

APPENDIX 3 TABLE OF DOCUMENTARY EVIDENCE

Date	Document	Comment
1765	Taylor's map of Dorsetshire	Shows a route commencing at point E and heading in a westerly direction, which appears to straddle or be located just to the north of the parish boundary. The map does not appear to show the route extending beyond a point that lies approximately midway between points D to E. Taylor's map depicts a route which may represent part of the eastern end of the claimed route.
1796	Taylor's map	Does not appear to show the claimed route.
C.1811	First Edition Ordnance Survey map	Shows a route running east to west direction across West Down. Between points A to D the route is located to the north of the claimed byway.
1819	Dewlish Inclosure Award	Shows that the area of land through which the claimed route passes was not subject to enclosure. A route that corresponds with that part of the claimed byway between points D to E is shown on the Dewlish Inclosure Plan, and is depicted by two parallel broken lines. It is annotated at the position that corresponds with point D with the words "from Piddlehinton",
1826	Greenwood's map	Shows the route as two broken parallel lines. Greenwoods' map shows a route similar to the 1811 Ordnance Survey map. The route depicted does not correspond exactly with that of the claimed byway. This map was published some 20 years prior to enclosure taking place in Cheselbourne, and those routes depicted on it may be represent a reasonably accurate picture of the network of roads, both public and private, that were in existence prior to enclosure taking place.

1832	Indenture	The Milborne and Blandford Road is referred to in an indenture dated 5 December 1832 involving the lease of a piece of land now known as Doles Ash Plantation. The indenture refers to the vendor, John Knight, as being the sole commissioner appointed under an Act of Parliament to divide and allot the lands within the parish of Piddlehinton (Piddlehinton Inclosure Award). The land is described as being bounded on the "East and South by a public road leading to Chesilbourne".
1835	Piddlehinton Award Inclosure	Shows that a public carriage road and highway named the Milborne and Blandford Road had been awarded. It is described as "...commencing at the upper end of London Row and extending eastward over Bank Field Higher East Field and the East Down to Druce Hedge from whence it extends north easterly by the boundary of the Parish to Chesilborne Gate branching towards Milborne and Blandford and and to another gate being the entrance to Doles Ash Farm and towards Hareput Lane and Plush'

Date	Document	Comment
1840	Cheselbourne Tithe map and apportionment	A number of routes are shown on the Cheselbourne Tithe Map, one of which commences at point D and continues in a westerly direction more or less parallel to the parish boundary. This route, whilst following the general direction of the claimed route, is located somewhat further to the north
1845	Dewlish Tithe map	The Dewlish Tithe Map and Apportionment of 1845 shows a route that corresponds with that of the claimed route between points D to E. It is coloured sienna and shown in the same manner as other routes on the map, some of which are known today to be public vehicular highways. At point D the route is annotated with the words "from Piddlehinton", and it runs in an easterly direction to its junction with the Cheselbourne Road, at point E. The Dewlish Tithe Map and Apportionment of 1845 postdates the Dewlish Inclosure Award by some 26 years.
1844	Cheselbourne Inclosure Award	Shows that the part of the claimed route between points A and B was an awarded public carriage road described as "One other Public Carriage Road and Driftway of the width of thirty feet and numbered 7 on the said map or plan commencing on the south west corner of the said West Down and extending in an easterly direction over the said Down until it enters the Public Road No 6".
1847	Map of Dewlish, Earl of Ilchester's archive	Shows a route broadly corresponding with that part of the claimed route between points D to E. At point D the map shows the route crossing the parish boundary into Cheselbourne. At this point it also shows

Undated, Circa 1840's	Sketch of land at Chebbard Farm	The sketch shows that part of the claimed route between points D to E to be annotated with the words "Road on to Dewlish". The road to Waterson is also shown, as is the present line of Bridleway 8, Cheselbourne, which is annotated with the words "Road on to Cheselbourne".
1880	Dorchester Highways Board minutes.	These minutes refer to public highways in the Dorchester area. In the note for the parish of Dewlish there is mention of a road known as 'Chebbard Drove', which may refer to the claimed byway, although this cannot be assumed with certainty.
1884	Map of Cheselbourne	The map depicts the route of the awarded road number 6 in Cheselbourne, which corresponds with that part of the claimed route between points B and C and also shows a route that corresponds with that part of the claim within Dewlish, shown between points D and E. The plan used for this may be from an earlier survey as, although it postdates the Cheselbourne enclosure by some 40 years, it appears to show the layout of roads prior to enclosure.
1885	Ordnance Survey Boundary Sketch map	Shows the boundaries between the parishes of Dewlish and Cheselbourne, and between Piddlehinton and Piddletrenthide. The books

1885	Ordnance Survey Boundary Remark Book	Show the boundaries between the parishes of Dewlish and Cheselbourne, and between Piddlehinton and Piddletrenthide. The books record the boundaries as being 3 feet or 4 feet from the root of the hedge.
1887	Ordnance Survey six inch map	Shows a route corresponding to that which is being claimed throughout its length, from point A to point E. Most of the way is shown as a double line, in the form of a walled or fenced lane, and the western end is shown as a double-dashed line, in the form of a track.

