

**Definitive Map Review 2005/09  
Parish of Milton Abbot**

Report of the Executive Director of Environment, Economy and Culture

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) a Modification Order be made to record a footpath in Milton Abbot village (Proposal 1) as shown on drawing ED/PROW/06/181;**
- (b) a Modification Order be made to record a restricted byway along Gypsy Lane (Proposal 3) as shown on drawing ED/PROW/06/183; and**
- (c) no Modification Order be made in respect of Proposal 4.**

**1. Summary**

The report concerns the Definitive Map Review in the Parish of Milton Abbot.

**2. Background**

The original survey which included the parish now known as Dartmoor Forest, under s. 27 of the National Parks and Access to the Countryside Act, 1949, revealed 9 footpaths and 3 bridleway, which were recorded on the Definitive Map and Statement for Brentor with a relevant date of 1 May 1958.

The reviews of the Definitive Map, under s. 33 of the 1949 Act, which commenced in the 1960s and 1970s but were never completed, produced one valid proposal.

The Limited Special Review of Roads Used as Public Paths (RUPPs), carried out in the 1970s, did not affect this parish.

The following Orders have been made:

- (a) The Devon County Council (Footpath No. 8 & Bridleway No. 6, Milton Abbot) Public Path Diversion Order, 1991.**
- (b) The Devon County Council (Bridleway No. 1, Milton Abbot) Public Path Diversion Order, 1992.**
- (c) The Devon County Council (Footpath No. 10, Milton Abbot) Public Path Diversion Order, 1992.**
- (d) The Devon County Council (Bridleway No. 1, Milton Abbot) Public Path Diversion Order, 1993.**
- (e) The Devon County Council (Footpath No. 10, Milton Abbot) Public Path Diversion Order, 2007.**

**3. Consultations**

The current review started in 2005 has consulted all statutory consultees and landowners. Proposals submitted to Devon County Council since the original Review were considered, and consultations for modification of the Definitive Map included the addition of a footpath,

two bridleways. The dispute regarding the minor county road through Willesley (Proposal 2) has been dealt with in a previous report.

General consultations have been carried out in February and March 2007 with respect to these proposals and the responses have been:

County Councillor Mrs Marsh	-	no comment
West Devon Borough Council	-	no comment
Milton Abbot Parish Council	-	support all proposals
British Horse Society	-	no comment
Byways and Bridleways Trust	-	no comment
Country Landowners' Association	-	no comment
National Farmers' Union	-	no comment
Open Spaces Society	-	no comment
Ramblers' Association	-	no comment
Trail Riders' Fellowship	-	Schedule 14 application for Proposal 3
Cyclists Touring Club	-	no comment

The proposals are considered in detail in Appendix I to this report.

#### **4. Conclusion**

It is recommended that Orders be made to record a footpath in Milton Abbot village (Proposal 1) and a restricted byway along Gypsy Lane (Proposal 3), but that no Order be made in respect of Proposal 4.

There are no other recommendations to make concerning any further modifications. However, should any valid claim be made in the next six months it would seem sensible for it to be determined promptly rather than be deferred.

Edward Chorlton

#### **Electoral Division: Okehampton Rural**

Local Government Act 1972

List of Background Papers

Contact for enquiries: Mike Jenkins

Room No: ABG

Tel No: 01392 383240

Background Paper  
Correspondence File

Date  
Current

File Ref.  
DMR/MA

cg050209pra  
sn/dmr parish Milton abbot  
3 hq 130209

## **Background to the Proposals**

### **Basis of Claims**

The Wildlife and Countryside Act 1981, Section 53 (5) enables any person to apply to the surveying authority for an order to modify the Definitive Map. The procedure is set out under the Wildlife and Countryside Act 1981 Schedule 14.

Common Law presumes that at some time in the past the landowner dedicated the way to the public either expressly, the evidence of the dedication having since been lost, or by implication, by making no objection to the use of the way by the public.

The Highways Act 1980, Section 31 (1) states that where a way over any land, other than a way of such a character that use of it by the public could not give rise at common law to any presumption of dedication, has actually been enjoyed by the public as of right and without interruption for a full period of 20 years, the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.

The Highways Act 1980, Section 32 states that a court or other tribunal, before determining whether a way has or has not been dedicated as a highway, or the date on which such dedication, if any, took place, shall take into consideration any map, plan, or history of the locality or other relevant document which is tendered in evidence, and shall give such weight thereto as the court or tribunal considers justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.

Wildlife and Countryside Act 1981, Section 53[3][c] enables the Definitive Map to be modified if the County Council discovers evidence which, when considered with all other relevant evidence available to it, shows:

[i] that a right of way not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates;

[ii] that a highway shown in the map and statement as a highway of a particular description ought to be there as a highway of a different description; or

[iii] that there is no public right of way over land shown in the map or statement as a highway of any description, or any other particulars contained in the map and statement require modification.

