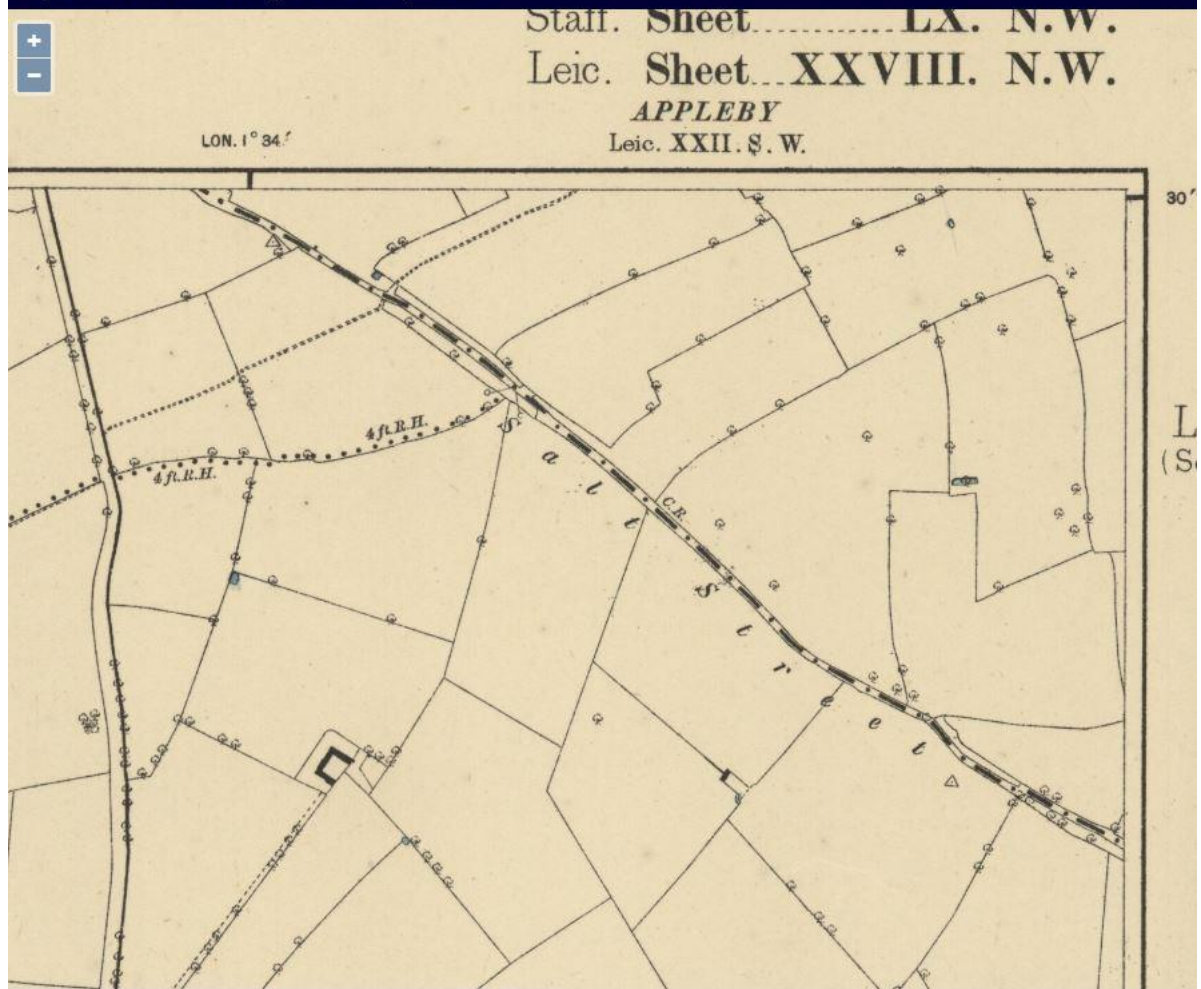
c. Archive. The extracts from this sheet below were obtained from the National Library of Scotland at <https://maps.nls.uk/view/101601966> and <https://maps.nls.uk/view/101584519> and <https://maps.nls.uk/view/101592552>

d. Meaning. The Characteristics Sheet for the 6" Maps differentiate between main and other roads through the use of a bold boundary on one side of a main road. The claimed route is shown as "Other Roads".

e. Assessment. This series of maps supports the inference drawn from the 25" maps (below), that the route is part of the road network. The route is shown similarly to the surrounding routes suggesting it has at least an equal status to routes that are part of the highway network. The route follows the line of the county boundary.



