

I hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981 modifying the Definitive Map and Statement for the County of Warwick by Adding the following route as a -

Public Footpath / Public Bridleway / Byway Open to All Traffic\*-

## As shown on the attached map.

\* delete as appropriate

Please describe the route carefully and explain exactly where the route starts (from a point on a road or path), the line it follows and exactly where it finishes. Colour the line of the route on a 1: 2500 scale Ordnance Survey Map and mark the position of any obstructions, fences, stiles or gates. Also note the width and surface type of the route at several points if it varies. If possible give an Ordnance Survey 8 figure grid reference for the start and finish of the route.

Grid References: Start. 5 P354 44 | Finish SP 357440 ) Description :

From bridleway 55 27 east to sugarswell Lane

Signed: Claim No.

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Office use only

Date: 24/11/04

Please see overleaf

## Making your Application

Note on this application form all the documents you are using as evidence, attach copies if possible and any photographs.

Please ask anyone who wishes to give evidence that they have used the route, to fill in a "Witness Statement" Form G. Collect the completed forms and return them with your application.

# Before returning your application form you must send to each owner / occupier / tenant of the land crossed by your claim:

• Form A - Notice of Application for Modification Order

# Return your completed application to the County Council. This should include:-

- A copy of this form (**C**)
- A copy of form (B), Certificate of Notice of Application for Modification Order -, listing the owners / occupiers to whom you sent a copy of Form A
- Evidence documents, plans, photographs (if applicable)
  Witness statement forms (form G)

\*You may find it helpful to keep a copy of all the information you send to the County Council.

## Send your application to -

Warwickshire County Council, Countryside Recreation, Unit 11, Montague Road, Warwick, CV34 5LW. Telephone: (01926) 413421 or 413415

## Evidence in support of your claim -

## **Documents** (number of pages attached)

Please attach a copy of any documents or maps you are using as evidence. Include the document reference number and title and give the full name and address of the Library, Record Office, University or person in possession of the original document.

## Photographs (number attached)

These should be securely mounted on card, stout paper or in plastic wallets, each should be clearly numbered and labelled with the date and place it was taken and if possible please show the location of the photograph on a plan.

# Witness Statement Forms (G) (number attached)

Please number each form and make a list with the name, address and number of each person who has completed a "witness statement"(G) in support of your application, on *this* form (C).

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#### SSClaim29Nov04.1

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#### Statement of Evidence for Shipston Claim No.29

- The bridleway known as SS27 was created by the Tysoe Inclosure Award 1798 (County Record Office QS75/121) when it described as extending "to entry into Shennington". The map with the Award shows, and labells, the bridleway with the present claim being labelled "Shennington Lane" and the land adjoining as the Parish or Shennington.
- 2) The county boundary here is shown on the large scale Ordnance Survey maps (e.g. the 6 inch to a mile first edition 1886) as following the south side of this track, leaving the claim as being in Warwickshire. This means that the 'entry into Shennington' must be Sugarswell Lane, the straight main road.
- 3) The claimed route is shown on all maps since the Inclosure Award, including the first edition of the Ordnance Survey one inch to a mile map of 1833.
- 4) Although the claimed route is shown on the 1910 Finance Act map as being part of hereditament No. 163 in Tysoe, the 'Forms 37 Land' are not available for this parish.
- 5) The Definitive Map statement describes the end of SS27 as being on Sugarswell Lane, but the point described is that shown on the map, namely the west end of the claimed gap up to the road.
- 6) The route has a bridleway waymarked post at the road, with a modern metal double gate and a side bridleway gate adjoining. This confirms that the route us generally accepted as coming up to the road.

