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

To: The Outdoor Recreation Manager, Outdoor Recreation, **Shropshire Council**, Shirehall, Abbey Foregate, Shrewsbury. SY2 6ND

I, Will Steel, 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) **Adding the bridleway** which runs from: the public road C1046/20 at OSGR SJ4063 2499 (marked point A on the accompanying map) to a junction with public bridleway numbers 0202/14-1/BW & 0202/14A-0/BW at OSGR SJ4067 2476 (marked point B)

and shown on the map accompanying this application.

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

- **Natural England Discovering Lost Ways Case File SH/019/002 BHS which contains copies of the following documents or extracts thereof:**
- *Ordnance Survey 1" Old Series, SHR Ordnance Survey Old Series 1": 1mile, entitled "Folder 1 1833 - 1835", dated 1833 – 1835*
- *Railway Book of Reference, SHR DP/317, entitled "Shrewsbury, Oswestry and Chester Junction Railway Book of Reference", dated 1844*
- *Railway Plan, SHR DP/317, entitled "Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway", dated 1844*
- *Ordnance Survey 25" 1st Edition, BL Vol 689 (15), entitled "Shropshire (Northern Division) Sheet XX.11 - Baschurch & Hordley Parishes", dated 1880*
- *Ordnance Survey 25" 2nd Edition, BL 1600 (51), entitled "SECOND EDITION SHROPSHIRE SHEET XX. 11", dated 1900*
- *Finance Act Survey Map, TNA IR 132/4/201, entitled "Shropshire Sheet XX. 11 2nd Edition 1901", dated 1909/1910*
- *Finance Act Survey Field Book, TNA IR 58/75640, entitled "Baschurch Assessment No. 1-100", dated 1910*

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

Signed: ..



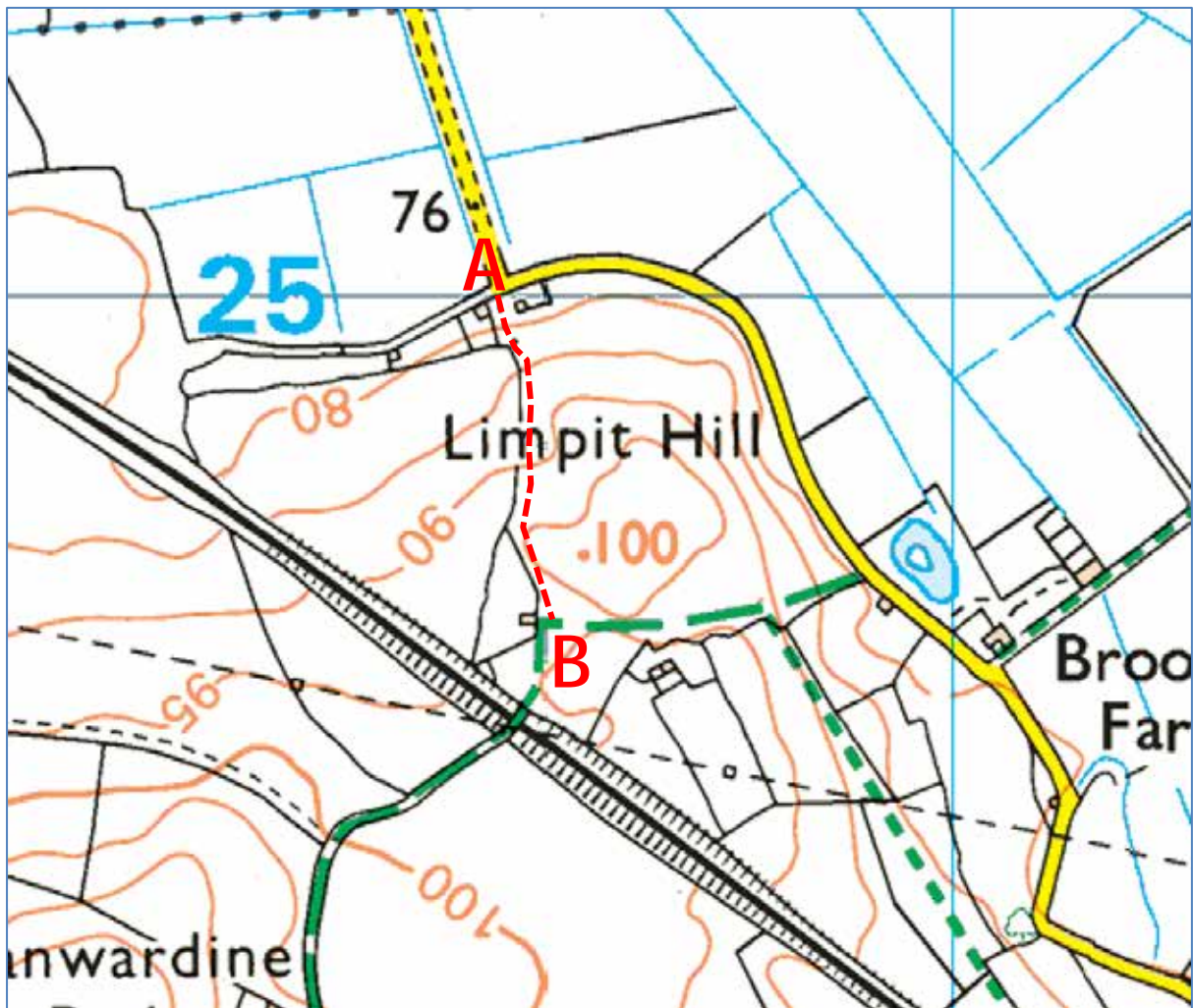
Date: 20/8/2020

Wildlife and Countryside Act 1981

Map to Accompany Definitive Map Modification Order Application

For a route at Limpit Hill in the Parish of Baschurch, Shropshire to be shown
as a Public Bridleway

Applicant's Reference: DLW SH-019-002



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.



Client:

Natural England

Discovering Lost Ways Project

Case File Ref. No.	SH/019/002
Name	Un-named
Historic County	Shropshire
Sub-Unit	Shropshire Sub-unit 1
Parish(es)	Baschurch
Surveying Authority	Shropshire County Council
Definitive Map Ref. No.	None
Other Designation(s) Ref. No.	None
Route Length	240 metres
OS 1:10,000 Sheet(s)	SJ42SW
Grid Ref (start)	SJ4063 2499
Grid Ref (end)	SJ4067 2476
<u>ARU ASSESSMENT OUTCOME</u>	
Status/Class	Public Bridleway
Strength	None attributed – already subject to a DMMO application
Comment	Part described in the deposited Railway Records as "Public Bridle Road" and shown on the OS 1" New Series as "3rd Class Metalled road".

Date:

02 May 2008

LandAspects
Rowan House
Lloyd Drive
Ellesmere Port
Cheshire CH65 9HQ

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1. Summary of Findings

Case SH/019/002 was included in the research scope by the Discovering Lost Ways project as the route is subject to a DMMO application to add the route to the definitive map as a public bridleway. In light of this Shropshire County Council requested that historical documents be examined to confirm whether there was evidence of the existence of public bridleway rights over the route.

From the documents examined it is possible to establish that the route is shown on the Deposited Railway Records. Part of the length of the route is shown specifically numbered with the corresponding entry in the book of reference describing the route as a "Public Bridle Road". The route is also shown on the Finance Act Survey map included within the hereditaments. There is a deduction for public rights of way or user given in the associated field book, however, this is inadequately accounted for on the map, given that there are other definitive rights of way running through the same hereditament. The route is also shown on the supporting Ordnance Survey maps but these provide no evidence of status.

The Ordnance Survey 1" Revised New Series map shows the route on the map and is described in the key under the heading "3rd Class Metalled Roads". For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st, 2nd or 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of the existence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

The evidence found supports the addition of the length of the case file route to the definitive map as a public bridleway. Given that the route is already subject to a definitive map modification order application the case file has not been attributed to a strength category.

