

# Application for a Modification Order

## Wildlife and Countryside Act 1981

### The Definitive Map and Statement of Public Rights of Way for the County of Lancashire

To: The Director of Corporate Services, Lancashire County Council.  
Of: PO Box 78, County Hall, Fishergate, Preston, Lancashire, PR1 8XJ

I: D Brooksbank, for and on behalf of The British Horse Society  
Of: C/O Access and Rights of Way Department, The British Horse Society, Abbey Park, Stareton, Kenilworth, Warwickshire, CV8 2XZ

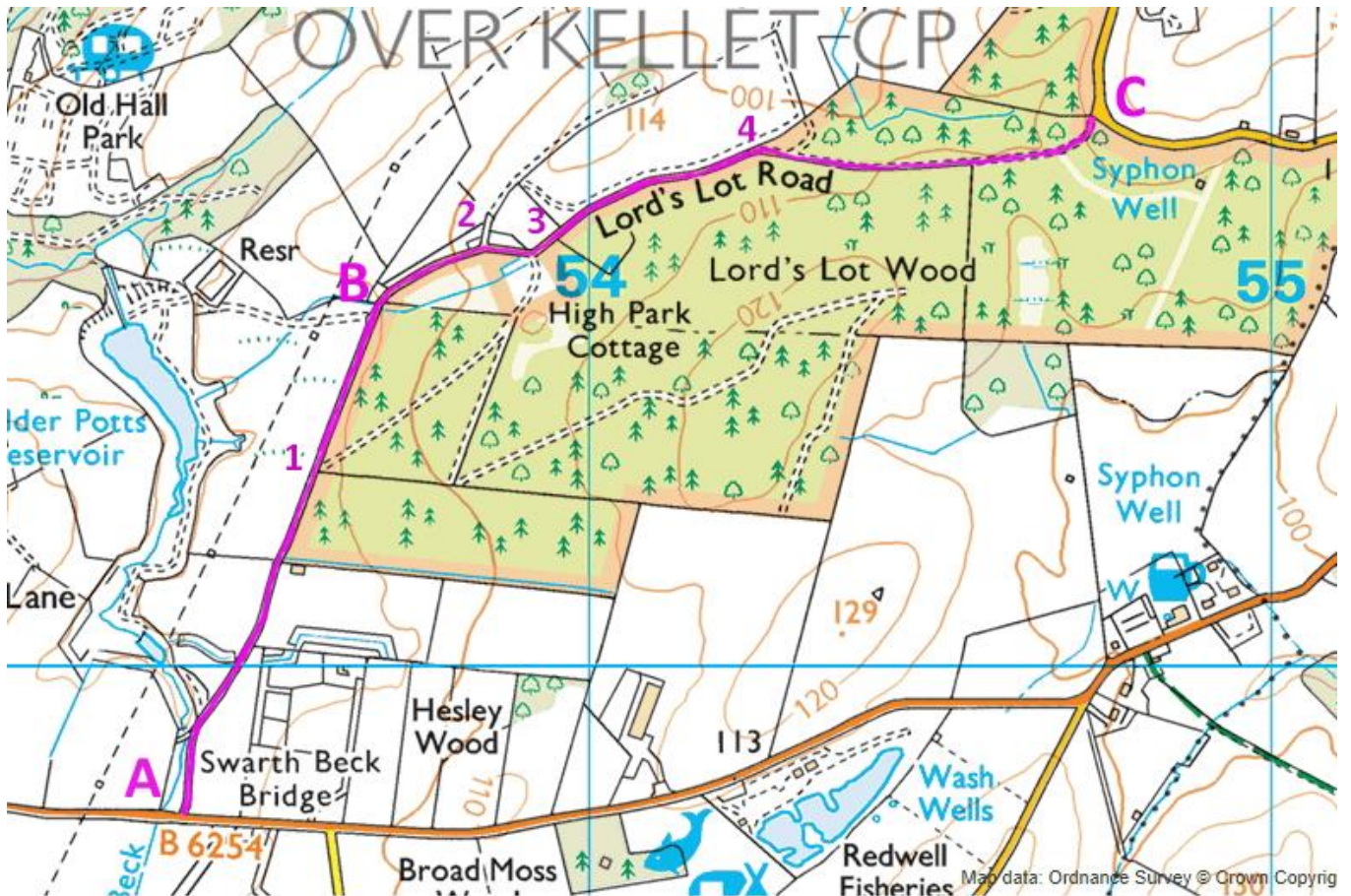
Hereby apply for an order under section 53(2) of the Wildlife and Countryside Act 1981 modifying the Definitive Map and statements for the area by:


#### 2. Adding the BRIDLEWAY – Lord's Lot Road, Parish: Over Kellet

**FROM:** Junction with Kirkby Lonsdale Road – B6254 Over Kellet SD 5340 6978 (A)

**TO:** Junction with Borwick Road – C506 Over Kellet SD 5474 7080 (C)

AS SHOWN ON THIS MAP:



Application Route:  Identified by: A, B, C  
Copyright Designs and Patents Act 1988 Section 46 - This copy is made for the purposes of initiating a statutory inquiry and so does not infringe Copyright. Further copies should not be made.

This map should print at 1:11,000 scale when printed on A4 paper. See Appendix D for an unmarked copy of this map. Note: Points 1, 2, 3, 4 refer to photographs and descriptions of the current route.

### **Description of Application Route:**

The Application Route is approximately 1.95km long and around 4 to 6m wide throughout. There is an obvious stone base to the Lane along most of its length although the section fully enclosed in the forest (Point 4 to Point C) can be muddy with puddles after rain. After the field access at Point 2 the route is markedly less used by vehicles.

From Point A to B and continuing to Point 4 it is largely hedged or fenced on both sides, with field gates allowing access to fields and properties on both sides. Nearer to C it is surrounded by forest with open access.

There is a barrier across the route at Point 3 on the above map and another just before it joins Borwick Road at Point C. These are to stop unauthorised vehicle access, but there is plenty of space to walk or ride past.

The two barriers and also the kissing gate into the forest at Point 1 have Forestry Commission signs forbidding use of motorbikes and quadbikes.

### **Current Recorded Status:**

The route is not recorded on the Definitive Map.

The route is not recorded on the List of Streets, but is shown as “Unadopted” on LCC’s Road Status Map (Road no. X1353), viewable on MARIO system. However, it was the Highways Act of 1835 which allowed for this classification and evidence points to this being a public highway from at least 1818 (see below: A1 Greenwood Map 1818 and A2 Hennessey Map 1829).

### **Notes:**

The route is regularly used by walkers, riders and cyclists.

The route is named Lord’s Wood Road on some older maps. It refers to the same actual road.

The current junction with Borwick Road (Point C) has changed from the earlier map evidence, although both routes are shown on OS 25in 1913 Edition. The original route was still shown on OS 1:25,000 map printed in 1961. However, current mapping does not show the original route, nor is it obvious on the ground.

### **Summary and Statement of Reasons:**

This route is supported by a sufficient body of evidence to be recorded as a **BRIDLEWAY**.

All evidence, spanning over 200 years, points to this being a public highway of status equal to Bridleway, even though it is not recorded on the Definitive Map.

1. The Application Route is clearly shown as a road on old maps (Greenwood 1818 partially and Hennet 1929 entirely). These maps were developed for sale to horse riders and coach drivers and so would strive to accurately show usable routes.
2. It is clearly shown as a road on all historic Ordnance Survey Maps inspected, from 1847 to 1961 – including the 25 inch 1<sup>st</sup> Edition (1891) with its own plot numbers, separate to abutting land.
3. The route is shown clearly on the Ministry of Transport Half Inch Road Map of 1922-3. These maps were developed specifically for motorists, and showed as many classified roads as possible, which is a good indication the route was considered a public road.
4. The western section of the route (From Point A to Point B) is shown as a public road on the Over Kellet Tithe Map of 1847, contiguous with Kirkby Lonsdale Road, which is listed in the Tithe Apportionments as a public road. The eastern section of the route (From Point B to Point C) is shown as a road and listed in the Tithe Apportionment as “Lane” with no tithe payable, which is a good indicator this was considered a public highway.
5. The western section of the route (From Point A to Point B) is shown as a “white road” on the IR1910 map; that is: excluded from adjoining hereditaments, which is good evidence that this section of the route was considered a public road.
6. The route is shown as “Unadopted” on LCC’s Road Status Map (Road no. X1353), viewable on MARIO system. However, it was the Highways Act of 1835 which allowed for this classification and evidence points to this being a public highway from at least 1818 (Greenwood 1818 and Hennet 1929). It’s inclusion in the list could therefore be taken to infer that the road had been considered a public highway.
7. The Forestry Commission, the current owners of Lord’s Lot Wood, have placed signs stating it is illegal to use motorbikes and quadbikes on the eastern section of the route, which could be taken to infer that the road is still considered a public highway of at least bridleway status.
8. The Land Registry holds no ownership record of the western section of the route from Point A to Point B, which is a good indication this section of the route is a public road. The eastern section (From Point B to Point C) is publicly owned and in the care of the Forestry Commission.
9. There are no stopping up orders found.

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

## **A: Evidence from Maps**

### **A1: Greenwood Map (1818)**

The eastern section of the Application Route (B to C) is shown the same as other minor roads, although the western section is not shown..

Source: Lancashire County Council Environment Directorate's Archaeology Service  
<https://www3.lancashire.gov.uk/environment/oldmap/index.asp>

### **A2: Hennet Map (1829)**

The Application Route is shown entirely and in the same as other minor roads.

Source: Lancashire County Council Environment Directorate's Archaeology Service  
<https://www3.lancashire.gov.uk/environment/oldmap/index.asp>

### **A3: Ordnance Survey Maps – 6 inch England and Wales (Drawn scale 1:10,560) 1847, 1894, 1916 and 1942 – named and shown as road on all maps**

Source: National Library of Scotland Online Map database <https://maps.nls.uk/>

#### **A4: Ordnance Survey Maps - 25 inch England and Wales (Drawn scale 1:2,500)**

**First Edition 1891 and 1913 Edition** the route is named and shown as a road; Plot 377 on Lancashire Sheet XXV.5 and Plot 227 on Lancashire Sheet XXV.6, separate to abutting fields, which shows it is a separate entity to the surrounding land.

Source: National Library of Scotland Online Map database <https://maps.nls.uk/>

#### **A5: Ordnance Survey Maps - One-inch England and Wales (Drawn scale 1:63,360)**

**1898** shown as unmetalled road; **1947 and 1955** shown as minor road

Source: National Library of Scotland Online Map database <https://maps.nls.uk/>

#### **A6: Ordnance Survey, 1:25,000 maps of Great Britain**

**1948 and 1952-63** - shown as Other Road

Source: National Library of Scotland Online Map database <https://maps.nls.uk/>

#### **A7: Ministry of Transport ½ inch Road Map of Great Britain 1922-23 (Drawn scale 1:126,720)**

Reduced from the OS One Inch Third Edition series, they displayed as many classified roads as were practical. Route shown in the same manner as other minor roads in the area.

Source: SABRE-Maps <https://www.sabre-roads.org.uk/maps/>

### **B: Primary Evidence**

#### **B1: Tithe Records 1847**

The western section of the route (From Point A to Point B) is shown as a public road on the Over Kellet Tithe Map of 1847, contiguous with Kirkby Lonsdale Road, which is listed in the Tithe Apportionments (Plot 311) as owned and occupied by the Township of Over Kellet, ie. a public road.

The eastern section of the route (From Point B to Point C) is shown as a road and listed in the Tithe Apportionment (Plot 337) as "Lane" with no tithe payable.

Source: *The Genealogist* – Crown copyright images reproduced courtesy of The National Archives.

#### **B2: Inland Revenue Valuation Records - Finance (1908-10) Act 1910**

The western section of the route (From Point A to Point B) is shown as "white road" on IR1910 maps, that is: excluded from adjoining hereditaments, which is good evidence that the route was considered a public road.

Source: Photographed at The National Archives IR133/3/47 and IR133/3/48

### **C: Other Evidence:**

#### **C1: Lancashire County Council Road Status Map (MARIO)**

The route is listed as Unadopted Road, Road no. X1353. It's inclusion in the list could be taken to infer that the road had been considered a public highway.

Source: Lancashire CC Maps and Related Information Online (MARIO) system

<http://mario.lancashire.gov.uk/aqsmario/default.aspx>

#### **C2: Land Registry ownership records**

The Land Registry holds no ownership record of the western section of the route from Point A to Point B. From Point B to Point C the current registered owner is the Secretary of State for Environment, Food and Rural Affairs care of The Forestry Commission.

Source: The Land Registry <https://eservices.landregistry.gov.uk/eservices/FindAProperty/view/MapEnquiryInit.do>



### **C3: The Gazette - Stopping Up Orders**

Stopping Up Order - search returned no records.

Source: The Gazette official public record <https://www.thegazette.co.uk/all-notices/notice>

### **D: Map and Photographs of the Application Route:**

#### **D1: Current OS 1:25,000 map of Applicant Route**

Approximate scale when printed on A4 paper – 1:11,500

Source: Viewranger personal subscription. Map data: Ordnance Survey, Crown copyright

#### **D2: Recent photograph of the Junction with Kirkby Lonsdale Road (Point A)**

Source: Applicant has full permission of the photographer to use this image

#### **D3: Recent photograph of the road at Point 1**

Regular use by vehicles is apparent. The stone road base is well-maintained.

Source: Applicant has full permission of the photographer to use this image

#### **D4: Recent photograph of the kissing gate at Point 1**

The notice on the gate forbids motorbikes and quadbikes. There is also another kissing gate into the forest along this stretch of road.

Source: Applicant has full permission of the photographer to use this image

#### **D5: Recent Photograph at Point B looking east along the route**

Here the route curves right, with field access to the left. The road is still 6 metres wide and seemingly well used by vehicles.

Source: Applicant has full permission of the photographer to use this image

#### **D6: Recent Photograph at Point 2 looking east along the route**

Beyond the field access to the left, the road is much less used. The route is still 6 metres wide although somewhat overgrown.

Source: Applicant has full permission of the photographer to use this image

#### **D7: Recent Photograph at Point 3 looking east along the route**

The road is crossed by a locked barrier to prevent unauthorised vehicular access. Although there is ample space to ride around the barrier, the unmanaged undergrowth could cause difficulty. The route beyond is still 3 to 4 metres wide, but heavily overgrown.

Source: Applicant has full permission of the photographer to use this image

#### **D8: Close-up of sign on Barrier at Point 3**

This is the same signage as on the Barrier at Point C and Kissing Gate at Point 1.

Source: Applicant has full permission of the photographer to use this image

#### **D9: Recent Photograph at Point 4 looking east along the route**

Here the route curves right leaving the field boundary and entering fully into the forest.

Source: Applicant has full permission of the photographer to use this image

#### **D10: Recent Photograph at Point 5 looking east along the route**

Here the route through the forest is still clear although very overgrown

Source: Applicant has full permission of the photographer to use this image

**D11: Recent Photograph of the route at Point C looking west**

This is the current line of the road, the original route has been overplanted by trees. The road is crossed by a locked barrier to prevent unauthorised vehicular access, but there is ample space to ride around the barrier. An old stone gatepost is still in position.