Wildlife and Countryside Act 1981, Section 56[1] – the Definitive Map and Statement shall be conclusive evidence as to the particulars contained therein but without prejudice to any question whether the public had at that date any right of way other than those rights.

### **Proposal 1: Addition of a footpath in Milton Abbot village opposite St Constantine's Church.**

**Recommendation: It is recommended that a Modification Order be made to record a footpath between points A – B shown on drawing no. ED/PROW/06/181.**

## **1. Background**

The path was proposed in 1981 by West Devon District Council on behalf of the Milton Abbot Parish Council, for when the review proceeded.

## **2. Description**

The route runs from the county road, the B3362 at point A opposite St Constantine's Church along a metalled lane between buildings to meet Footpath No. 2 by a field gate at point B. The lane is defined for its entire length by high earthen banks on both sides and has an approximate width of between 2.5 and 6 metres. It has a stony and sealed surface.

## **3. Consultations**

The Parish Council support the proposal.

## **4. Supporting Evidence**

### **Documentary Evidence**

#### **Milton Abbot Parish Map, 1770**

The area is shown undeveloped and completely open.

#### **Milton Abbot Tithe Map and Apportionment, 1839-40**

The lane is shown open ended at its junctions A and B. Tithe Maps were drawn up under statutory procedures laid down by the Tithe Commutation Act 1836 and subject to local publicity, which would be likely to have limited the possibility of errors. Roads were sometimes coloured and the colouring generally indicates carriageways or driftways. Public roads were not titheable. Tithe maps do not offer confirmation of the precise nature of the public and/or private rights that existed over the route shown.

#### **Ordnance Survey Maps, 1884 onwards**

As above, the lane is shown open ended at its junctions A and B. Ordnance Survey maps do not provide evidence of the status of this route but rather its physical existence over a number of years. These early Ordnance Survey maps carried a disclaimer, which states that: "The representation on this map of a road, track or footpath is no evidence of a right of way".

#### **Finance Act Records, 1909-10**

The lane is excluded from any hereditament. The Finance Act imposed a tax on the incremental value of land which was payable each time it changed hands. In order to levy the tax a comprehensive survey of all land in the UK was undertaken between 1910 and 1920. It was a criminal offence for any false statement to be knowingly made for the purpose of reducing tax liability. If a route is not included within any hereditament there is a possibility that it was considered a public highway, though there may be other reasons to explain its exclusion.

## **Milton Abbot Parish Council Minutes, circa. C 20<sup>th</sup>**

In September 1970, a letter was received from Mr Flay regarding the road at the back of the Edgcombe Arms – Proposal 1. The Clerk was instructed to write to the Rural District Council (RDC) to find out if the route was a public right of way or not. In February 1971 a response was read from the RDC, though no detail is provided in the minutes.

On 7 October 1980 Mr Smith from Devon County Council visited the parish council to discuss Footpath 2. In May 1983 the clerk was asked to write to WDBC to ask if Footpath No. 2 could be diverted along the line of the proposed route.

## **Aerial Photographs, 1946-49 & 1999/2000**

The photographs show the physical existence of the lane.

## **Land Registry**

The land affected by the proposal is not registered.

## **Earlier Reviews**

In 1981, the Chief Executive of West Devon Borough Council sought the recording of the proposed route on behalf of Milton Abbot Parish Council, who could supply the relevant evidence. However, as the review was shelved, nothing was done and no evidence was received.

## **County Council Maintenance Records**

The previous Highways Superintendent for the area confirms that maintenance has been carried out on the lane.

## **User Evidence**

No User Evidence Forms have been received.

## **Landowner Evidence**

No one claims to own the proposed route. Only one response was received from an adjacent landowner. Mr Moles believes the route to be a public road for over twenty years and is aware of the public using the route on foot and in vehicles daily. He has never known anyone to have been stopped or turned back.

## **5. Rebuttal Evidence**

No rebuttal evidence has been received.

## **6. Discussion**

Since the Parish Map of 1770, the proposal appears to have been open and available for the public to use and is shown on the Tithe Map, Ordnance Survey and Finance Act records. The Parish requested that the route be recorded 1981 to reflect its use by the public. However, no user evidence has been forthcoming either when the Parish Council put their claim forward in 1980s or during the current review.

The route is not registered and no one claims ownership of it. Adjacent landowner evidence indicates unhindered use by the public on foot and with vehicles, though it is likely that the vehicular use is by adjacent landowners accessing property. It has been maintained in recent years by the County Council, as confirmed by the previous Highways Superintendent, though no records survive.

## **7. Conclusion**

Despite no user evidence having been provided in support of the route, it has been consistently shown on various historic records and adjacent landowners acknowledge public use. The route does not appear to have been called into question at any time. The predominant use appears to be on foot with vehicular use being occasional and limited to access. It is therefore considered that an Order be made to record the route as a footpath on the basis of common law.

