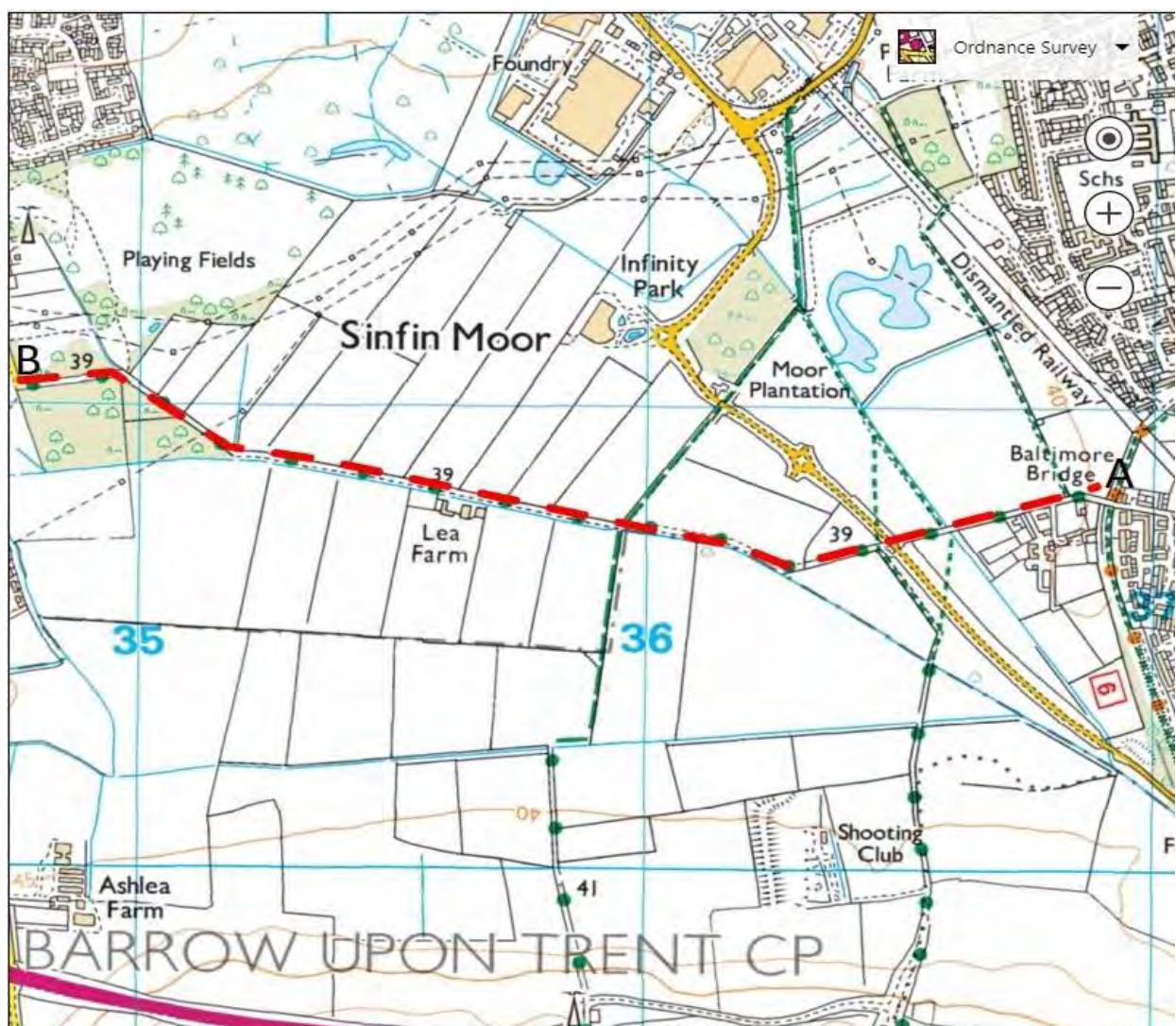


Wildlife and Countryside Act 1981 Map to Accompany Definitive Map Modification Order Application

Application route applied for is shown in red dashes and marked A-B. It is currently showing in the parish of Sinfin Moor as an ORPA and the application is for an upgrade to the definitive map of a bridleway.