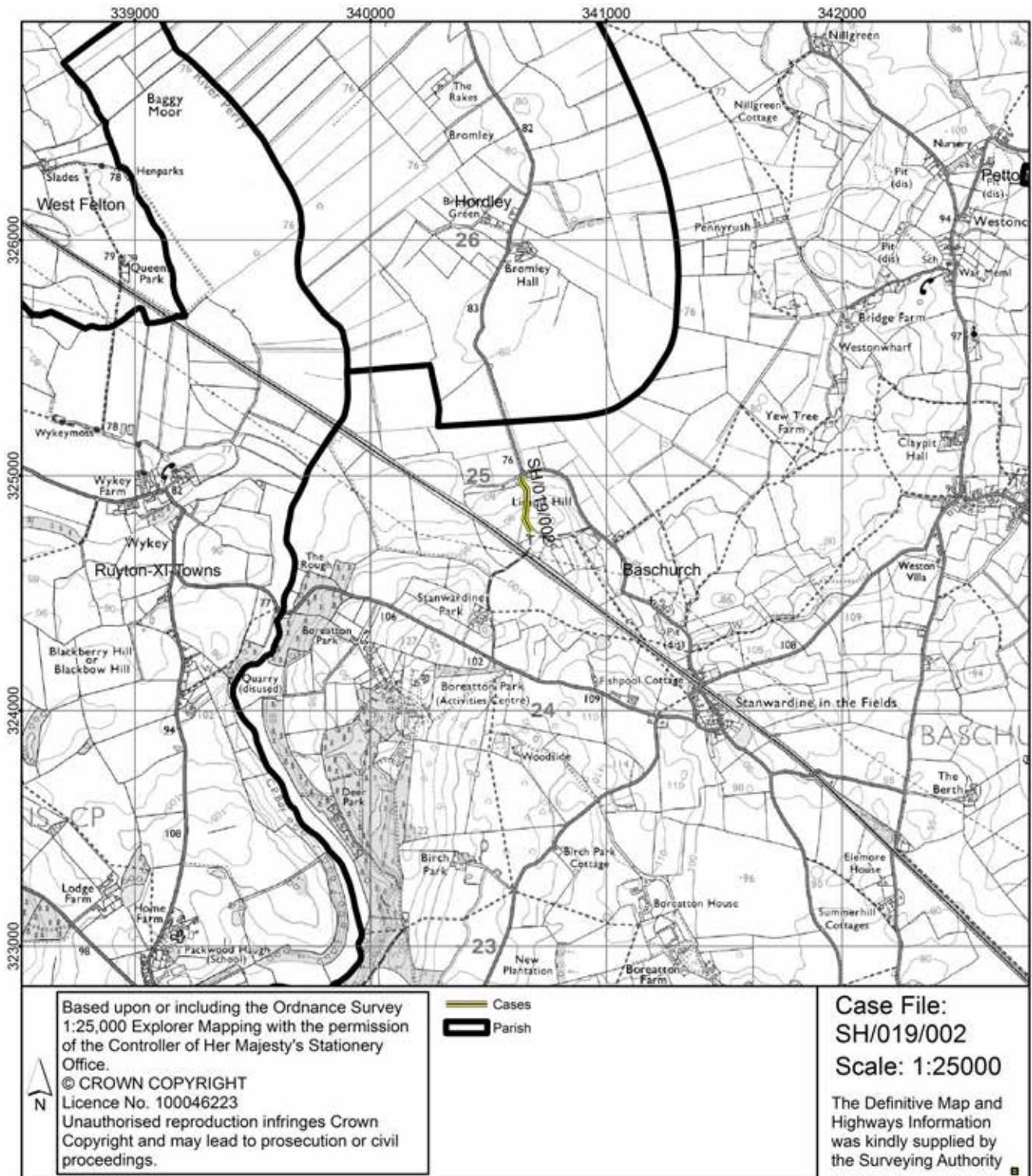
2. Description of Route

The route begins at junction with public road C1046/20 (the reference given on Shropshire County Council's list of streets) at coordinate SJ4063 2499 (point A on the case file route map). The route then heads in a southerly direction to where it terminates at a junction with public bridleway numbers 0202/14-1/BW & 0202/14A-0/BW (these references given on Shropshire County Council's definitive map and statement) at coordinate SJ4067 2476 (Point B on the case file route map)

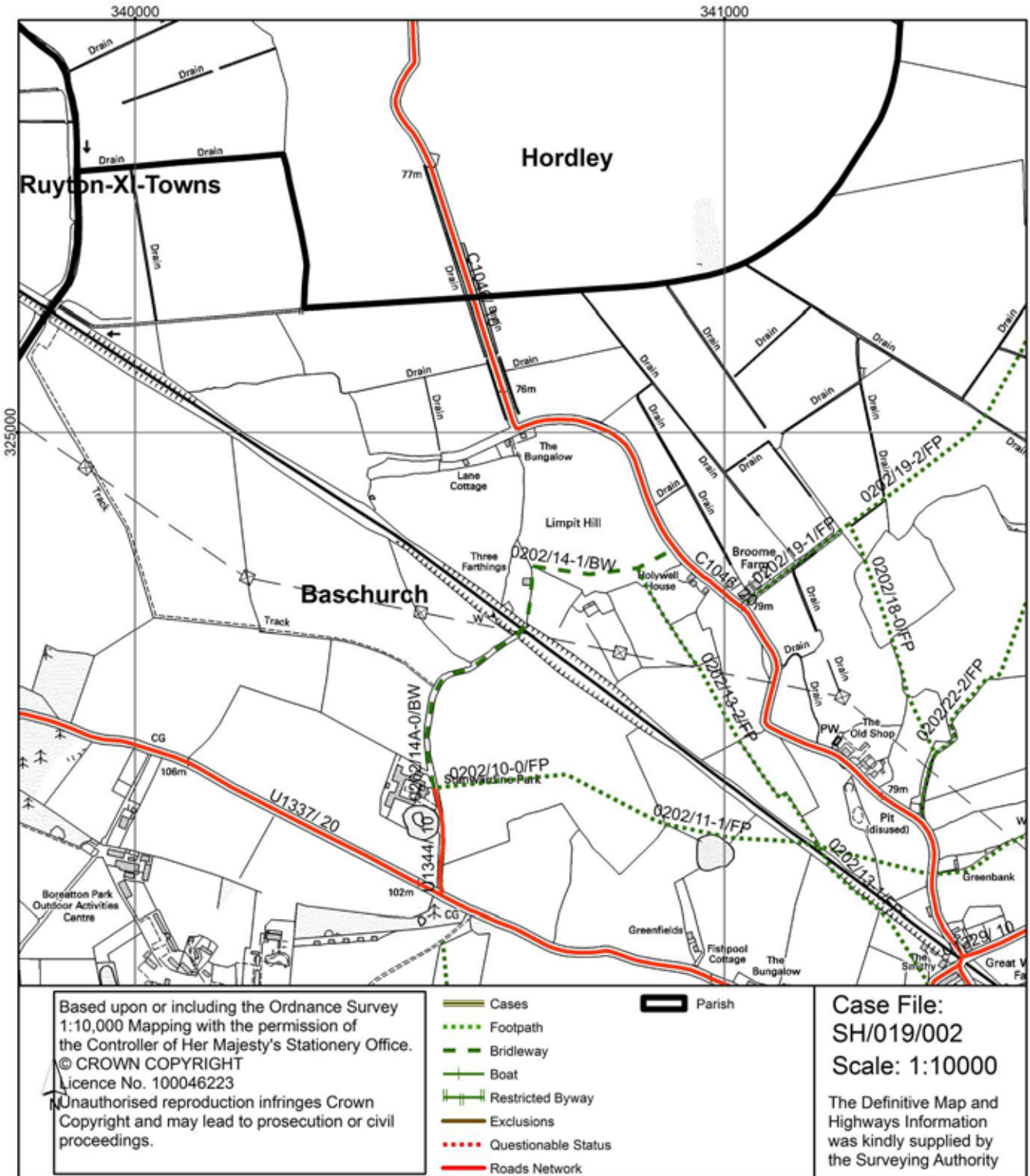
The route has a length of 240 metres

During the research process, the whole of the case file reference number SH/019/002 was identified with the case route number T000725. Both references are used in section 6 of this report. Where documents are considered to contain relevant evidence the case route number is used (in bold). Where there is no evidence the case file reference number is used (plain text)

