

T354 Documentary Evidence Table

DATE	DOCUMENT	COMMENTS
1765	Taylor's map	Shows the route, as a double-pecked line, part of which is in the form of a lane.
1796	Taylor's map	Shows a lane or road running eastwards across Beaminster Down and continuing on Crabbs Barn Lane.
C.1800	Plan of Roads in the Neighbourhood of Beaminster.	The sketch map shows the claimed byway as a double-pecked line. This indicates the existence of way of some kind on the route of the claimed byway.
1809	Inclosure Award	<p>The Inclosure Award of 1809 contains a plan showing a route which corresponds to Crabb's Barn Lane, between C and E on plan 18/13. The Award describes this way as 'one other public carriage road and highway 30 feet wide leading from the north-east end of White Sheet Lane to its usual entrance on Langdon Farm in the Parish of Beaminster and adjoining the south side of the said open and common arable fields called the South Fields the same being part of the public highway towards the village of Hook...'</p> <p>The Inclosure map is annotated with the words 'To Hook Village' at the south-eastern end of this awarded carriage road. There is no other plan contained in the Inclosure Award, and the remaining lengths of the claimed byway, between points A, B and C, and between E,</p>

		F, G, H are not included.
1811	The 1 inch Ordnance Survey 1 st Series map, surveyed by Colonel Mudge,	Shows the claimed byway in the form of a lane or road.
1826	Greenwood's map	Shows the claimed byway in the form of a lane or road, part of which may be unfenced.
1843	Tithe map	The tithe map of 1843 shows those parts of the claimed byway between A, B and C and between C-D-E, the latter corresponding to Crabbs Barn Lane, as land that was that is excluded from tithe. Highways were often excluded from tithe in this way. The remaining length of the route, between E, F, G, H and I, is not excluded. Between point I and Dirty Gate, the way is shown as excluded land. Between E and I there does not appear to be a path or track shown on the tithe map. The tithe apportionments for the enclosures through which the claimed byway runs between E and I do not make any reference to a highway or public way, but it was not part of the purpose of the apportionments to refer to highways.

Late 1800's	Richmond's map	Shows the claimed byway. The part of the route which corresponds closely to Crabb's Barn Lane is shown in the form of a lane. The remaining lengths of the claimed route are shown as double-pecked lines, in the form of a track.
1888	6inch Ordnance Survey map	Shows that part of the claimed byway between A and E in the form of a lane. Between E and H the path appears to be a track that is unfenced on its southern side. It then continues as a lane to points I and J.
Early 1900's	Bacons County and Cycling map	Shows the whole length of the claimed byway as a lane or road.
1901	6 inch Ordnance Survey map	Shows similar detail to the 1888 map. On the 1901 map the north-western end of the path, between points A and B, appears to be unfenced on its northern side, and the boundary has been removed.
1903	25 inch Ordnance Survey map	Shows the shows the part of the claimed byway between A and E in the form of a lane. Between E and H the path appears as a track that is unfenced on its southern side. The way then continues as a lane to point I, and onwards in the same way to the road at Dirty Gate.
1906	One inch Ordnance Survey map	Shows parts of the claimed route as a 'Third Class Road'. The route between C and I is shown partly in the form of a lane and partly as a track or unfenced road. The north-western end of

		<p>the path, where it runs over brideway 17 between A, B and C, is not shown.</p>
1912	Finance Act (1910) Records	<p>The Finance Act 1910 survey map shows the length of claimed byway between A, B and C, over brideway 17, to run within hereditament 495. The Field Book for this hereditament does not record any deduction for 'Public Right of Way or User'. There is nothing in the Field Book that makes reference to a highway over this part of the claimed path.</p> <p>The length of claimed byway over the part of Crabbs Barn Lane between C and a point to the north-west of D is shown as a strip of land that was separate from the adjacent hereditaments, and this is suggestive of highway status. Highways were often excluded in this way as land that was not subject to taxation. The south-eastern end of Crabb's Barn Lane, between D and E, is not shown to be excluded in this way, and lies within hereditament 304. The field book for hereditament 304 does not record any deductions for 'pubic right of way or user'.</p> <p>The length of claimed byway between E, F, G. H and I lies within hereditament 342, and is not shown to be excluded as a separate area of land. The Field Book records a deduction of £100 for 'Public Right of Way or User'. It is possible that this deduction was granted because of the existence of a highway through the land subject to the survey. A</p>