Date	Document	Comment
Late 1800's	Richmond's map	Shows what may be a track or unfenced road running on or closely to the eastern part of the claimed route. This track continues westwards, but does not appear correspond with the line of the claimed byway.
Late 1800's	Crutchley's map	Does not appear to show the claimed byway.
1900's	Philips 'English Roads at a Glance map, of the early 1900's.	Shows the way as a lane or road.
1900's	Bacon's County Cycling map	Shows the route partly as an unfenced track, and partly in the form of a lane or road.

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1902	Ordnance Survey 25 inch map	Shows a route corresponding to that being claimed throughout its length from point A to point E. Between point E to a point at the boundary immediately to the east of point C, the way is shown as a double line, in the form of a walled or fenced lane. To the west of this point the route is shown as a double-dashed line, in the form of a track.
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1903	Ordnance Survey map of 1903, at a scale of 6 inches to the mile.	Shows a route corresponding to that which is being claimed throughout its length, from point A to point E, in a similar way to that shown on the 1887 6 inch map.
1906	Ordnance Survey one inch map	Shows the claimed route as an 'unmetalled road'. Most of the way is shown as a double line, in the form of a walled or fenced lane, and the western end is shown as a double-dashed line, in the form of a track.
1912	Finance Act Records	That part of the route between points A and D in Cheselbourne passed through Hereditament 27. The remainder of the route in Dewlish passed through Hereditament 1. The route was not excluded from the land for valuation purposes and in the accompanying valuation books there are no deductions for rights of way.
1911	Bartholomew's half inch Touring and Cycling map	Show the route as a lane or road. The key to the maps explains that 'The uncoloured roads are inferior and not to be recommended. The key to the 1911 map adds that the route is not recommended for cyclists.
1913	Ordnance Survey half-inch map	Shows the claimed in the form of a lane, up to a point to the west of point D, and which the key describes as an 'other road' To the west of this point the route is shown as a double-dashed line, in the form of a track.

1919	Ordnance Survey one inch map	Shows the path in the same way as the 1913 half-inch map.
1919	The Ordnance Survey contoured road map of Yeovil and Blandford, at a scale of 1 inch to 1 mile.	Shows the claimed route between points A to approximately C by two parallel broken lines, and from point C to point E by two unbroken lines. The key describes A to C as a "minor road - unfenced" and C to D as a "minor road - fenced".

1920's	Bacon's Motoring and Cycling map, at a scale of half-inch to a mile	Shows the route as a lane or road.
1920	Bartholomews half inch Touring and Cycling map	Shows the route as a lane or road. The key to the maps explain that 'The uncoloured roads are 'inferior and not to be recommended.'
1920's	Harding's half-inch map.	Shows the route in the form of a lane or road. Fodrow point out that this map was intended to show routes that were available for use by motorists.
1923	The Ministry of Transport Road Map of Weymouth, Yeovil and Taunton published in 1923, is based on the Ordnance Survey 1 inch to 1 mile map of 1903-08 (being reduced to a scale of ½" inch to one mile).	Shows the claimed route throughout its length from point A to point E. The route is depicted between point A to a point just to the west of point C by two parallel broken lines and from this point to point E by two unbroken lines. The key describes the first part

		as an “other road – unfenced” and the latter part as an “other road – fenced”.
1928	Bladen Estate map	That part of the claimed route between point E and approximately point D is shown on the plan. The key describes the route as a second class road.
1937	Johnstone's 'Motoring and Touring Map	Shows the claimed route as a lane or road.
1940's/50's	Geographia Road Map, at a scale of half-inch to the mile.	Shows the route as a lane or road.
1944	Bartholomew's half-inch map.	Shows the route as a road, and describe it as passable for cyclists but not recommended.

1945	Ordnance Survey one inch map.	Shows the path in the same way as the 1913 half-inch and 1919 one inch maps.

The National Parks and Access to the Countryside Act 1949 charged the County Council, in its capacity of “Surveying Authority”, with a duty to compile a record of the public rights of way network. As part of this process District and Parish Council carried out surveys and provided the County Council with information for the purposes of recording the existence of public rights of way.

1951	The Cheselbourne Parish Survey map, at a scale of 1:10560, and the accompanying schedule. I	The schedule and map record that the Parish Council made a claim for a 'carriageway' between points A and D, (drawing 18/11), which was given the number 12 as a means of identification. The path is described as commencing at Doles Wood and terminating at Chebbard. The map shows that Cheselbourne Parish Council had also claimed that part of the route shown between points D and E, lying on the northern side of the parish boundary, within Cheselbourne parish. A possible explanation for this is that the parish council was indicating the continuation of the route within Dewlish.
1951	Dewlish Parish Survey map, at a scale of 1:10560, and accompanying schedule	The schedule and map record that Dewlish Parish Council made a claim for a bridleway between points D and E, (drawing 18/11), which was given the number 36 as a means of identification. The path is described as commencing from the "road at Chebbard" and terminating at "junction with lane leading into Cheselbourne".
1958	Draft Map	The claimed route is shown on the draft map as CRB 12 between points A and D in Cheselbourne, and as CRB 8 between points D and E in Dewlish.