Extract from OS 6 inch sheet

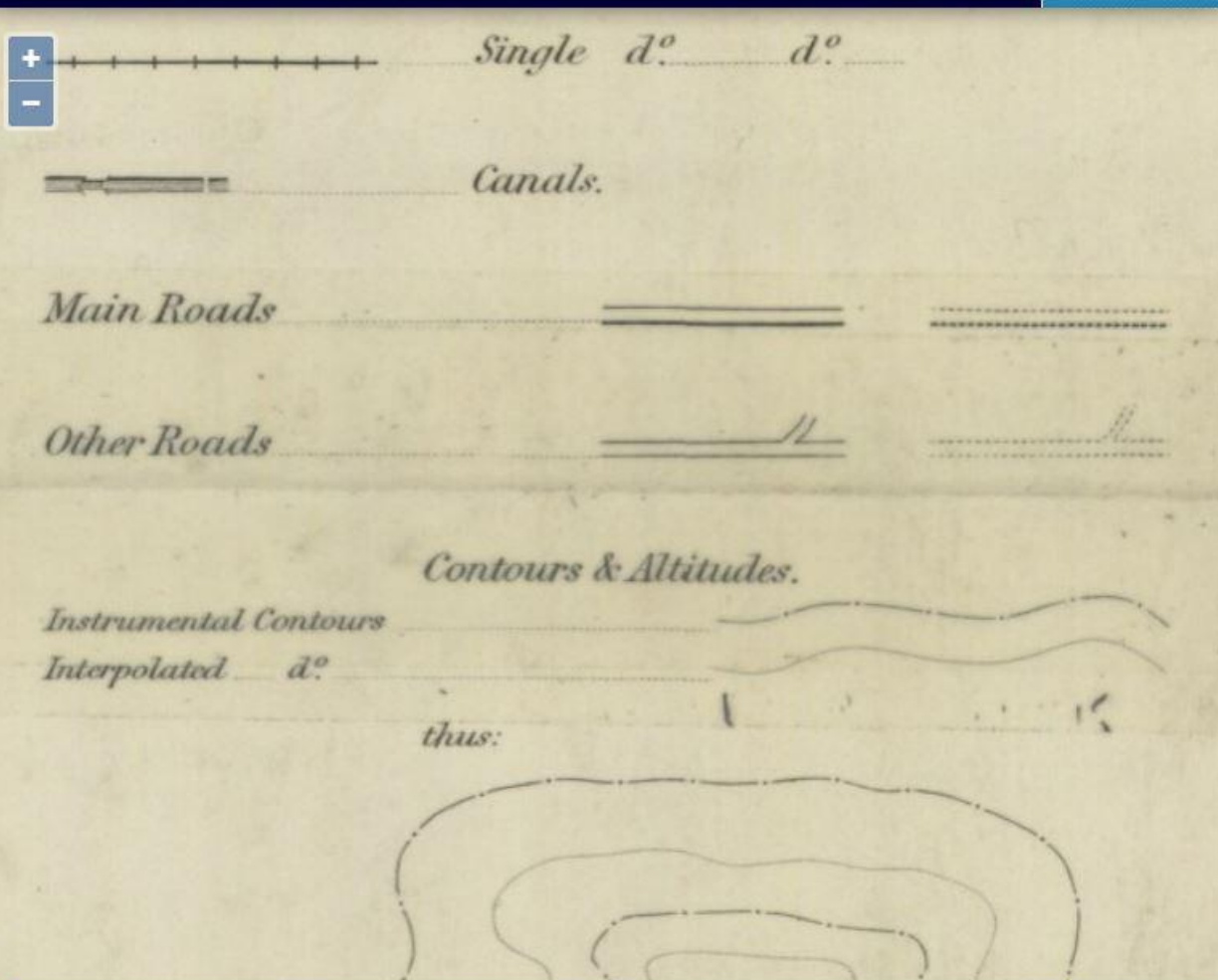


Extract from OS 6 inch sheet

Maps home > OS Six-inch England and Wales, 1842-1952