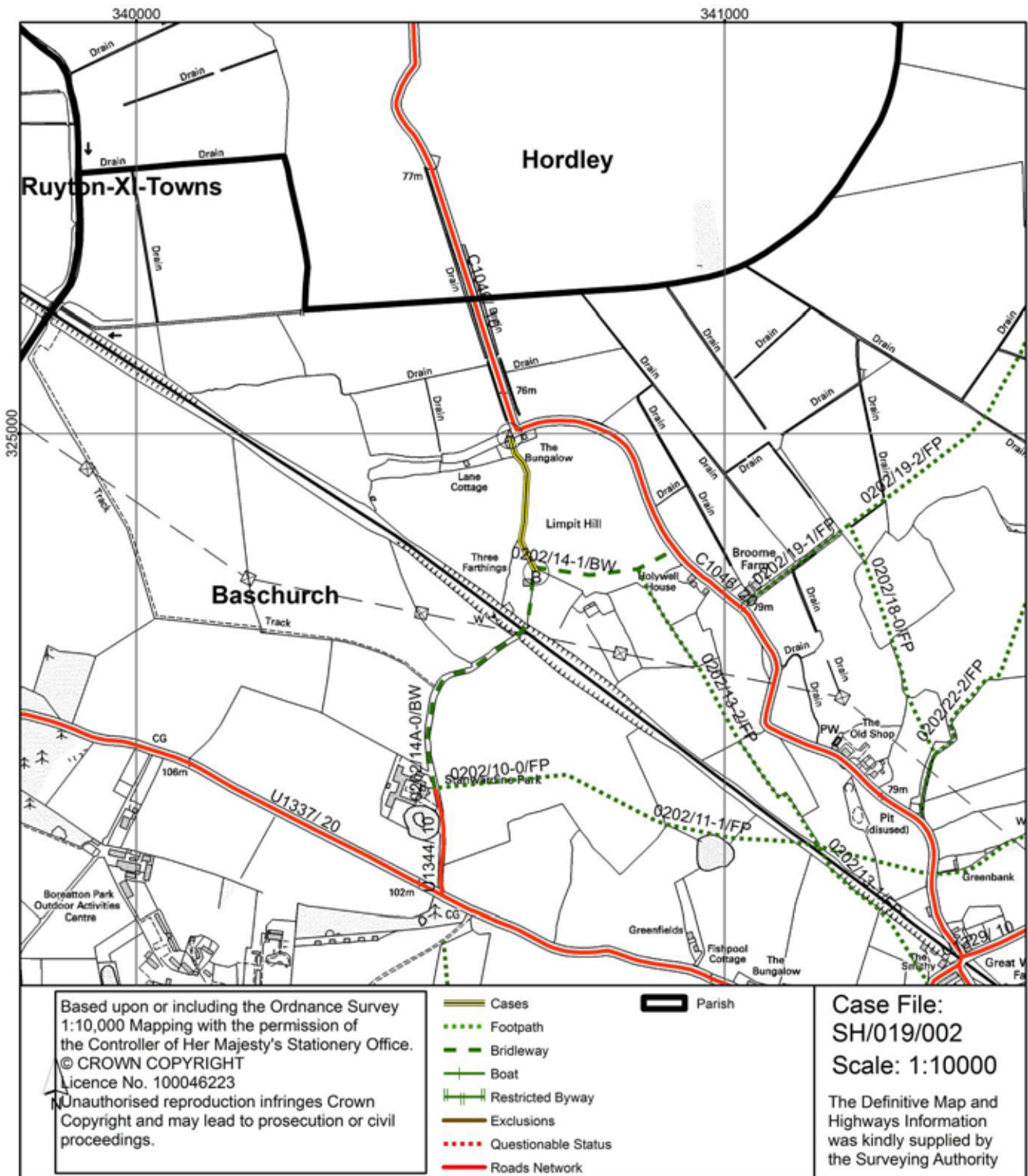
3. Location Plan



4. Current Definitive Paths



5. Case File Route Map



6. Details of Documentary Evidence

Records were examined at the locations detailed in the following table. A reference code has been allocated to each archive.

Archive	Address	Reference code
British Library	The British Library, St Pancras, 96 Euston Road, London, NW1 2DB	BL
Shropshire Record Office	Castle Gates, Shrewsbury, SY1 2AQ.	SHR
House of Lords Records Office	Parliamentary Archives, HLRO, London, SW1A 0PW, United Kingdom	HLRO
LandAspects	LandAspects, Rowan House, Lloyd Drive. Ellesmere Port, Cheshire, CH65 9HQ	LA
The National Archives	The National Archives, Kew, Richmond, Surrey, TW9 4DU	TNA

The following records were examined as part of the research programme. The documents are listed in chronological order. Those documents that are considered to contain relevant evidence for case SH/019/002 are shown in **bold**. This information is arranged in a standard format as follows:

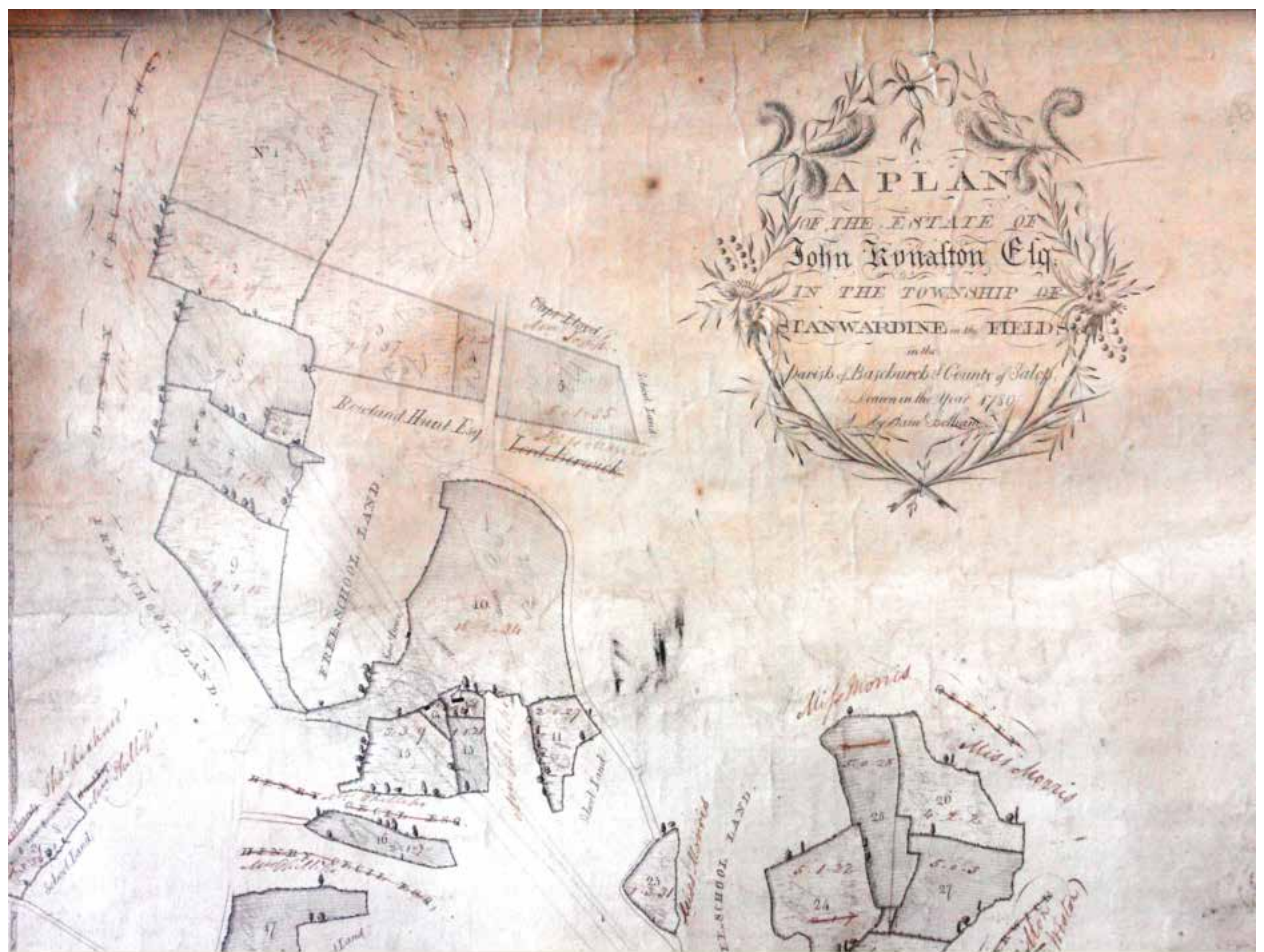
Document Type, the Archive Reference Code, followed by the Document Reference Code, the Title and Date.

