

RIGHTS OF WAY COMMITTEE

12 September 2017

REVIEW OF THE DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY ALLEGED BYWAY OPEN TO ALL TRAFFIC NO 39 PARISH OF CHOLLERTON

Report of the Executive Director of Local Services
Cabinet Member: Councillor Glen Sanderson, Environment & Local Services

Purpose of report

In this report, the Committee is asked to give consideration to all the relevant evidence gathered in support and rebuttal of the existence of public vehicular rights over the U8154 road from the C213 road north of Swinburne Mill Farm, in a general southerly and south-easterly direction along part of the U8154 road to Great Swinburne.

Recommendation

It is recommended that the Committee agree that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the route;**
- (iii) the route be included in a future Definitive Map Modification Order as a Byway Open to All Traffic.**

1.0 BACKGROUND

- 1.1 By virtue of Section 53 of the Wildlife and Countryside Act, 1981, the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.

- 1.2 The relevant statutory provisions which apply to adding and upgrading a public right of way on the Definitive Map and Statement based on historical documentary evidence is Section 53(3)(c)(i) and (ii) of the Wildlife and Countryside Act, 1981, which requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:

“that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subject to section 54A, a byway open to all traffic;”

- 1.3 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendation is in accordance with the law and proportionate, having regard to individuals' rights and the public interest.

2.0 PUBLIC EVIDENCE

- 2.1 During the late 1980s and early 1990s the County Council carried out consultations regarding proposals to add a number of unsealed tracks to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was and is that only public roads (not public bridleways or public footpaths) were shown on this List. The only exception to this was the surfaced paths and footways providing pedestrian links between roads, in urban areas. Thus, tracks in rural settings, which have their own unique reference number (e.g. the 'U8154'), were considered to be all-purpose public highways maintainable at public expense.
- 2.3 Although the Council's Rights of Way Sub-Committee determined (in July 1994) that this path be included in a future Definitive Map Modification Order as a byway open to all traffic, no order was ever made. Modification orders seeking to record UCRs as byways continued to be made, but this path wasn't amongst those. The processing of applications from third parties seeking to record public footpath or public bridleway rights was afforded a higher priority. Later, the process of recording UCRs as byways open to all traffic was effectively suspended because the Ordnance Survey indicated that they would be showing such routes on their published maps as being an "Other route with public access". Although, on that basis, members of the public would still be

unclear as to precisely what rights they had over routes identified in this fashion.

- 2.4 The most recent advice from DEFRA (paragraph 4.42, Rights of Way Circular 1/09) is that inclusion on the List of Streets may provide evidence of vehicular rights but that this should be examined on a case by case basis. In view of this advice, it is considered prudent to evaluate the status of the U8154 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By letter dated 15th March 2016 Julia Robson on behalf of Northumberland Estates responded with the following comments.

- i) "I am writing to you with regard to your letter of 28th January 2016. You have identified a route between points M - N which you stipulate is an alleged Byway Open to All Traffic.
- ii) "I confirm the Estate does have an interest in part of the land and I return a plan illustrating the extent of the Estate's ownership. I do confirm that the land is tenanted within our ownership by Mr R Conley of Barrasford Green Farm.
- iii) "I would also like to raise at this junction, an issue with part of the route which crosses the main haul route for the Barrasford Quarry back on to the main road. This is a safety issue.
- iv) "With regard to all of these routes and the applications that Northumberland County Council are submitting, the reality of any application and the fact that the route has existed initially should surely reflect that when the route was installed the route was not constructed for motorised vehicles, but for horse and cart and that the Northumberland County Council should have a policy of ensuring that if BOAT applications were successful they should ensure a closure to motorised vehicles was then dealt with."

- 3.2 By letter dated 17th March 2016 James Forsey of Mill Cottage, Swinburn responded with the following comments:

- i) "I have received the proposal to add this BOAT but wish to register an objection with Northumberland County Council for the following reasons.
- ii) "The track is not tarmacked, being mostly clay soil with occasional patches of stone, and unsuitable for any vehicle except 4 wheel drive and farm vehicles.
- iii) "The track would suffer heavy erosion from increased vehicle use.