### **Proposal 3: Addition of a bridleway along Gypsy Lane.**

**Recommendation: It is recommended that a Modification Order be made in respect of Proposal 3 to record a restricted byway between points A – B shown on drawing no. ED/PROW/06/183.**

## **1. Background**

The proposal was identified as an unrecorded route when the review opened in 2005. Subsequently a Schedule 14 application for a byway open to all traffic along Gypsy Lane was received from the Trail Riders Fellowship (TRF).

## **2. Description**

The route runs from the county road known as Longbrook Lane at point A west of Longbrook Farm, along an unmetalled lane to meet the county road opposite Moor View (formerly Palkshouse) at point B north of Tuell Down Cross. The lane is defined along its length by hedge banks and has a width varying between 3.5 and 8 metres.

## **3. Consultations**

The Parish Council supports the proposal as do local users of the route.

## **4. Supporting Evidence**

### **Documentary Evidence**

#### **Milton Abbot Parish Map, 1770**

The route is shown in the same manner as existing recorded public highways.

#### **Greenwood, 1827**

The map appeared in 1827 at a scale of one inch to the mile, and includes a route in a similar position to this route as a “*cross-road*”, enclosed for its entire length.

#### **Milton Abbot Tithe Map and Apportionment, 1839-40**

The route is shown as an enclosed lane with no number, open ended at points A and B. Tithe Maps were drawn up under statutory procedures laid down by the Tithe Commutation

Act 1836 and subject to local publicity, which would be likely to have limited the possibility of errors. Roads were sometimes coloured and the colouring generally indicates carriageways or driftways. Public roads were not titheable. Tithe maps do not offer confirmation of the precise nature of the public and/or private rights that existed over the route shown.

### **Ordnance Survey Maps, C 19<sup>th</sup> onwards**

The route is indicated on the 1809 Draft Drawings and all subsequent maps. On the 1946 New Popular one-inch map, the proposal is described as a road with bad metalling or no metalling and under 14 feet in width. The Ordnance Survey mapping does not provide evidence of the status of the route but rather its physical existence over a number of years.

### **Tavistock Estate Maps, circa 1860**

These maps show the route as a continuous open ended roadway between the two county roads it connects with, which are shown in the same manner. Estate surveys were normally compiled by professional surveyors and therefore likely to be reasonably accurate. Their purpose was to understand and control property and any information regarding public rights of way or public highways contained therein were incidental to the survey's main purpose. Public roads and highways that ran through or around the manors were significant features of the landscape. Both public and private routes are coloured.

### **Finance Act Records, 1909-10**

The route is excluded from hereditaments for its entire length. The Finance Act imposed a tax on the incremental value of land which was payable each time it changed hands. In order to levy the tax a comprehensive survey of all land in the UK was undertaken between 1910 and 1920. It was a criminal offence for any false statement to be knowingly made for the purpose of reducing tax liability. If a route is not included within any hereditament there is a possibility that it was considered a public highway, though there may be other reasons to explain its exclusion.

### **Longbrook Farm Sale, 1919**

The farm was sold by the agent for the Tavistock Estate, owned by the Duke of Bedford, and did not include the proposed route within the farm boundary.

### **Bartholomew's Maps**

Bartholomew's maps were designed for *tourists and cyclists* with the roads classified for *driving and cycling purposes*. They were used by and influenced by the Cyclists Touring Club founded in 1878 which had the classification of First Class roads, Secondary roads which were in good condition, Indifferent roads that were passable for cyclists and other uncoloured roads that were considered inferior and not to be recommended. Additionally, Footpaths and Bridleways were marked on the maps as a pecked line symbol. Cyclists were confined to public carriage roads until 1968.

The small scale permitted only the most important routes to be shown. The purpose of these maps was to guide the traveller along the routes most suitable for their mode of transport, not to encourage trespass. The proposal is shown as a Secondary Class Motoring Road on the 1923 and 1927 editions.

## **Handover Roads Records, 1948**

The proposal is not shown.

## **Aerial Photographs, 1946-49 & 1999-2000**

The photographs show the physical existence of the route.

## **Land Registry**

The route is unregistered.

## **User Evidence**

Three User Evidence Forms were included with the Schedule 14 application from the Trail Riders Fellowship. This evidence covered use of the route with motorbikes between 1984 and 2005, several times a year.

An additional four User Evidence Forms were received covering use mainly on horseback with occasional motorbike use since 1972. The use has been frequent and regular. None of the users have been stopped or turned back or have ever had permission to use the route. One of the users cleared the lane with her husband in order that they could use it. There have been no hindrances to their use. One of the users believes it is an old road, and should be a restricted byway, while the remaining users believe the proposal is a bridleway.