		number of public rights of way cross the area of land included in hereditament 342, and it cannot be concluded that this deduction relates solely to the claimed byway.
1911	Bartholomew's map	Shows the route from the road junction at ST4957 0299 eastwards as 'recommended for cyclists.'
1920	Bartholomew's map	Shows the route from the road junction at ST4957 0299 eastwards as 'recommended for cyclists.'
1923	Ministry of Transport Road Map	Shows the western section of claimed route as an 'other road,' Mr. Oickle points out that a note on the rear of the map indicates that no roads shown are private roads. Nonetheless, it is unlikely that the Ordnance Survey would have fully investigated the legal status of each route shown on the map.
C.1920's	Crutchley's map	Shows the claimed route in full crossing Beaminster Downs.
1923	Ministry of Transport Road Map of 1923.	Shows the western section of claimed route as an 'other road.'
1930's	Philips' map	Shows the claimed route as a minor road.
1934	Quarter inch Ordnance Survey map	Shows the part of the claimed byway between C and I as a lane or road, and this is described in the key as an 'Other Metalled Road.' The north-western end of the path, where it runs over bridleway 17 between A, B and C, is not shown.

1937	Johnstone's Motoring Atlas	Shows part of the claimed route as a minor road.
1940-50	Geographia Road Map	Shows the length of claimed byway between C and I as a lane or road, which continues to Dirty Gate, point J. The north-western end of the path, where it runs over bridleway 17 between A, B and C, is not shown.
1944	Bartholomew's map	Shows the route from the road junction at ST4957 0299 eastwards as a serviceable road"
1951	Bartholomew's map	Shows the route from the road junction at ST4957 0299 eastwards as a serviceable road"
1951	Parish survey map	Shows the whole length of the claimed byway as a solid green line denoting a bridleway.
1953	Draft map	Shows the whole length of the claimed byway as a solid green line denoting a bridleway.
1958	Two and a half inch Ordnance Survey map	Shows the greater part of the route as a lane. A short section to the north of point G appears to be unfenced on the southern side.

1964	Provisional map	The provisional map of 1964 shows the north-western end of the claimed path as a bridleway, numbered 17, which corresponds to the present line of bridleway 17 between points A, B and C on plan 18/13. The provisional map shows bridleway 35 running between points E and F; that is, between the access road to Higher Langdon Farm and bridleway 33, at point E, and the present north-western end of bridleway 35 at its junction with the publicly maintainable highway at point F.
1966	First Definitive map	The First Definitive map, dated 13 th June 1966, shows the same detail in respect of the claimed byway as the provisional map of 1964.

1974	Revised draft map	<p>The revised draft map of 1974 shows the north-western end of the claimed path as a bridleway, numbered 17, which corresponds with the present line of bridleway 17 between points A, B and C. On the revised draft map, however, bridleway 35 is not shown. The revised draft map does show any public rights of way over the route between C and Dirty Gate. Given that a number of public rights of way shown on the Revised Draft map, footpath 28 and bridleways 33 and 34, join the way shown on the Ordnance Survey base map between C and Dirty Gate, the assumption must be that this way carried public rights. As it was not deemed appropriate to record these rights on the revised draft map, it seems likely that it was considered that they were vehicular rights that did not require recording on the definitive map.</p>
1973/77	Special Review	<p>The Council's files contain a form, included in correspondence with the definitive map, entitled 'Dorset County Council Special Review of Definitive map of Public Rights of Way, which proposed that the way should be recorded that the way should be recorded as a byway open to all traffic. The description of the path in this form is similar to that of the awarded carriage road in the Inclosure Award of 1809. There is a reference on the form to the route being a Road Used as Public Path (RUPP). The committee's decision was</p>

		that the route 'should be shown as a county road because of its origin in the Inclosure Award.' There does not appear to have been any further correspondence or submission of other evidence to back-up the proposal that the way should be recorded as a byway open to all traffic.
1989	Sealed Definitive map	Shows the north-western end of the claimed byway, between points A, B and C as a bridleway, numbered 17. Between points E and F the path is shown as a bridleway, numbered 35. The remaining length of the claimed byway are not shown.