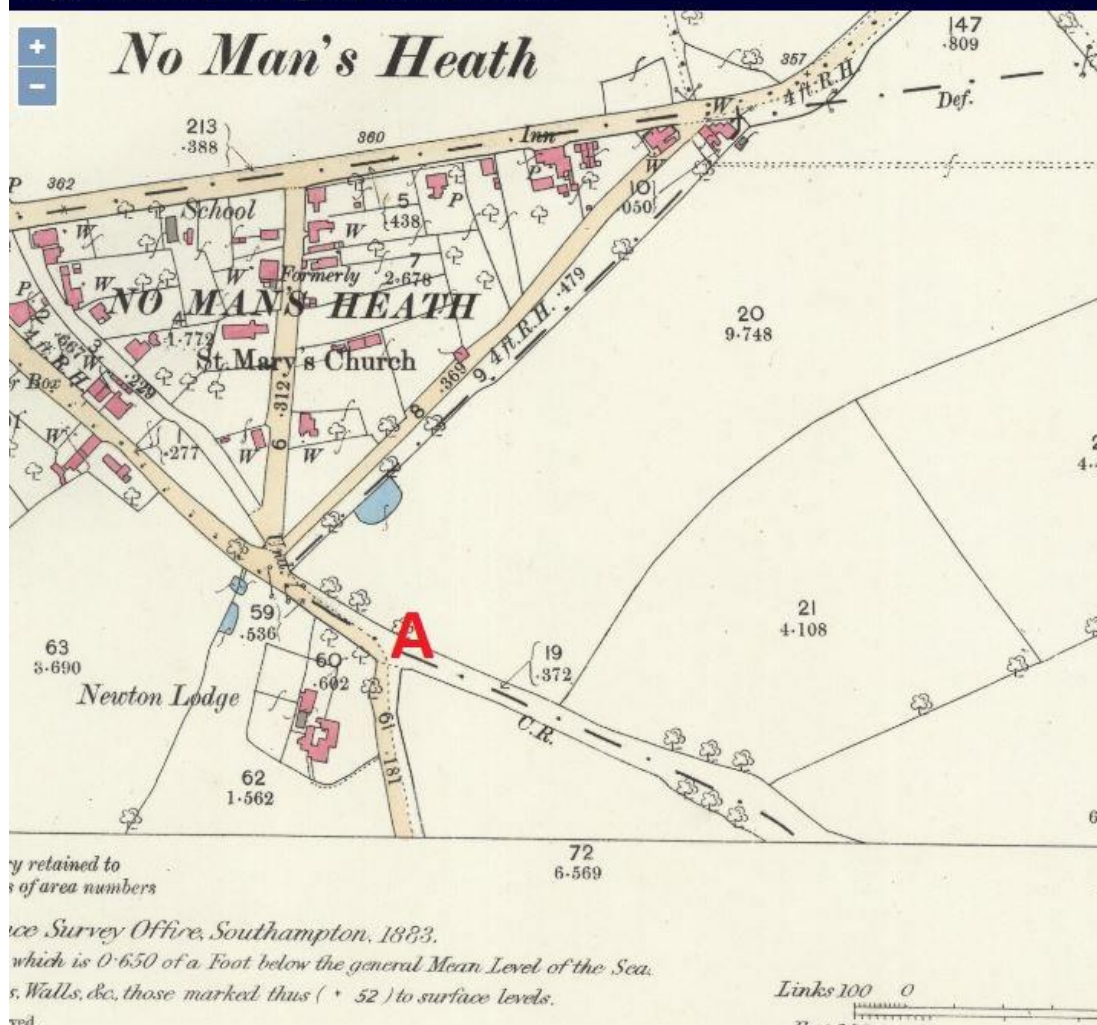
Extract from OS 6 inch



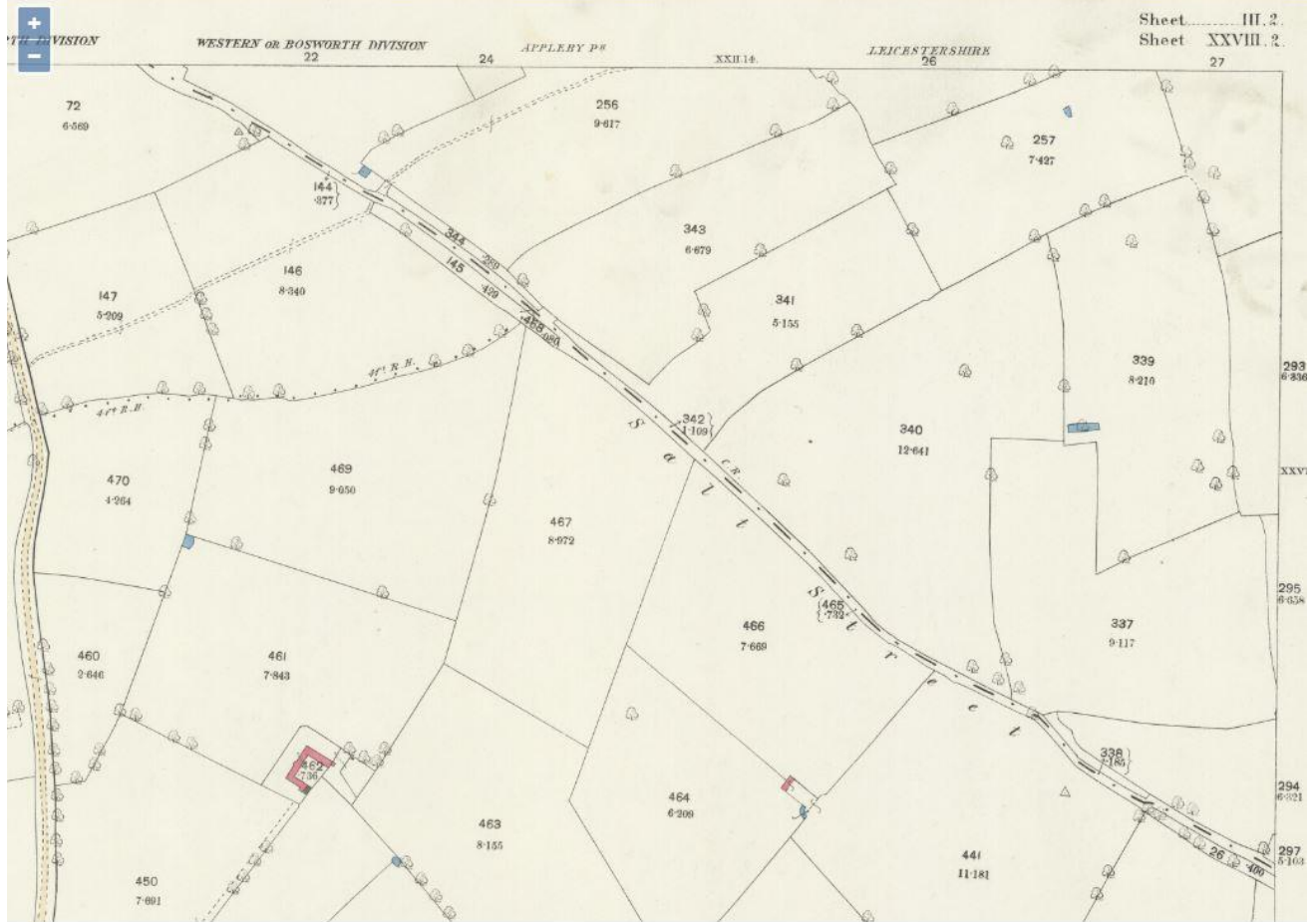
13. Ordnance Survey County Series 25 inch Maps.