Mrs Woodcock has used the lane since 1975 regularly on horseback, from her home to access the surrounding area. She believes the route is an old road. There have been no obstructions on the route and she has never been stopped or turned back.

Mr Cox uses the route to exercise his horses regularly and has done so for the last thirty five years. He has never been stopped and recalls no physical obstructions along the lane, though he did meet some goats tethered along it once.

Mr Boon has used the lane for over twenty five years on horseback. He has never been stopped or turned back, and has never met any obstructions.

Mrs Baker has used the lane for eighteen years on horseback. She believes the route to be public as it has always been open and well used. She never met any obstructions except fallen debris.

## **5. Landowner Evidence**

No one has claimed to own the lane. Mr J Rapson of Shortburn, Mr Martin of Eastacott, Mr Fryer of Foghanger and Mr Viggers of Butts Pill Farm are adjacent landowners. Only Mr Fryer completed a Landowner Evidence Form. He has owned land adjacent to the proposal for over forty years and believes the route to be a bridleway. He states that use has been irregular and infrequent, probably due to the lane of being overgrown. Mrs Woodcock of Moor View lives opposite the southern end of the lane and completed both a landowner and a user evidence form. She has known the route since 1970 to be used by horse riders and the occasional motor bike.

Mr and Mrs Burchell of Foghanger also responded to the informal consultation. They had no specific objections but were concerned about either end often being blocked by farm vehicles and hoped for enforcement on such an issue.



## **6. Discussion**

The route has been open and available to the public since the latter part of the C 18<sup>th</sup>. It is depicted on the parish map, Ordnance Survey mapping, Greenwood's Map, Tithe Map, Finance Act records, and Bartholomew's Map. Its inclusion on Bartholomew's Maps as a Second Class Motoring Road in the 1920s would seem to indicate its importance in the local highway network and its availability for the public.

No one claims ownership of the lane and no rebuttal evidence has been received against the proposal. Seven people completed User Evidence Forms detailing use from the early 1970s, mainly on horseback with occasional use with motorbikes. The dominant use is on horseback and potential status as a bridleway is confirmed by an adjacent landowner, Mr Fryer, who has known the lane for over forty years.

The TRF claimed the route under Schedule 14 application as a byway open to all traffic. However, it does not satisfy any of the exceptions listed under Section 67 of the Natural Environment and Rural Communities Act 2006. Therefore, based on the documentary and user evidence it seems likely that the route was considered to have a status of at least bridleway and possibly higher. The only higher status that could be recorded is that of restricted byway.

## **7. Conclusion**

There is persuasive evidence to indicate that the route has had the reputation as a public highway since the 18<sup>th</sup> century. Recent user evidence and evidence from adjacent landowners confirm that it has been used by the public on horseback, with occasional vehicular use. In line with the provisions of NERC Act 2006, it is therefore recommended that an Order be made to add the route to the Definitive Map as a restricted byway between points A – B.

### **Proposal 4: Addition of a bridleway between Week Barton and the county road between Westcott and Liddaton Down.**

**Recommendation: It is recommended no Modification Order be made with respect to this proposal.**

#### **1. Background**

The proposal was identified when the current Review was opened. Historically it has run along a hedged lane from Week to the county road between Westcott and Liddaton Down.

#### **2. Description**

The route runs from the county road at Week, point A, along a defined track in a north easterly direction towards the county road between Westcott and Liddaton Down at point B. The total length of the proposal is 680 metres. The width varies considerably over its length between 5 to 15 metres.

#### **3. Consultations**

As part of the informal consultation, a response was received from the Parish Council who supports this proposal.

#### **4. Documentary Evidence**

##### **Tavistock Estate Survey, 1803**

Detailed and accurate records were kept of the Estate and the property was regularly surveyed. The proposed route is not shown.

##### **Ordnance Survey Maps, 1809 onwards**

The route is indicated on the 1809 draft drawings and 1884 (1st Edition, 25") and all subsequent maps. By the time of the 1946 New Popular one-inch map, the route is described as a minor road. The Ordnance Survey mapping does not provide evidence of the status of the route but rather its physical existence over a number of years.

##### **Tavistock Estate – Westcott Tenement, 1812**

The Westcott Tenement was surveyed in 1812 by Thomas Hawkins Lakeman, one of a team of surveyors employed by the Duke of Bedford. It depicts the proposed route as a road 'to Week' in a similar manner as the road 'to Coryton' and the 'road to Tavistock'. There is no differentiation between public and private routes.

##### **Greenwood 1827**

The map at a scale of one inch to the mile includes the proposed route and its continuation from Week Cross as a "cross-road" and enclosed. Such routes would only likely be shown if they were in public use.