Applicant's Reference: DER-0314

Date 28/03/2022



Map produced from extract 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. **Bingmaps**

Definitive Map Modification Order Application

For the route in the Parish of Sinfin Moor to be shown as a Public Bridleway on the definitive map, it is currently showing as an ORPA, it is marked on the map below by a solid red line between A and B



Extract from Ordnance Survey 1:25000
Applicant's References: DER-0314

Date 28/03/2022

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

Grid references of ends of route SK3476 3105 To SK3688 3083 (Approximately)

1. My name is Vanessa Kettle. I am the applicant for the order, for and on behalf of the British Horse Society (BHS). I am a volunteer researcher for the BHS with a key objective to support and progress Project 2026 in the region.

2. This application is made because, on the cut off day, 01 st 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 highway network.

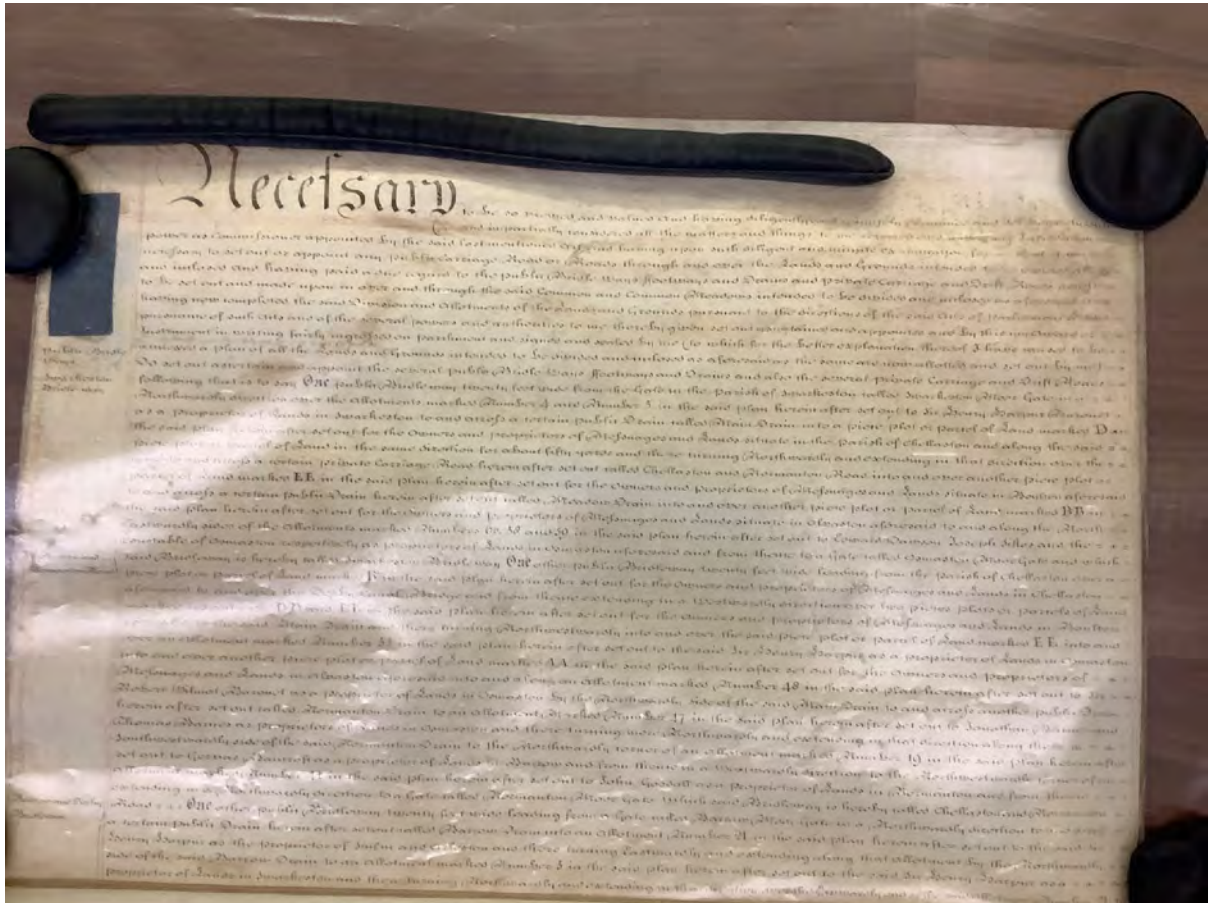
Inclosure Map for Sinfin Moor

Inclosure was an act of Parliament. The landowners would apply to Parliament for an Inclosure Act to be passed, after which Commissioners were appointed to carry out their survey, prepare the map(s), set out the new road network and make the distribution/award and land ownership allocations.