*Source: Applicant has full permission of the photographer to use this image*

DATED:

SIGNED:

**THE FOLLOWING DOES NOT MAKE UP PART OF THE ABOVE FORM**

Please return the completed application form to:

The County Secretary and Solicitors Group, Lancashire County Council, PO BOX 78  
County Hall, Fishergate, Preston, PR1 8XJ (REF: LSG4/PROW/SK)

**NOTE: Please be advised that evidence supplied will be used in accordance with the processes under the Wildlife and Countryside Act, it will not be confidential and may be disclosed to third parties. Those supplying any evidence should be informed of this.**

**NOTE: Lancashire County Council is obliged to put a copy of the application on a register available to the public. If you consider that the inclusion of the applicants name and address would, or would be likely to, cause substantial damage distress to the applicant or to another person and such damage would be or would be unwarranted, please contact Lancashire County Council who can remove these details from the register and from any documents contained on the register.**

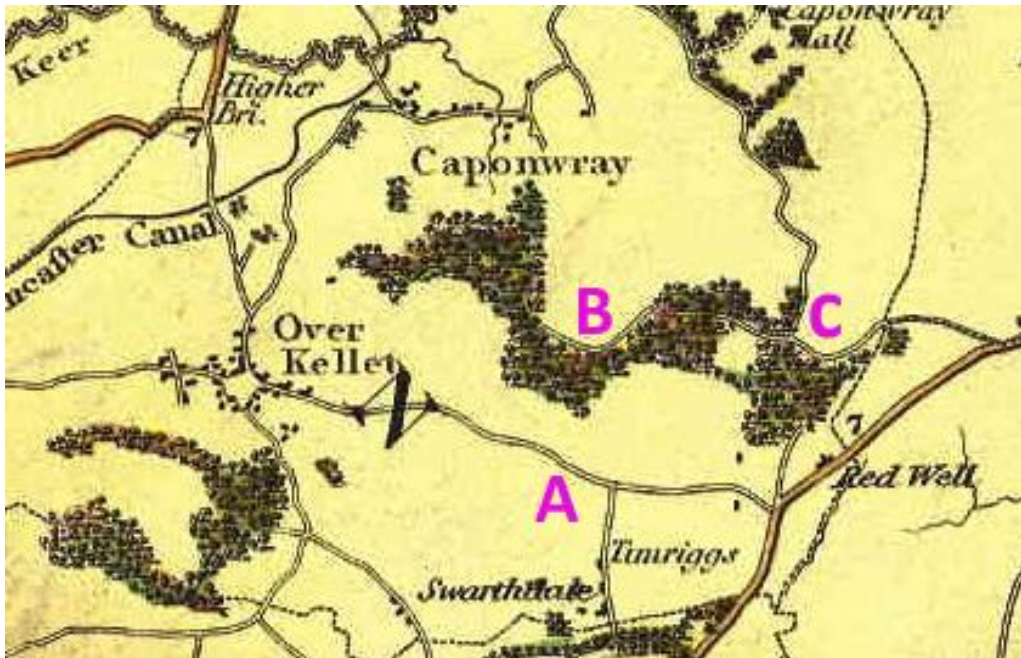
## Application for a Modification Order – 2. Adding the BRIDLEWAY – Lord’s Lot Road, Parish: Over Kellet

### Appendix A: Evidence from Maps

Note: All MAUVE MARKS AND LETTERING on Map Evidence have been added by applicant to help locate Application Route. They in no way represent the route itself.

#### A1: Greenwood Map (1818)

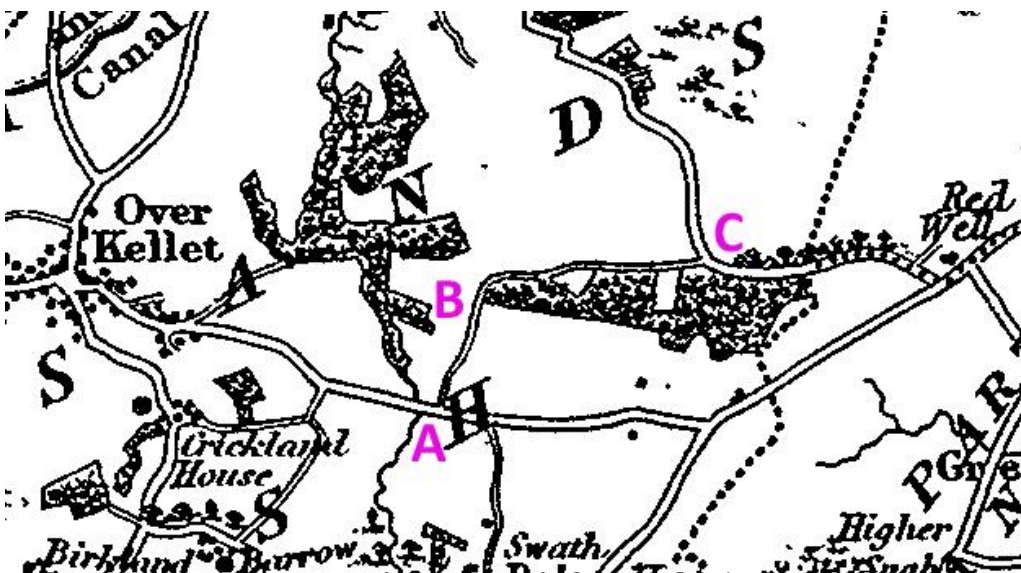
The eastern section of the Application Route (B to C) is shown the same as other minor roads, although the western section is not shown.



Source: Lancashire County Council Environment Directorate's Archaeology Service  
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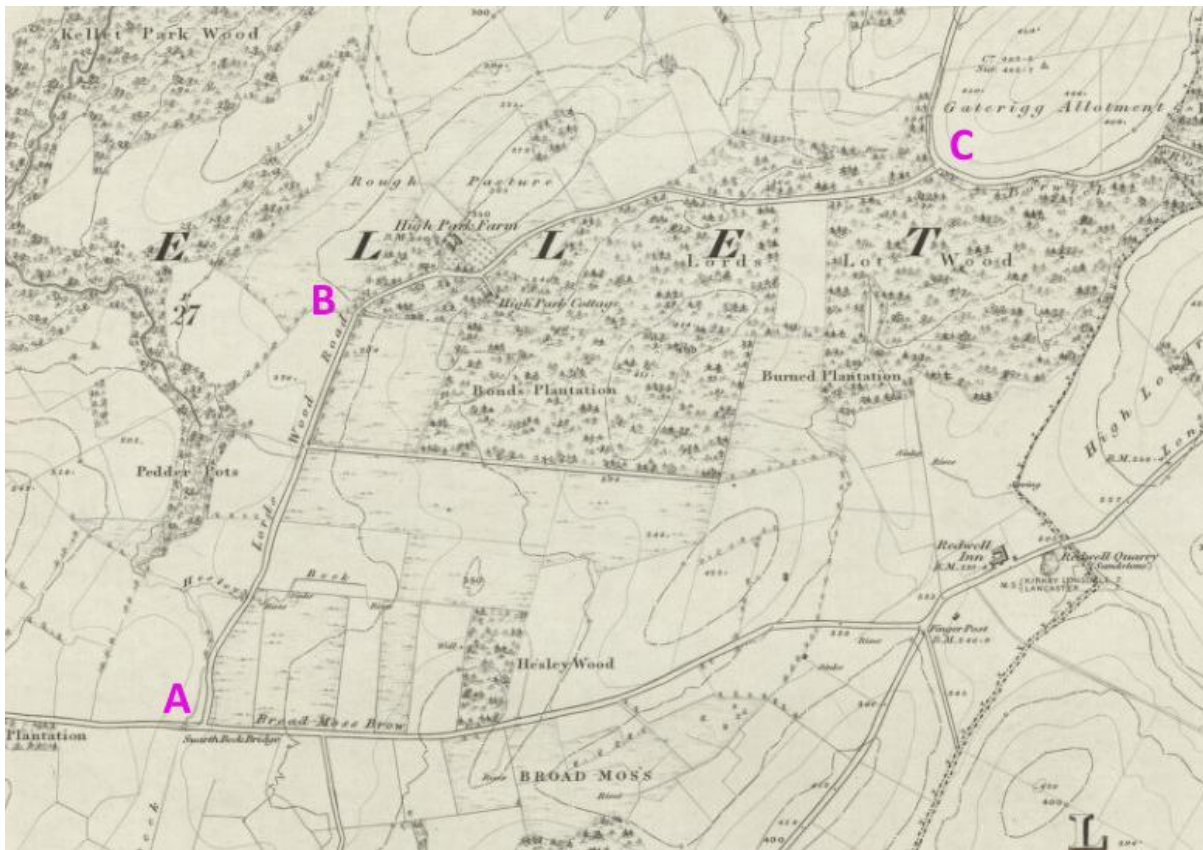


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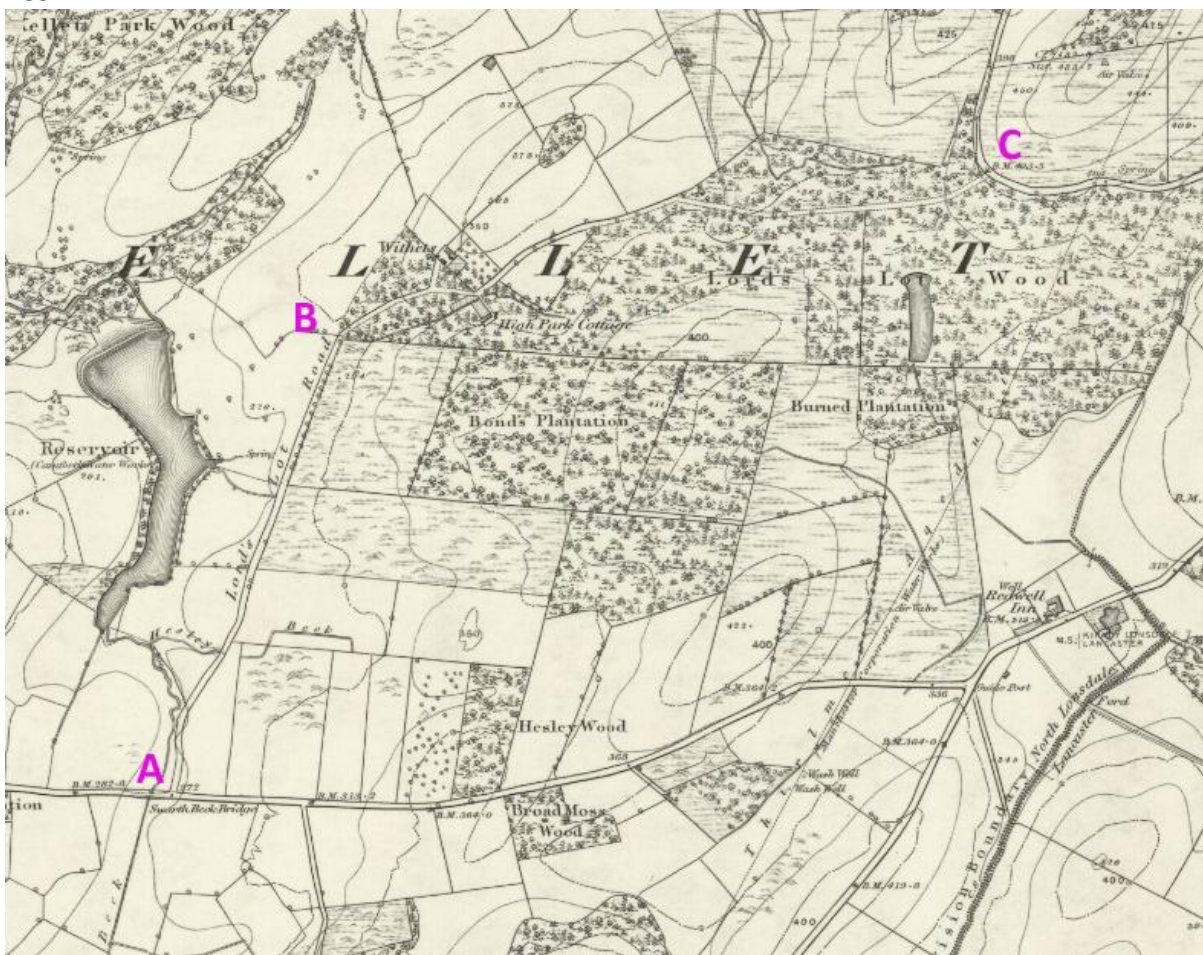


**A3: Ordnance Survey Maps – 6 inch England and Wales (Drawn scale 1:10,560)  
1847, 1894, 1916 and 1942 – named and shown as road on all maps**

1847:

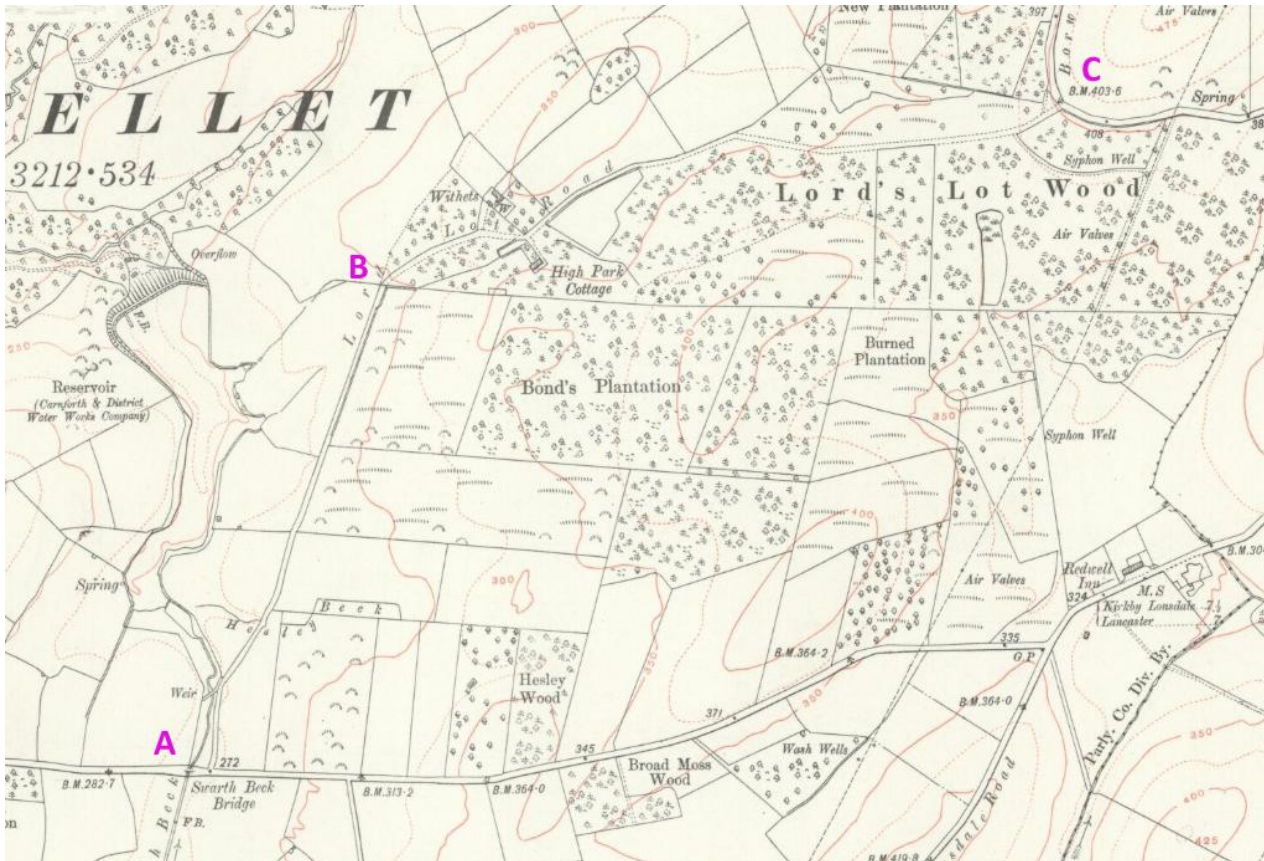


1894:

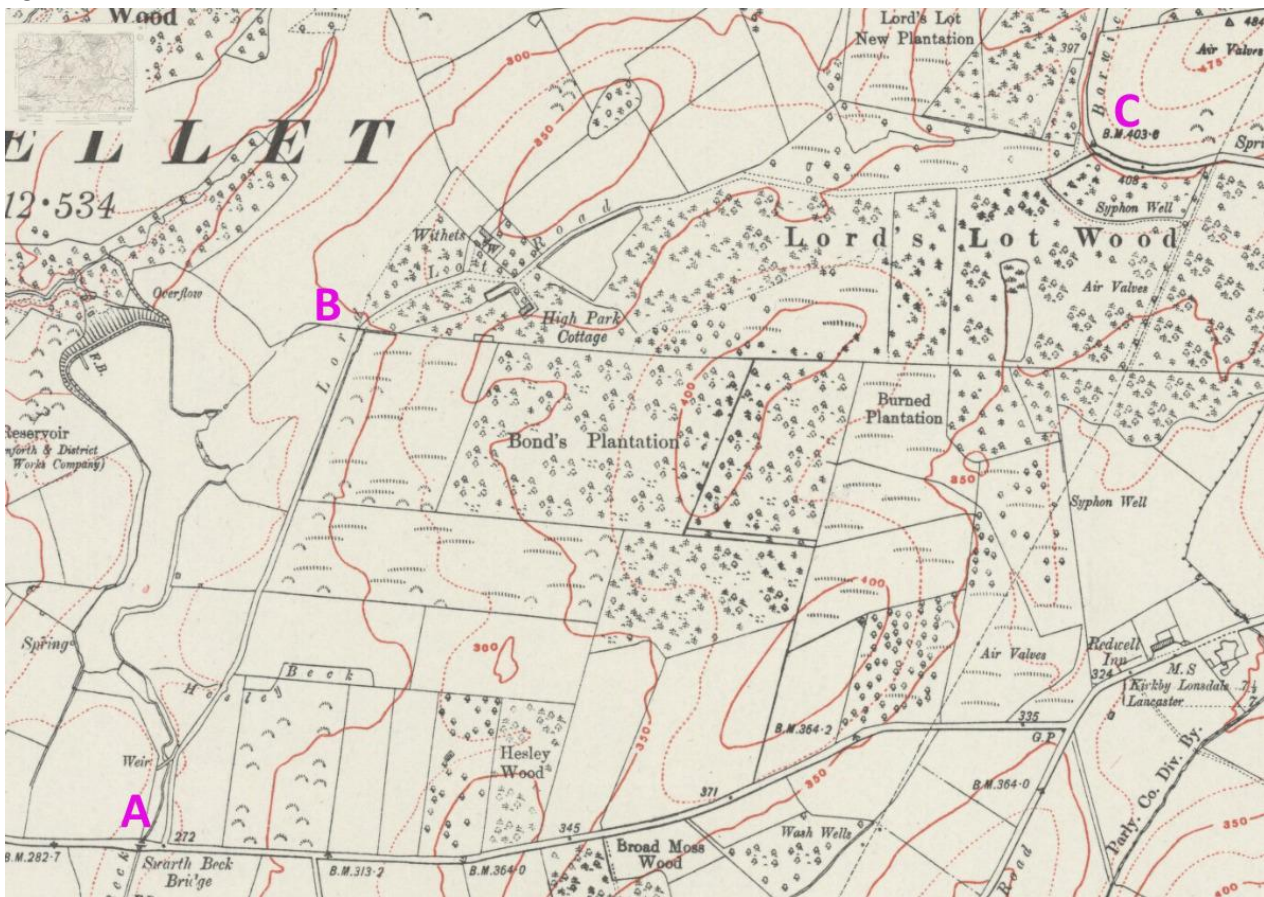




1916:



1942:



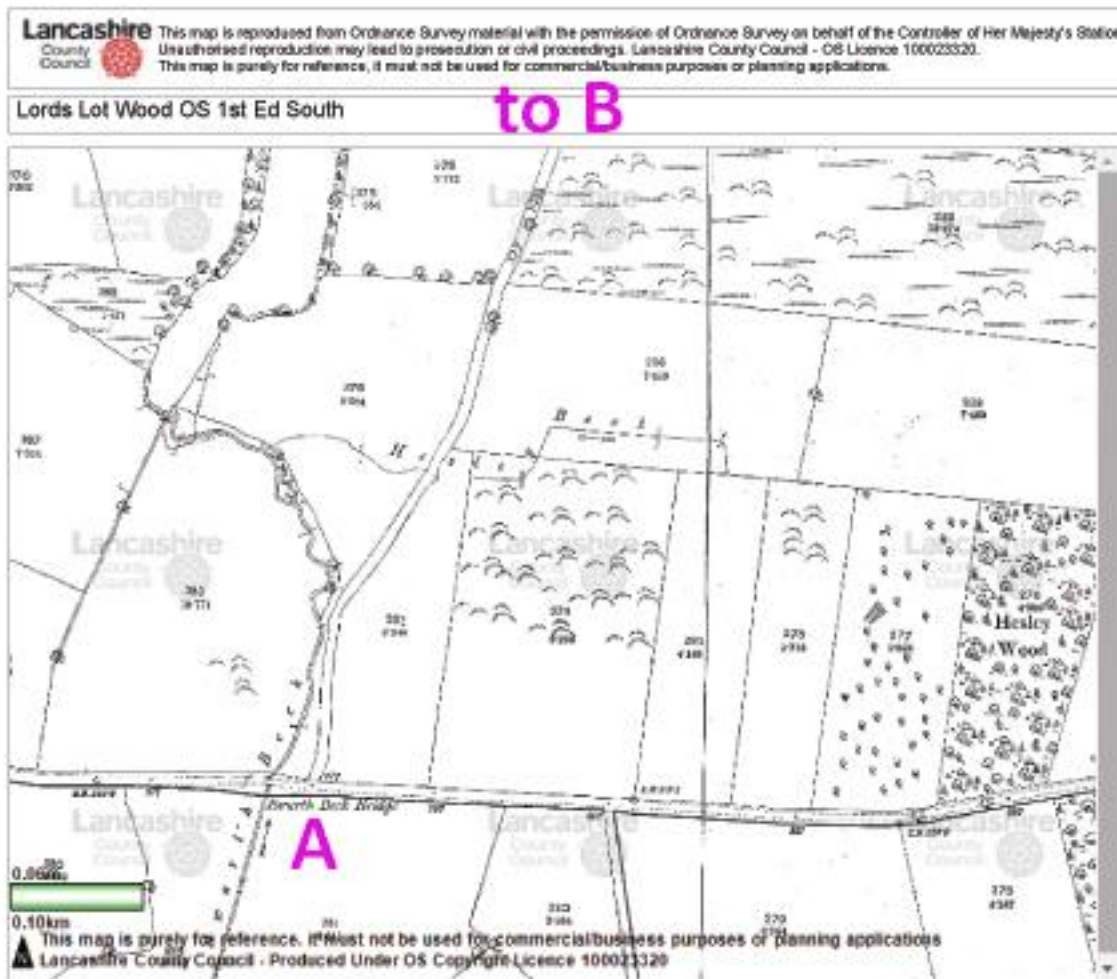
Source: National Library of Scotland Online Map database <https://maps.nls.uk/>



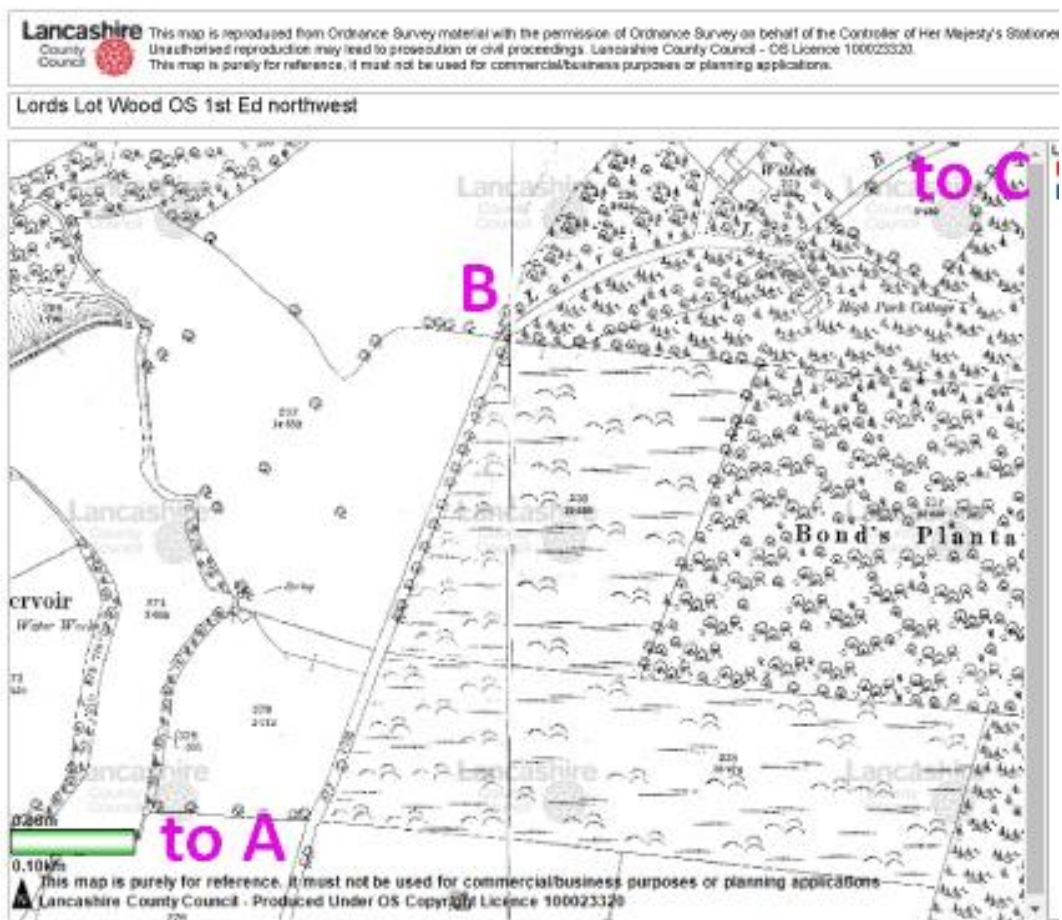
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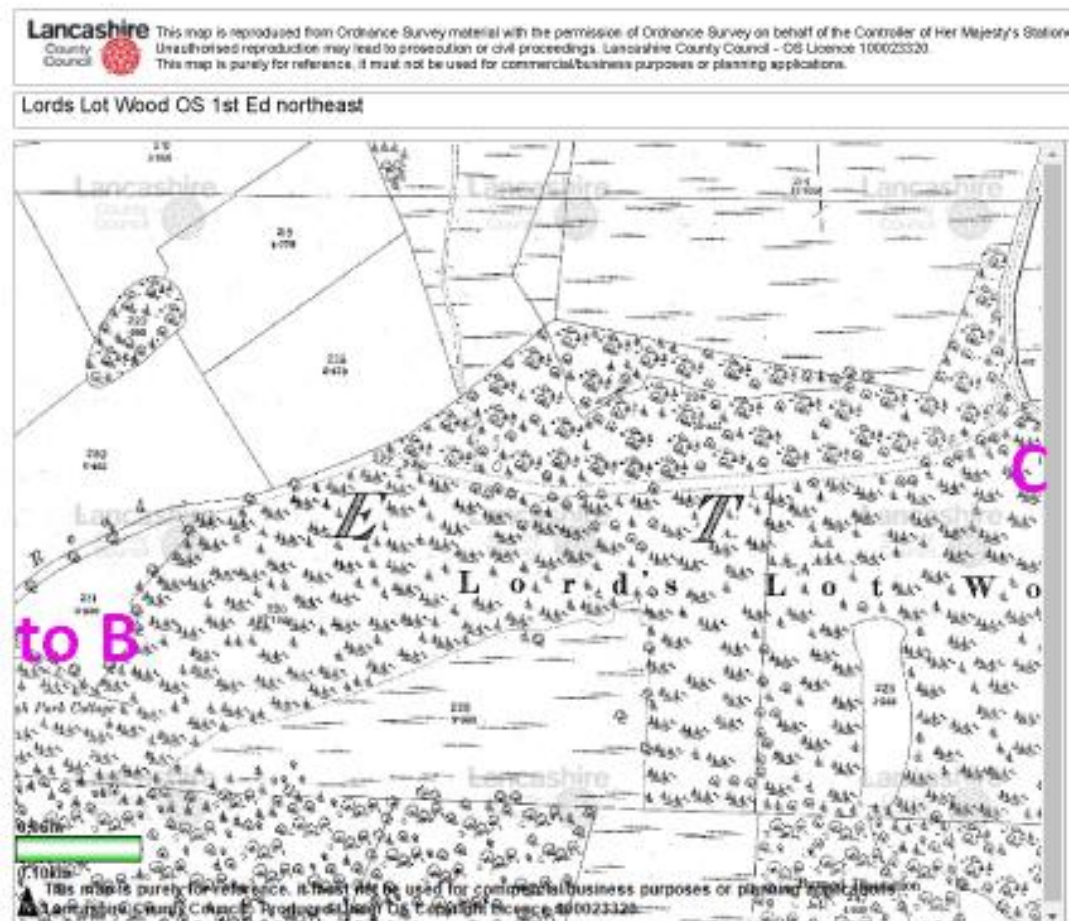
1891 1<sup>st</sup> Edition – South West:



1891 1<sup>st</sup> Edition – North West:

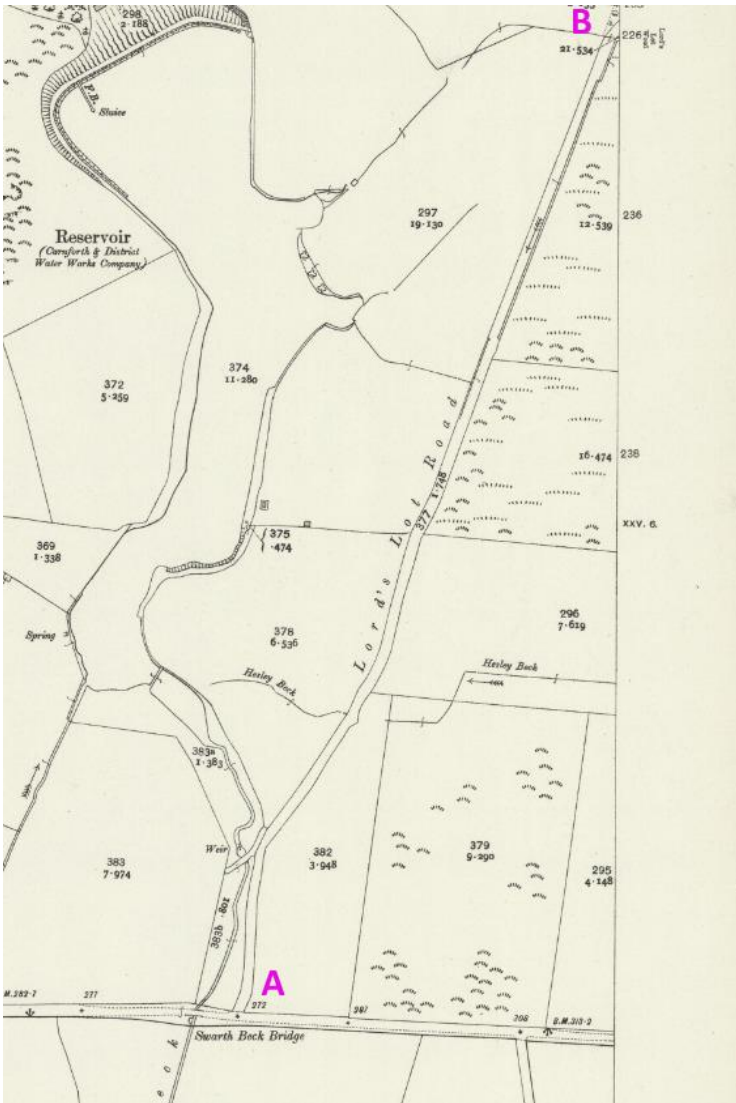


1891 1<sup>st</sup> Edition – East:

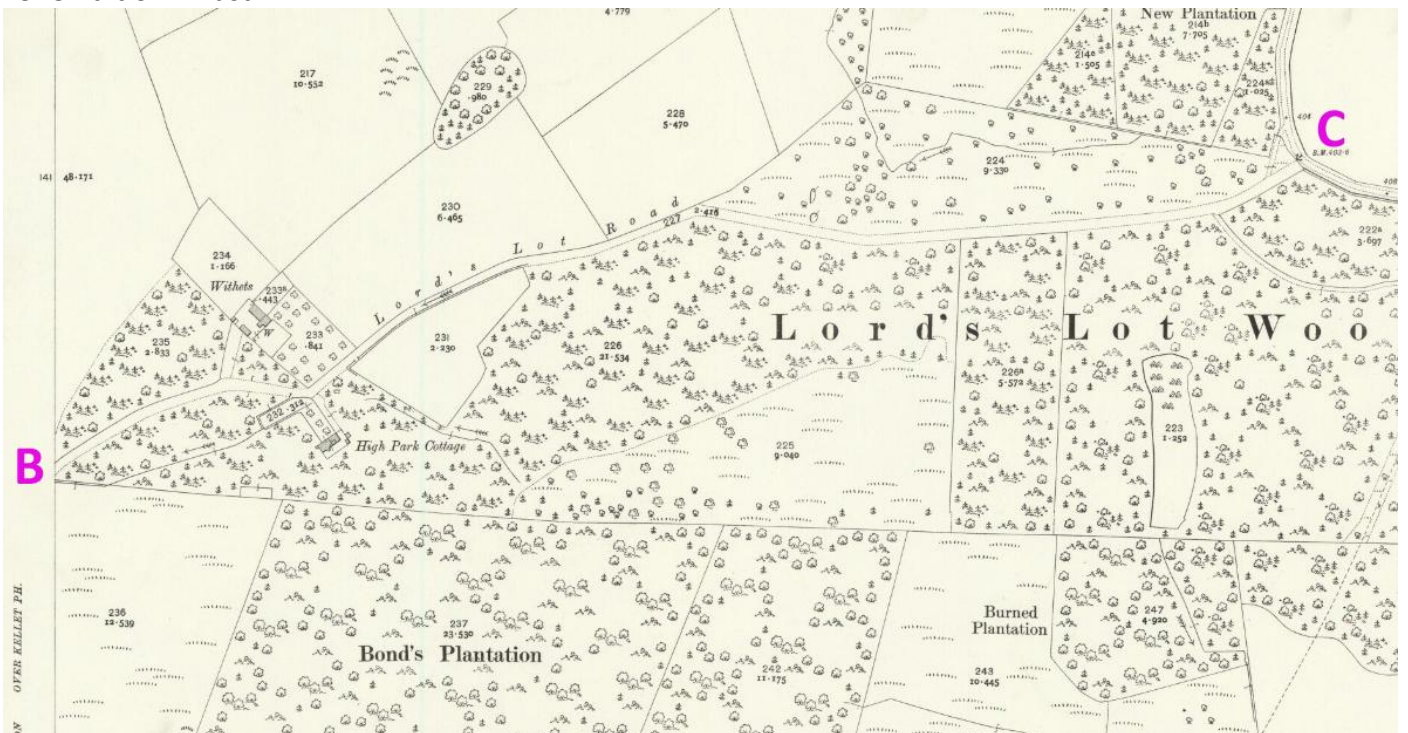




1913 Edition – West:

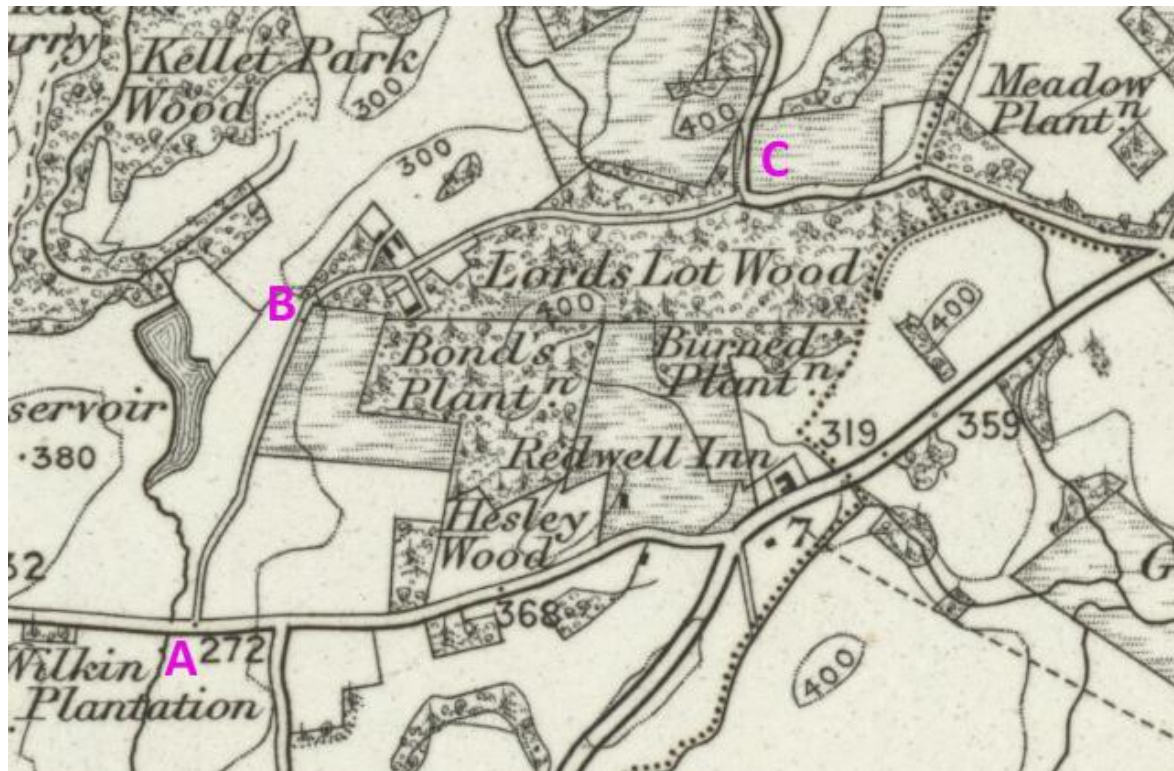


1913 Edition – East:

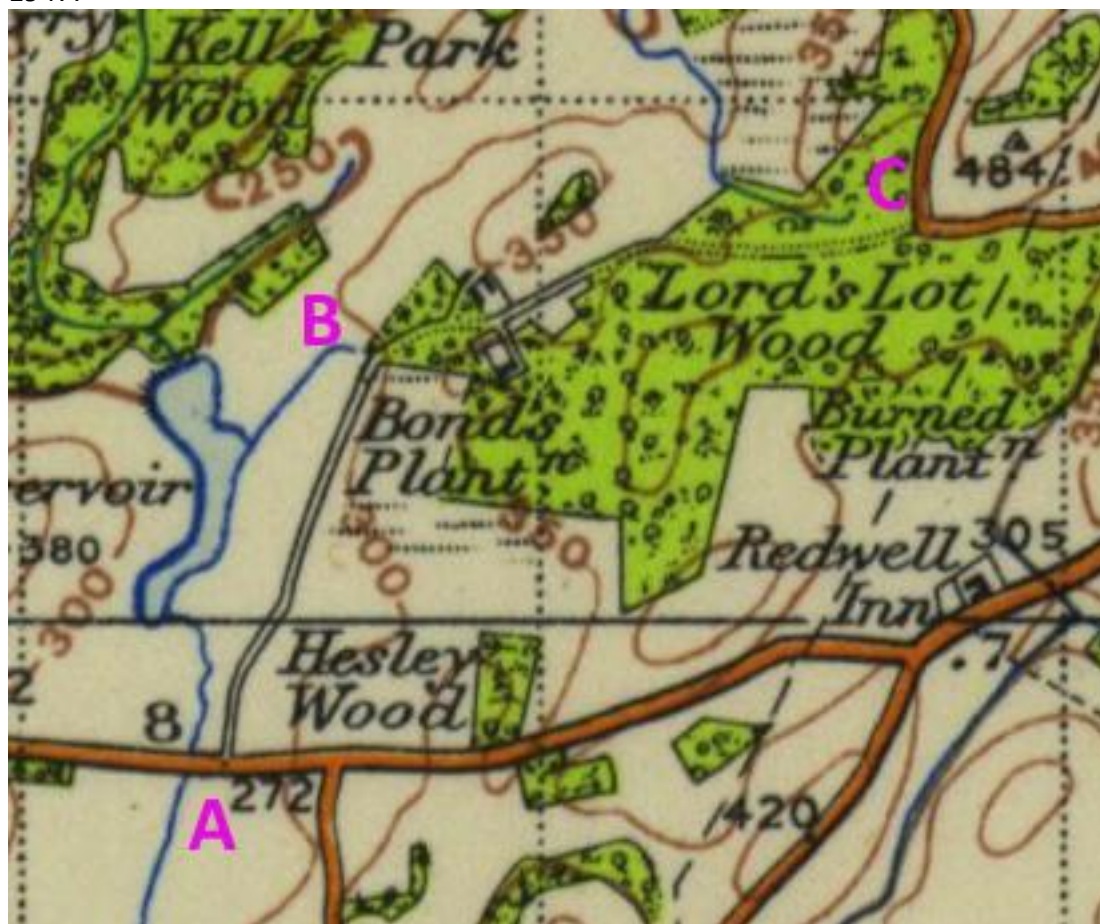


**A5: Ordnance Survey Maps - One-inch England and Wales (Drawn scale 1:63,360)**  
1898 shown as unmetalled road; 1947 and 1955 shown as minor road

1898:

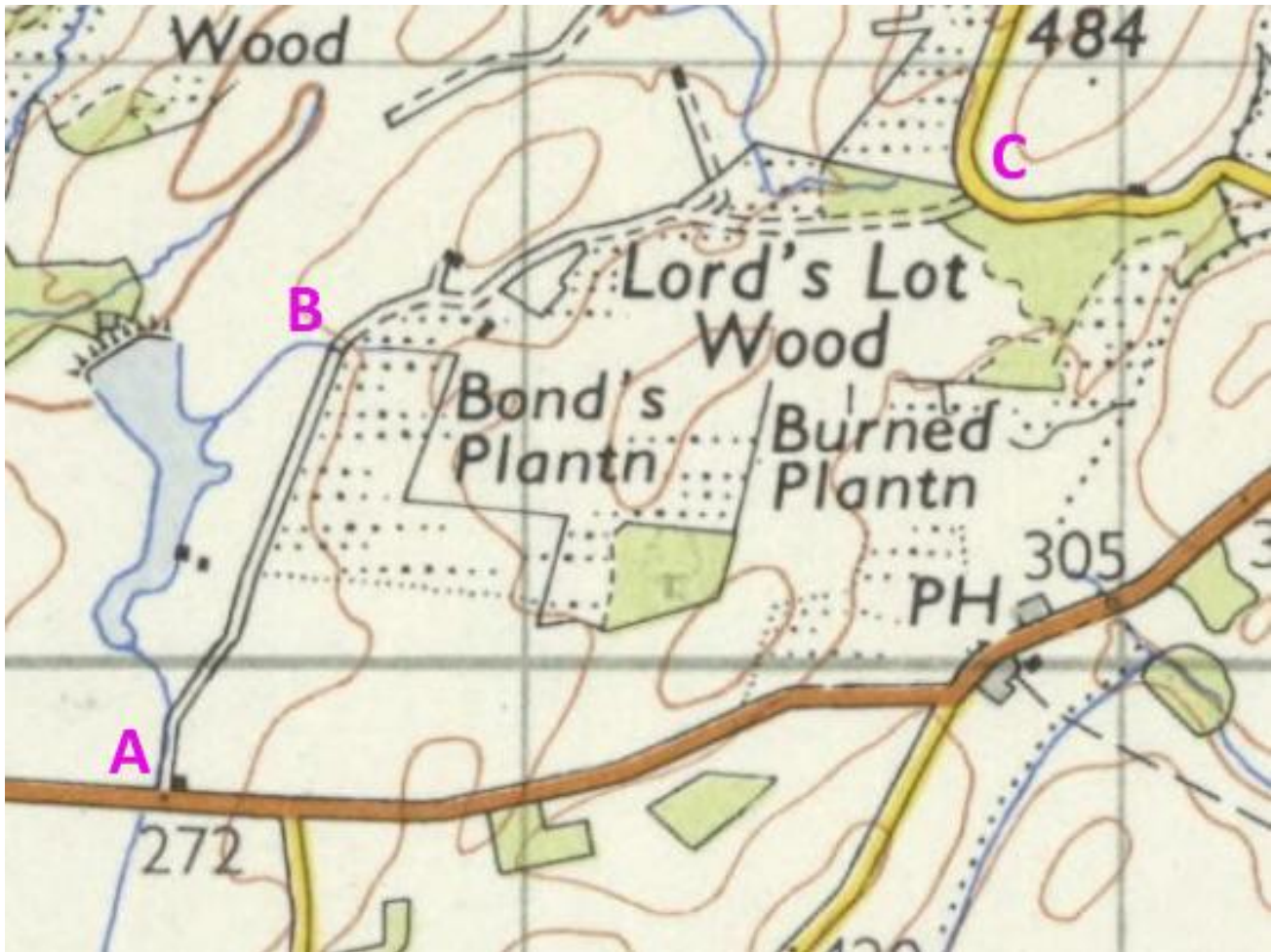


1947:





1955:

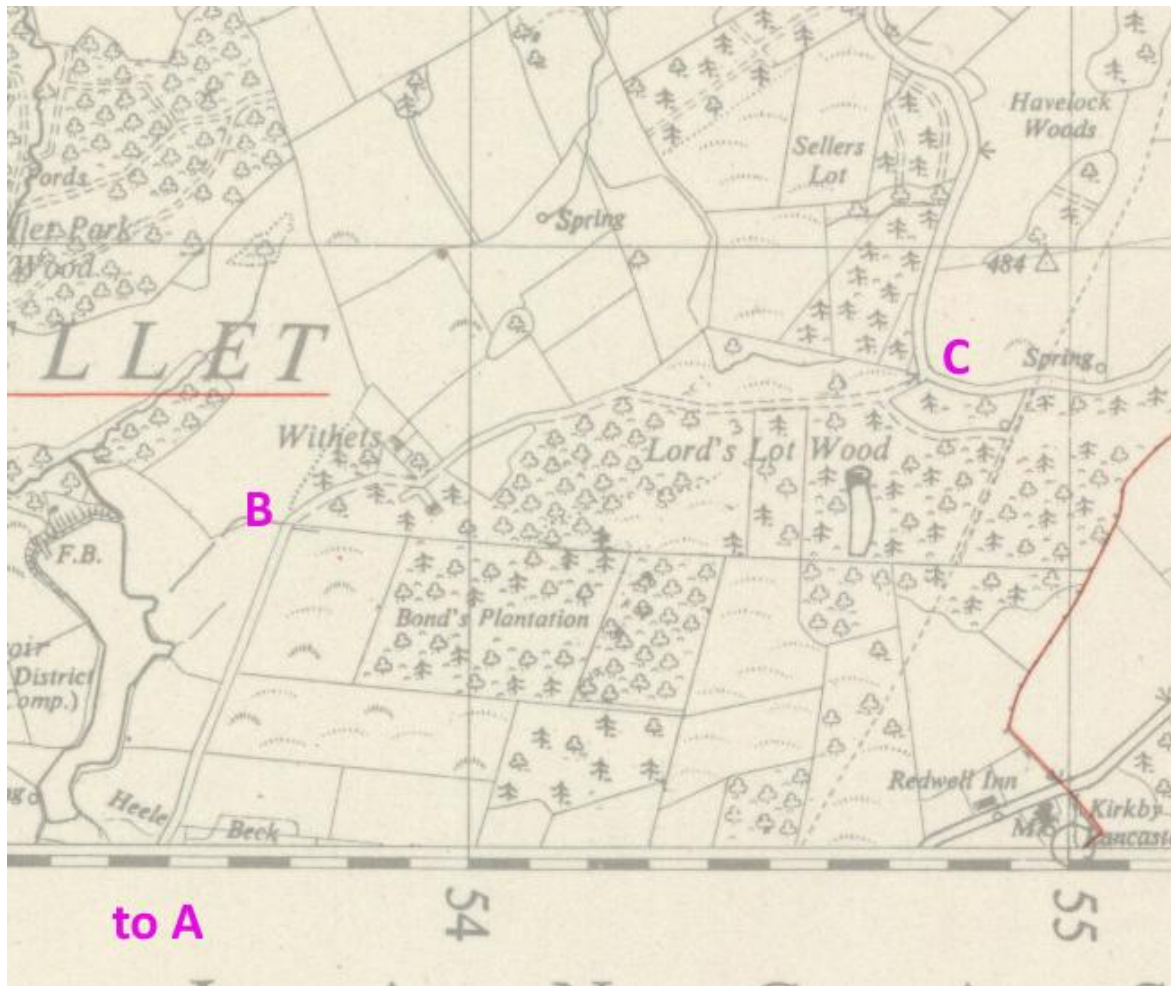


Source: National Library of Scotland Online Map database <https://maps.nls.uk/>



**A6: Ordnance Survey, 1:25,000 maps of Great Britain  
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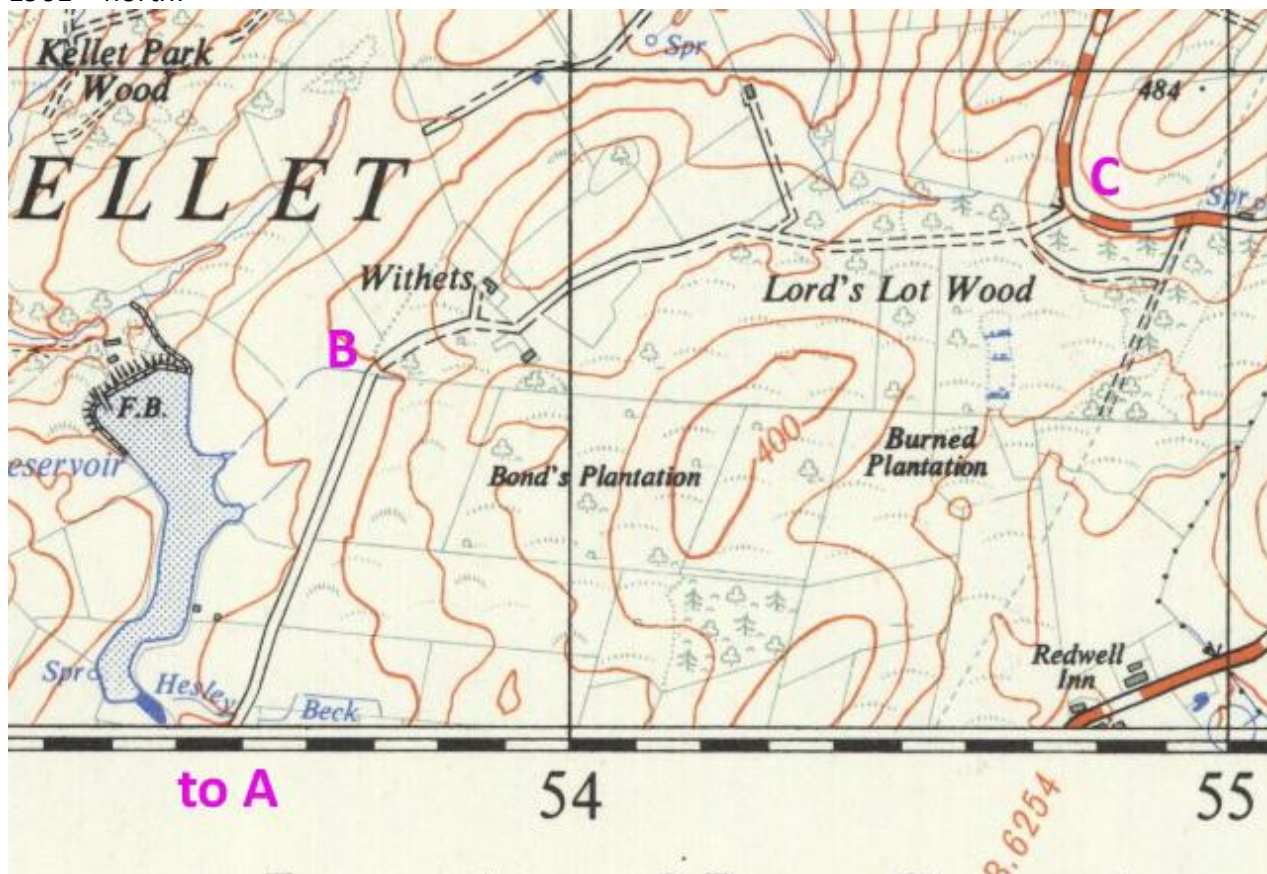
1948 - north:



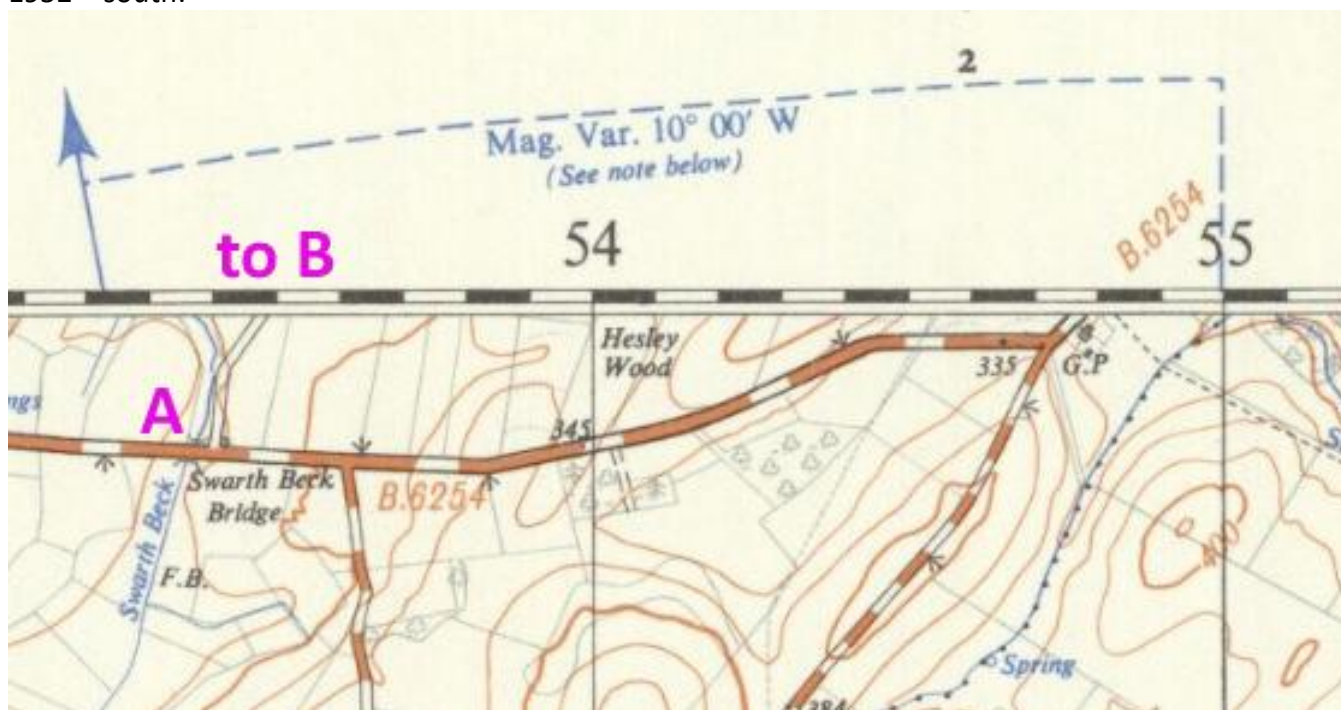
1948 - south:



1961 – north:



1952 – south:

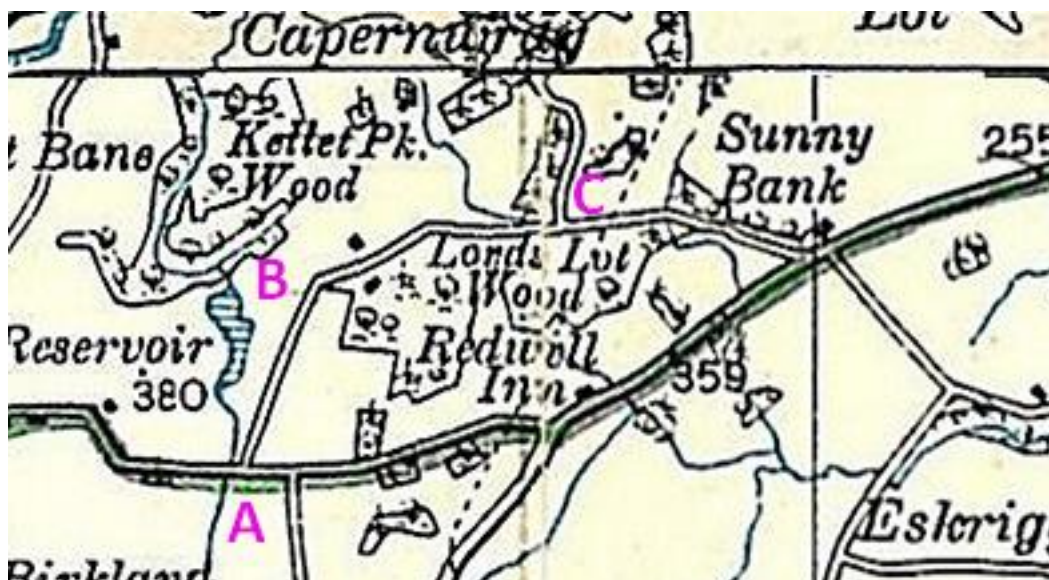


Source: National Library of Scotland Online Map database <https://maps.nls.uk/>



**A7: Ministry of Transport ½ inch Road Map of Great Britain 1922-23 (Drawn scale 1:126,720)**

Reduced from the OS One Inch Third Edition series, they displayed as many classified roads as were practical. Route shown in the same manner as other minor roads in the area.



Source: SABRE-Maps <https://www.sabre-roads.org.uk/maps/>

# Application for a Modification Order – 2. Adding the BRIDLEWAY – Lord’s Lot Road, Parish: Over Kellet

## Appendix B: Primary Evidence

Note: All MAUVE MARKS AND LETTERING on Map Evidence have been added by applicant to help locate Application Route. They in no way represent the route itself.

### B1: Tithe Records 1847

The western section of the route (From Point A to Point B) is shown as a public road on the Over Kellet Tithe Map of 1847, contiguous with Kirkby Lonsdale Road, which is listed in the Tithe Apportionments (Plot 311) as owned and occupied by the Township of Over Kellet, ie. a public road.