1958	Two and a half inch Ordnance Survey map	Shows the route in the form of a lane.
1960	Ordnance Survey one inch map	Shows the whole length of the path in the form of a fenced lane or road.
1960	Geographia half- inch map	Shows the whole length of the path in the form of a lane or road.
1964	Provisional map	The claimed route is shown on the provisional map as Bridleway 8 between points A and D in Cheselbourne, and as Bridleway 18 between points D and E in Dewlish.
1967	First Definitive map	The claimed route is shown on the first definitive map as Bridleway 8 between points A and D in Cheselbourne, and as Bridleway 18 between points D and E in Dewlish.

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1971	J. Tucker note	A note dated 24 th October 1971 from a J. Tucker in the Council's file describes 'A road used by the general public, carts, cars etc.'
1972	Aerial photograph	The 1972 photographs show the entire route between points A to E clearly, the route being defined and bounded as shown in the 1947 photographs. At point E there is now a building, 'the Bungalow' (now known as Chebbard Gate cottage), which was not present in 1947. The junction with the Cheselbourne road is shown clearly and there does not appear to be any type of structure present that would have prevented the use of the route with vehicles.
1973	Form relating to Special Review dated 30 th July 1973	Records that the Special Review Committee's decision was to retain the path on the revised draft map as a bridleway. The note on the card refers to the <i>'Original parish survey and draft map show as a carriage road/bridleway. Is shown on the Award Map of 1819 but is not awarded. It is a hard farm road and has been entered on the OS map as a suggested byway as it forms part of a cross country route.'</i> The Special Review Committee determined that, as there was no evidence of public use, it should be recorded on the revised draft map (1974) as a bridleway.

1974	Revised Draft Map	The claimed route is shown on the Revised Draft Map as Bridleway 8 between points A and D in Cheselbourne, and as Bridleway 18 between points D and E in Dewlish.
1975	Letter to the Secretary of State for the Environment, bearing a date stamp of 1975 by Dorset County Council, from Mrs. R. V. Edwards	Mrs. R. V. Edwards objected to the status of bridleway 8, Cheselbourne, on the grounds that it should be recorded as a byway open to all traffic.
1977	Memorandum addressed to the County Surveyor of Dorset County Council, from the Divisional Surveyor, dated 24 th January 1977.	States 'That BR18 should be recorded as a Byway Open to all Traffic'.

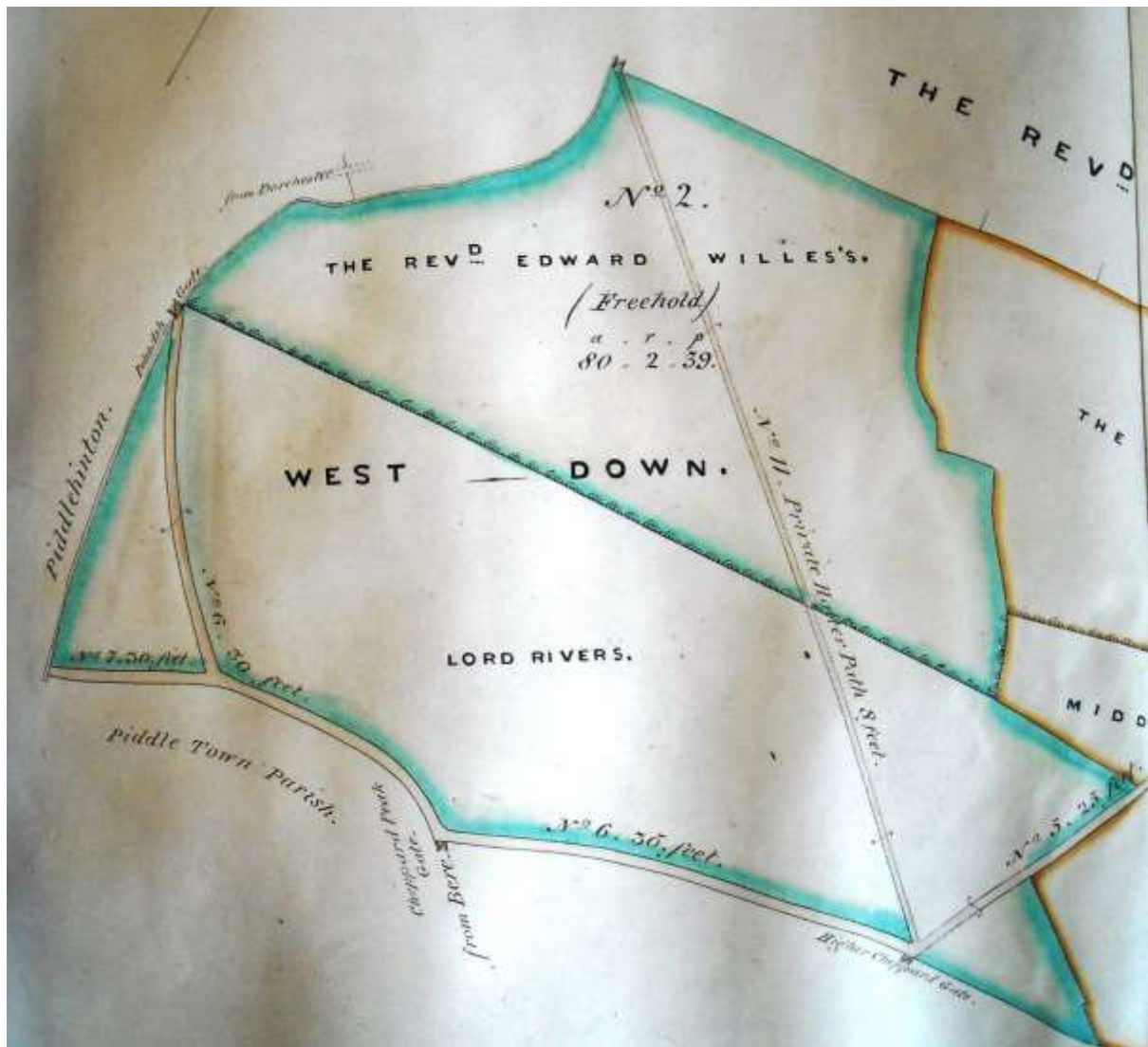
1997	Aerial photograph	
2002	Aerial photograph	
2005	Aerial photograph	