- a. Date. The First Editions of OS sheets Derbyshire LXIII.14 surveyed in 1882 and published in 1883, Warwickshire III.2 surveyed in 1882-5 and published 1885 and Leicestershire XXVIII.3 surveyed 1885 published 1886.
- b. Relevance. The OS County Series 25 Inch mapping was predominantly used for professional purposes rather than for navigation. They are detailed enough to show gates / barriers on roads, tracks and paths. Parcels of land are numbered and areas shown either under the parcel number or in separate "Area Books" (on some First Edition sheets). Second edition and later maps generally carry the disclaimer "The representation on this map of a Road, Track or (Foot)path is no evidence of the existence of a right of way". However, scrutiny of some of the detail contained along with contemporary published guidance allows some inferences as to status of routes to be drawn.
- c. Archive. The extracts from these sheets below were obtained from the National Library of Scotland at <https://maps.nls.uk/view/114591563> and <https://maps.nls.uk/view/115632501> and <https://maps.nls.uk/view/114593595> .
- d. Meaning. The route is shown as double solid lines separating the route from the surrounding land. The route is annotated as Salt Street, follows the county boundary and CR indicates Centre of the Road.
- e. Assessment. The route has a separate number to the surrounding land parcels. The depiction of the route similarly to the surrounding network, provides a strong inference that it was also considered to be part of that highway network. This inference is reinforced by the absence of any boundaries separating it from the network. The showing of the route on the map is evidence of reputation and appearance at the time the documents were compiled.

Maps home > OS 25 inch England and Wales, 1841-1952



Extract from OS 25 inch sheets showing separate numbering from the surrounding land



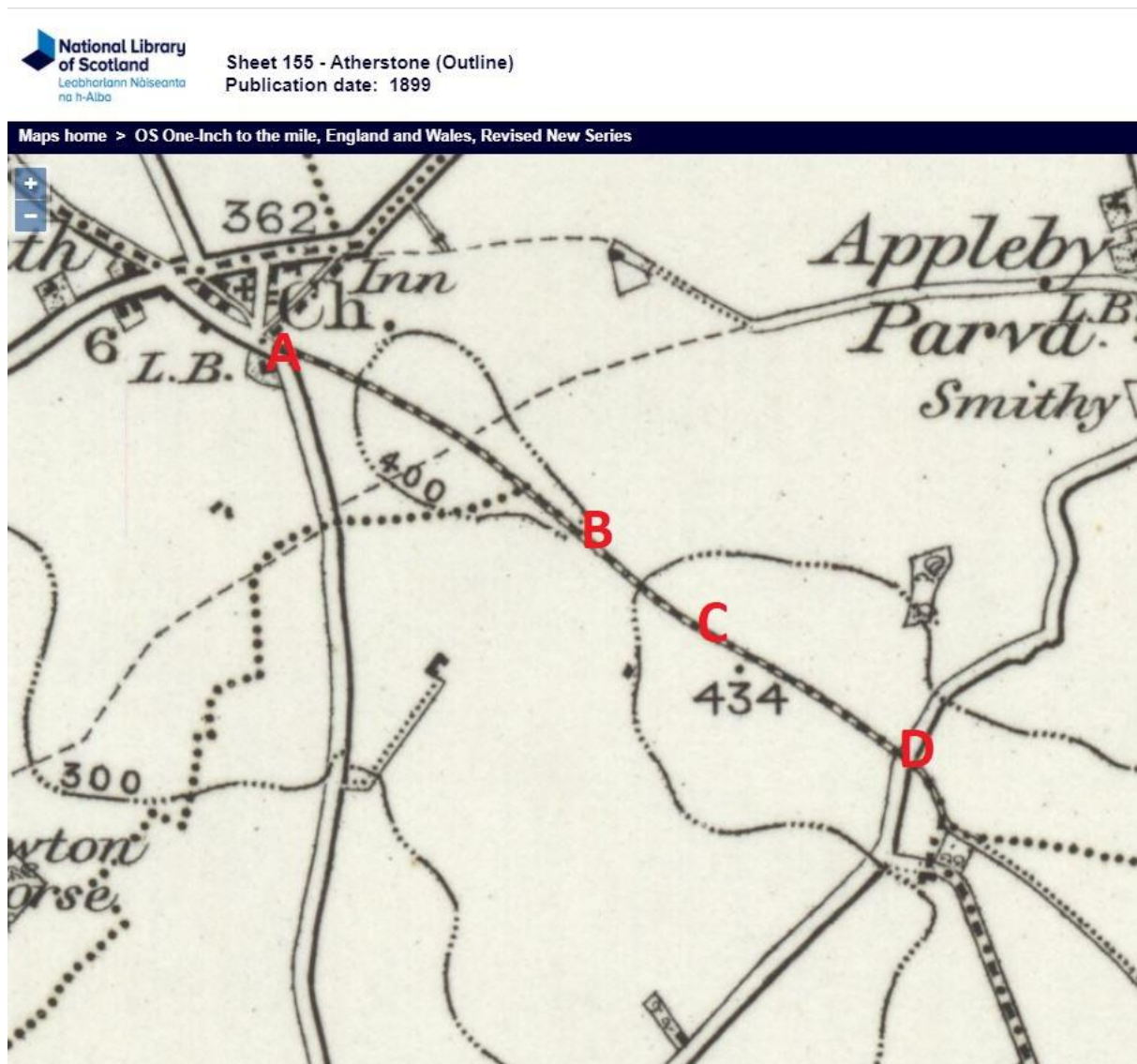
Extract from OS 25 inch sheets showing separate numbering from the surrounding land