Where a document was researched at the British Library (with an archive reference code BL) no digital image was captured.

The Ordnance Survey 25" 1st and 2nd Edition image tiles (© And database right "Crown copyright and Landmark Information Group Ltd" all rights reserved 2007) included within each case file may not, on occasions, exactly reflect the original versions that have been used for research purposes. The original maps held at the British Library may not always be identical in extent and content to the image tiles

provided by Landmark. The image tiles can therefore only be used as a guide as to what the original document held at the British Library depicted. If the reader of the case files wishes to qualify any statements that have been in the file then they should consult versions held at the British Library.

1. Estate Map, SHR 1313/4, entitled "A Plan of the Estate of John Konalton Esq. in the Township of Stanwardine in the Fields in the Parish of Baschurch of County of Salop. Drawn in the year 1780", dated 1780, covers the area but demonstrates no evidence for case SH/019/002.



2. Non-Ordnance Survey Commercial Map, SHR R BAUGH 1808 sheet 1, entitled "To the Right Honourable EDWARD EARL OF POWLS Lord Lieutenant and Custos Rotulorum of the Counties of SALOP AND MONTGOMERY This MAP of SHROPSHIRE is humbly and respectfully dedicated by his LORDSHIPS obliged and obedient Servant ROBERT BAUGH", dated 1808, covers the area but demonstrates no evidence for case SH/019/002.



3. Non-Ordnance Survey Commercial Map, SHR GREENWOODS 1827, entitled "Map of the County of SALOP FROM AN ACTUAL SURVEY BY C. & J. GREENWOOD.", dated 1827, covers the area but demonstrates no evidence for case SH/019/002.



4. Ordnance Survey Surveyors Drawings, SHR 320 (E), entitled "PART of SHROPSHIRE", dated 1827, covers the area but demonstrates no evidence for case SH/019/002.

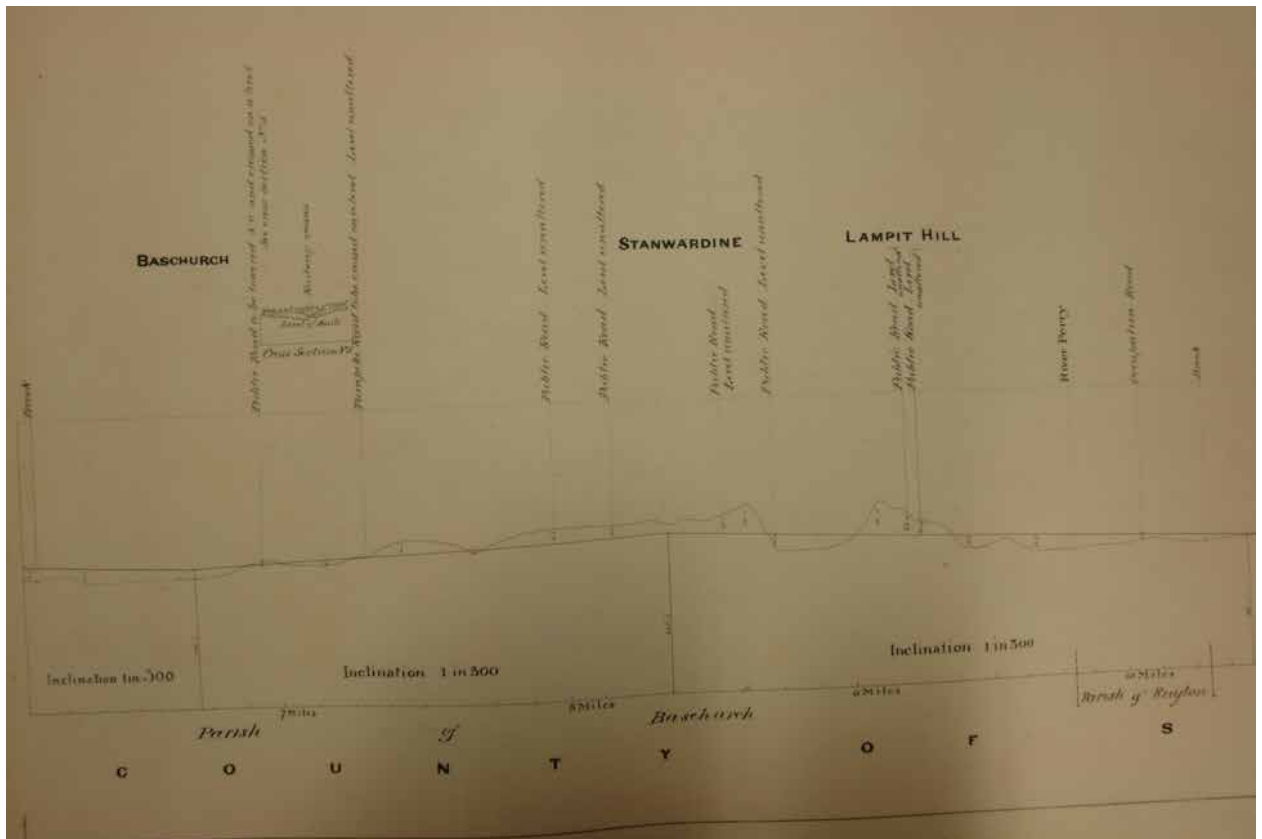
5. Ordnance Survey 1" Old Series, SHR Ordnance Survey Old Series 1": 1mile, entitled "Folder 1 1833 - 1835", dated 1833 - 1835, demonstrates evidence for all of route T000725. The route is observed to commence at a road junction north of "Lampit Hill" marked on the map. The route is shown on the map and

is depicted as consisting of two parallel solid black lines. The route is observed to terminate north west of "Lampit Hill" marked on the map.





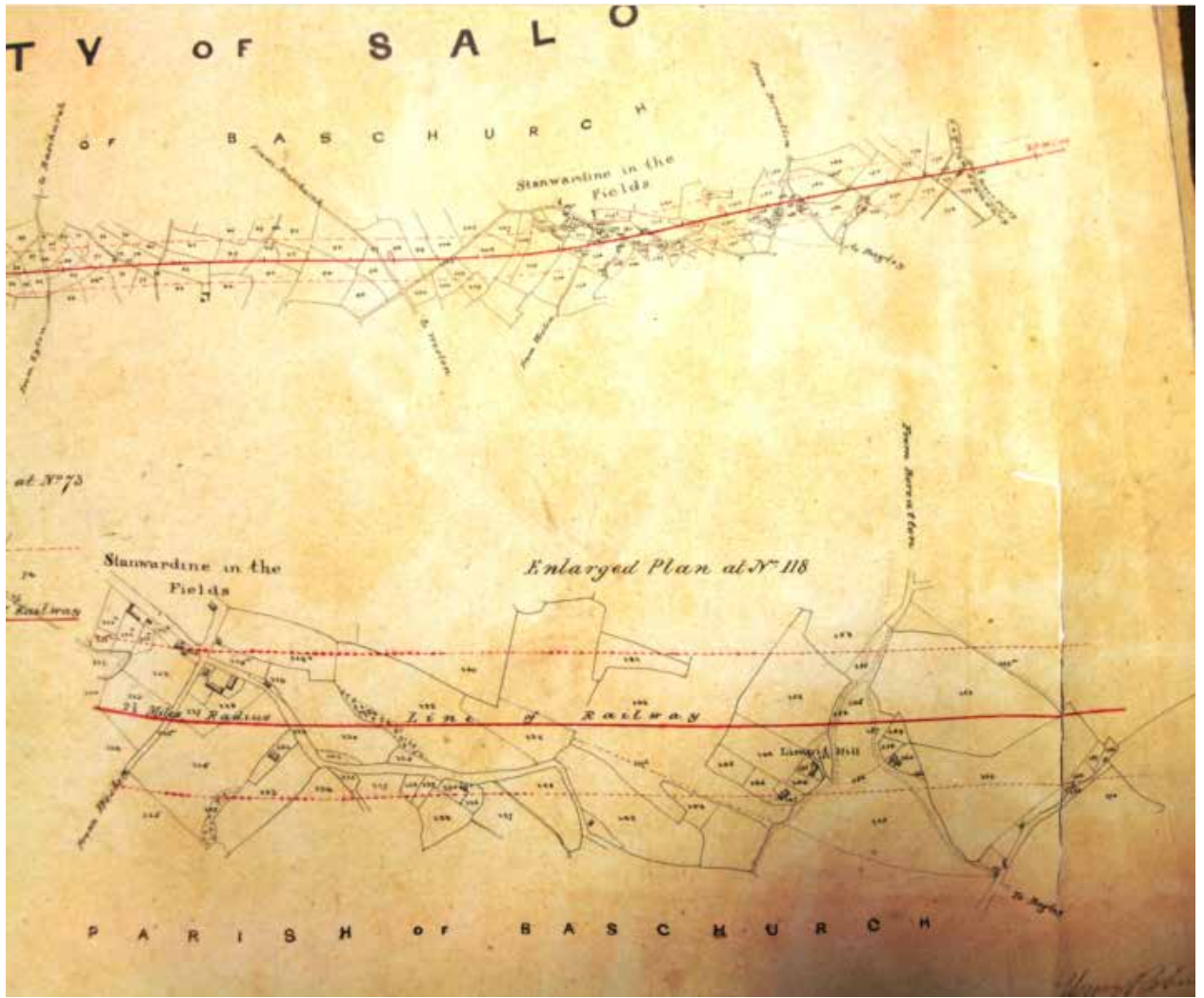
6. Railway Section, SHR DP/317, entitled "Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway", dated 1844, covers the area but demonstrates no evidence for case SH/019/002.