##### **Milton Abbot Tithe Map and Apportionment, 1839-40**

The entire length of the route is coloured and is described in the apportionment as road. Routes coloured on this map are consistent with currently recorded public highways. Lots 1968 and 1974 cover the section of minor county road from Week Cross to the hamlet of Week. Lot 1961 and an unnumbered section, along with an open ended section with the county road south of the ford cover the proposal. Private roads included on the Tithe Map are consistently uncoloured and linked to a neighbouring lot.

Tithe Maps were drawn up under statutory procedures laid down by the Tithe Commutation Act 1836 and subject to local publicity, which would be likely to have limited the possibility of errors. Roads were sometimes coloured and the colouring generally indicates carriageways or driftways. Public roads were not titheable. Tithe maps do not offer confirmation of the precise nature of the public and/or private rights that existed over the route shown.

##### **Tavistock Estate Maps, circa 1860**

Estate surveys were normally compiled by professional surveyors and therefore likely to be reasonably accurate. Their purpose was to manage property and any information regarding public rights of way or public highways contained therein were incidental to the survey's main purpose. Public roads and highways that ran through or around the manors were significant features of the landscape. These maps show the route as a continuous open ended roadway between two other routes which are now county roads. The proposed route is depicted in the same manner as the two county roads.

## **Tavistock Estate – Westcott, 1869**

Westcott was surveyed in 1869 to accompany a declaration in support of title regarding Paige's and Cundy's Westcott. It depicts the proposed route as a road 'from Week Barton' in a similar manner as the road 'to Coryton' and the 'road to Tavistock'. There is no differentiation between public and non-public highways, but those routes with destinations are annotated accordingly.

## **Finance Act Records 1909-10**

The route is included in hereditament 83 and 31. Hereditament 83 is Week Barton whose description notes that *'the road through the farm must be kept in repair by the occupiers but there is a public right of way through'*. This right of way is listed as a restriction affecting the market value and there is a £50 deduction for Public Right of Way or User. This includes the section of highway from Week Cross to Week which is currently recorded as a minor county road. Hereditament 31 is Westcott which has a £25 deduction for Public Right of Way or User.

The Finance Act imposed a tax on the incremental value of land which was payable each time it changed hands. In order to levy the tax a comprehensive survey of all land in the UK was undertaken between 1910 and 1920. It was a criminal offence for any false statement to be knowingly made for the purpose of reducing tax liability. If a route is not included within any hereditament there is a possibility that it was considered a public highway, though there may be other reasons to explain its exclusion.

## **Tavistock Estate Sale, 1911**

Both Week and Westcott were put up for sale, whose holdings are adjacent to the proposed route. On the sale plan, the relevant holdings are coloured but the route is not, as are currently recorded public highways.

## **Bartholomew's Maps, 1920s**

Bartholomew's maps were designed for *tourists and cyclists* with the roads classified for *driving and cycling purposes*. They were used by and influenced by the Cyclists Touring Club founded in 1878 which had the classification of First Class roads, Secondary roads which were in good condition, Indifferent roads that were passable for cyclists and other uncoloured roads that were considered inferior and not to be recommended. Additionally, Footpaths and Bridleways were marked on the maps as a pecked line symbol. Cyclists were confined to public carriage roads until 1968.

The small scale permitted only the most important routes to be shown. The purpose of these maps was to guide the traveller along the routes most suitable for their mode of transport, not to encourage trespass. The proposal is shown as an *'Inferior Road and not to be recommended'* on the 1923 and 1927 editions, as is the section of currently recorded minor county road between Week Cross and Week.

## **Milton Abbot Parish Council Minutes, 1904-1961**

There are few references regarding public highways of any description, except when there appears to have been a problem. The proposal is not mentioned in the minutes.

## **Tavistock Rural District Council Minutes, 1907-12**

As above, there are few references regarding public highways of any description, except when there appears to have been a problem. The proposed route is not mentioned.

## **Devon County Council Committee Minutes, C 20<sup>th</sup>**

There is no reference to the proposal.

## **Aerial Photographs, 1940s onwards**

The photographs show the physical existence of the lane.

## **Land Registry**

A short section at point A is owned by the Jones family who bought Week 6 years ago and have converted the buildings into smaller dwellings. The remainder of the proposal appears to be owned by Messers Kilfedder, who previously owned Week but who now live in Tavistock and still farm in the area. Their section is not registered.

### **5. User Evidence**

No user evidence has been received.

### **6. Rebuttal Evidence**

#### **Landowner Evidence**

Messers Kilfedder of Tavistock object to the proposal on the grounds that it would adversely affect their farming. They state that they own most of the proposed route and that the lane has always been private.

Mr Bickell owns Westcott and consequently claims to own the eastern end of the land besides the fields adjacent on both sides. He states that the route has never been open to the public and thinks there are enough footpaths. He refers to the advantage of recording the route for people living at the re-developed Week, as well as parking issues at point B. He says that there are enough problems with walkers, dogs, horses and bikes, and believes that the proposal would add to the problem.