Key Documents

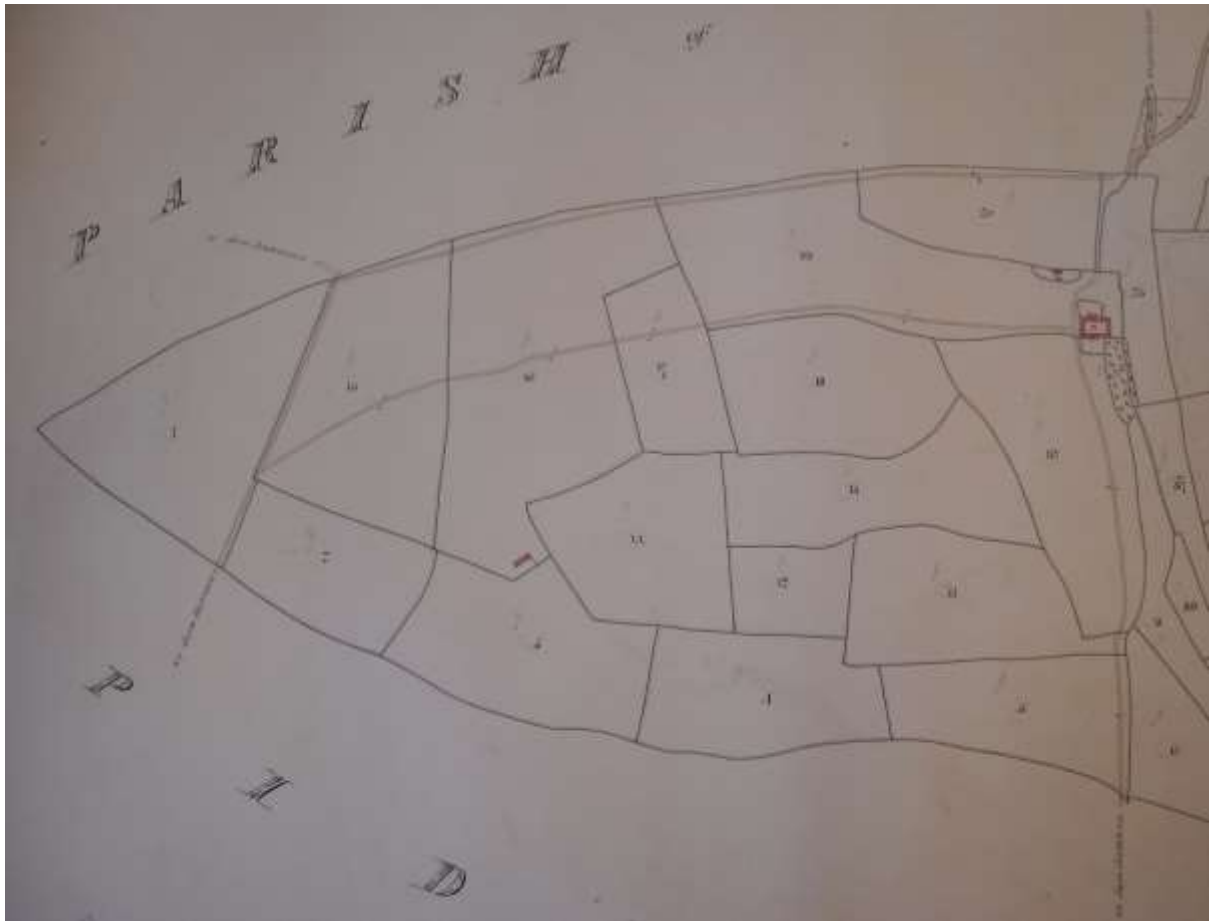
Dewlish Inclosure Award Plan 1819



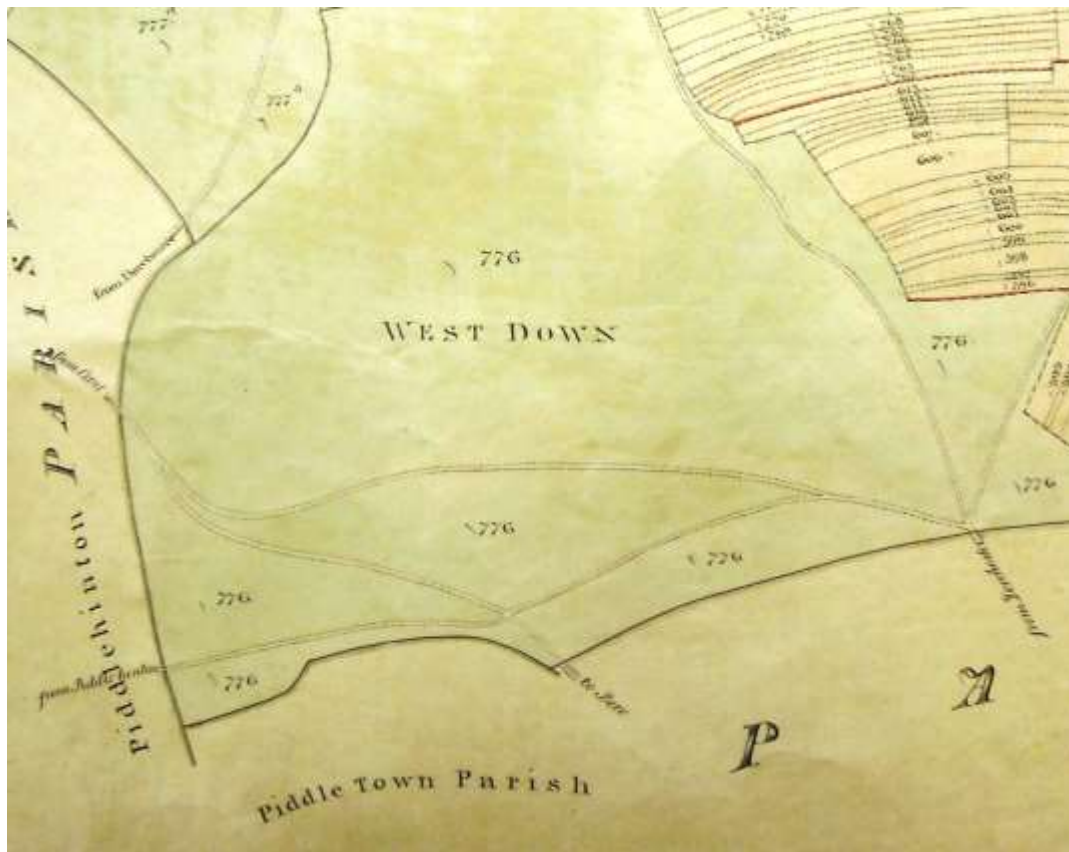