- iv) "The track is already occasionally used by 4x4 leisure vehicles, who usually proceed from the gate onto the track at approximately grid reference 936 755 and drive in a northwesterly direction up the track. The vehicles normally have to turn around and come back as the surface is not suitable and access is very narrow at a further gate at 934 757. Were this path opened up to all users as a BOAT, the land would become impassable to the main users - namely the landowner, the farmer who grazes cattle and sheep adjacent to the track and use it for riding. It would also spoil the track for recreational users such as horse riders, walkers and cyclists.
- v) "Increased use of the track as a BOAT would exacerbate the problem of car drivers trying to use the path as a short cut from the A69 to Barrasford. Many drivers do not realise the track is impassable to ordinary cars when they see it on an OS map or SatNav, and end up at a dead end where the tarmac ends at the gate 936 755. This increases traffic unnecessarily on the single land Swinburn road.
- vi) "I would like to propose the track is instead included on the definitive map as a bridleway. This would continue to allow public access to the main leisure users of the track - walkers, cyclists and horse riders - without eroding the track to a state which is unusable by all."

3.3 By letter dated 24th March 2016 Mr H C Remnant of Land Factor responded on behalf of the Trustees of T Gaisford No 2 Settlement, with the following comments:

- i) "Further to your letter of 8 January 2016, I am writing on behalf of my client to register an objection to the proposal to add to the definitive map and statement a byway open to all traffic.
- ii) "I attach a copy of your plan, showing the extent of my client's ownership, as requested.
- iii) "It is clear that historically, the County put a blanket 'unclassified' designation of many barely examined tracks throughout Northumberland. For this reason, if a track appears on the unclassified list (the List of Streets), that does not necessarily mean that it must have been a vehicular highway.
- iv) "On the contrary, this track has never been a highway, has never been maintained as a public road and is often obstructed.
- v) "I suggest that the reason the matter was dropped by the Rights of Way Sub-Committee in July 1994 is that it was not appropriate to do so at that time; nor is it appropriate to do so now.
- vi) "I trust that the Planning and Rights of Way Committee will agree, and that this route will not be opened up unnecessarily and another tranquil area of the county which is so valued spoiled by this unnecessary proposal."

3.4 By letter dated 22nd April 2016 Nicholas Beale of Wardell Armstrong, responded on behalf of Tarmac, the operator of Barrasford Quarry, with the following comments:

- i) "Thank you for your letter dated 5 April 2016 regarding the proposal to include the above route as a byway open to all traffic. The route crosses the access road that leads to barrasford Quarry which is used by all heavy goods vehicles entering and leaving the site (up to 500 in and 500 out per day). The route is gated on either side of the quarry access road (see attached photographs).
- ii) "In the event that these gates are removed or replaced or other access provisions made, Tarmac would wish to be consulted so that effective measures are put in place for the safe crossing of the access road by users of the byway."

3.5 By letter received 20th May 2016 Henrietta Hay of Swinburne Mill responded with the following comments:

- i) "I am writing to formally object to your proposal of the alleged Byway Open to All Traffic No 39 points M - N.
- ii) "Our reason being is the track is too narrow & it would encroach onto fields. There is a very old narrow stone bridge that would not welcome hundreds of vehicles across it.
- iii) "We also have stock in the fields and the farmer would not like vehicles charging up and down disturbing young livestock.
- iv) "Please also consider the people living in the vicinity and our peaceful days potentially ruined by the noise off motorbikes and off-roaders. Where would our privacy be.
- v) "Also there is a church where people worship and a graveyard. Out of respect for people praying please reconsider this proposal.
- vi) "None of us object to a bridleway but open to all traffic we all strongly object."

4. CONSULTATION

4.1 In January 2016, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land and the local representatives of the "prescribed and local organisations" listed in the Council's "Code of Practice on Consultation for Public Path Orders".

4.2 By letter dated 31st March 2016 the Clerk to Chollerton Parish Council responded to the consultation with the following comment:

- i) "Thank you for contacting Chollerton Parish Council regarding the proposal under s53 of the Wildlife and countryside Act, 1981 for a

Modification Order to amend the Definitive Map and Statement.
Chollerton Parish Council meets every two months and therefore discussed this proposal at their meeting on 30th March 2016, which was the next available meeting held after receipt of your letter.

- ii) "At that meeting a number of concerns were raised regarding the proposed modification which it was agreed should be passed on to Northumberland County Council in response to the consultation regarding the alleged BOAT No 39 in the parish of Chollerton, so that these can be taken into consideration.
- iii) "The Parish Council's main concern was the outdated consultation list which had been used. This consultation list should now include:
Mr Tom Gaisford - Woodhall Farm Cottage
Mr Dougie Hay - Swinburne Mill
Messrs Browell - Fell House Farm, Colwell (current tenants of land next to Swinburne village)
Mr R Murphy - Wheathill Farm
Tarmac, Barrasford Quarry (with respect to the new access road)
- iv) "The Parish Council were also concerned as to how the BOAT will be policed with regard to users keeping to the byway and the condition of the surface if over-use and 4x4 vehicles churn the ground up.
- v) "It is therefore considered that a new consultation is required to ensure that all interested parties have been appropriately consulted before this proposal is considered by the Planning & Rights of Way Committee.