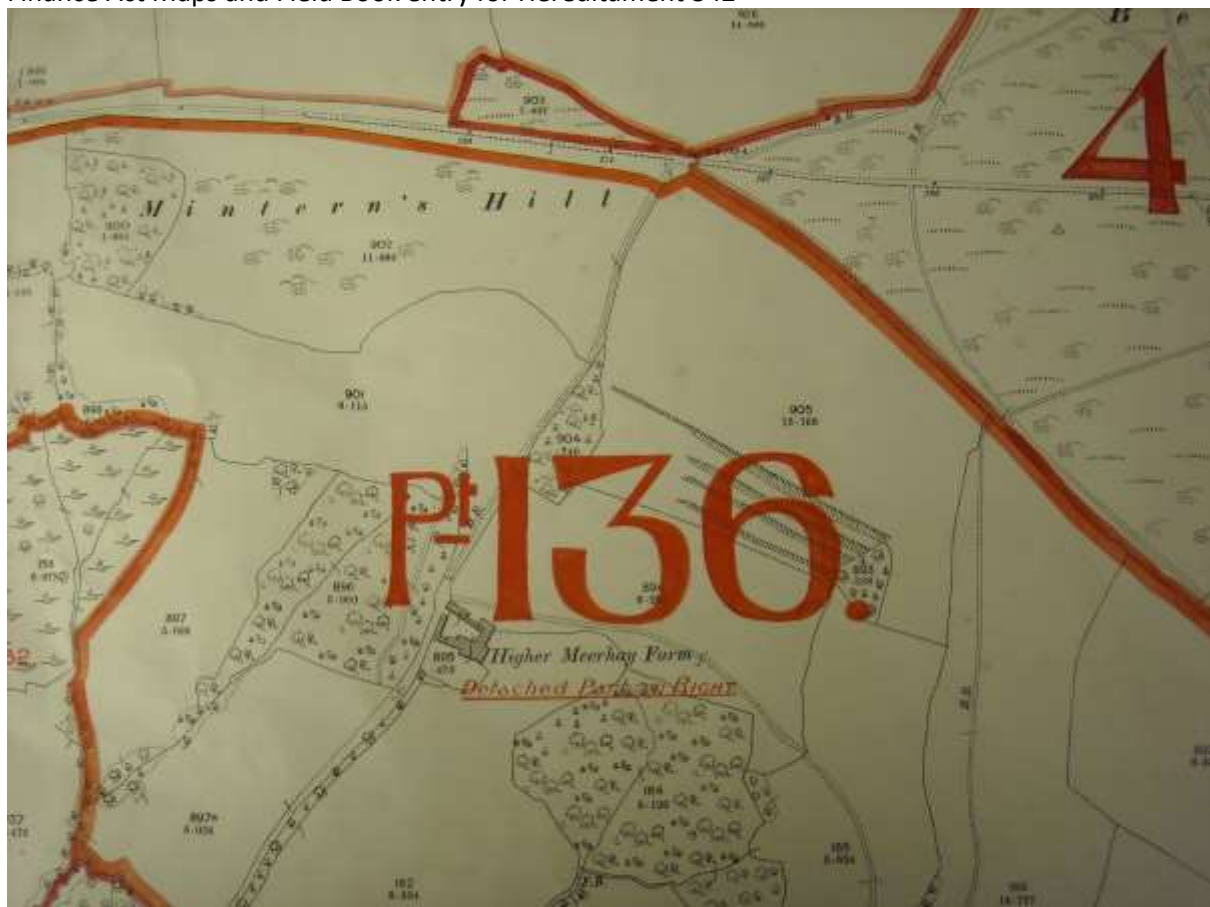
Beaminster Inclosure Award 1809



Beaminster Tithe map 1843



Finance Act Maps and Field Book entry for Hereditament 342







B. A. Cunningham 242-243
242-243

Map No. 242-243

Reference No. 242-243

Location: *242-243*

County: *242-243*

Town: *242-243*

Range: *242-243*

Section: *242-243*

Acres: *242-243*

Owner: *242-243*

Deed: *242-243*

Map: *242-243*

Notes: *242-243*

Reference No. 242-243

Location: *242-243*

County: *242-243*

Town: *242-243*

Range: *242-243*

Section: *242-243*

Acres: *242-243*

Owner: *242-243*

Deed: *242-243*

Map: *242-243*

Notes: *242-243*

General Information

Location: *242-243*

County: *242-243*

Town: *242-243*

Range: *242-243*

Section: *242-243*

Acres: *242-243*

Owner: *242-243*

Deed: *242-243*

Map: *242-243*

Notes: *242-243*

Market Value

Location: *242-243*

County: *242-243*

Town: *242-243*

Range: *242-243*

Section: *242-243*

Acres: *242-243*

Owner: *242-243*

Deed: *242-243*

Map: *242-243*

Notes: *242-243*

Actual (or Estimated) Rent, \$

Actual (or Estimated) Rent, \$

Actual (or Estimated) and other Consideration paid

Outgoings—Land Tax £ 100 0 0

Other Outgoings

Other Outgoings

Who pays (a) Rates and Taxes (b) Insurance *Landlord*

Who is liable for repairs? *Suburban - He bought from Suburban*

Who is liable for repairs
Fixed Charges, Easements, Common Rights and Restrictions

Fixed Charges, Discharge
Excess of many are returned?