Cheselborne Inclosure Award Plan 1844



Dewlish Tithe Map 1845



Cheselbourne Tithe Map 1840

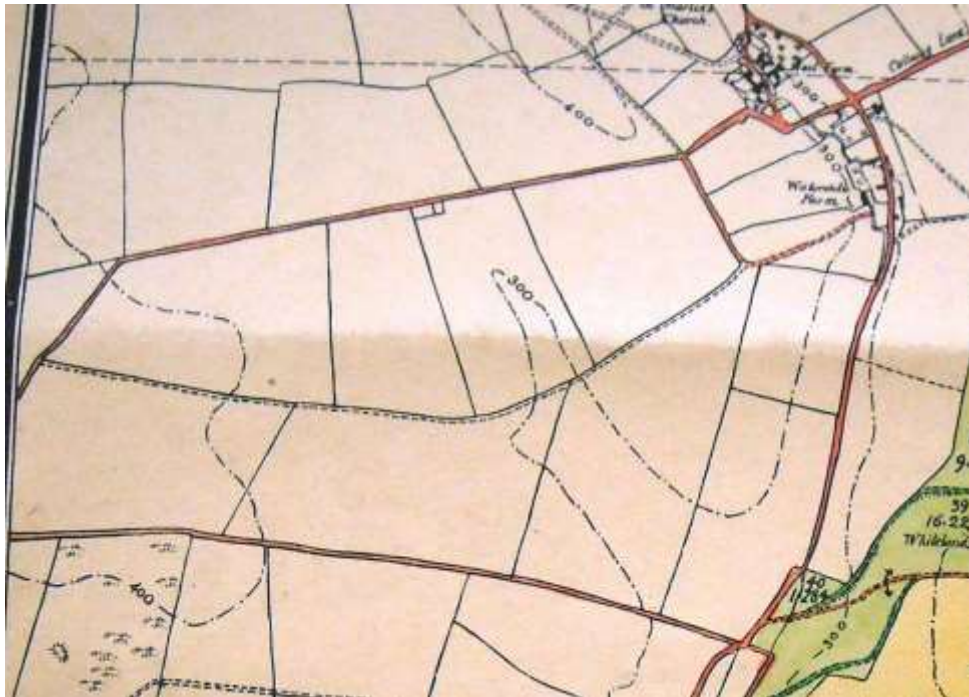


Finance Act maps 1912