4.3 By email dated 28th January 2016, Ted Liddle on behalf of the Cyclists' Touring Club responded to the consultation with the following comment:

"Chollerton 39 BOAT: Used it many times."

4.4 By letter dated 15th February 2016 the County Access & Bridleways Officer for the British Horse Society responded to the consultation with the following comments:

"This hard surfaced enclosed track is well used by local riders. 4x4s have also been seen on it. There are a couple of gates which need attention to make them more easily used by the public. The BHS supports its addition to the definitive map."

4.5 By email dated 22nd March 2016 Mavis Harris, Footpath Secretary to the Ramblers' Association (Northern Area) responded to the consultation with the following comments:

"I have no objections to these proposals and no evidence to add."

5. DOCUMENTARY EVIDENCE

5.1 A search has been made, relating to historical evidence and the following copies of O.S. Maps are enclosed for consideration.

1769 Armstrong's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 39.

1820 Fryer's County Map

There is no evidence of a road or track over the route of alleged Byway No 39.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating the route of alleged Byway No 39.

1820-32 Cary's Map

There is no evidence of a road or track over the route of alleged Byway No 39.

1860 Ordnance Survey Map: Scale 1:2,500 + Book of Reference

There is evidence of a track over the entire length of the route annotated in the 'Book of Reference' with the number 55 and identified as a 'Public road'.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a track or path over the route of alleged Byway No 39.

1897/8 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a track or path over the route of alleged Byway No 39.

1925 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a track or path over the route of alleged Byway No 39.

1932 Hexham RDC Handover Map

There is clear evidence of a road or track on the Ordnance Survey base map used, and this route is coloured red in order to identify it as a publicly maintainable road.

c.1938 Restriction of Ribbon Development Act (1935) Map & Schedule

There is clear evidence of a track over the claimed route, coloured (and labelled "225") so as to identify it as a road to be protected from ribbon development.

1951 Highways Map

The route of alleged Byways Open to All Traffic No 39 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U8154.

Definitive Map – original Survey Schedules & Map

The route of the U8154 road exists on the base map and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of the U8154 road exists on the base map. Although other public rights of way are identified nearby and Bridleway No 15 and Footpaths Nos 16 & 17 terminate on the U8154 road itself, no public footpath or bridleway (or Road Used as Public Path) rights are identified over the route of alleged Byway No 39.

Provisional Map

The route of the U8154 road exists on the base map. Although other public rights of way are identified nearby and Bridleway No 15 (23) and Footpaths Nos 16 & 17 (15) terminate on the U8154 road itself, no public footpath or bridleway (or Road Used as Public Path) rights are identified over the route of alleged Byway No 39.

1952 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a track or path over the route of alleged Byway No 39.

1962 Original Definitive Map

The route of the U8154 road exists on the base map. The route of alleged Byway No 39 has not been identified as a public footpath, public bridleway or as a Road Used as Public Path.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 39 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as the U8154.

2006 The Council's 'List of Streets' (2 May 2006)

A publicly maintainable highway is clearly identified over all of the claimed route.

- 5.2 The Definitive Statement for Public Bridleway No 23 in the Parish of Chollerton describes the route of the bridleway as follows:

“From Bridleway No 22 south of Greens Fell in a north-easterly direction to join the public road north of the footbridge over the Swinburn.”

- 5.3 The Definitive Statement for Public Footpath No 15 in the Parish of Chollerton describes the route of the footpath as follows:

“From the A68 (Ridsdale - Corbridge) road south of the Old Quarries in a south-westerly direction to the public road north-east of Great Swinburn then continuing in an easterly direction by Ox Hills to rejoin the A68 (Ridsdale - Corbridge) road at its junction with the Great Swinburn - Colwell road.”

- 5.4 The entry for the U8154 road, in the 1964 County Road Schedule is:

“U8154 Swinburn Castle Road

From C213 east of Camphill Plantation south-eastwards via St Mary's Church, Great Swinburn, to join A68 opposite its junction with C221.”

The length of the U8154 road is identified as being 1.63 miles.

- 5.5 The entry for the U8154 road, in the 1974 County Road Schedule is:

“U8154 Swinburn Castle Road

From C213 east of Camphill Plantation (NY 930769) south-westwards via St Mary's Church, Great Swinburn, to join A68 opposite its junction with C221 (NY 942775).”

The length of the U8154 road is identified as being 1.63 miles.

- 5.6 The entry covering the main part of the U8154 road, in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935 is:

“225. Road from a point on the Gunnerton - Barrasford Sanatorium road, 160 yards south west of Barrasford road end via Swinburn Mill, St Mary's R.C. Church and Birdshaw Plantation to the Corbridge - Woodburn road A68 at Peaslands Plantation.”