Mr and Mrs Jones of Week have lived there since 2001 and are aware that the route is currently impassable. They do not believe the proposal to be public but have no objection to its recording. They have not seen anyone using it, as it is blocked off past their boundary.

#### **Other Interested Parties**

Mr Hall of Stowfordhill Cottage believes the purpose of the proposal is to link two county roads for motor vehicles and objects on safety grounds for emerging traffic at point B.

Mr and Mrs Malleson of Stowford Hill are not in favour of the proposal due to a lack of demand and interference with farming practices in the area. They also refer to parking issues, mountain bikes and property values at Week.

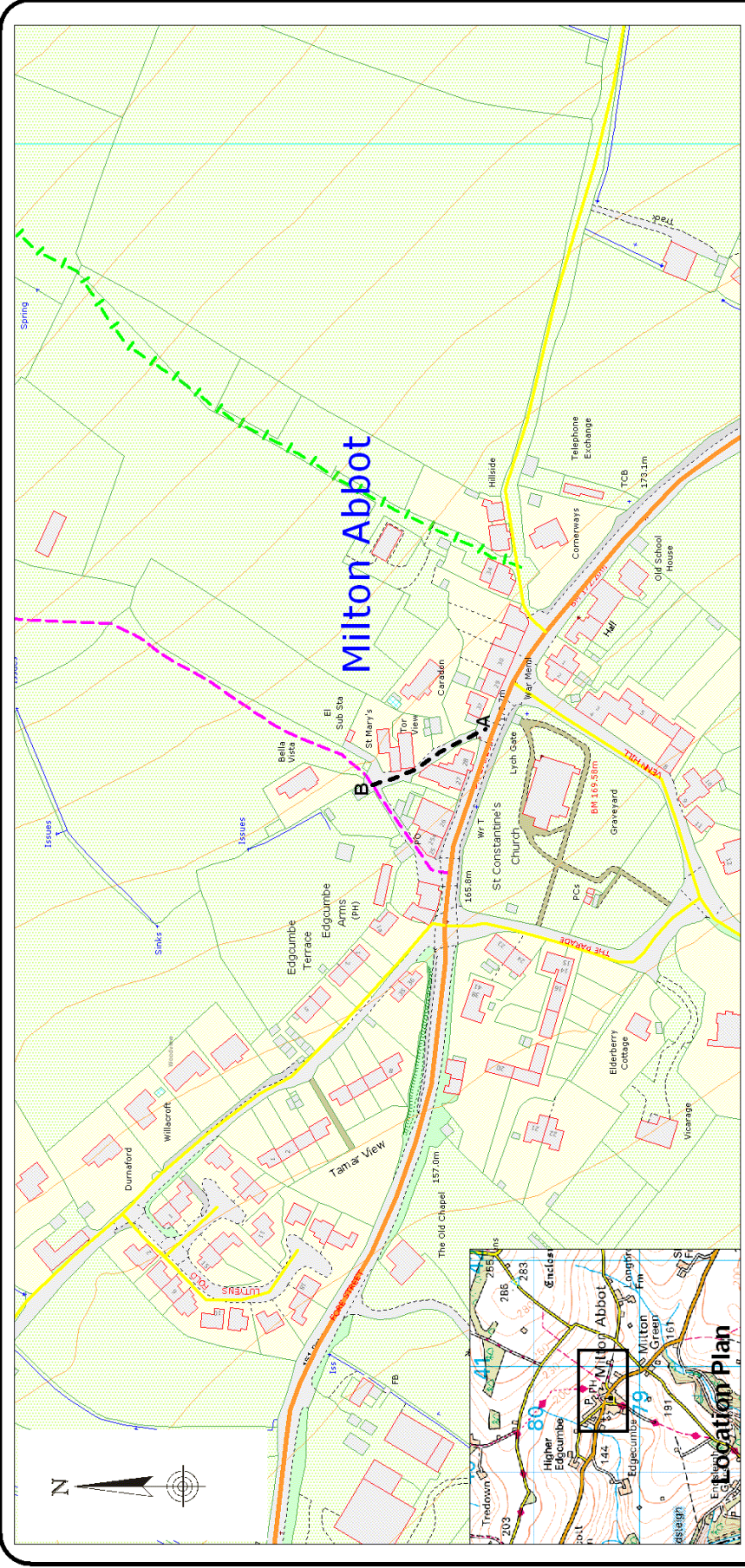
## **7. Discussion**

The documentary evidence shows that the route has existed since at least 1803 and the Finance Act records indicate that a reduction was made for a public right of way.

However, no user evidence has been received to support the proposal and its physical state indicates that it is not in use. In addition, the landowner evidence indicates that the route has been regarded as private in recent years.