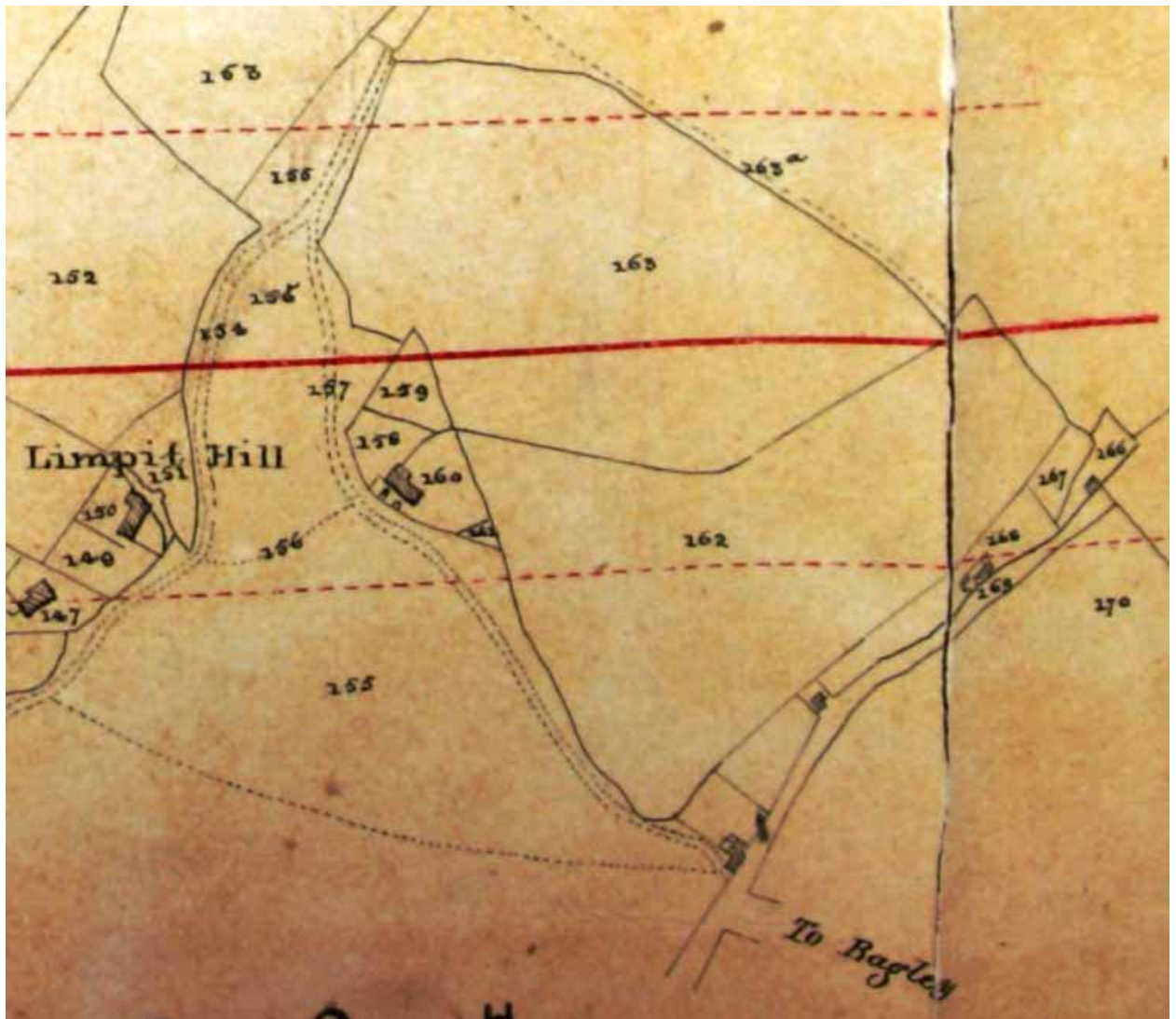


7. Railway Book of Reference, SHR DP/317, entitled "Shrewsbury, Oswestry and Chester Junction Railway Book of Reference", dated 1844, demonstrates evidence for part of route T000725. The route is described as "public" in this case a "Public Bridle Road" in parcel number "157" on page number "32".