6. SITE INVESTIGATION

- 6.1 The route leaves the C213 road north of Swinburne Mill Farm, in a south-westerly direction over a metalled track for a distance of 50 metres. The track then heads south-easterly more 'green lane' in nature and narrowing because of the overgrown vegetation encroaching mainly from the west. However, there is still evidence of use by vehicular traffic. The route crosses the Barrasford Quarry haul road and is gated at either side with defective latches on both of the gate release. The path then continues in a south-easterly direction as a defined track over pasture land to join the eastern

end of Public Bridleway No 23 then continuing south-easterly to a field gate. The field gate has a waymark affixed with the description 'Unclassified Road'. The path then continues in a south-westerly direction as a semi-metalled track crossing the Swin Burn over a level bridge with ramparts then in a southerly-easterly direction to a field gate to the north-east of Mill Cottage. The path then continues south-easterly as a metalled road to Great Swinburn.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

7.1 In August 2017, a draft copy of the report was circulated to all the interested parties that responded to the consultation.

7.2 By email received 8th August 2017 Land Factor, Solicitors responded on behalf of their client the Trustees of T Gaisford No.2 Settlement, with the following comments:

i) "I wish to add to the comments made on behalf of my client, and say simply that it appears that the recommendation being made to the Rights of Way Committee is the wrong one."

7.3 By email dated 19th August 2017 a copy of an email from Sarah Hatton to Janet Lennard in which Sarah Hatton stated the following:

i) "I contacted you a while back and you were really helpful in sorting some dangerous bridleway gates in the area. I wonder if you could help again?"

ii) "A BOAT application has been made, we do not know by whom, for an unclassified track running past our house. (C213 north of Swinburn Mill in a south/south easterly direction). This track is well used by myself and other riders and **we would fully support a bridleway application**. However it is being put through as a BOAT and the track is entirely unsuitable for vehicular access. There are small patches of stone but mostly it is a dirt track which becomes very muddy in winter. 4x4 convoys use the track occasionally, and inappropriately, and plough it up quite badly. If more vehicles, particularly scramblers, used the track it would be completely ruined for riders, cyclists and walkers. I also walk down this track daily to fetch/check my horses who graze adjacent to it. I can categorically state that wellingtons are necessary to navigate the mud and pools of deep water which collect on the bends of the track. How is this then suitable as a Byway Open to All Traffic?"

iii) "We lodged an objection (in my husband's name, Dr J Forsey), part of which has been included in the report.

iv) "The report we have just received from John McErlane recommends the Rights of Way Committee include the track on future maps as a BOAT. This is despite the majority of contributions to the report being what I would consider to be valid objections. Unfortunately, the BHS response also supports the BOAT application, which I am quite surprised by. As I have already mentioned, a bridleway would be appropriate and allow

access without vehicles being able to ruin the track. The "evidence" provided in the report from historic maps show there is a "path or track" - this does not mean it is suitable for vehicles.

- v) "I am concerned that the report basically ignores the evidence that the track is unsuitable for vehicles and recommends a BOAT is put in place regardless. It states the majority of the track is a green lane. This does not imply suitability for vehicles. It also suggests a short section is "metalled". How anyone could claim it is a metalled track is beyond me - it would be a considerable exaggeration of the facts. It also claims "vehicular rights have been reasonably alleged to exist". I find no actual evidence supporting legal/appropriate vehicular access in the report, and again there appears to be a rather biased leap of deduction made on this basis. It may have appeared on OS maps since 1860 but again this does not imply motorised vehicles should legally use the track.
- vi) "Furthermore it goes on to state the track has sections which are 8-10 metres wide. Once again I find this astonishing and can find nowhere on the route which would be anything like this width. To propose a minimum width of 5 metres for the southern section is ludicrous and would allow serious encroachment and degradation of the adjacent land which is, along many sections, marsh. I cannot find any evidence that a survey of the small bridge has been carried out, with regard to its suitability to carry regular vehicular traffic. I doubt it is suitable at all in this respect.
- vii) "The report makes a brief mention that the Parish Council raised concerns about who would maintain this route (which will suffer from serious erosion and poaching if classified as a BOAT) and it blithely ignores the question and goes on to make its recommendation regardless.
- viii) "As already mentioned I suggested a bridleway would be a suitable classification but this appears to have been ignored. Once a BOAT is in place it will be impossible to lower the classification and the County Council will be fully responsible for having ruined a right of way for pedestrians, cyclists and riders.
- viv) "If you can help in the matter, I would love to hear from you. I intend to pursue the matter further and will gather support from local residents and track users to fight this inappropriate application in its current form."