The Sinfin Moor Inclosure Map from 03 July 1804 is shown below. This shows the full route named as the Chellaston and Normanton Road. Both the Eastern and Western sections are now adopted highways. The Eastern end now known as Sinfin Moor Lane and the Western end now known as Sinfin Lane, the ORPA is a continuation of Sinfin Lane from Sinfin meeting with Sinfin Moor Lane, Chellaston. The Inclosure Awards, award it bridleway status.

Manuscript from the Sinfin Moor Inclosure Award

Below is the manuscript from the Sinfin Moor 1804 Inclosure Awards setting out the Chellaston and Normanton Road Bridleway.



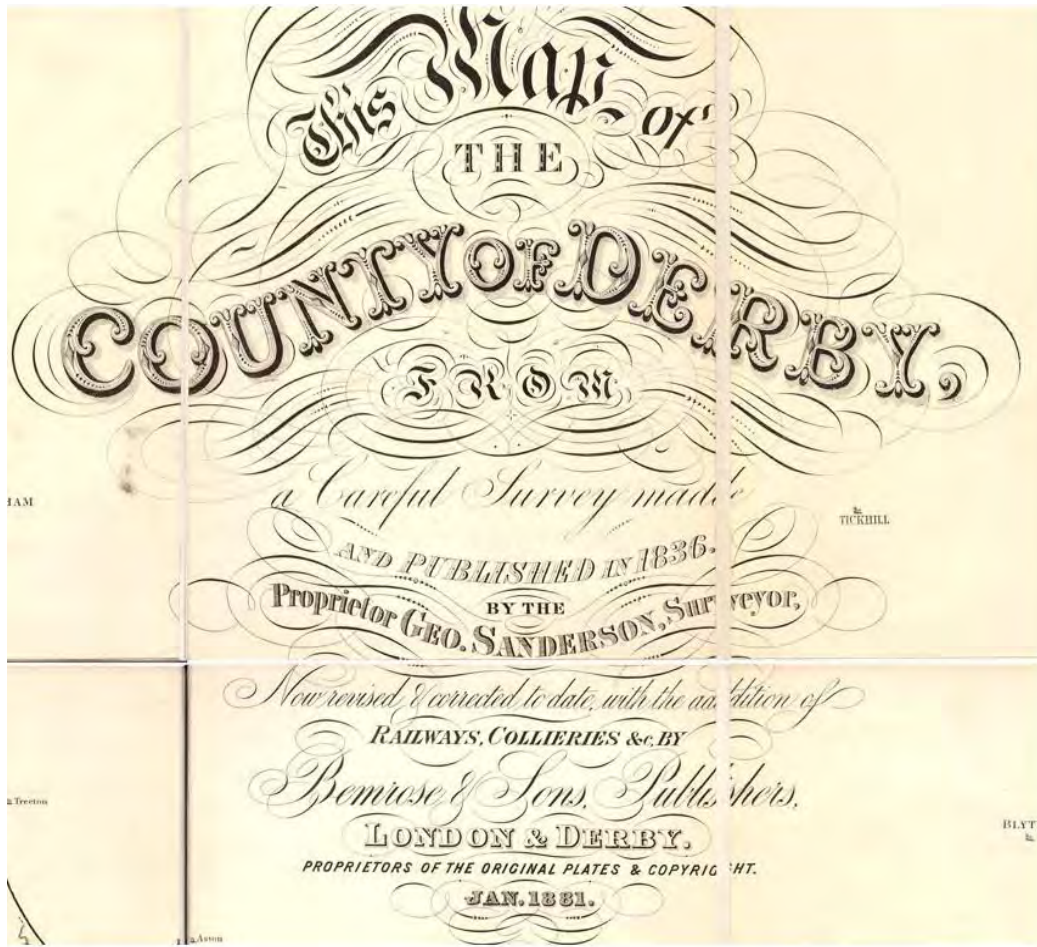
**Transcript from Sinfin Moor Enclosure Awards for Chellaston and Normanton
Road Bridleway**