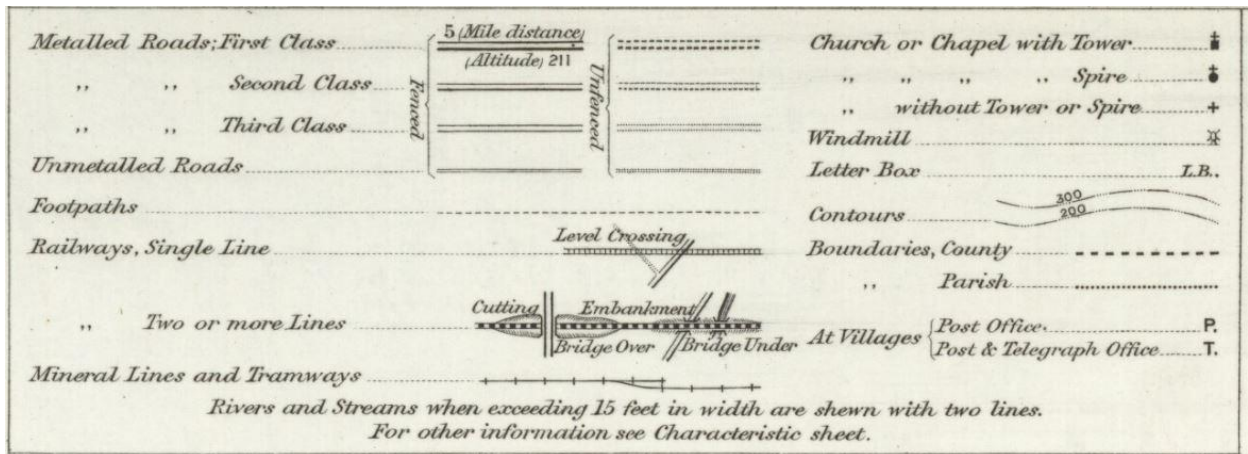
Extract from OS 25 inch sheets showing separate numbering from the surrounding land

14. Ordnance Survey 1 inch Maps.

- a. Date. OS sheet 155 – Atherstone published in 1899.
- b. Relevance. These maps were made for sale to the travelling public and thus would only generally show routes of some significance that were available to them. They purported to show physical features that appeared on the ground.
- c. Archive. The extract from this sheet below was obtained from the National Library of Scotland at <https://maps.nls.uk/view/101167604>
- d. Meaning. The route is shown as “third class road” with solid lines.
- e. Assessment. Other through routes shown in a similar manner, for example Withcall Lane, are now largely part of the ordinary highway network and thus this is evidence in support of the route being a public highway.



Extracts from OS 1" Map showing the application route as "third class road"



Extract from Key to OS 1" Map

15. Inland Revenue Valuation / Finance Act 1910 Maps

- a. Date. The valuation records were produced in the few years after 1910.
- b. Relevance. The Finance (1909–10) Act 1910 caused every property in England and Wales to be valued. The purpose was to charge a tax on any increase in value when the property was later sold or inherited. The valuation involved complicated calculations which are not relevant for highway purposes. However, two features do affect highways: public vehicular roads were usually excluded from adjoining landholdings and shown as 'white roads', and discounts could be requested for land crossed by footpaths or bridleways. This is known because s.35 of the 1910 Act provided,

"No duty under this Part of this Act shall be charged in respect of any land or interest in land held by or on behalf of a rating authority."

It is noted that a highway authority was a rating authority. There was no obligation for a land owner to claim any of the other discounts available (applying for discounts was an entirely voluntary act), but Section 25 authorised the discount for footpaths and bridleways if they were claimed:

"The total value of land means the gross value after deducting the amount by which the gross value would be diminished if the land were sold subject to any fixed charges and to any public rights of way or any public rights of user, and to any right of common and to any easements affecting the land, and ... [other exclusions]."

All land had to be valued unless it was exempted by the Act. There were harsh penalties for making false declarations, and Section 94 provided:

"If any person for the purpose of obtaining any allowance, reduction, rebate, or repayment in respect of any duty under this Act, either for himself or for any other person, or in any return made with reference to any duty under this Act, knowingly makes any false statement or false representation, he shall be liable on summary conviction to imprisonment for a term not exceeding six months with hard labour."

As it appears to be a highway from other evidence, and no duty was assessed in the Inland Revenue Valuation, and the Inland Revenue were under a duty to collect all taxes applying, and hence value the land unless certain that an exemption applied, it is surely for anyone who argues that a different reason for the non-valuation of this white road to show which other exemption could have applied.

- c. Archive. Derbyshire 63 124 no map recorded in National Archives. IR 129/2/7 and IR

130/6/319 not available to claimant BHS currently.