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:

that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.

- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byway Open to All Traffic No 39 is identified on the County Council’s List of Streets as being the U8154 road. The route is also identified as being publicly maintainable on the Rural District Council ‘Handover’ Maps of 1932 and is shown on the plans prepared under the Restriction of Ribbon Development Act 1935. The route has been consistently identified on Ordnance Survey maps since 1860, and is also shown on Greenwood’s County Map of 1828.
- 8.5 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the List of Streets (the only obvious exception to this rule relates to the short metalled footpaths within urban areas). The fact that a route is shown on the List of Streets must, therefore, be evidence of some weight that public vehicular rights exist.
- 8.6 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.

- 8.7 It is not known on what basis this route was added to List of Streets. It is possible that the route is no more than a public bridleway or even a public footpath, included by virtue of long-standing, unchallenged use by these classes of user. Given that the route would appear to have been in existence for over 180 years and is recorded on the List of Streets it would seem reasonable, when applying the relatively low level test that is required at this stage, to conclude that public vehicular rights have been reasonably alleged to exist.
- 8.8 In the absence of evidence that procedures to extinguish vehicular rights were carried out, any rights which previously existed are presumed still to exist. In law, the maxim is 'once a highway, always a highway'. The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. However, as in this case, where the route in question is not already shown on the Definitive Map (as something less than a byway open to all traffic) and is shown on the list of highways maintainable at public expense (i.e. the List of Streets) then it is believed that the public's motorized vehicular rights remain unaffected by the Act.
- 8.9 As all but the very southern end of this route is unsurfaced, it is likely that the route is one which is used by the general public mainly for the purposes for which footpaths and bridleways are so used; thereby satisfying the criteria for being recorded as a byway open to all traffic.
- 8.10 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. At its narrowest where the route crosses the Swin Burn the width is 3.5 metres. The majority of the rest of the route follows a 3 metre wide track along a varying 8 - 10 metre wide corridor. It is proposed to record the byway open to all traffic with a width reflecting the above physical characteristics although the section of the route from the haul road southwards to Mill Cottage is not enclosed therefore a minimum width of 5 metres would be proposed.