[illegible]

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

Amount—

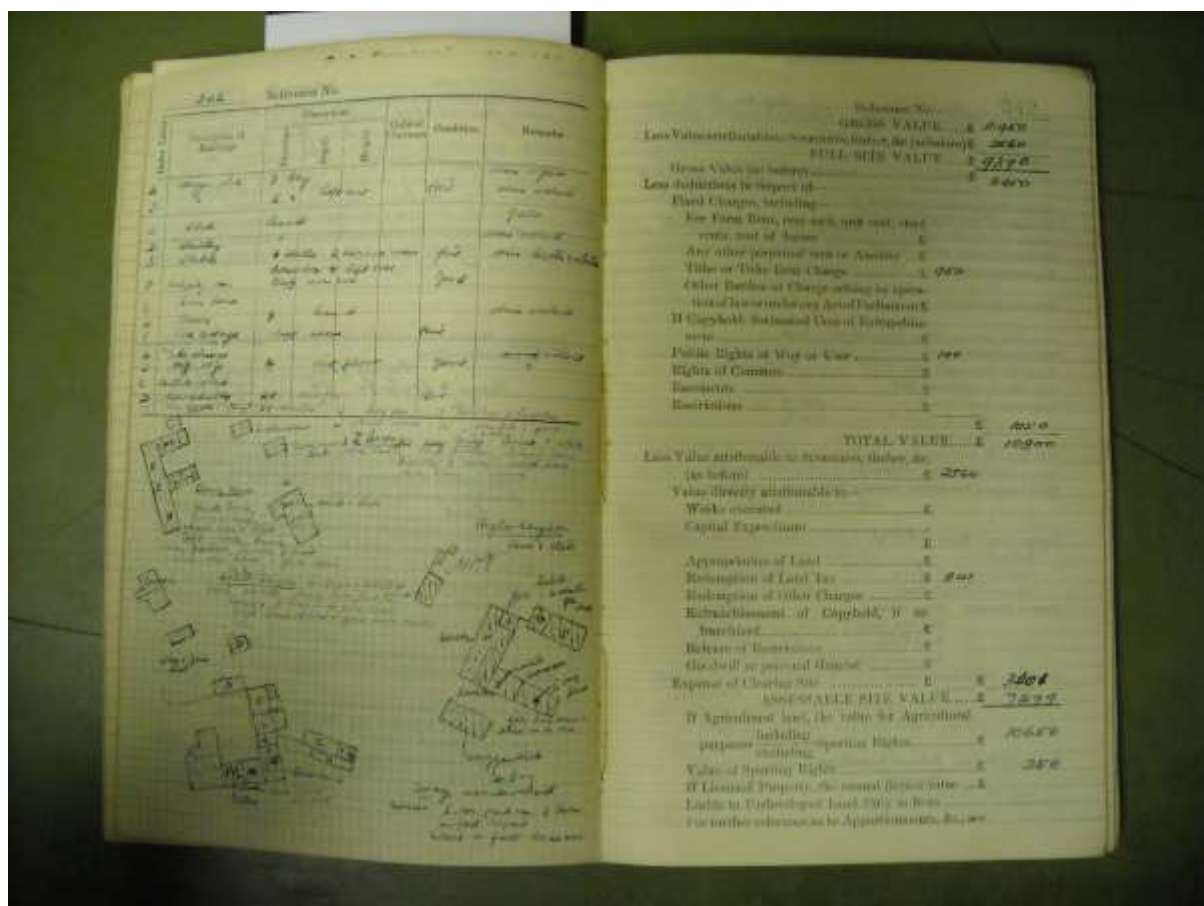
Salpiscia date 27-10-1923 2.8 to 112250 C.C. No 136005
 Last box of L.H. Lammiman 1916. Box in 27th Street school of 1923
Salpiscia date 27 Oct 1923 2.8 to 112250 C.C. No 136005
 24 of 2500 240000 in four members of the community (Lammiman)
 Lammiman 1916. Box in 27th Street school of 1923

the present study

Marked Value of F

(as before)