## **8. Conclusion**

It is therefore considered that there is insufficient evidence to justify the making of an order to record the route unless additional evidence is forthcoming.



map ref: **SX 4079**





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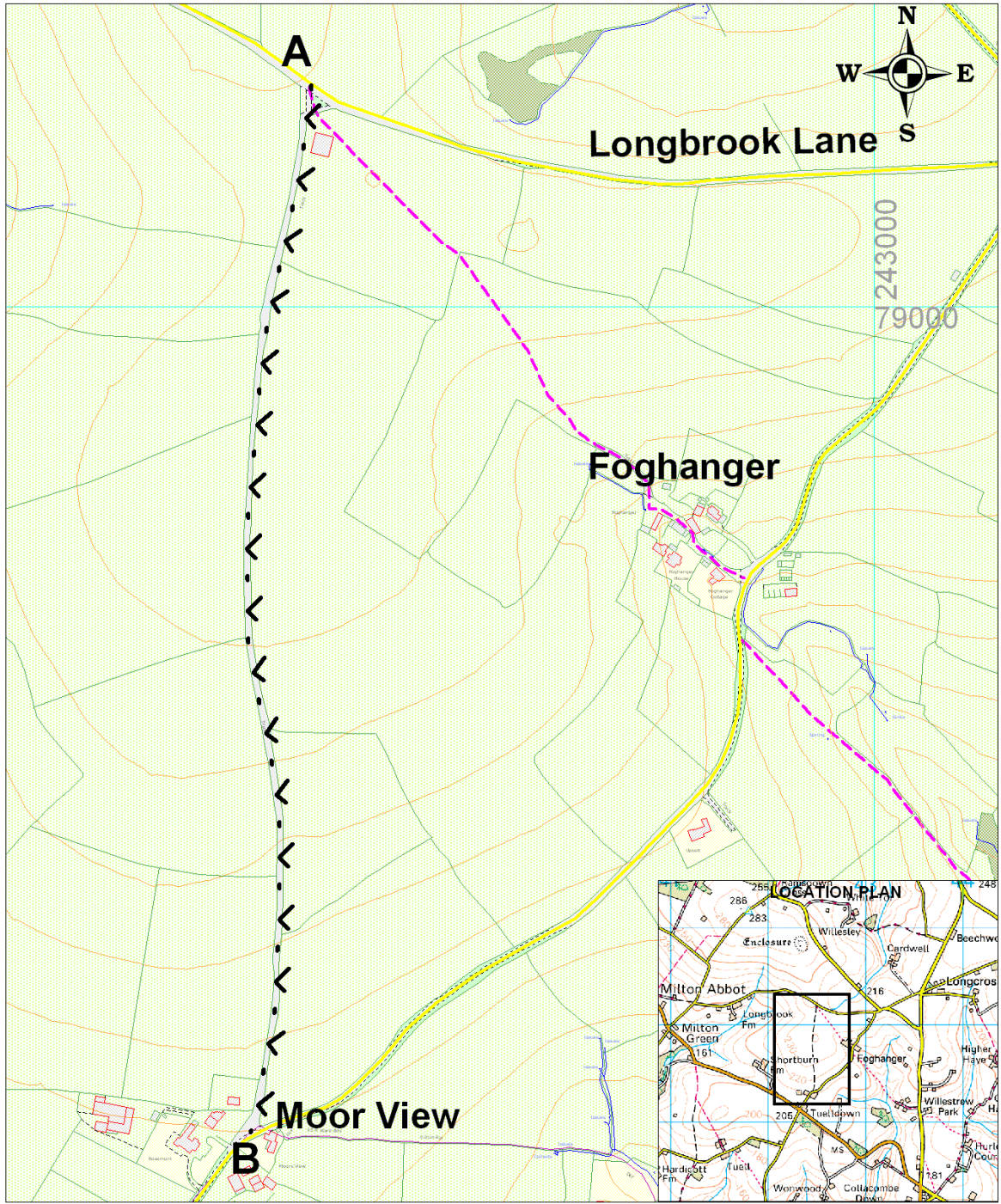
drawing number	<b>ED/PROW/06/181</b>
date	<b>December 2006</b>
scale	<b>1:2,500</b>
drawn by	<b>CLG</b>