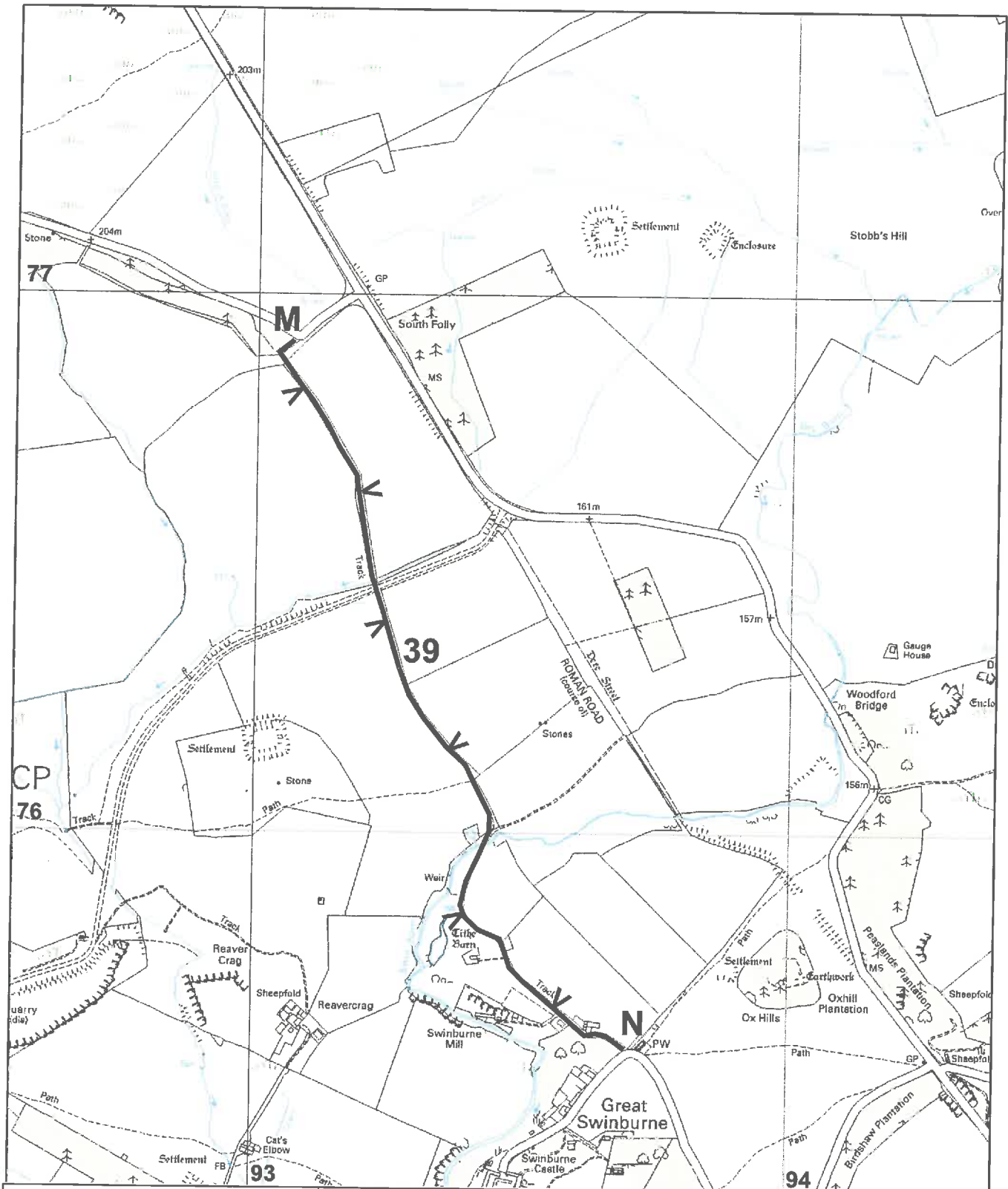
9. CONCLUSION

- 9.1 In light of the user and documentary evidence submitted, it appears that, public vehicular rights have been reasonably alleged to exist over the claimed route of Byway No 39. As the Natural Environment and Rural Communities Act 2006 would not appear to have affected these rights, it would, therefore, be appropriate to recognise the public's vehicular rights by recording this route as a Byway Open to All Traffic.