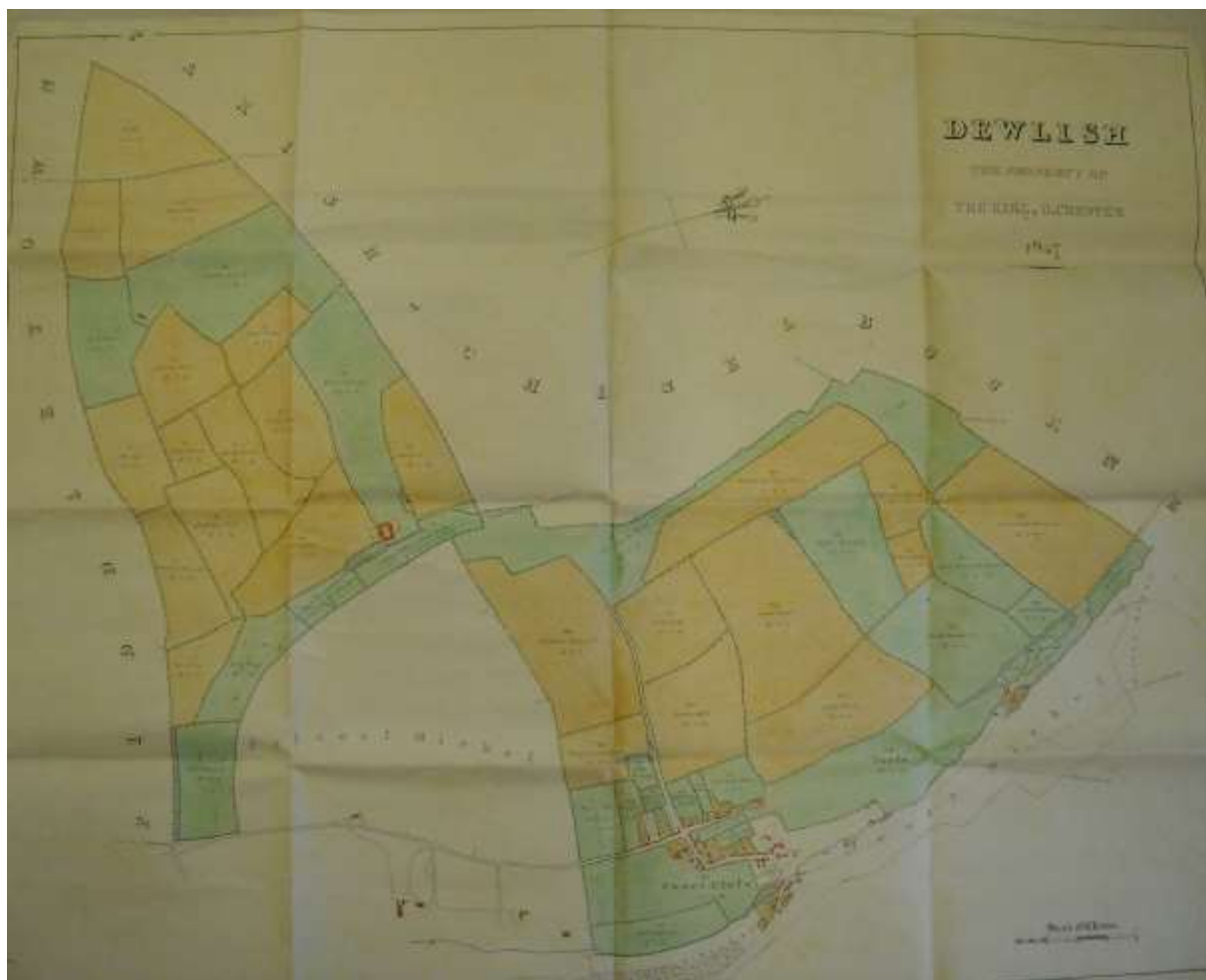
Bladen Estate map 1928



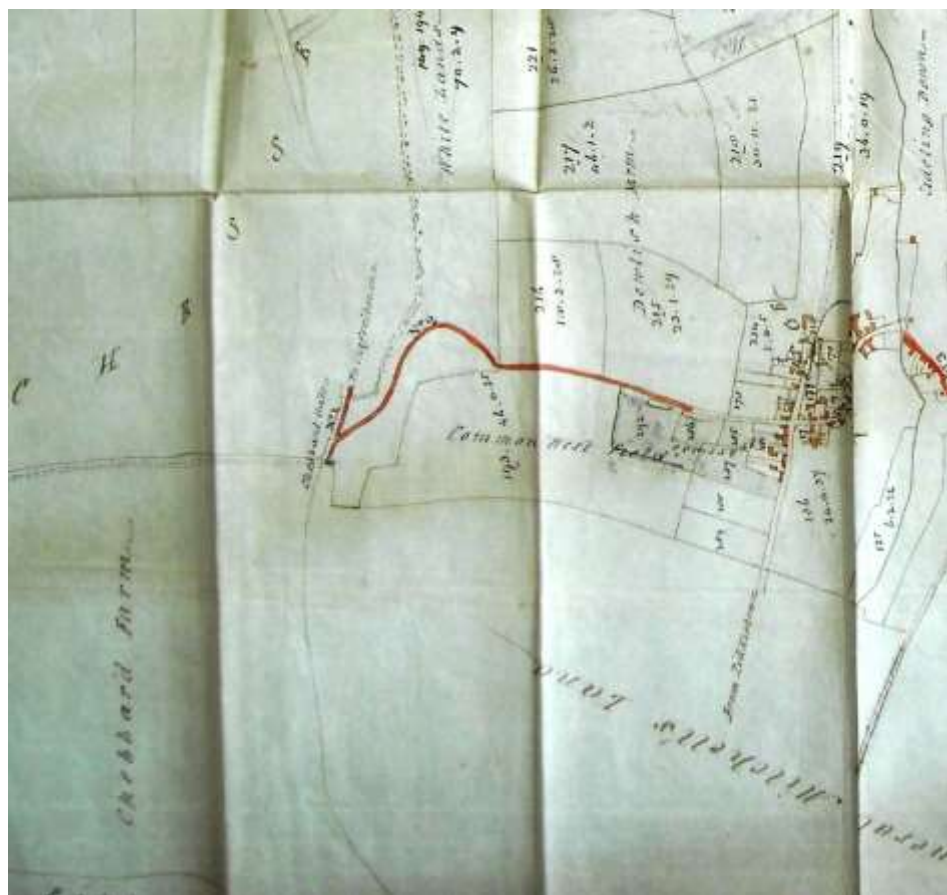
Ilchester Farm Sketch (Undated)