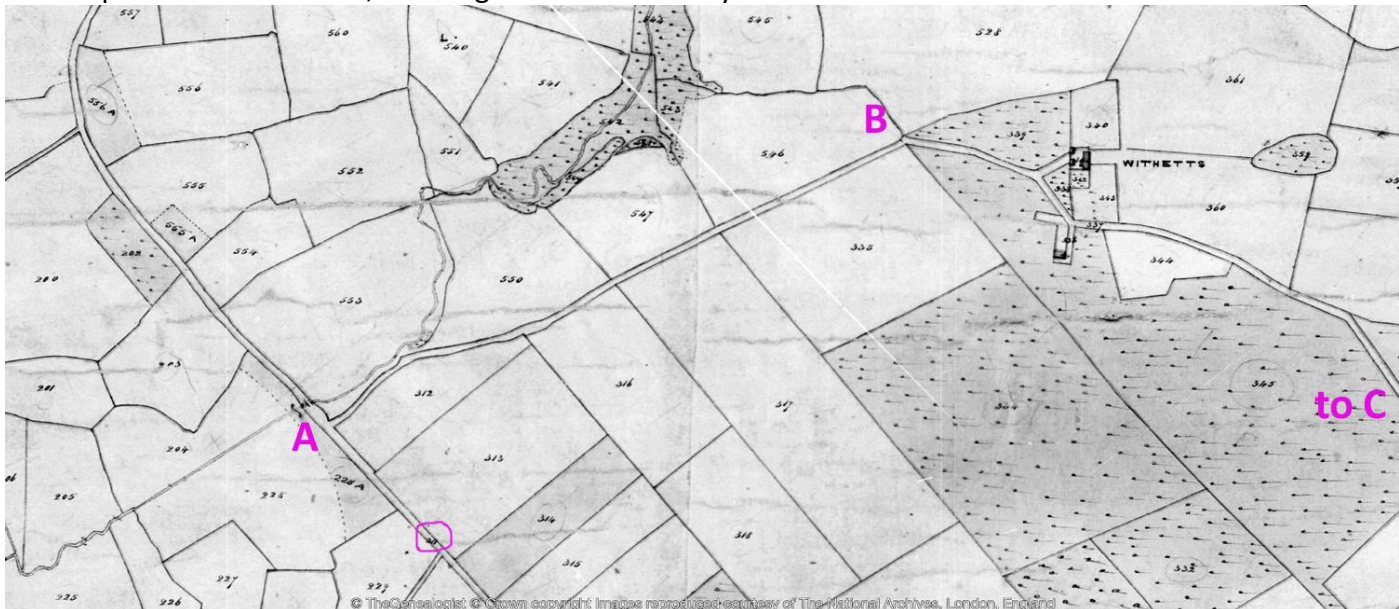
The eastern section of the route (From Point B to Point C) is shown as a road and listed in the Tithe Apportionment (Plot 337) as “Lane” with no tithe payable.

Tithe Map Over Kellet – note the top of the map points roughly North-west:





Close-up of western section, showing Plot 311 on Kirkby Lonsdale Road:

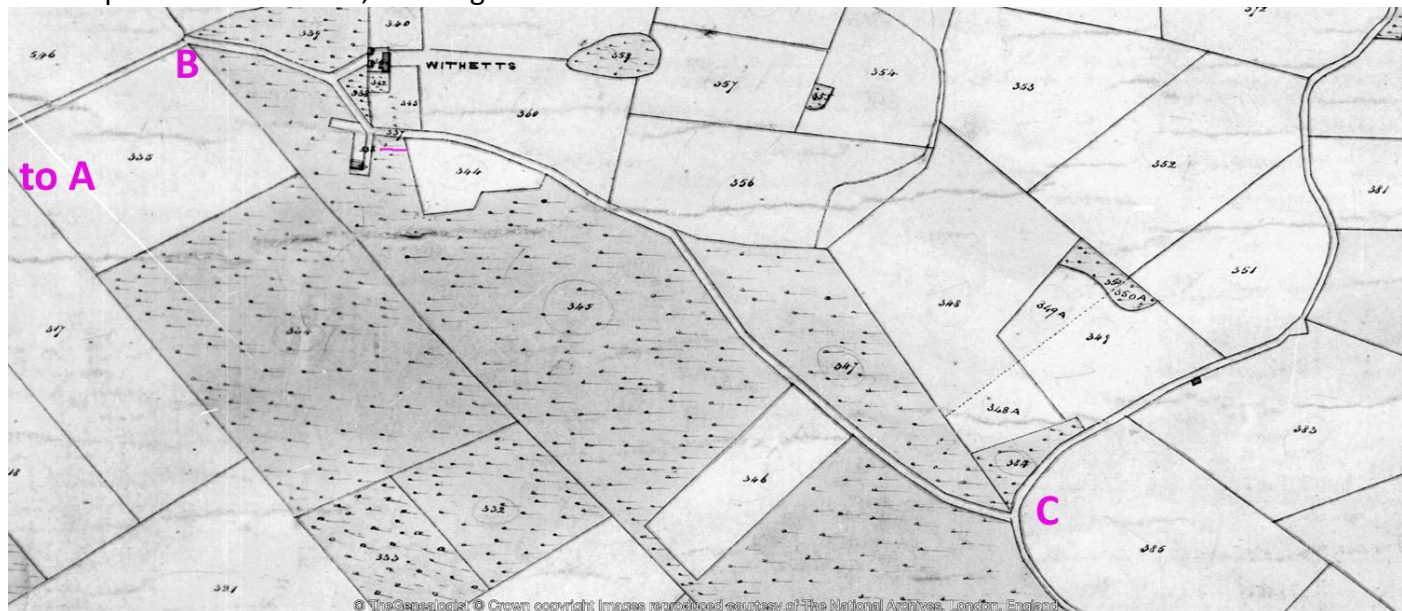


Tithe Apportionment Plot 311:

Township of Over Kellet	Mary Baines	475	Two Cottages	2	A	ca. 126 95259	
	Empty	462	Garden	1	A		
				2			
		Thomas Holme	40	Cottage	1		M.24715
		Themselves	7	School	2		
			41	Parfeld and Waste	5		
			274	Waste	11		
			275	Road	2		
			276	Road	2		
			277	Roads	89		
			278	Quarry	288		
			279	Lane	388		
			280	do	115		
				48	386		



Close-up of eastern section, showing Plot 337 on the route:



Tithe Apportionment Plot 337:

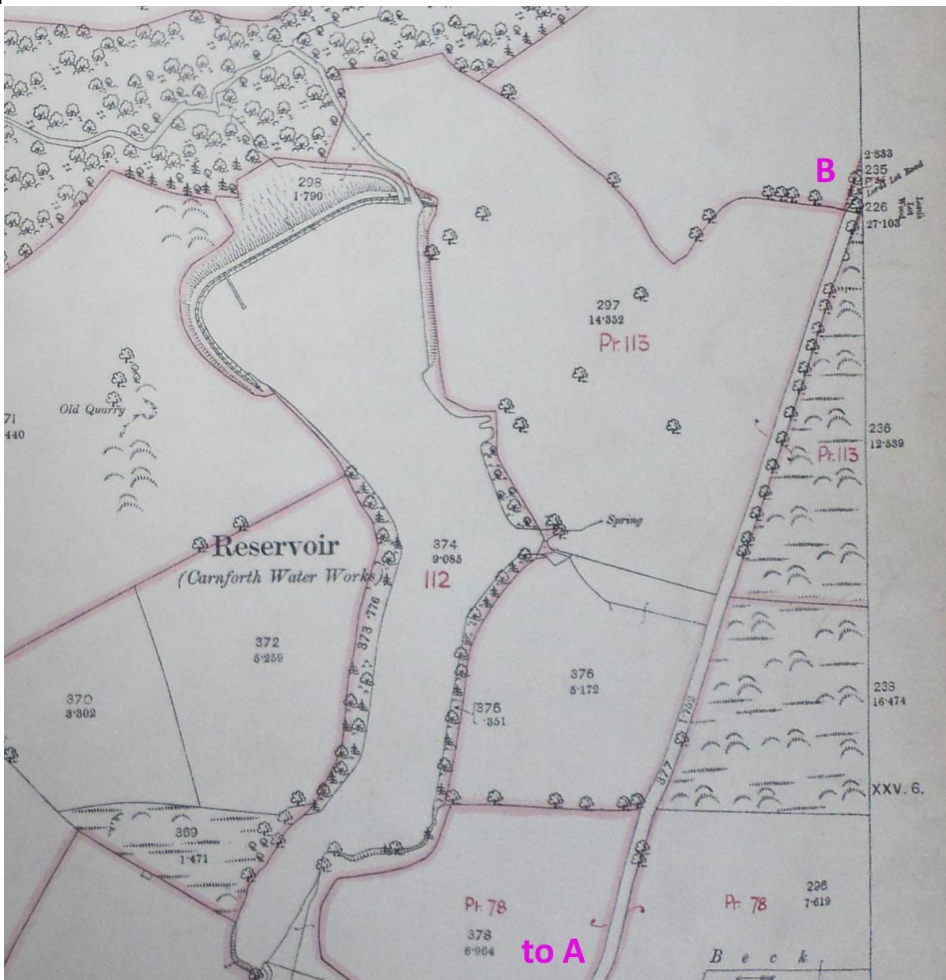
LANDOWNERS.	OCCUPIERS.	Numbers referring to the Plan.	NAME AND DESCRIPTION OF LANDS AND PREMISES.	STATE OF CULTIVATION.	QUANTITIES BY STATUTE MEASURE.			PAYABLE TO whom best entitled by law, and to whose profit.			PAYABLE TO whom entitled by agreement.			REMARKS.	
					A.	R.	P.	S.	D.	S.	D.	S.			
Warton George Esq? (cont'd)	Himself	337	Lane.		2		3/4								
		338	Wood			1	11								
		339	do			0	0	00							
		340	Lords Set Plantation			73		19							
		341	Wood			1		20							
		342	Plantation					0							
		343a	do					1							
		344	do						00						
		345	do			1		1							
		346	lock, Wickets & Gamekeepers House.		pasture			8			1	0	1	4	0
		345	Plantation					17							Exemption in the hands of the owner
		346	do		chabot		4		19			11	0	4	6
		347	Plantation				1		10						
348	do				0		39								
349	Attachment			pasture	14		05			0	0	0	11	0	

Source: The Genealogist – Crown copyright images reproduced courtesy of The National Archives.

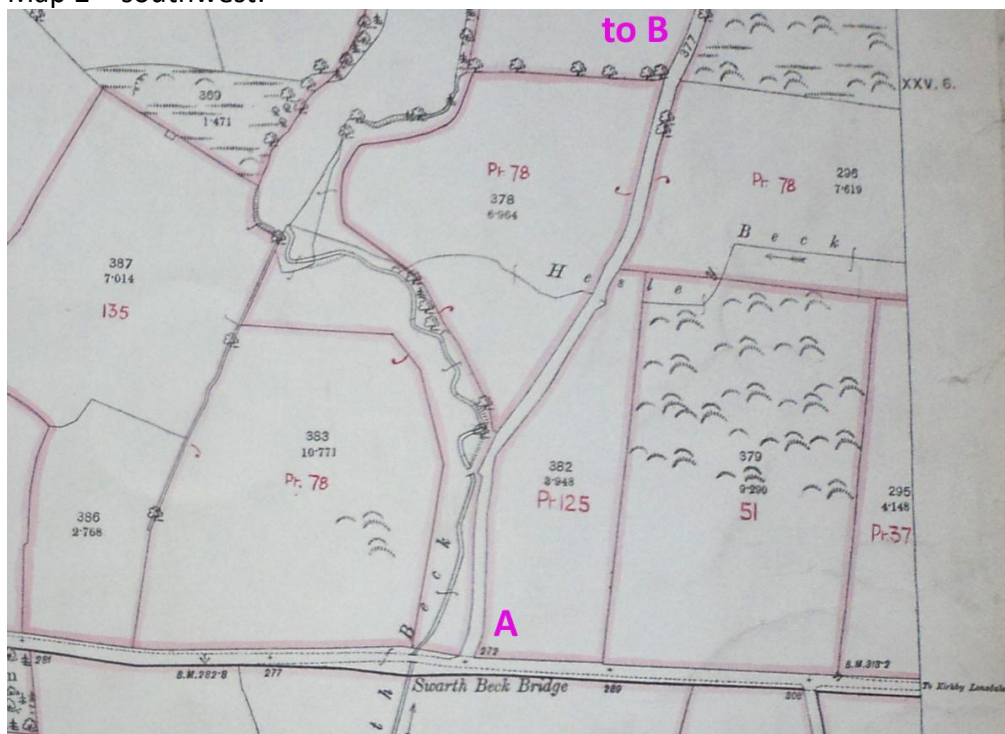
## B2: Inland Revenue Valuation Records - Finance (1908-10) Act 1910

The western section of the route (From Point A to Point B) is shown as “white road” on IR1910 maps, that is: excluded from adjoining hereditaments, which is good evidence that the route was considered a public road.

Map 1 – northwest:



Map 2 – southwest:







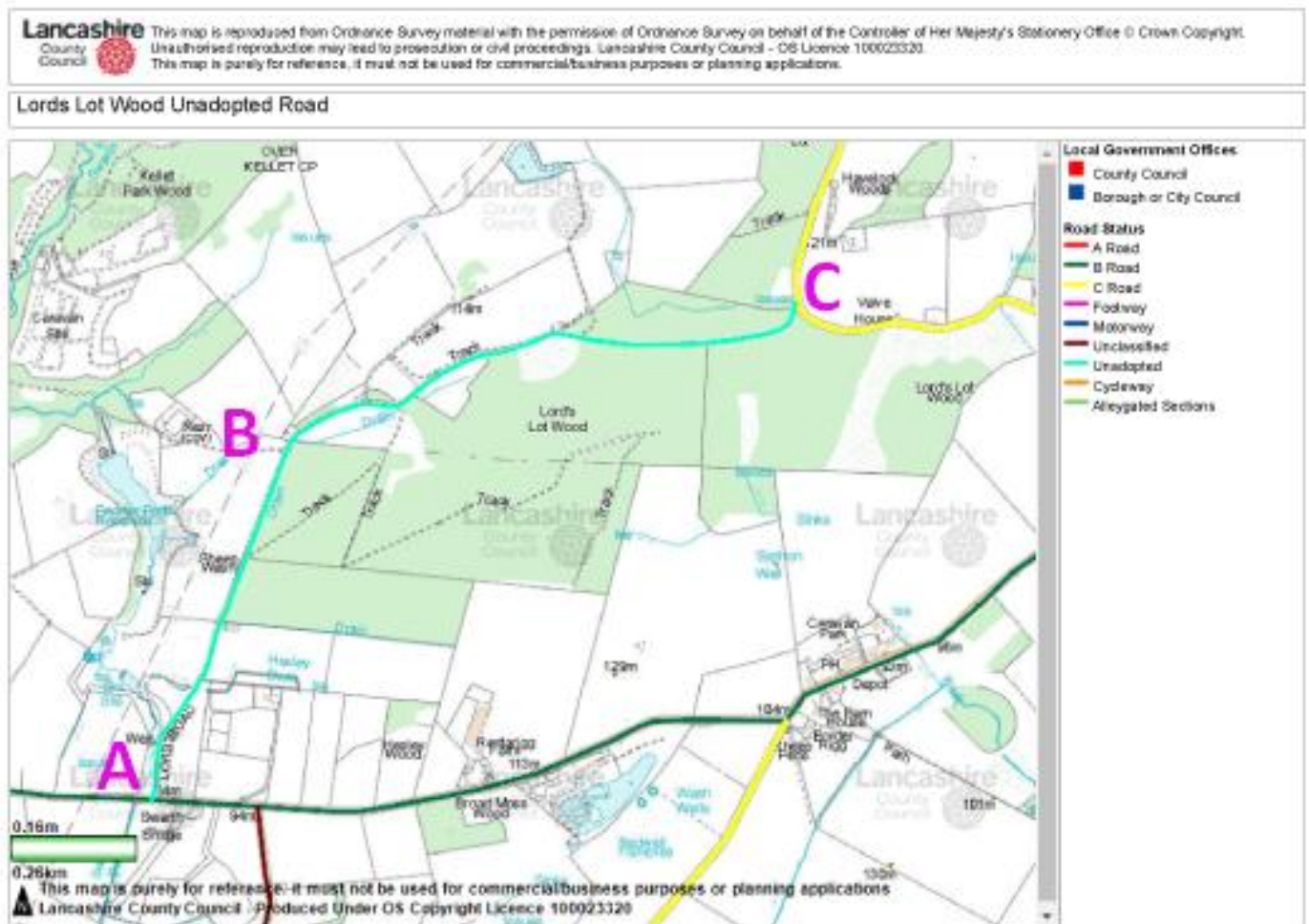
# Application for a Modification Order – 2. Adding the BRIDLEWAY – Lord’s Lot Road, Parish: Over Kellet

## Appendix C: Other Evidence:

Note: All MAUVE MARKS AND LETTERING on Map Evidence have been added by applicant to help locate Application Route. They in no way represent the route itself.