BACKGROUND PAPERS

Local Services Group File E/11/39z

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**Wildlife and Countryside Act 1981
 Public Rights of Way**

V **A** Alleged Byway Open to All Traffic

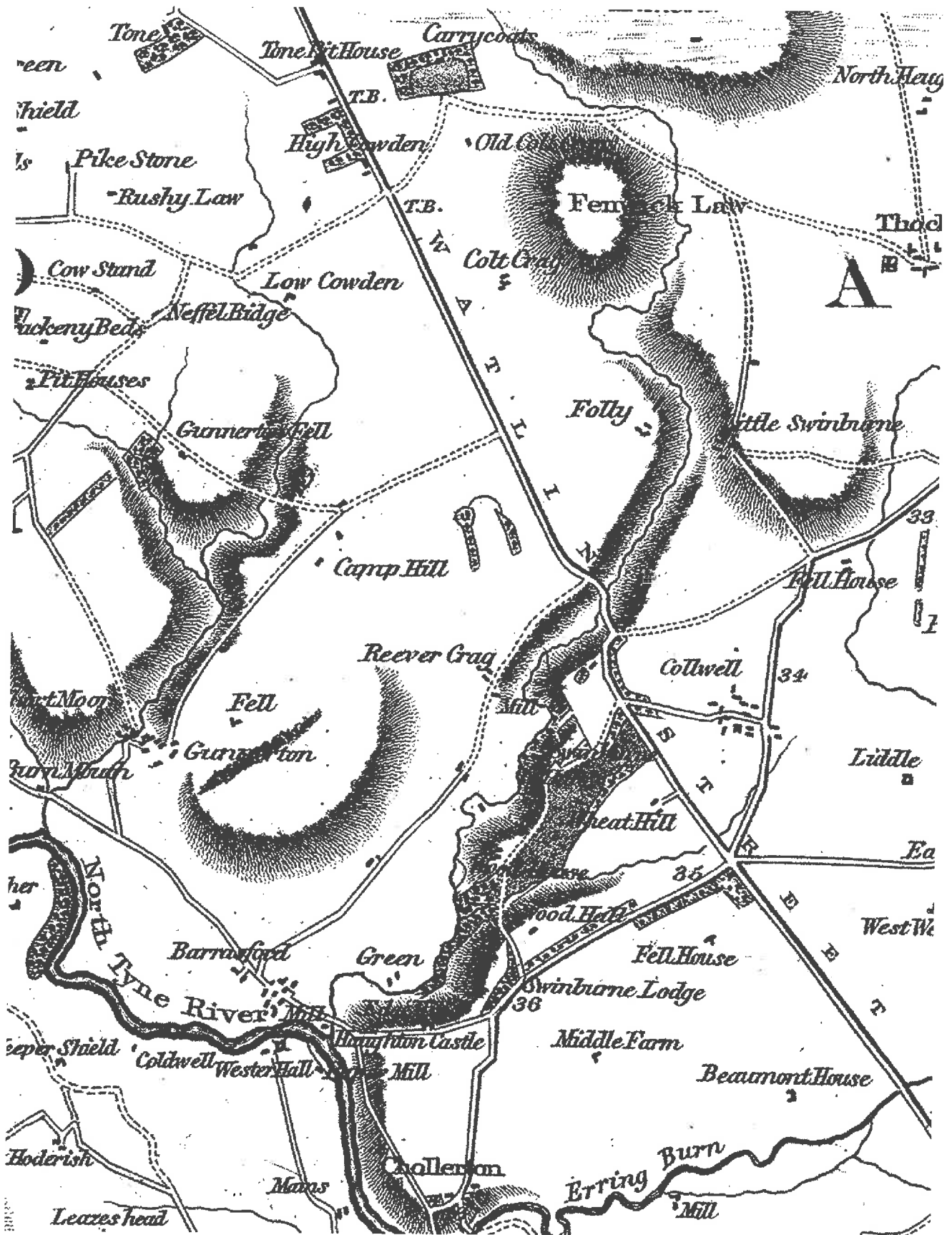
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Former District(s) Tynedale	Parish(es) Chollerton	Scale 1:10,000
Def. Map No. 167	O.S. Map NZ 97 NW	Date November 2015