NECESSARY One other bridleway twenty feet wide leading from the parish of Chellaston over a piece plot or parcel of land marked B in the said plan hereinafter set out for the owners and proprietors of messuages and land in Chellaston aforesaid to and over the Derby Canal Bridge and from there extending in a Westwardly direction over two pieces plots or parcels of land marked respectively as DD and EE in the said plan hereinafter set out for the owners and proprietors of massuages and lands in Boulton aforesaid to the main drain and there turning Northwardly in to and over an allotment marked number 53 in the said plan hereinafter set out to the said Sir Henry Harpur as a proprietor of lands in Osmaston in to and over another piece plot or parcel of land marked AA in the said plan hereinafter set out for the owners and proprietors of massuages and lands in Alvaston aforesaid in to and along an allotment marked number 48 in the said plan hereinafter set out to Sir Robert Wilmot Baronet as a proprietor of lands in Osmaston by the Northwardly side of the said main drain to and across another public drain hereinafter set out called Normanton drain to an allotment marked number 47 in the said plan hereinafter set out to Jonathan Barnes and Thomas Barnes as proprietors of lands in Osmaston and there turning more Northwardly and extending in that direction along the Southwestwardly side of the said Normanton drain to the Northwardly corner of an allotment marked number 19 in the said plan hereinafter set out to George Bancroft as a proprietor of lands in a Westwardly direction to the Northwestwardly corner of an allotment marked number 41 hereinafter set out to John Goodall as proprietor of lands in Normanton and from there extending in a Northwardly direction to a gate called Normanton Moor Gate which said bridleway is hereby called Chellaston and Normanton Road

Sanderson's Map 1836 (Reprinted Jan 1881)




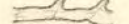




This map was commercially produced and published and sold to the travelling public. It shows the route as enclosed with a small section of double peaked lines at the western end.





Sanderson's Legend

Explanation

| | |
|---------------------------------------|---|
| Boundaries of Counties |  |
| Boundaries of Parliamentary Divisions | +++++ |
| Boundaries of Hundreds | ----- |
| Boundaries of Parishes | ----- |
| Boundaries of Townships and Hamlets | ----- |
| Market Towns | WIRKSWORTH |
| Parishes | Matlock |
| Townships and Hamlets | Bulton |
| Old Turnpike Roads and Town Bars |  |
| Cross Roads |  |
| Water Meadows |  |
| Rivers Brooks and Drains |  |
| Navigable Canals and Locks |  |
| Railways and Stations | WILSON STATION |
| Mills and Windmills |  |
| Churches |  |
| Collieries and Ironworks | • • |



Derbyshire LV.9 25" Revised 1899 Published 1901 from National Library Scotland

This map shows the full route with the lettering BR (Bridleroad) at two points.