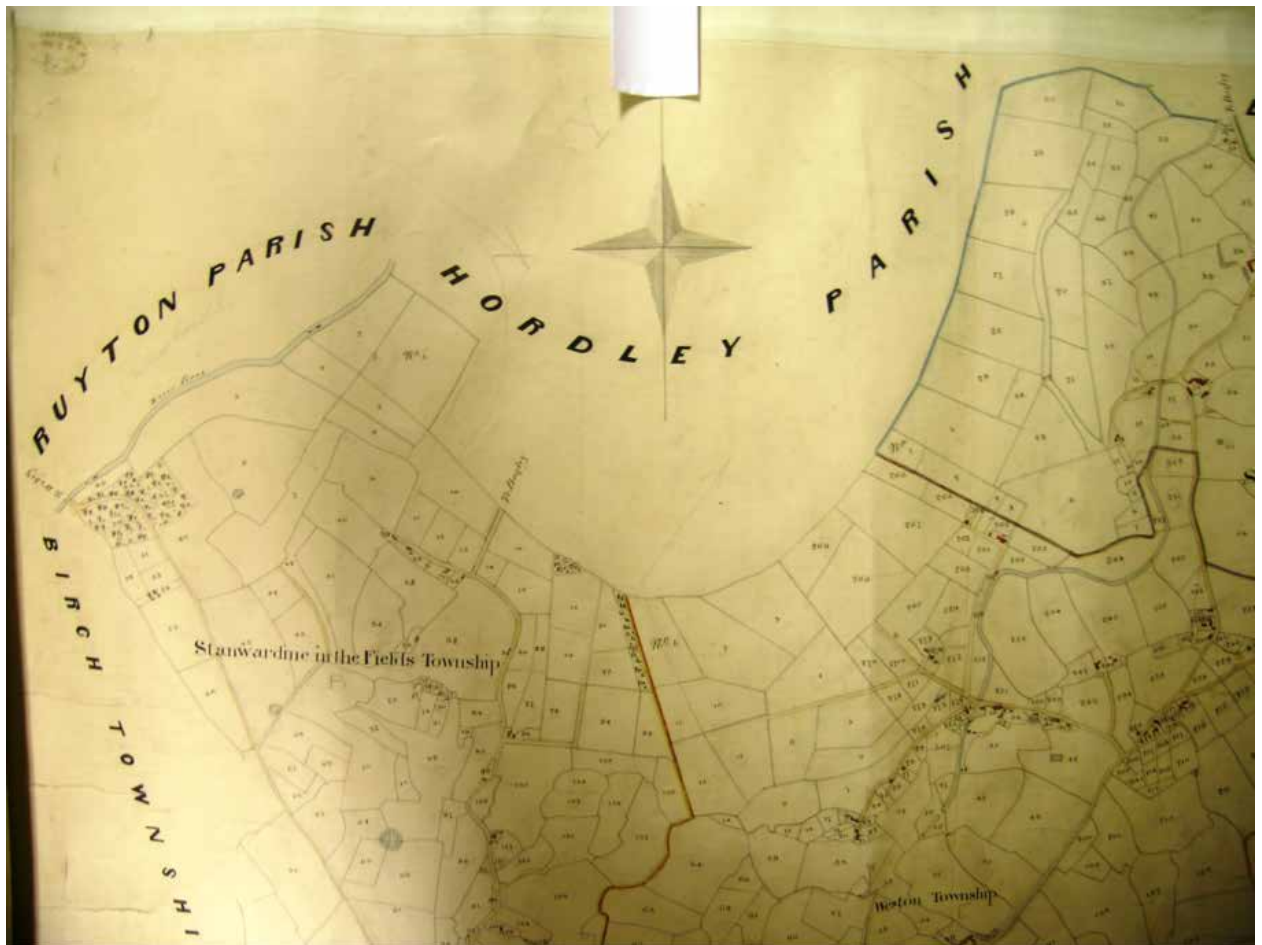
County of Shropshire Parish of Baschurch		OWNERS OR REPORTERS	
Number on Plan	DESCRIPTION OF PROPERTY		
160	House and Garden	Sir John Rogers	Kyraster
161	Garden	ditto	
162	Field	ditto	
163	ditto	Mary Phillips	
164	Public Road	Sir John Rogers	Kyraster
165	Field	Sir John Rogers	Kyraster
166	Footpath	ditto	Kyraster
167	Public Road	Sir John Rogers	Kyraster
168	Garden	Samuel Rowell	
169	ditto	ditto	
170	House and Building	ditto	
171	Garden	ditto	
172	Field	John Sitt, Stephen Dwyer, William Matthews and Jacks of Mr. Cleaver's	Richard Wall, Robert Atkinson and Charity Kyraster
173	ditto	Sir John Rogers	
174	ditto	ditto	
175	ditto	ditto	
167a	Footpath		
168	Wedge and Garden	Sir John Rogers	Kyraster
169	Garden	John Taylor	
170	Wedge and Garden	ditto	
171	Public Road	Sir John Rogers	Kyraster
172	Field	Sir John Rogers	Kyraster
173	ditto	Sir John Rogers	Kyraster
174	ditto	ditto	
175	ditto	Mary Phillips	
			James Kyraster and Anant to John Tumbrey ditto John Tumbrey John Sitt John Tumbrey Samuel Rowell junior ditto En'hard ditto Mary Atkley John Tumbrey ditto ditto Edward Vaughan and Anant to John Tumbrey ditto ditto Samuel Rowell junior John Tumbrey ditto John Sitt

8. Railway Plan, SHR DP/317, entitled "Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway", dated 1844, demonstrates evidence for all of route T000725. The route is observed to commence slightly south of "To Bagley" on the plan (see "Enlarged Plan at No. 118"). Part of the length of the route is shown specifically numbered on the plan, in this case "157" and is depicted as consisting of two parallel dashed black lines. The plan also shows part of the route within the Limits of Deviation. The route is observed to terminate at the south east corner of parcel number "160" on the plan.



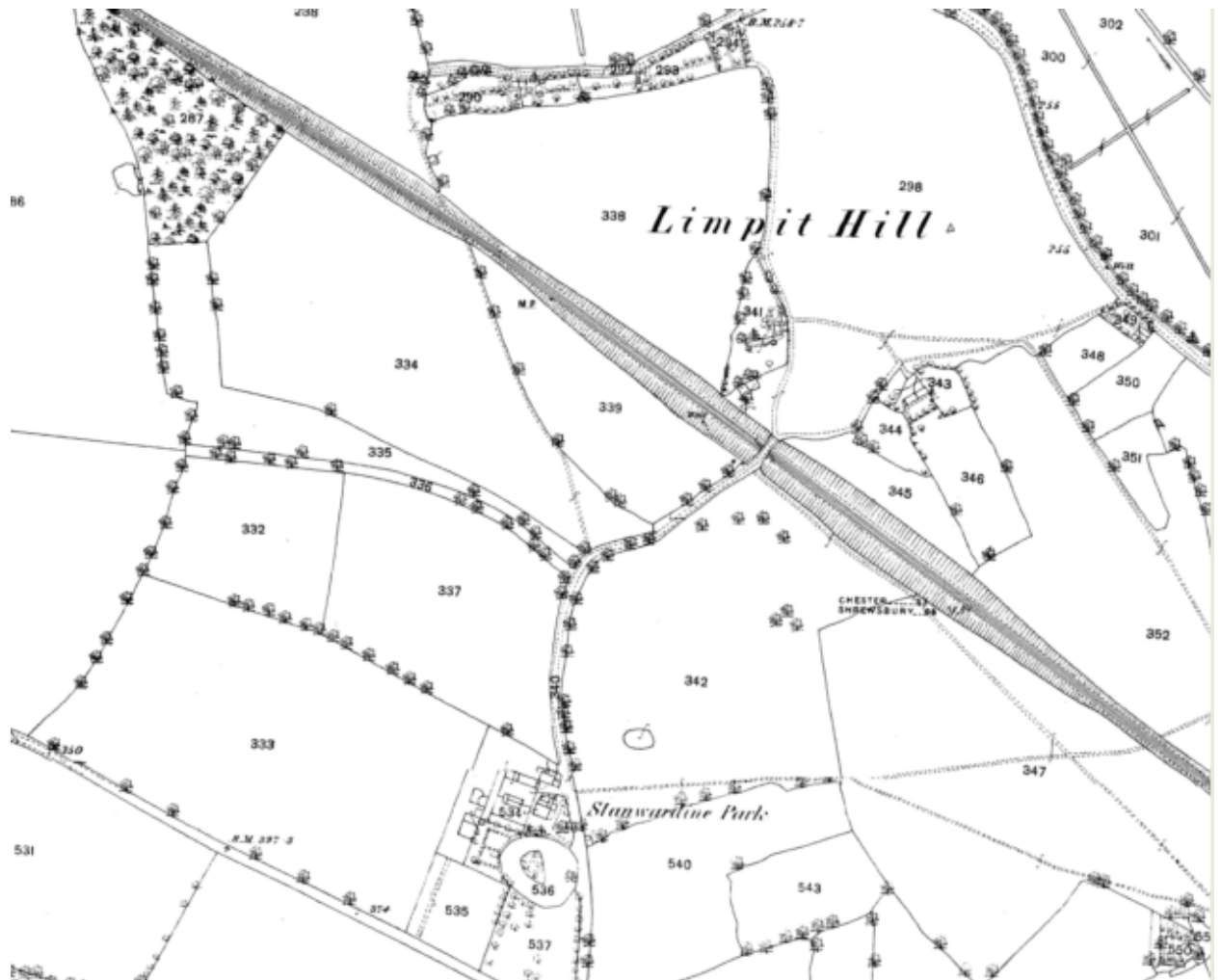


9. Tithe Map, TNA IR/30/29/29, entitled "Part 2: Townships of Stanwardine in the Field, Westen and Stanwardine in the Wood, Parish of Baschurch, Salop", dated 1844, covers the area but demonstrates no evidence for case SH/019/002.



10. Ordnance Survey 25" 1st Edition Book of Reference, BL, entitled "Book of Reference to the Plan of the Parish of Hordley (Hundred of Pimhill), Shropshire", dated 1876, covers the area but demonstrates no evidence for case SH/019/002.

11. Ordnance Survey 25" 1st Edition, BL Vol 689 (15), entitled "Shropshire (Northern Division) Sheet XX.11 - Baschurch & Hordley Parishes", dated 1880, demonstrates evidence for all of route T000725. The route is observed to commence at the north west corner of parcel number "298" on the map. The route is shown to be un-numbered and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel number "294". From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to terminate midway along the eastern edge of parcel number "341" on the map.