Add for Additional



1811 Ordnance Survey Map



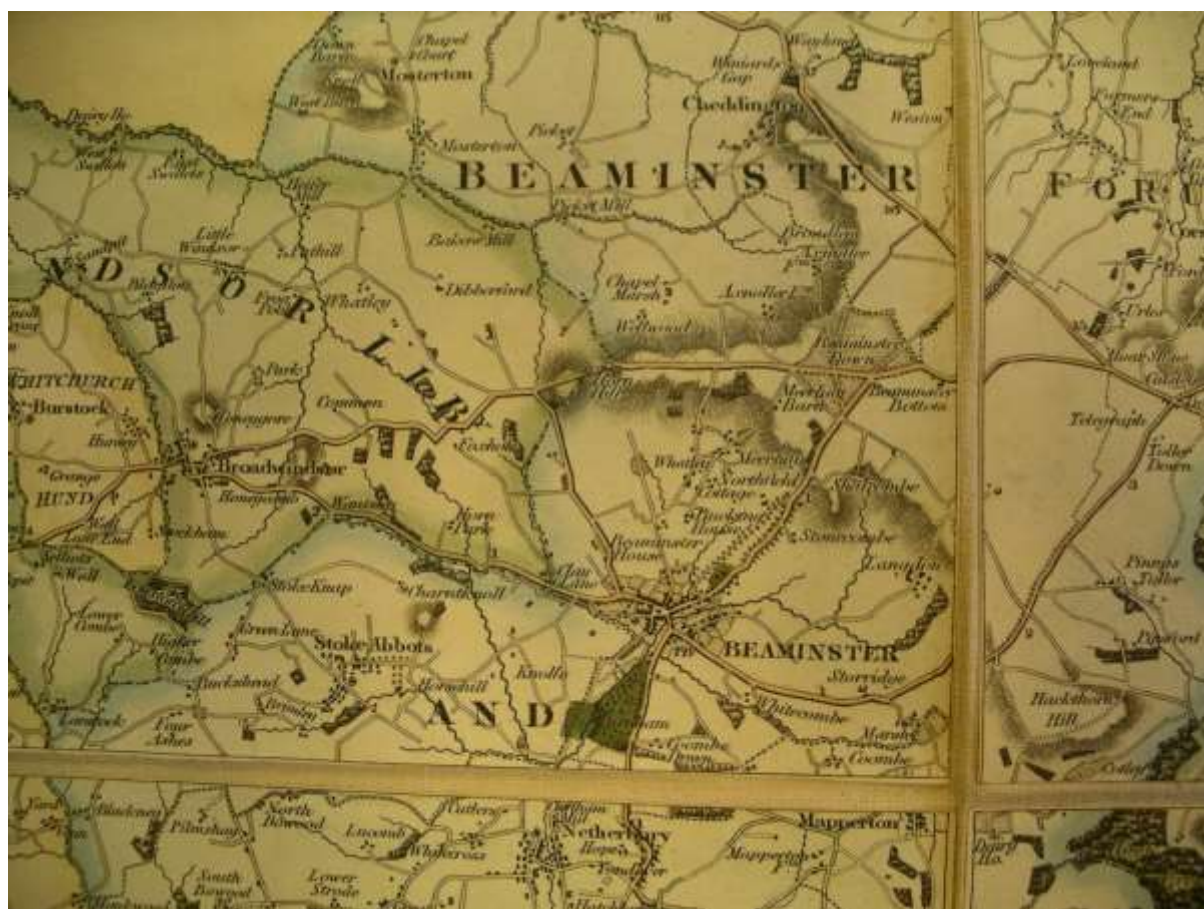
Ordnance Survey six inch map. Surveyed 1886 Published 1888



Ordnance Survey six inch map Revised 1901 Published 1904



Greenwood's map 1826



Taylor's Map 1765



This is a detailed historical map of the Beaminster area in Dorset, England. The map is oriented with North at the top. A prominent red line, representing the Beaminster Railway, runs from the top left towards the bottom right, passing through several towns. Key locations labeled include Mosterton, Cheddington, East Dibberford, Beaminster, Broad Windsor, Stoke Abbott, and Mapperton. Other notable features include the 'Winniards Gap', 'Paper Mill', 'Windor', 'West Dibberford', 'Horn Hill', 'Merehay', and 'Longdon'. The map also shows various roads, rivers, and smaller settlements like 'Cerscombe' and 'Stoke Abbott'. The overall style is that of a 19th-century topographical map, with detailed shading for terrain and clear labels for place names.



Beaminster Roads map C.1800