Ilchester Estate Map Chebbard Farm 1847



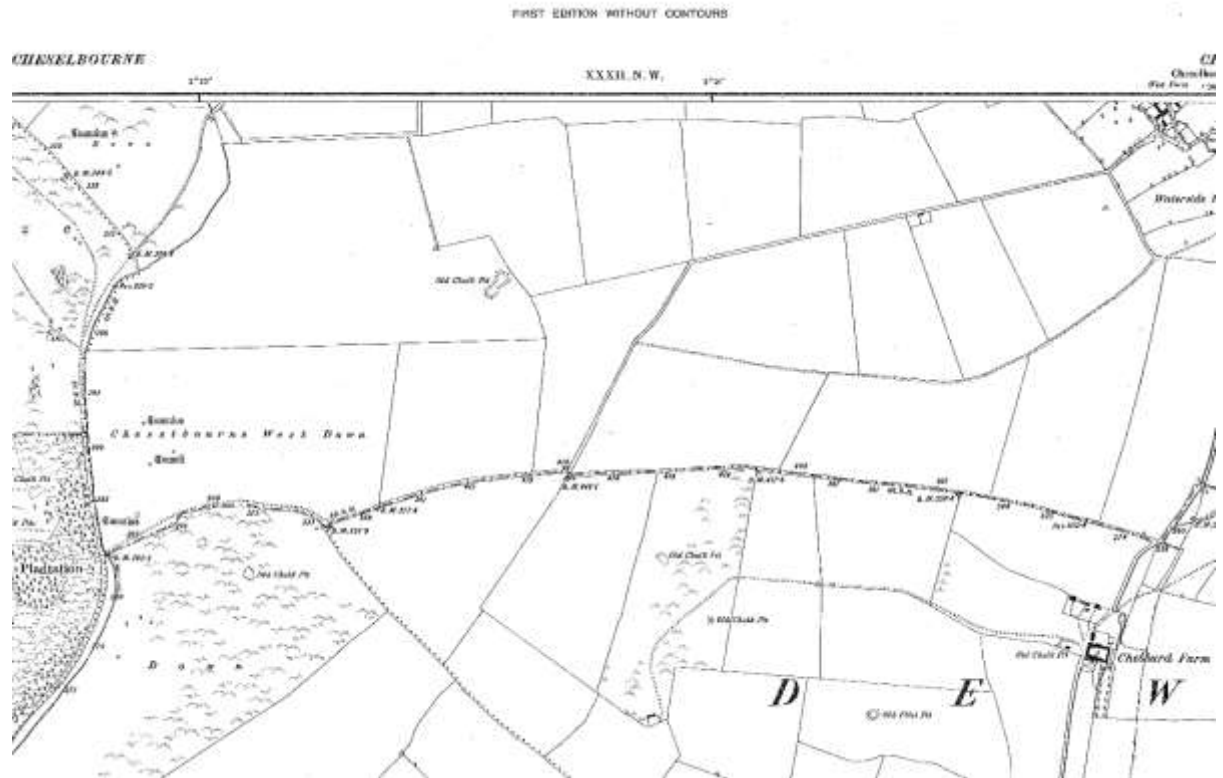
Ilchester Estate Roads Map



One inch Ordnance Survey map 1811



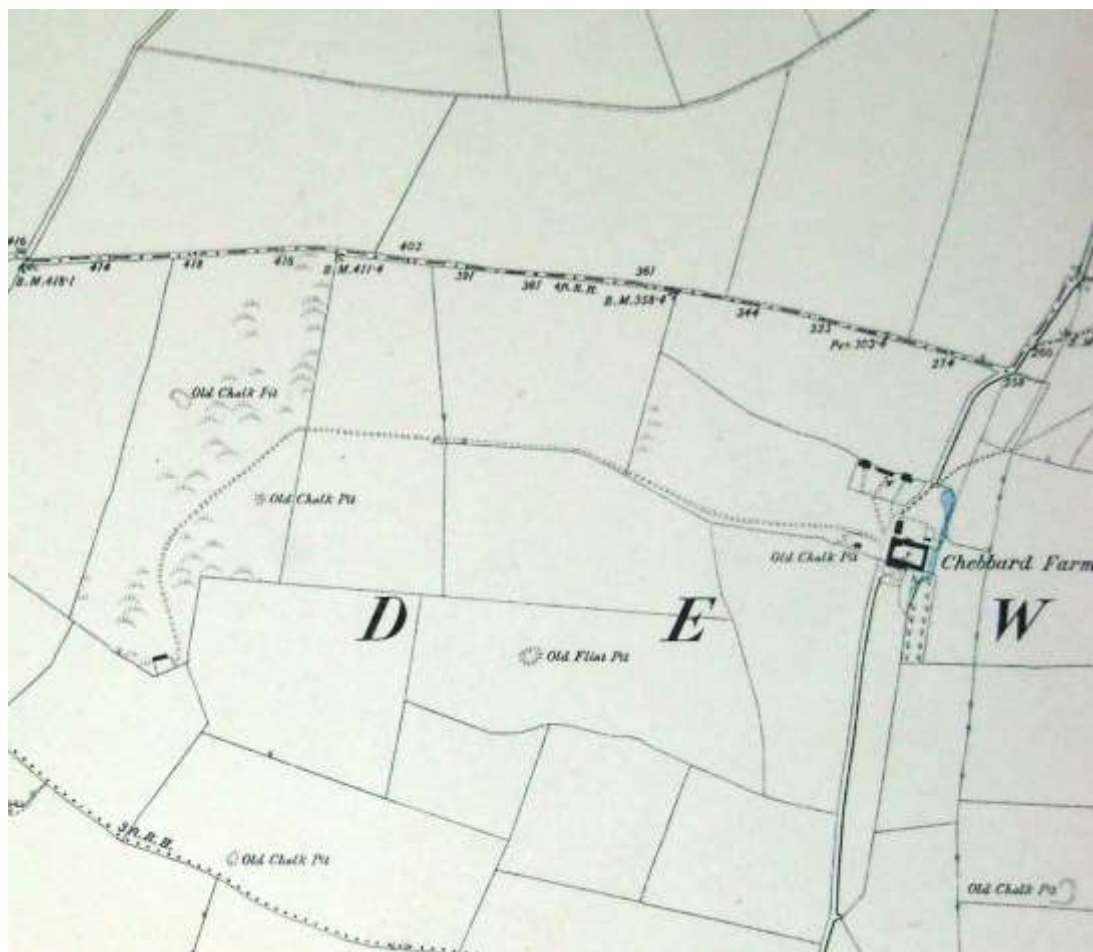
Six Inch Ordnance Survey map 1887



This historical map depicts the Down Neck area, bounded by the Cheselbourne West Down Canal to the north and the Chesapeake Bay to the east. The map includes several key locations and features:

- Cheselbourne West Down Canal:** A prominent waterway running horizontally across the upper portion of the map.
- Plantations:** Labeled areas include "Hill Plantation" on the left, "Down Neck" in the center, and "Old Chalk Pt" in several locations.
- Survey Points:** Numerous points are marked with bearings and distances, such as "S. M. 282-1", "S. M. 317-9", "S. M. 317-4", and "S. M. 316-0".
- Topography:** The map uses hachure marks to indicate the terrain, showing a relatively flat area with some elevation changes.
- Boundaries:** The map shows the boundaries of the Down Neck area, including the canal and the bay.

The map is a detailed representation of the land and water features of the Down Neck area, providing a clear view of the canal, plantations, and survey points.



Taylor's Map 1765



Greenwood's map 1826