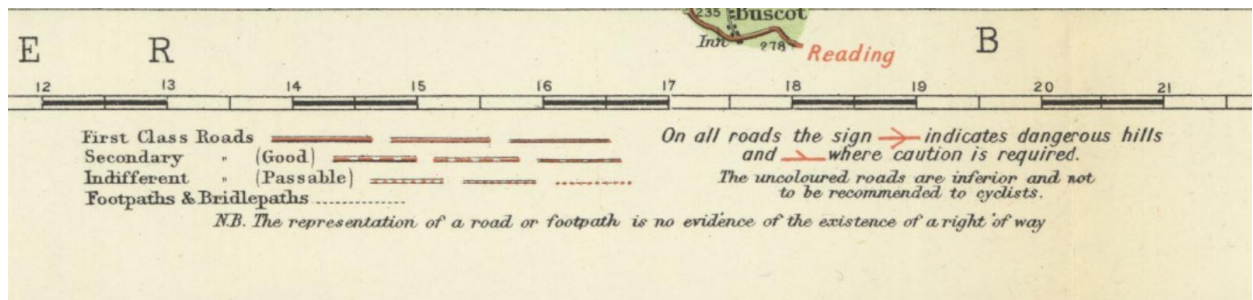
d. Meaning. -

e. Assessment. -

16. Bartholomew's "Half-Inch" Maps of England and Wales, 1902-1906.

a. Date. This map was produced in 1903 Sheet 13 – Birmingham, Leicester

b. Relevance. The map was made for sale to the public, particularly for tourists and cyclists and so is unlikely to show routes that the public could not use. It has a key in which different types of route are distinguished. This enables us to draw inferences from how routes are shown.



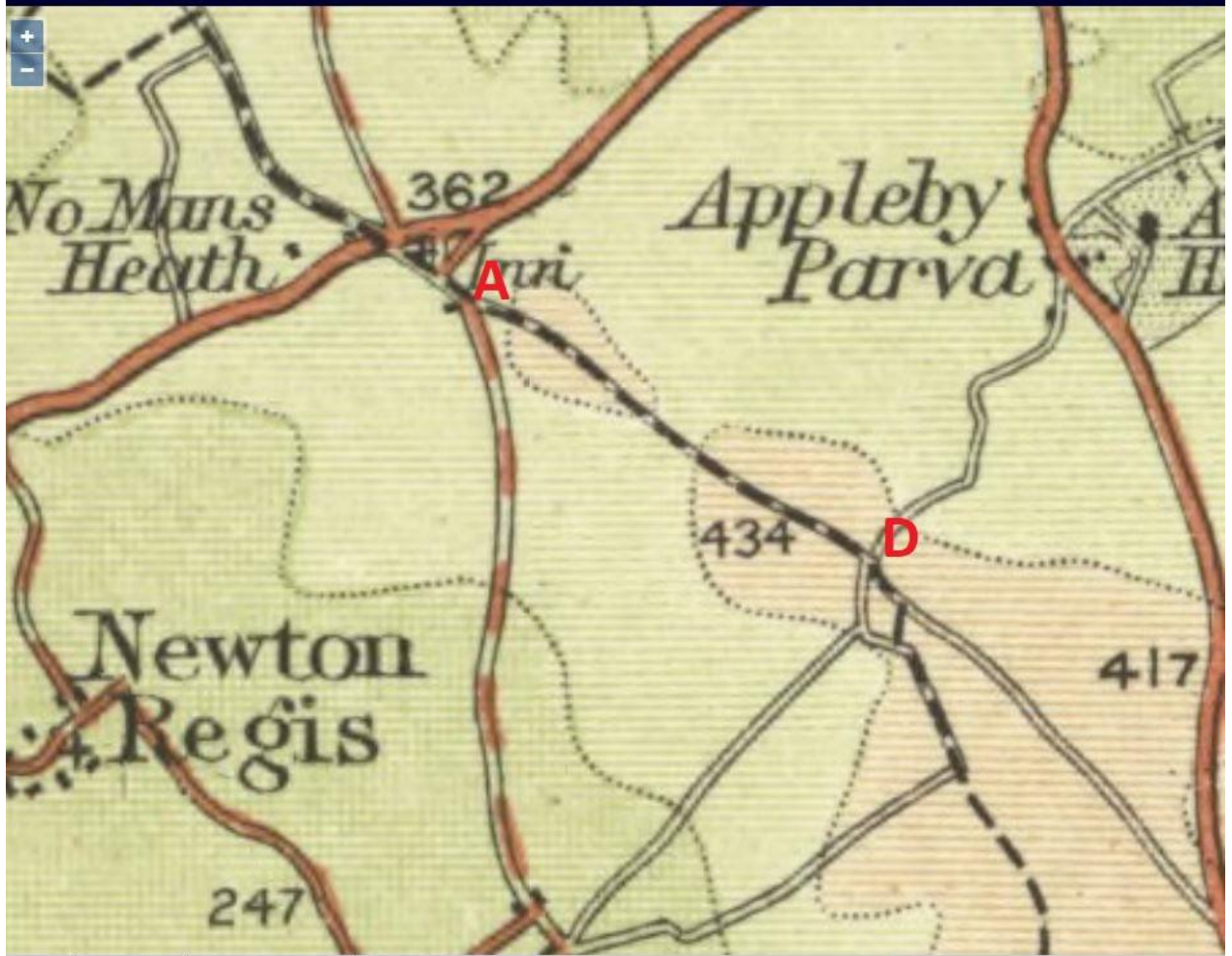
Bartholomew's Maps Key.

c. Archives. An original of the map is held by the National Library of Scotland and can be viewed via <https://maps.nls.uk/view/97131065>

d. Meaning. The application route, indicated with an arrow on the extract, is shown as "Other roads" in the same way as the current byway to the northwest to which it connects.

e. Assessment. Although the map carries the standard disclaimer that the representation of a road or footpath is no evidence of a right of way, it remains the case that this map was produced for sale to the travelling public. It seems likely that the disclaimer is to avoid the publishers from finding themselves in the midst of legal action. The application route is shown as a road which is 'inferior and not to be recommended for cyclists', however presenting it as a road rather than a footpath or bridleway is significant as at this time cyclists had no right to use bridleways (s.88 Local Government Act 1888). The depiction of the route in this manner is evidence in favour of the proposition that the application route was considered to have equestrian and probably vehicular rights in 1903.