12. Ordnance Survey 25" 1st Edition Book of Reference, BL, entitled "Book of Reference to the Plan of the Parish of Baschurch, Shropshire-(Northern Division) ", dated 1882, covers the area but demonstrates no evidence for case SH/019/002.

13. Ordnance Survey 25" 2nd Edition, BL 1600 (51), entitled "SECOND EDITION SHROPSHIRE SHEET XX. 11", dated 1900, demonstrates evidence for all of route T000725. The route is observed to commence at the north west corner of parcel number "302" on the map. The route is shown on the map un-named and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel number "263" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to terminate at the south east corner of parcel number "303" on the map.



14. Ordnance Survey 1" Revised New Series, BL Maps 1175 (134.) sheet 138, entitled "OS of England WEM", dated 1902, demonstrates evidence for all of route T000725. The route is observed to commence at a point north of the letter "m" of "Limpit Hill" on the map. The route is shown on the map consisting of two parallel solid black lines and is described in the key under the heading "3rd class metalled road"... The route is observed to terminate at a point south of the letter "m" of "Limpit Hill" on the map.

15. Finance Act Survey Map, TNA IR 132/4/201, entitled "Shropshire Sheet XX. 11 2nd Edition 1901", dated 1909/1910, demonstrates evidence for all of route T000725. The route is observed to commence at the north east corner of OS parcel number "263" on the map. The route is shown included in the hereditament(s) in this case hereditament number(s) "63". The route is observed to terminate at the south east corner of OS parcel number "303" on the map.



16. Finance Act Survey Field Book, TNA IR 58/75640, entitled "Baschurch Assessment No. 1-100", dated 1910, demonstrates evidence for all of route T000725. On page "2" under the heading "Restrictions" there is an entry stating "Rt of way £75". The route is described as neither public nor private but there is a deduction made for rights in this case as "Rt of way £75". On page "4" under the heading "Public Rights of Way or User" there is a deduction for "£75". There is a deduction for public rights of way provided but this is inadequately accounted for on the map given that there are current definitive rights of way running through the same hereditament.

Reference No. 103 Map No. XX 10 11 12
including 20/1 20/2 20/3 XX 11 G NOS
XX 15 H

Situation Commercial land
 Description 36 Acre land with buildings
 Extent 307-3-1

Gross Value: Land £ 375 6/ Buildings £ 36 1/4 Rateable Value: Land £ 36 1/4 Buildings £ 36 1/4

Gross Annual Value, Schedule A, £ 307-3-1

Occupier Royal Mail all of the land separately valued under No 1198
 Owner Co 38
 Interest of Owner leased
 Superior interests
 Subordinate interests

Occupier's tenancy, Term years from
 How determinable
 Actual (or Estimated) Rent, £ 337 8/
 Any other consideration paid
 Outgoings—Land Tax, £ paid by
 Tithes, £ 2 5/ 3 5/ 5 3/5 paid by owner
 Other Outgoings
 Who pays (a) Rates and Taxes (b) Insurance Royal Mail Co 38
 Who is liable for repairs owner
 Fixed Charges, Easements, Common Rights and Restrictions

Former Sales Dates
 Interest
 Consideration
 Subsequent Expenditure
 Owner's Estimate: Gross Value
 Full Site Value
 Total Value
 Assessable Site Value
 Site Value Deductions claimed

Roads and Sewers Dates of Expenditure
 Amounts

Reference No.
 Particulars, description, and notes made on inspection
29 (Paddock) 3 Acres 2 down 1000 lbs food
48 (Wathen) all grass for 1000 lbs
46
47

Charges, Easements and Restrictions affecting market value of Fee Simple
pl of the farm in 14.11.1972

Valuation.—Market Value of Fee Simple in possession of whole property
 in its present condition as of 1.11.72
£ 21,350
Less 40
340 x 25 = 8500
7 200
£ 300
£ 9000

Deduct Market Value of Site under similar circumstances,
 but if divested of structures, timber, fruit trees, and
 other things growing on the land £ 6000

Difference Balance, being portion of market value attribut-
 able to structures, timber, &c. £ 3000

Divided as follows:—
 Buildings and Structures £ 2200
 Machinery £
 Timber £ 200
 Fruit Trees £ 20
 Other things growing on land £ 580

Market Value of Fee Simple of Whole in its present condition
 (as before) £ 9000

Add for Additional Value represented by any of the following
 for which any deduction may have been made when
 arriving at Market Value—
 Charges (excluding Land Tax) Tithe £ 585
 Restrictions £ 75
 GROSS VALUE £ 9600

Reference No. 49/11/11/2 xx.10 A. G.

Index Letter	Description of Buildings	Dimensions			Cubical Contents	Condition	Remarks
		Frontage	Depth	Height			
	1/2 St. & Hall						
	Chap. BH & Lan.						
	Single shed 2, 12m long, 6m wide, 6m high (Level 3) Lumpy & rising on level 4, weathered, battled, flat roof, 1/2 in. (1/2 in.) Battled 3 Gables on St. Hall side, 6 Battled 2. Level 6, St. Hall, fronting from lower & Gable this T. Hall side. Top battled side on floor of lower Battled side, 1/2 in. This is long, 1/2 in. T. Hall side, 1/2 in. long, 1/2 in. high, 1/2 in. deep. 1/2 in. wide, 1/2 in. deep.						
30							159 128
150		7	355				766 719
195		22	436	620			1 025
176	✓	13	363	622			4 301
131	✓		175	623			870
178	✓	12	644	602			544
177	✓	16	017	603	✓		2 440
249	✓	3	676	604	✓		2 716
267	✓	3	078	673			380
302	✓	13	861	603	✓		20 023
304	✓	10	620	602			6 182
309	✓	14	064	602	✓		11 770
300	✓	12	880	675			20 088
303	✓	11	604	650			35 122
303	✓	14	040	657			22 100
341	✓	1	538				314 582
627	✓		536				129 283
628	✓	1	267	312	✓		129 283
		146	740	304			425 244
		129	123				307 112

Reference No.	GROSS VALUE	FULL SITE VALUE	Less Value attributable to Structures, timber, &c. (as before)	Less deductions in respect of—	Fixed Charges, including—	Tithes or Tithes Rent Charge	Other Burden or Charge arising by operation of law or under any Act of Parliament	If Copyhold, Estimated Cost of Enfranchisement	Public Rights of Way or User	Rights of Common	Easements	Restrictions	TOTAL VALUE
	£ 9600	£ 6600	£ 3000			£ 525			75				£ 600
	£ 9600	£ 9600	£ 3000										£ 9600
													£ 3000
													£ 600
													£ 8700
													£ 300

7. Interpretation of Evidence from Individual Records

Evidence of status:

This evidence concerns the existence of a public right of way. The ARU's research establishes whether a way is described as "public" or "private" and whether public rights can be inferred from other information provided within the documentary source.

Evidence of status is categorised as follows:

Category	Name	Significance
A	Express Dedication	Supporting evidence
B(i)	Surveyor's Opinion / Strong Reputation	
B(ii)	Inferred Dedication / Reputation	
C	Neutral	Status neutral
D	Private	Contradictory evidence
E	Stopping Up	

The individual pieces of evidence which singly or together lead to a particular categorisation vary depending on the particular source being considered and are described in detail in Section 5 of the relevant Research Standard for that source.