## Milton Abbot Definitive Map Review - Proposal 1 Addition of a footpath - Milton Abbot village

**Edward Chorlton**  
 DIRECTOR OF ENVIRONMENT, ECONOMY & CULTURE



<b>Notation</b>	Existing footpaths		Proposed footpath	
	Existing bridleways		A - B	 (approx 55 metres)



map ref **SX 4379, 4380**

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**Milton Abbot  
Definitive Map Review -  
Proposal 3 & Schedule 14 application  
- Addition of a restricted byway along Gypsy Lane**

drawing number	ED/PROW/06/183
date	December 2006
scale	1:5,000
drawn by	CLG

**Notation**

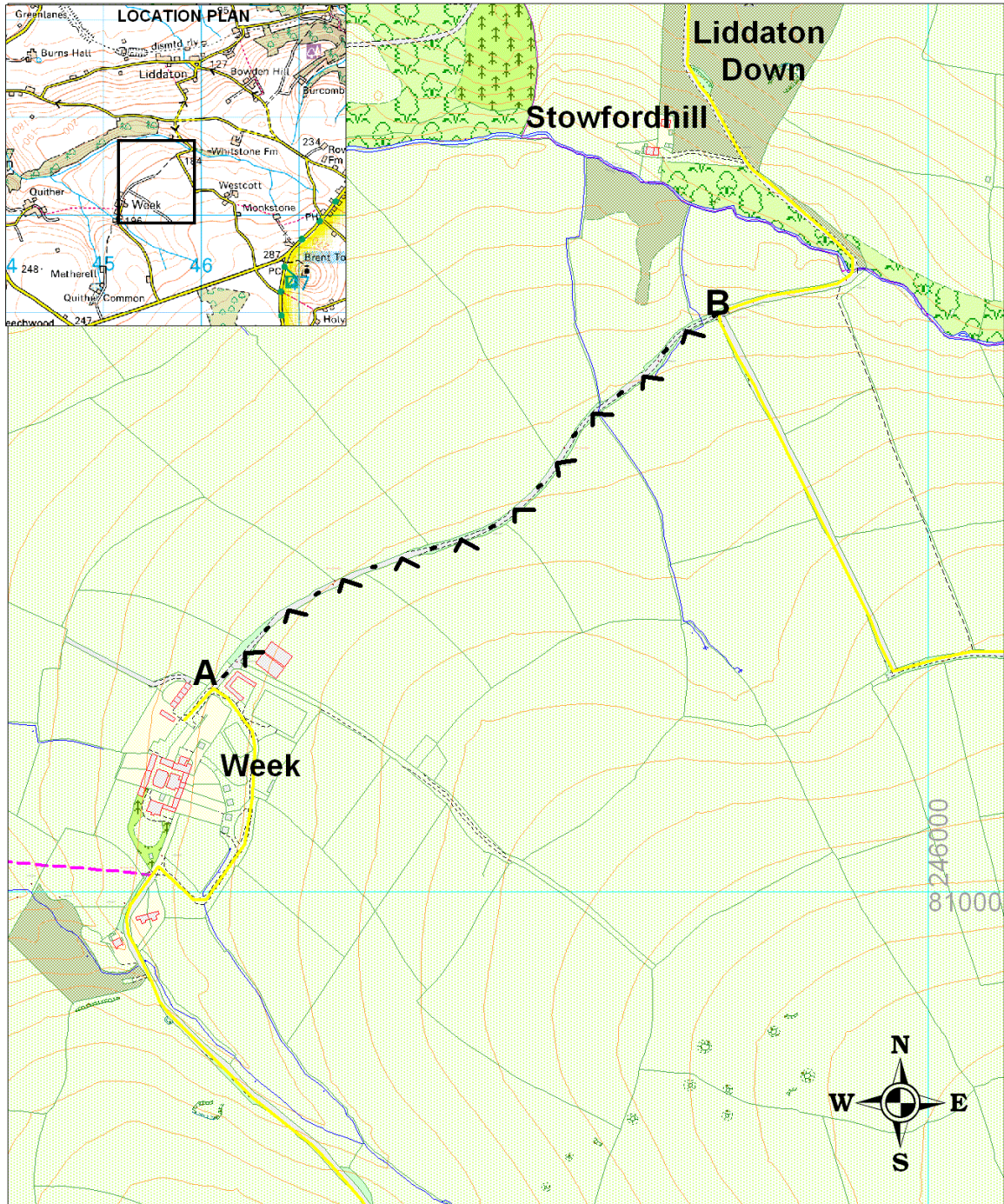
Existing footpaths - - - - -  
Existing bridleways - | - | - |

Restricted byway to be added  
A - B - > - > - >  
(approx 680 metres)

**Edward Chorlton**

DIRECTOR OF ENVIRONMENT, ECONOMY & CULTURE





map ref **SX 4581**

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**Milton Abbot**  
**Definitive Map Review - Proposal 4**  
**Addition of a restricted byway along**  
**the lane between Week and Stowfordhill**

drawing number	ED/PROW/06/184
date	December 2006
scale	1:7,500
drawn by	CLG

**Notation**

Existing footpaths - - - - -  
 Existing bridleways - - - - -

Proposed restricted byway  
 A - B - v - v -  
 (approx 680 metres)

**Edward Chorlton**

DIRECTOR OF ENVIRONMENT, ECONOMY & CULTURE