### C1: Lancashire County Council Road Status Map (MARIO)

The route is listed as Unadopted Road, Road no. X1353. It’s inclusion in the list could be taken to infer that the road had been considered a public highway.

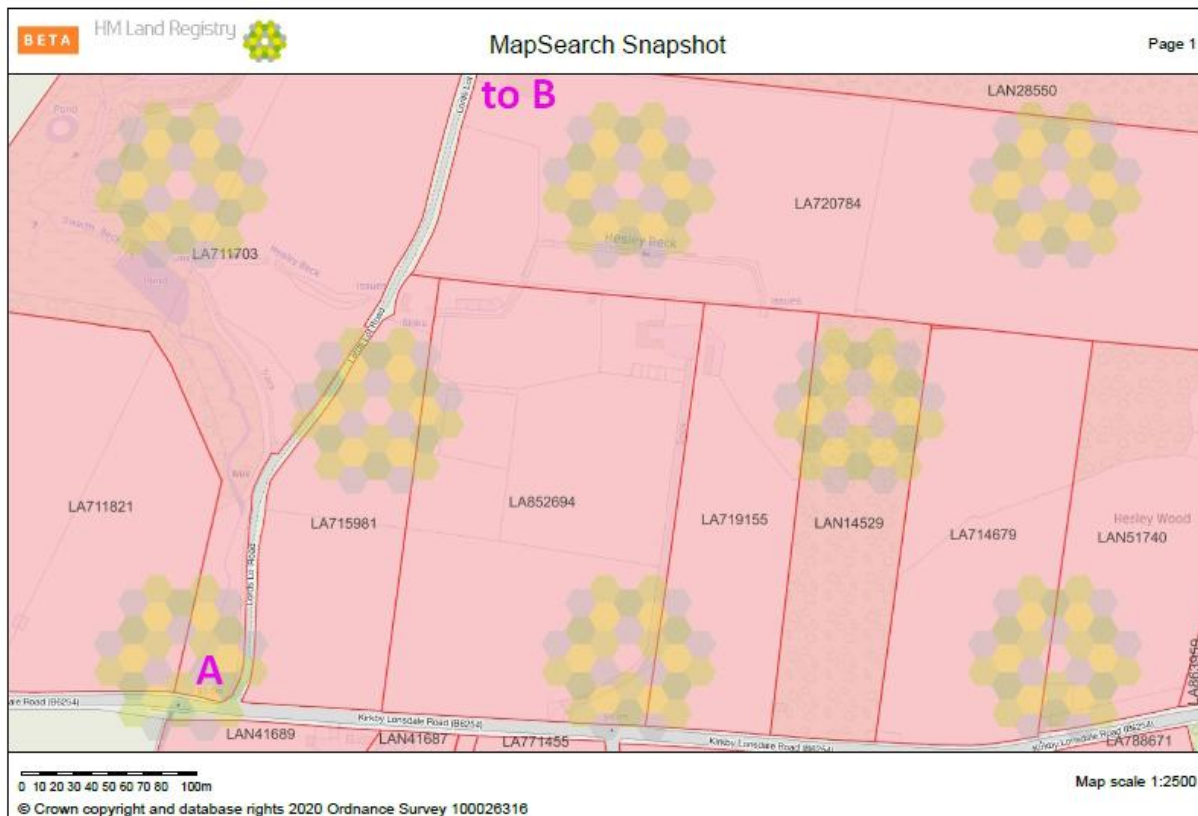


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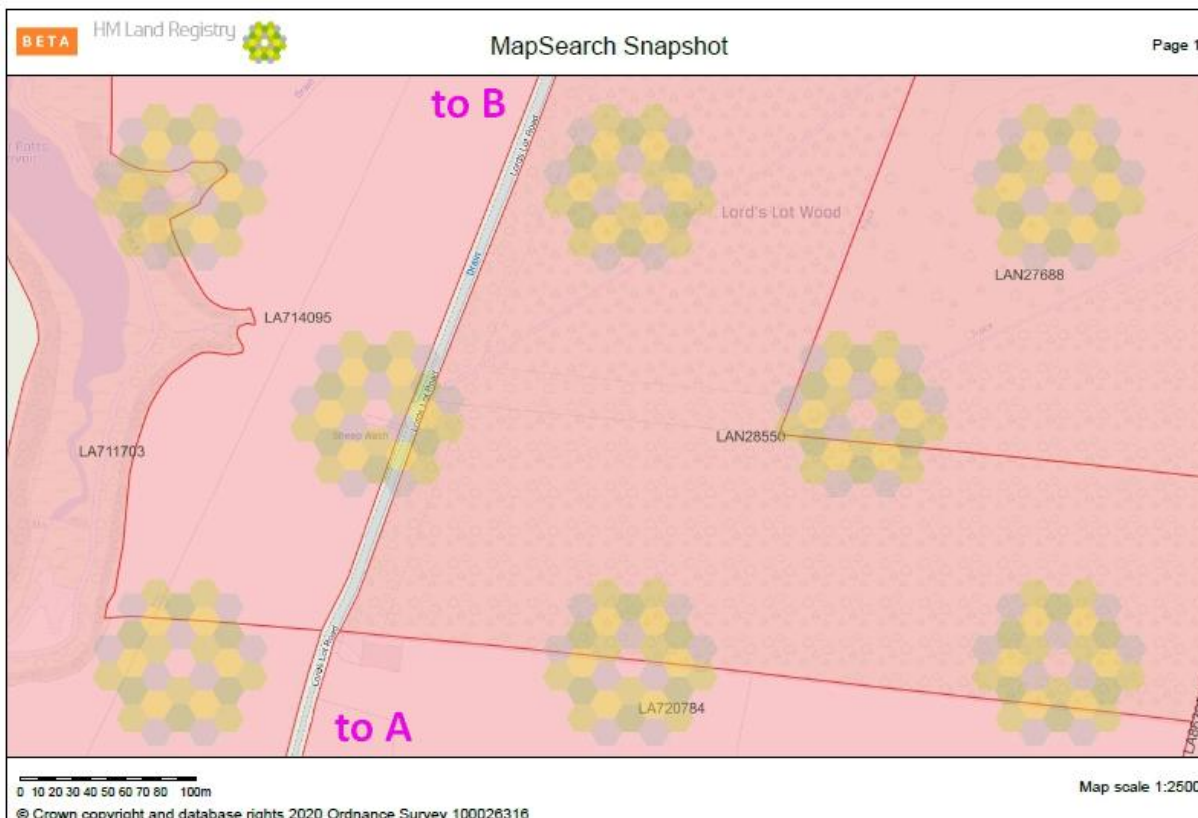
## C2: Land Registry ownership records

The Land Registry holds no ownership record of the western section of the route from Point A to Point B. From Point B to Point C the current registered owner is the Secretary of State for Environment, Food and Rural Affairs care of The Forestry Commission.

Map 1:

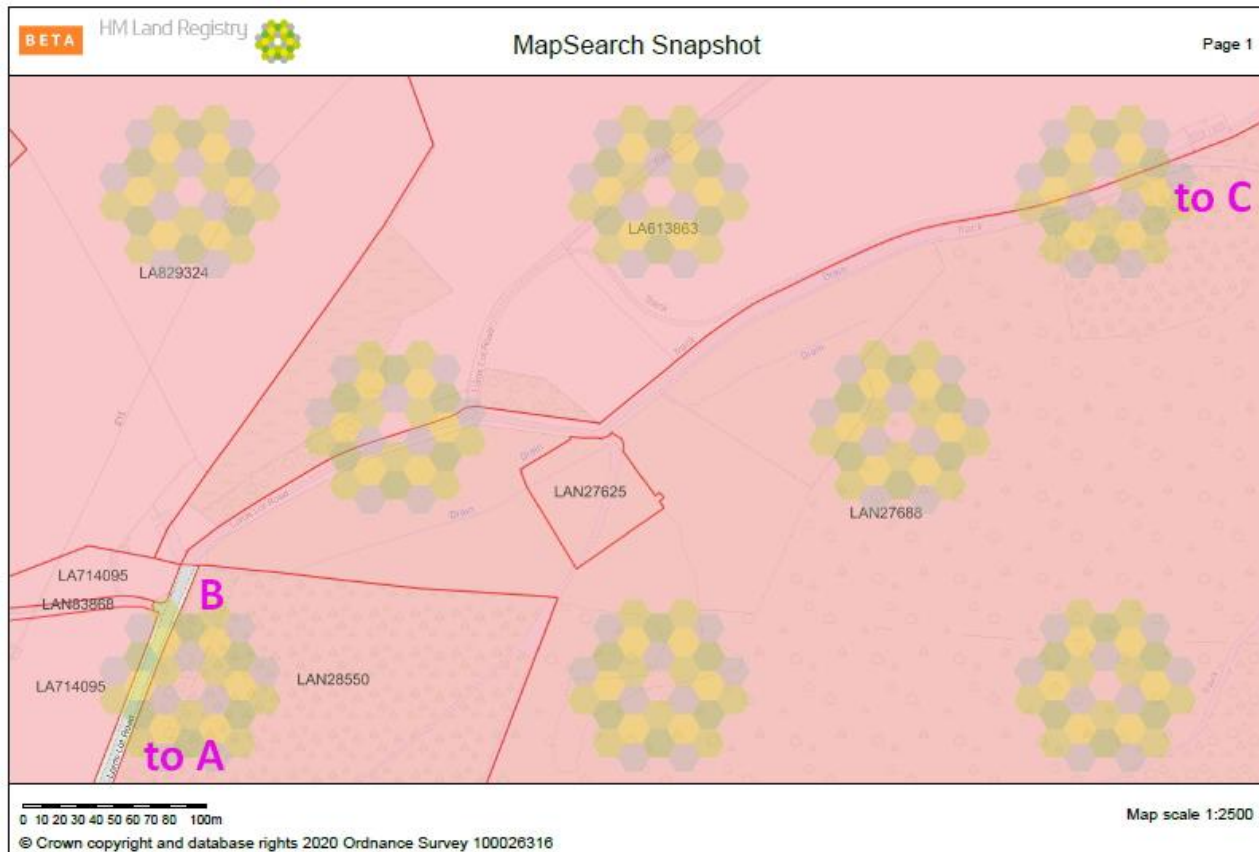


Map 2:

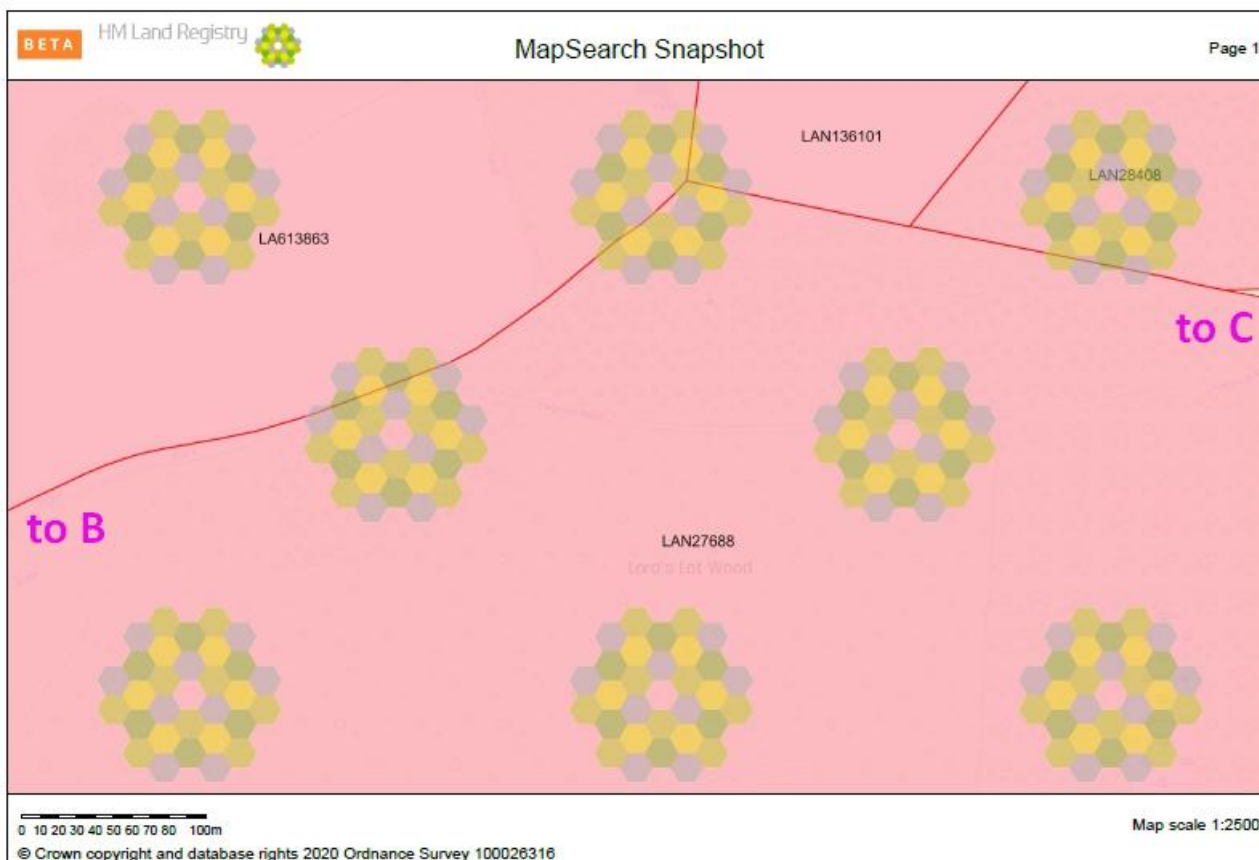




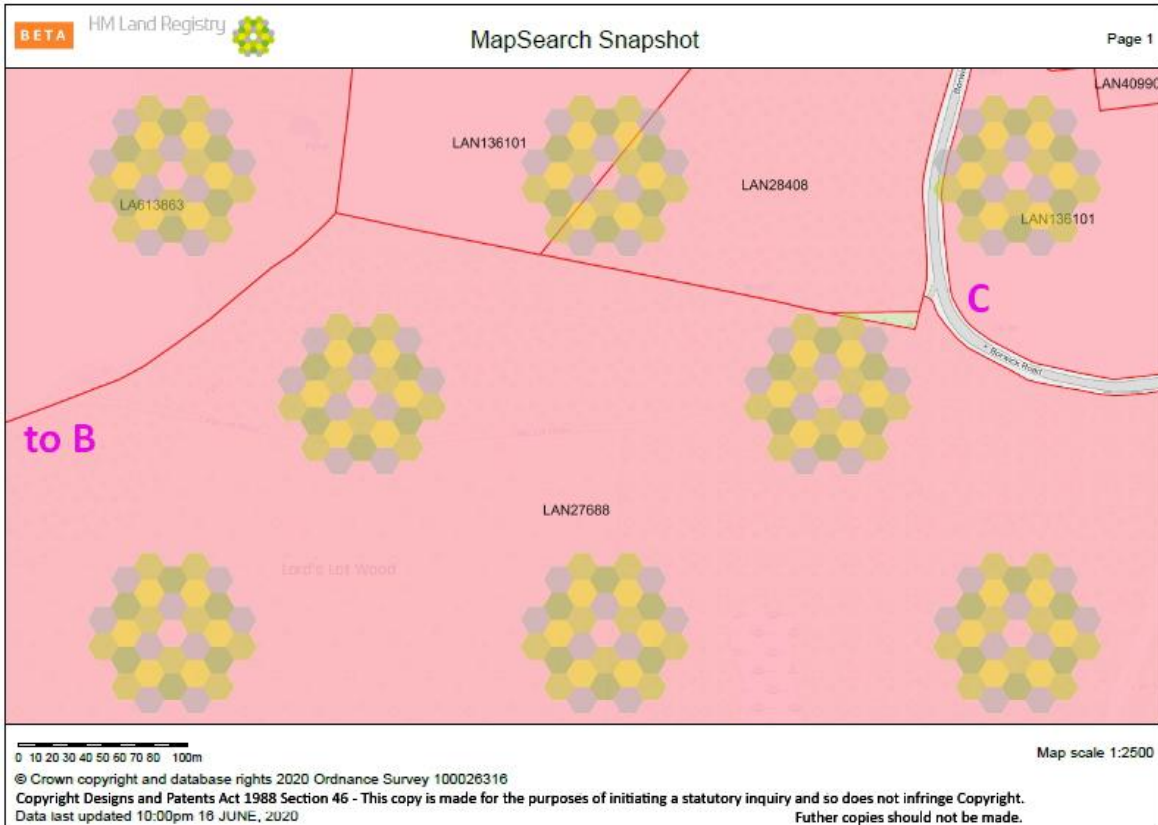
Map 3:



Map 4:



Map 5:



Registry record Plot LAN27688:

THIS IS A PRINT OF THE VIEW OF THE REGISTER OBTAINED FROM HM LAND REGISTRY SHOWING THE ENTRIES SUBSISTING IN THE REGISTER ON 17 JUN 2020 AT 13:46:06. BUT PLEASE NOTE THAT THIS REGISTER VIEW IS NOT ADMISSIBLE IN A COURT IN THE SAME WAY AS AN OFFICIAL COPY WITHIN THE MEANING OF S.67 LAND REGISTRATION ACT 2002. UNLIKE AN OFFICIAL COPY, IT MAY NOT ENTITLE A PERSON TO BE INDEMNIFIED BY THE REGISTRAR IF HE OR SHE SUFFERS LOSS BY REASON OF A MISTAKE CONTAINED WITHIN IT. THE ENTRIES SHOWN DO NOT TAKE ACCOUNT OF ANY APPLICATIONS PENDING IN HM LAND REGISTRY. FOR SEARCH PURPOSES THE ABOVE DATE SHOULD BE USED AS THE SEARCH FROM DATE.

THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, FYLDE OFFICE.

TITLE NUMBER: LAN27688

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

LANCASHIRE ; LANCASTER

- 1 (17.02.2006) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Lords Lot Wood, Lords Lot Road, Capernwray, Carnforth.
- 2 (17.02.2006) The land has the benefit of the rights granted by but is subject to the rights reserved by the Conveyance dated 16 May 1952 referred to in the Charges Register.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (17.02.2006) PROPRIETOR: SECRETARY OF STATE FOR ENVIRONMENT FOOD AND RURAL AFFAIRS care of Forestry Commission, 620 Bristol Business Park, Coldharbour Lane, Bristol BS16 1EJ.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (17.02.2006) A Conveyance of the land in this title dated 16 May 1952 made between (1) George Cummings Croasdale (Vendor) and (2) The Minister Of Agriculture And Fisheries (Purchaser) contains restrictive covenants.

NOTE 1:-Copy filed .

NOTE 2:-The Conveyance dated 5 November 1946 made between (1) Douglas Phipps Sturton and Daniel Hope Elletson and (2) James Preston Croasdale and George Cummings Croasdale was not lodged on first registration.

- 2 (17.02.2006) The land is subject to the rights granted by a Deed of Grant dated 8 September 1975 made between (1) The Minister Of Agriculture Fisheries And Food (Grantor) and (2) British Gas Corporation.

NOTE: Copy filed.

End of register



### C3: The Gazette - Stopping Up Orders

Stopping Up Order - search returned no records.



Published by Authority | Est 1665

All notices Coronavirus notices Resources The Gazette: 350 Years

#### Search and filter [clear all](#)

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Update results

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Please use this option to search all Gazette data and specifically for notices published before 1998. You can also filter using the publication date and Gazette edition below.

Stopping Up Lord's Lot Road Over

E.g. keyword, company name, company number or person

#### Notice type [clear](#)

Please only use the search function below for notices appearing from 1998 onwards. This will search all main Gazette editions (excluding

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#### Actions

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#### Resources

[Can Canadian citizens receive British knighthoods and damehoods?](#)

To mark Canada Day on 1 July, we look at the history of Canadian citizens in the British honours system and the Nickle Resolution of 1919.

Date: 1 July 2020

[What you need to know about the new flexible furlough rules](#)

The government's new flexible furlough scheme launches on 1 July, giving employers the chance to bring staff back part-time and still claim grants to cover some of their

Source: The Gazette official public record <https://www.thegazette.co.uk/all-notices/notice>

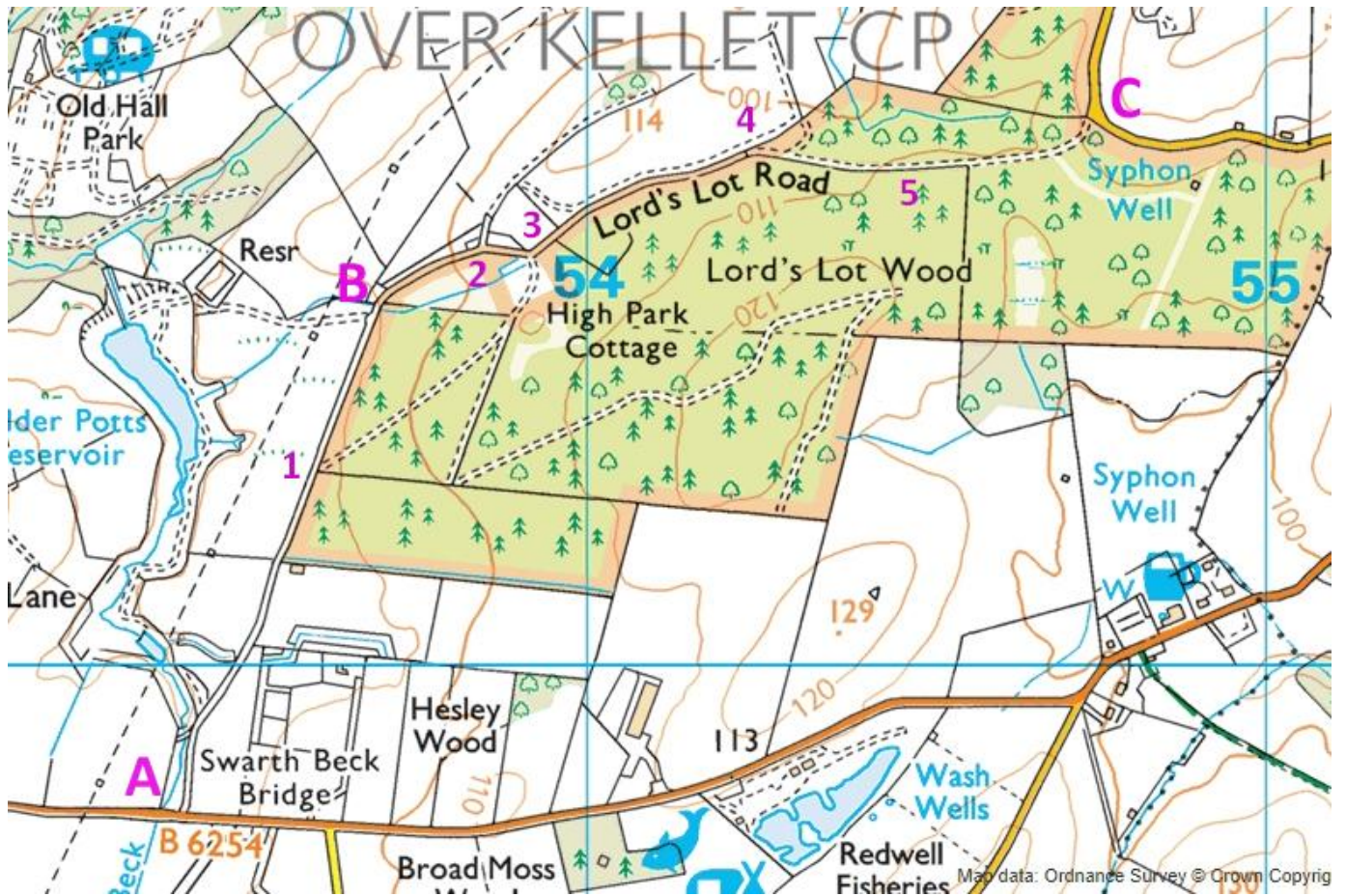
## Application for a Modification Order – 2. Adding the BRIDLEWAY – Lord’s Lot Road, Parish: Over Kellet

### Appendix D: Map and Photographs of the Application Route

Note: All MAUVE MARKS AND LETTERING on Map Evidence have been added by applicant to help locate Application Route. They in no way represent the route itself.

#### D1: Current OS 1:25,000 map of Applicant Route

Approximate scale when printed on A4 paper – 1:11,000



Source: Viewranger personal subscription. Map data: Ordnance Survey, Crown copyright



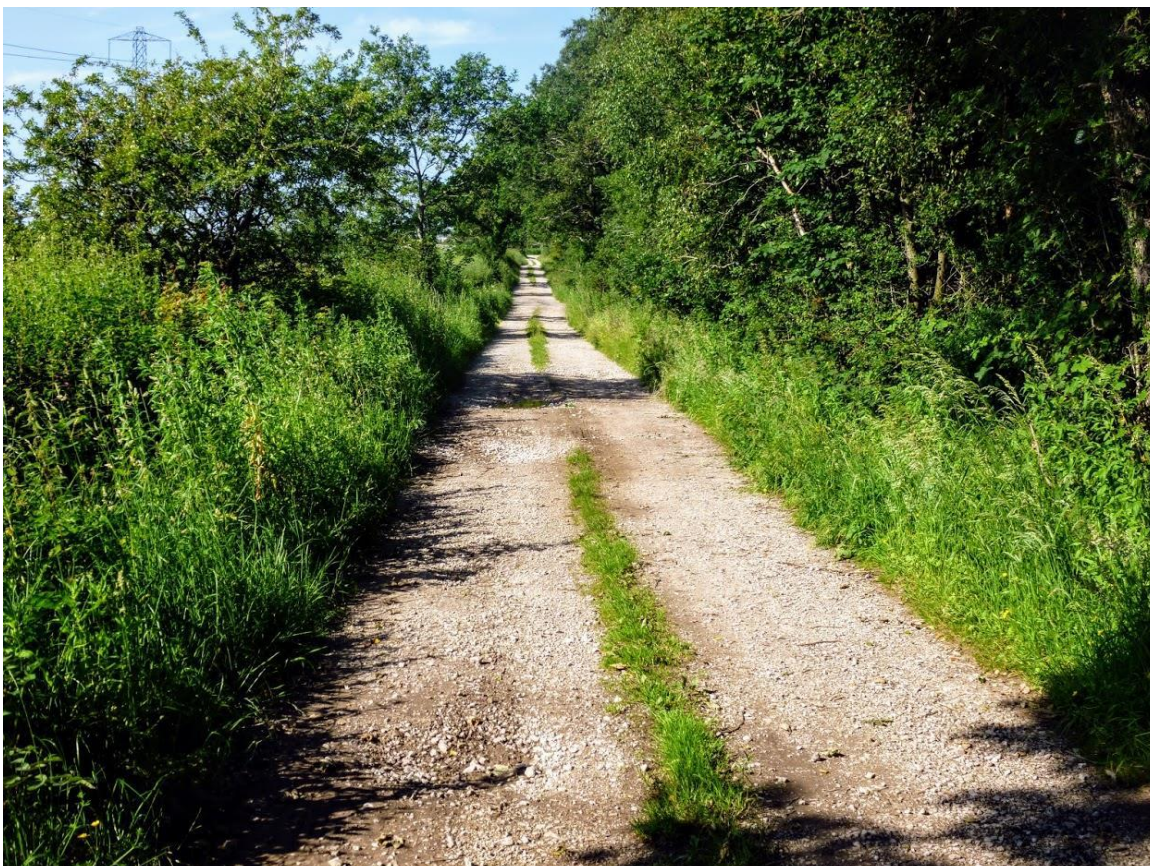
**D2: Recent photograph of the Junction with Kirkby Lonsdale Road (Point A)**



*Source: Applicant has full permission of the photographer to use this image*

**D3: Recent photograph of the road at Point 1**

Regular use by vehicles is apparent. The stone road base is well-maintained.



*Source: Applicant has full permission of the photographer to use this image*



**D4: Recent photograph of the kissing gate at Point 1**

The notice on the gate forbids motorbikes and quadbikes. There is also another kissing gate into the forest along this stretch of road.



*Source: Applicant has full permission of the photographer to use this image*

**D5: Recent Photograph at Point B looking east along the route**

Here the route curves right, with field access to the left. The road is still 6 metres wide and seemingly well used by vehicles.



*Source: Applicant has full permission of the photographer to use this image*



**D6: Recent Photograph at Point 2 looking east along the route**

Beyond the field access to the left, the road is much less used. The route is still 6 metres wide although somewhat overgrown.



*Source: Applicant has full permission of the photographer to use this image*

**D7: Recent Photograph at Point 3 looking east along the route**

The road is crossed by a locked barrier to prevent unauthorised vehicular access. Although there is ample space to ride around the barrier, the unmanaged undergrowth could cause difficulty. The route beyond is still 3 to 4 metres wide, but heavily overgrown.



*Source: Applicant has full permission of the photographer to use this image*



### D8: Close-up of sign on Barrier at Point 3

This is the same signage as on the Barrier at Point C and Kissing Gale at Point 1.



Source: Applicant has full permission of the photographer to use this image

### D9: Recent Photograph at Point 4 looking east along the route

Here the route curves right leaving the field boundary and entering fully into the forest.



Source: Applicant has full permission of the photographer to use this image



**D10: Recent Photograph at Point 5 looking east along the route**

Here the route through the forest is still clear although very overgrown



*Source: Applicant has full permission of the photographer to use this image*

**D11: Recent Photograph of the route at Point C looking west**

This is the current line of the road, the original route has been overplanted by trees. The road is crossed by a locked barrier to prevent unauthorised vehicular access, but there is ample space to ride around the barrier. An old stone gatepost is still in position.



*Source: Applicant has full permission of the photographer to use this image*