The following items of evidence were found to relate to the status of the case file route:

Document Group	Evidence Cat.	Document	Date	See Section	Code	Code Description
Ordnance Survey Records 1" Old Series	C	SHR Map Ordnance Survey Old Series 1": 1mile - Folder 1 1833 - 1835	1833 - 1835	6.5	OSM5	Route shown on OS 1" Old Series map
Deposited Railway Records	B(i) part	SHR Book Of Reference DP/317 - Shrewsbury, Oswestry and Chester Junction Railway Book of Reference	1844	6.7	RB2	Described as public
		SHR Plan DP/317 - Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway	1844	6.8	RP1	Route specifically numbered on plan
					RP3	Route within LOD

Document Group	Evidence Cat.	Document	Date	See Section	Code	Code Description
Ordnance Survey Records 25" 1st Edition	C	BL Map Vol 689 (15) - Shropshire (Northern Division) Sheet XX.11 - Baschurch & Hordley Parishes	1880	6.11	OSM24	Route un-numbered specifically, within numbered parcel
Ordnance Survey Records 25" 2nd Edition	C	BL Map 1600 (51) - SECOND EDITION SHROPSHIRE SHEET XX. 11	1900	6.13	OSM12	Route Shown on OS 2nd Edition 25" Map
					OSM9	Route un-named on map
Ordnance Survey Records 1" New Series	B(ii)	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	6.14	OSM26	Route described as '3rd class metalled road' on key or Characteristics Sheet
					OSM20	Route un-named on map
Finance Act Survey Records	C	TNA Map IR132/4/201 - Shropshire Sheet XX. 11 2nd Edition 1901	1909/1910	6.15	FA2	Route Included in Hdtmt
Finance Act Survey Records	C	TNA Field Book IR/58/75640 - Baschurch Assessment No. 1-100	1910	6.16	FB6	Described as neither public or private, deduction shown for ROW
					FB2	Deduction for public ROW, map not conclusive as to route.

Evidence of class:

This evidence refers to the type of rights enjoyed over the case file route. Evidence is recorded according to the traditional classes of public right of way recorded in documentary evidence: i.e. footpath, bridleway or carriageway. The status and class together may be identified clearly in a document (e.g. public footpath, private carriageway, etc.), but in other cases information on class may not be specified (e.g. "highway").

The following items of evidence were found to relate to the class of the case file route:

Document Group	Document	Date	Code	Code Description
Ordnance Survey Records 1" Old Series	SHR Map Ordnance Survey Old Series 1": 1mile - Folder 1 1833 - 1835	1833 - 1835	RC14	Unspecified
Deposited Railway Records	SHR Book Of Reference DP/317 - Shrewsbury, Oswestry and Chester Junction Railway Book of Reference	1844	RC3	Bridle/halter road
	SHR Plan DP/317 - Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway	1844	RC14	Unspecified
Ordnance Survey Records 25" 1st Edition	BL Vol 689 (15) - Shropshire (Northern Division) Sheet XX.11 - Baschurch & Hordley Parishes	1880	RC14	Unspecified
Ordnance Survey Records 25" 2nd Edition	BL Map 1600 (51) - SECOND EDITION SHROPSHIRE SHEET XX. 11	1900	RC14	Unspecified
Ordnance Survey Records 1" New Series	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	RC12	Road
Finance Act Survey Records	TNA Map IR132/4/201 - Shropshire Sheet XX. 11 2nd Edition 1901	1909/1910	RC14	Unspecified
Finance Act Survey Records	TNA Field Book IR/58/75640 - Baschurch Assessment No. 1-100	1910	RC14	Unspecified

Evidence of physical characteristics:

This evidence relates to the physical appearance of the case file route as recorded in documentary sources, even if these sources do not themselves contain evidence of the route's status or class.

Items of evidence relating to physical characteristics are recorded using a series of 'physical appearance' codes.

The following items of evidence were found to relate to the physical characteristics of the case file route:

Document Group	Document	Date	Code	Code Description
Ordnance Survey Records 1" Old Series	SHR Map Ordnance Survey Old Series 1": 1mile - Folder 1 1833 - 1835	1833 - 1835	PA1	two parallel solid black lines
Deposited Railway Records	SHR Plan DP/317 - Plans and Sections of the Shrewsbury, Oswestry & Chester Junction Railway	1844	PA2	two parallel dashed black lines
Ordnance Survey Records 25" 1st Edition	BL Map Vol 689 (15) - Shropshire (Northern Division) Sheet XX.11 - Baschurch & Hordley Parishes	1880	PA2	two parallel dashed black lines
			PA7	two parallel black lines (solid and dashed)
Ordnance Survey Records 25" 2nd Edition	BL Map 1600 (51) - SECOND EDITION SHROPSHIRE SHEET XX. 11	1900	PA7	two parallel black lines (solid and dashed)
			PA2	two parallel dashed black lines
Ordnance Survey Records 1" New Series	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	PA1	two parallel solid black lines

Evidence of width:

This evidence relates to the legal width of the case file route – for example, legally defined widths (e.g. in Inclosure Awards).

There is no evidence to support a specific legal width for the route.

8. Overall Evaluation of Evidence

The evaluation of the evidence has been carried out in accordance with the Discovering Lost Ways Project's series of Research Standards (for specific references see Appendix A below).

Findings from the main documentary sources:

1. Finance Act Survey Records

The Finance Act Survey map demonstrates evidence for the route. The route is shown on the map included within hereditaments... In the associated field book there is a deduction provided for public rights of way or user. This is inadequately accounted for on the map, owing to the fact that there are current definitive rights of way already running through the same hereditament. It is therefore not possible to ascertain with any degree of certainty whether the deduction relates to the case file route.

2. Deposited Railway Records

The Deposited Railway records demonstrate evidence for the route. Part of the length of the route is shown specifically numbered on the plan with the corresponding entry in the book of reference describing the route as a "Public Bridle Road". The case file route forms part of a longer route shown on the Railway plan (this length is already recorded as a current public bridleway). The associated Railway section makes reference to a "Public Road Level unaltered", however, the section relates to the centre line of the railway rather than everything within the limits of deviation. Therefore, given that the case file route does not cross the centre line of the railway the evidence from the section cannot be attributed to the case file route.

3. Ordnance Survey Records

a. The Ordnance Survey 1" Old Series

The Ordnance Survey 1" Old Series demonstrates evidence for the route as a physical feature only.

b. The Ordnance Survey 25" 1st Edition

The Ordnance Survey 25" 1st Edition map demonstrates evidence for the route as a physical feature. The route is shown to be un-numbered therefore there is no evidence in the book of reference.

c. The Ordnance Survey 25"2nd Edition

The Ordnance Survey 25" 2nd Edition map demonstrates evidence for the route as a physical feature. The route is shown the map un-named therefore the object name book has not been examined.

d. The Ordnance Survey 1" Revised New Series

The Ordnance Survey 1" Revised New Series demonstrates evidence for the route. The route is shown on the map and is described in the key under the heading "3rd Class Metalled Roads". For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st, 2nd or 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of the existence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

Alignment of the case file route:

From the analysis of the Deposited Railway plan and modern Ordnance Survey maps the route does not appear to have changed alignment.

Evidence of Width:

There is no evidence to support a specific legal width for the route.

Contradictory evidence:

No contradictory evidence was found for the route.

Outcome of the evaluation:

Case SH/019/002 was included in the research scope by the Discovering Lost Ways project as the route is subject to a DMMO application to add the route to the definitive map as a public bridleway. In light of this Shropshire County Council requested that historical documents be examined to confirm whether there was evidence of the existence of public bridleway rights over the route.

From the documents examined it is possible to establish that the route is shown on the Deposited Railway Records. Part of the length of the route is shown specifically numbered with the corresponding entry in the book of reference describing the route as a "Public Bridle Road". The route is also shown on the Finance Act Survey map included within the hereditaments. There is a deduction for public rights of way or user given in the associated field book, however, this is inadequately accounted for on the map, given that there are other definitive rights of way running through the same hereditament. The route is also shown on the supporting Ordnance Survey maps but these provide no evidence of status.

The Ordnance Survey 1" Revised New Series map shows the route on the map and is described in the key under the heading "3rd Class Metalled Roads". For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st, 2nd or 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of the existence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

The evidence found supports the addition of the length of the case file route to the definitive map as a public bridleway. Given that the route is already subject to a definitive map modification order application the case file has not been attributed to a strength category.

Appendix A - Methodological Statement

A series of technical papers describing the standard for research carried out by the Archive Research Unit have been developed. The DLW Research Standards provide a basis for quality assurance of evidence reports produced by the ARU and the accreditation of any lost ways claims made by Natural England.

The following Research Standard technical papers were used to develop this evidence report:

Technical paper
Discovering Lost Ways Research Standard 2.0: Research Scope
Discovering Lost Ways Research Standard 3.3: Finance Act Survey Records
Discovering Lost Ways Research Standard 3.4: Deposited Railway Records
Discovering Lost Ways Research Standard 3.7: Ordnance Survey Records
Discovering Lost Ways Research Standard 4.0: Combining & Evaluating Evidence

Appendix B - Acknowledgements

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