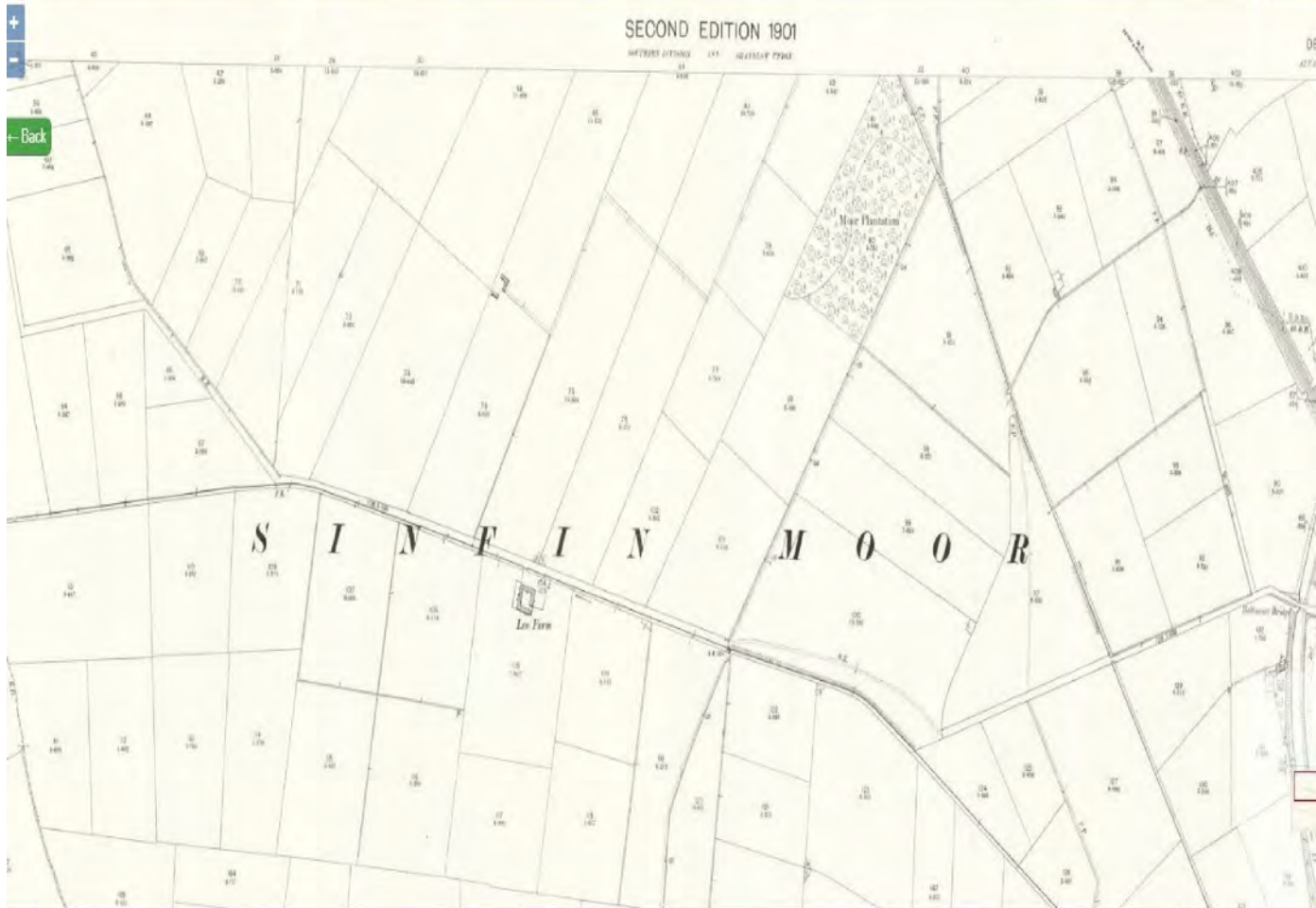
Derbyshire LV.9
Revised: 1899, Published: 1901
Size: map 64.4 cm x 96.6 cm (25.344 x 38.016 inches), on sheet ca. 76 x 104 cm (ca. 30 x 41 inches)

Keyword search

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[Maps home](#) > [Ordnance Survey](#) > [OS 25 inch England and Wales, 1841-1952](#)



Derbyshire LV.9 25" Revised 1920 Published 1923 from National Library Scotland

The application route was set out as part of a public bridleway from Chellaston to Normanton by the inclosure award of 1804. Later mapping by the Ordnance Survey shows that the application route was still in use as a bridleway in 1899 and 1920; that is, it did not acquire public vehicular rights in the 19th or early 20th centuries.