Maps home > Bartholomew's "Half Inch Maps" of England and Wales, 1902-1906



Extract from Bartholomew's map

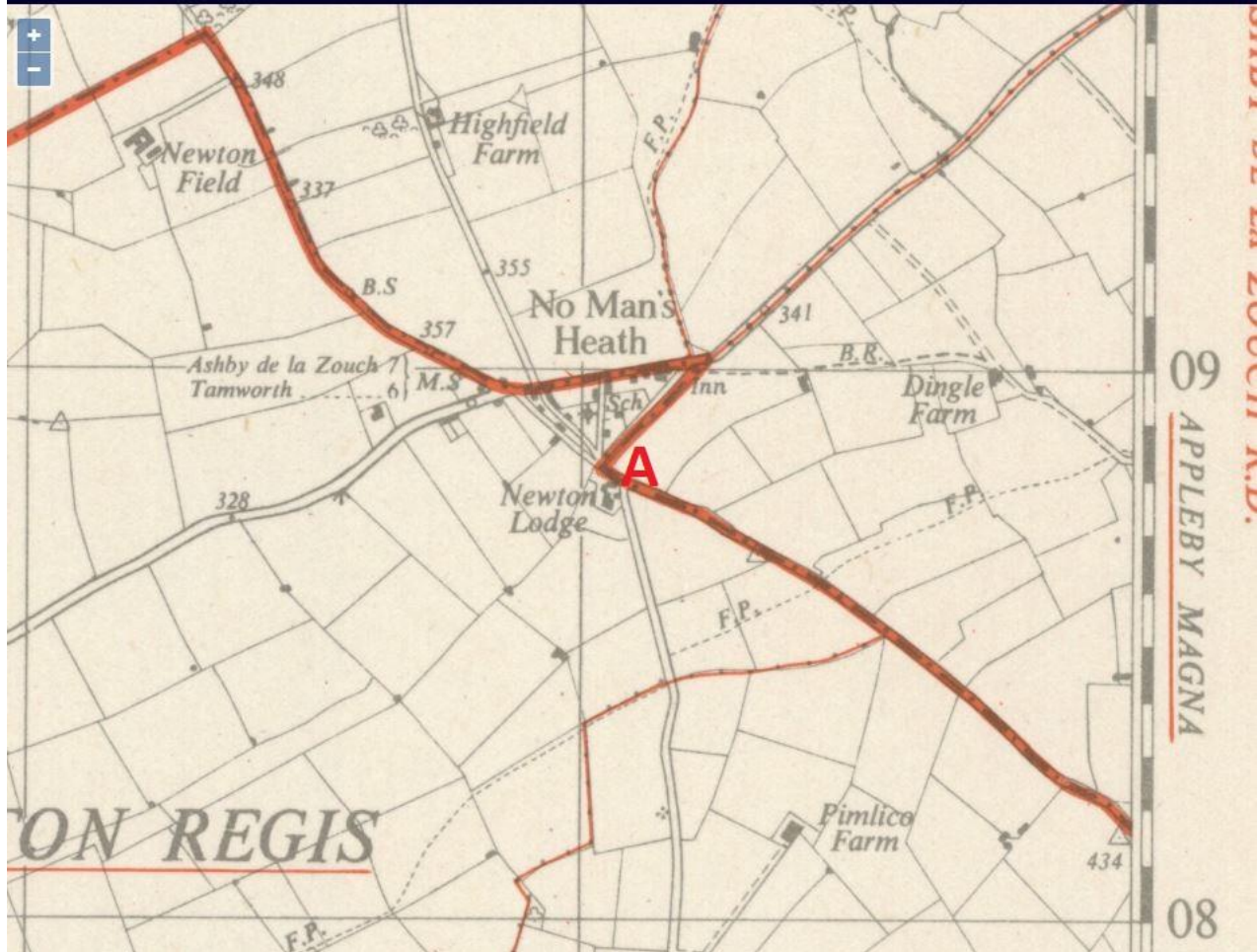
17. Ordnance Survey 1:25,000 maps

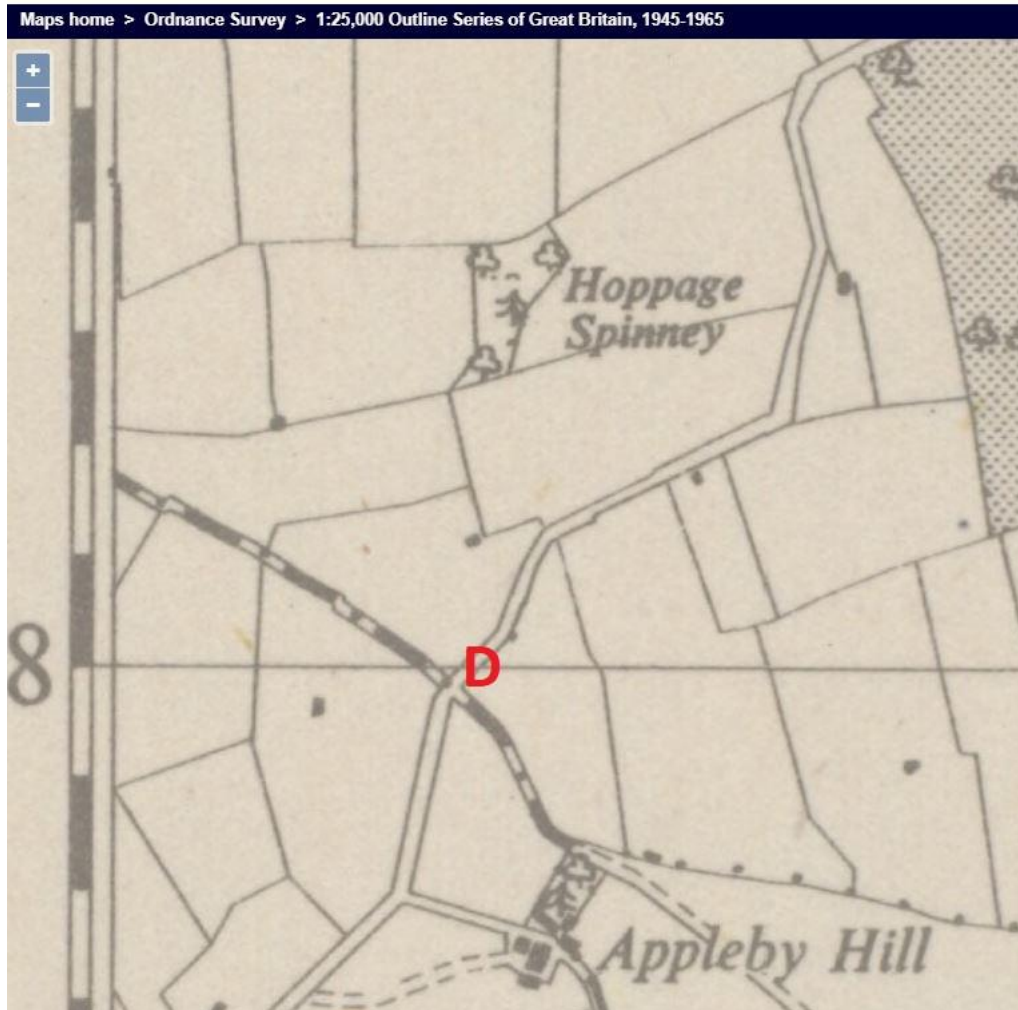
- a) Date. 43/20 – A and 43/30 -A published circa 1949
- b) Relevance. These maps were made for sale to the travelling public. The back of the map says the maps are ‘of great value to walkers, cyclists, archaeologists, students and others who require maps for study of the countryside in more detail than a map at the one-inch scale allows’.
- c) Archive The extract was obtained from the National library of Scotland
<https://maps.nls.uk/view/196757918> and <https://maps.nls.uk/view/207350360>
- d) Meaning This map shows the route as a poor or unmetalled road.
- e) Assessment Other through routes shown in a similar manner such as Bluestone Heath Road and Withcall Lane are now largely part of the ordinary highway network and thus this is evidence in support of the route being a public highway.

Note:- Road fillings and numbers are shown in orange on the map.

	M 4 or A 6(M)	A 123 or A 123(T)
Motorway. Trunk and Main Road (Dual Carriageway)		
Trunk & Main Road		
Secondary Road		
Road Under Construction		
Other Roads		
Footpaths		

Key to OS First Series 1:25,000 maps





OS 1:25,000 map extracts

f) INSPIRE.

- a. Date. This extract from the INSPIRE database was taken on 8 September 2020.
- b. Relevance. The Land Registry INSPIRE Index Polygons Service is a Web Mapping Service which provides map images of HM Land Registry's INSPIRE index polygons. The INSPIRE index polygon dataset contains only freehold registrations, and the polygons indicate the location of registered land.
- c. Archive. The publicly accessible dataset is found at <https://data.gov.uk/data/map-preview?e=1.74944&n=60.8433&s=49.9553&url=http%3A%2F%2Finspire.landregistry.gov.uk%2Finspire%2Fows%3FService%3DWMS%26Request%3DGetcapabilities&w=-8.17167>. The extract below is taken from a screen shot taken by the Applicant on the date stated above.
- d. Meaning. The application route is shown, indicated A-D which is separate from the surrounding registered land.

- e. Assessment. The application route is unregistered and separated, indicating that the route Salt Street is part of the highway network.



Extract from the INSPIRE mapping with approximate line of application route.

CONCLUSIONS

- g) This document presents evidence from the last 180 years that consistently indicates that the application route was part of the wider highway network. Whilst no single piece of evidence is conclusive in its own right, taken as whole it paints a sound picture of the existence of public rights.
- h) Employing the well-established legal maxim 'Once a highway always a highway', in the absence of a stopping up order, it follows that public rights existed immediately before the operation of the Natural Environment and Rural Communities Act 2006.
- i) The applicant requests the surveying authority to add the route to the definitive map as a Restricted Byway.

Date: 8 September 2020
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