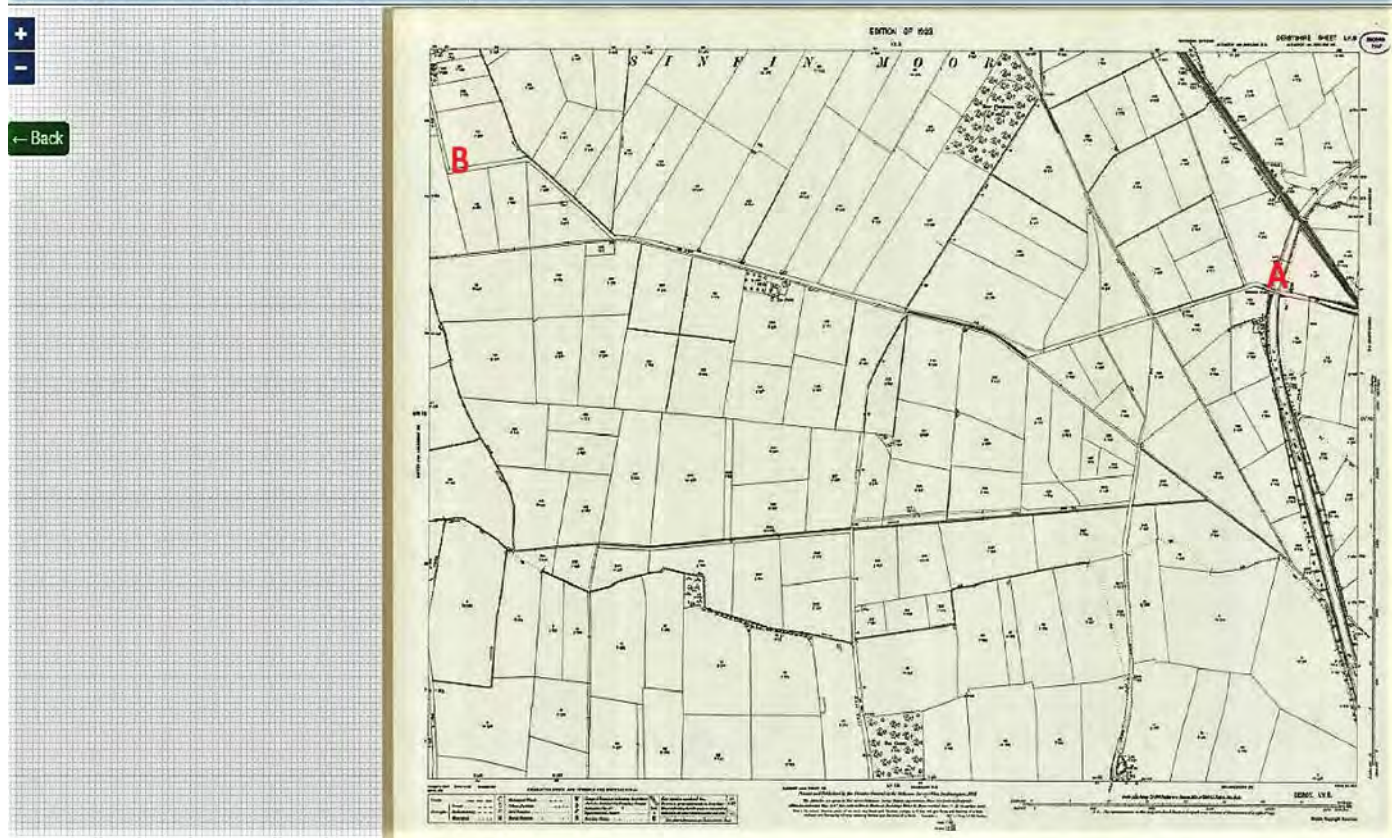


Derbyshire LV.9

Revised: 1920, Published: 1923

Size: map 64.4 cm x 96.6 cm (25.344 x 38.016 inches), on sheet ca. 76 x 104 cm (ca. 30 x 41 inches)

[Maps home](#) > [Ordnance Survey](#) > [OS 25 inch England and Wales, 1841-1952](#)



Inland Revenue/Finance Act Map 1910

- 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. The extract below is from the records that were passed from the IR Valuation Offices to The National Archives at Kew. The National Archives document references are IR 130/2/155



Henstock's New Cycling, Touring & Driving Road Map Forty Miles About Ashbourne

This map shows the route as an enclosed road, the map was commercially produced and published and sold to the travelling public in the early 20th century.



Google Earth Images

Image 1 is a Google Aerial View with the route indicated with a dotted red line A to B.



Image 2 is the street view from Baltimore Bridge end of Sinfin Moor Lane, there is no street view from the Sinfin Lane available.



Conclusion

This document presents evidence from the last 218 years, taken as a whole it consistently indicates that the application route was part of the wider highway network. The applicant requests the surveying authority to add the route to the definitive map as a Bridleway which was set out in the 1804 Sinfin Moor Enclosure Awards.