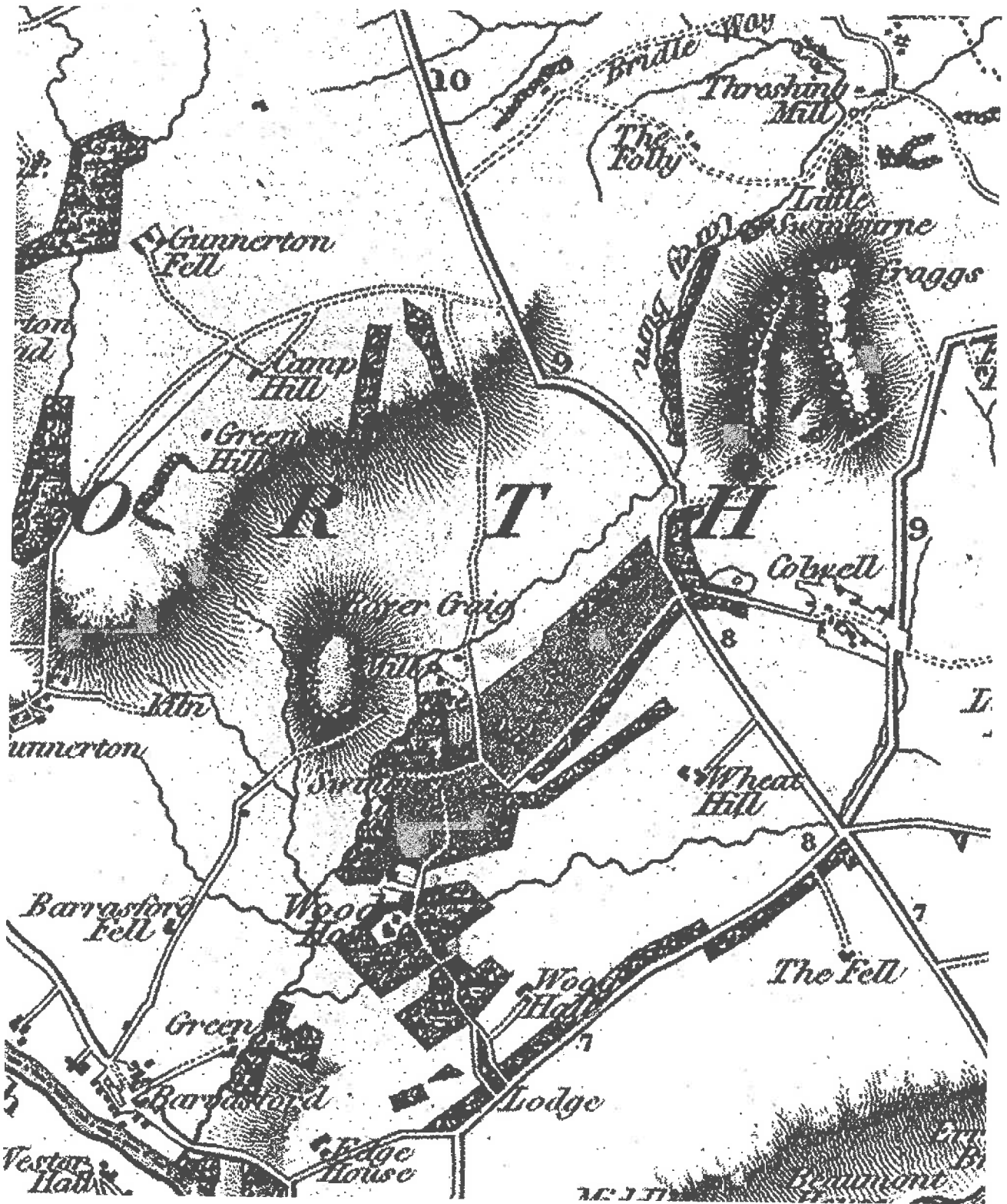
ARMSTRONG'S COUNTY MAP
1769



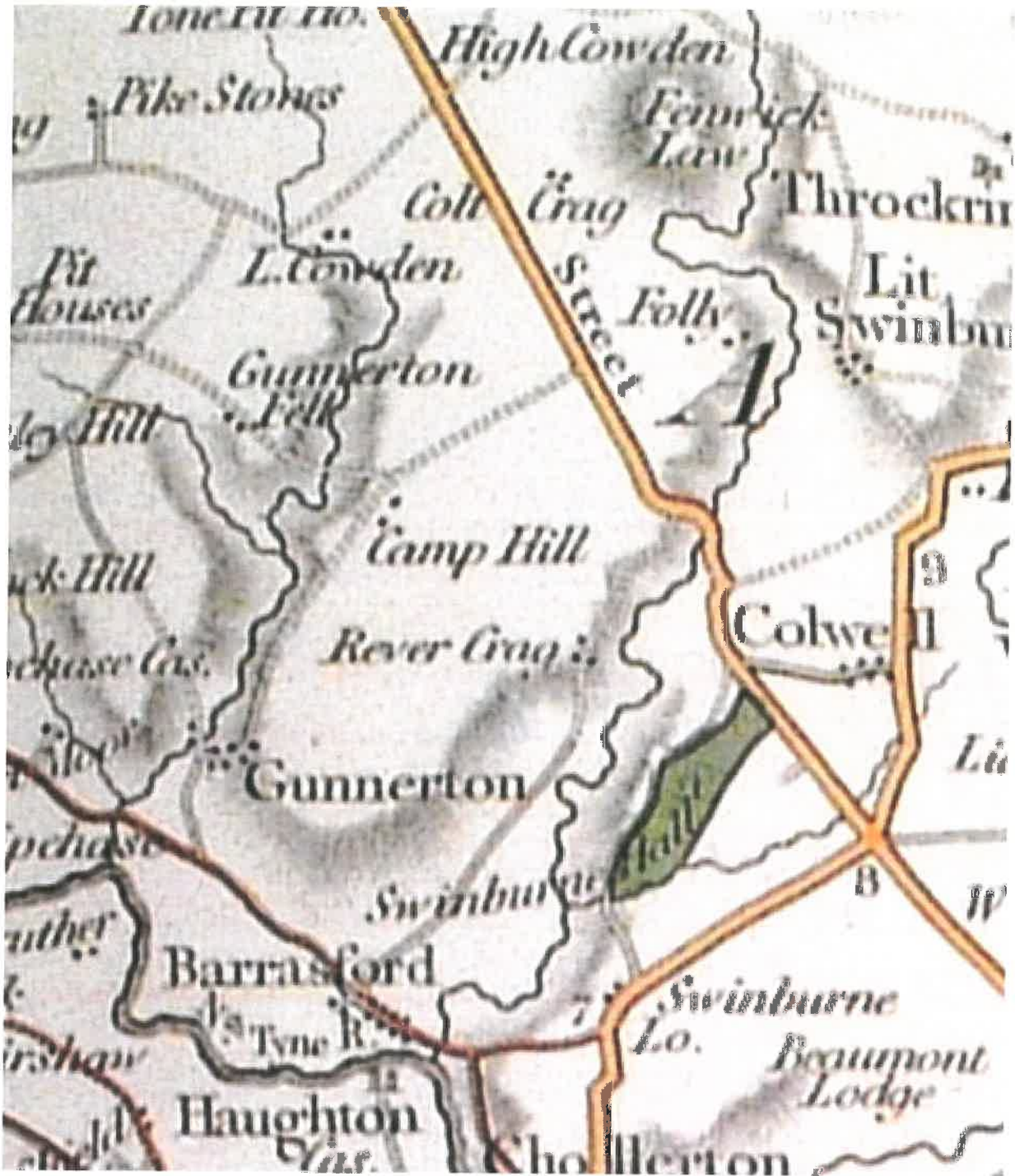
FRYER'S COUNTY MAP
1820

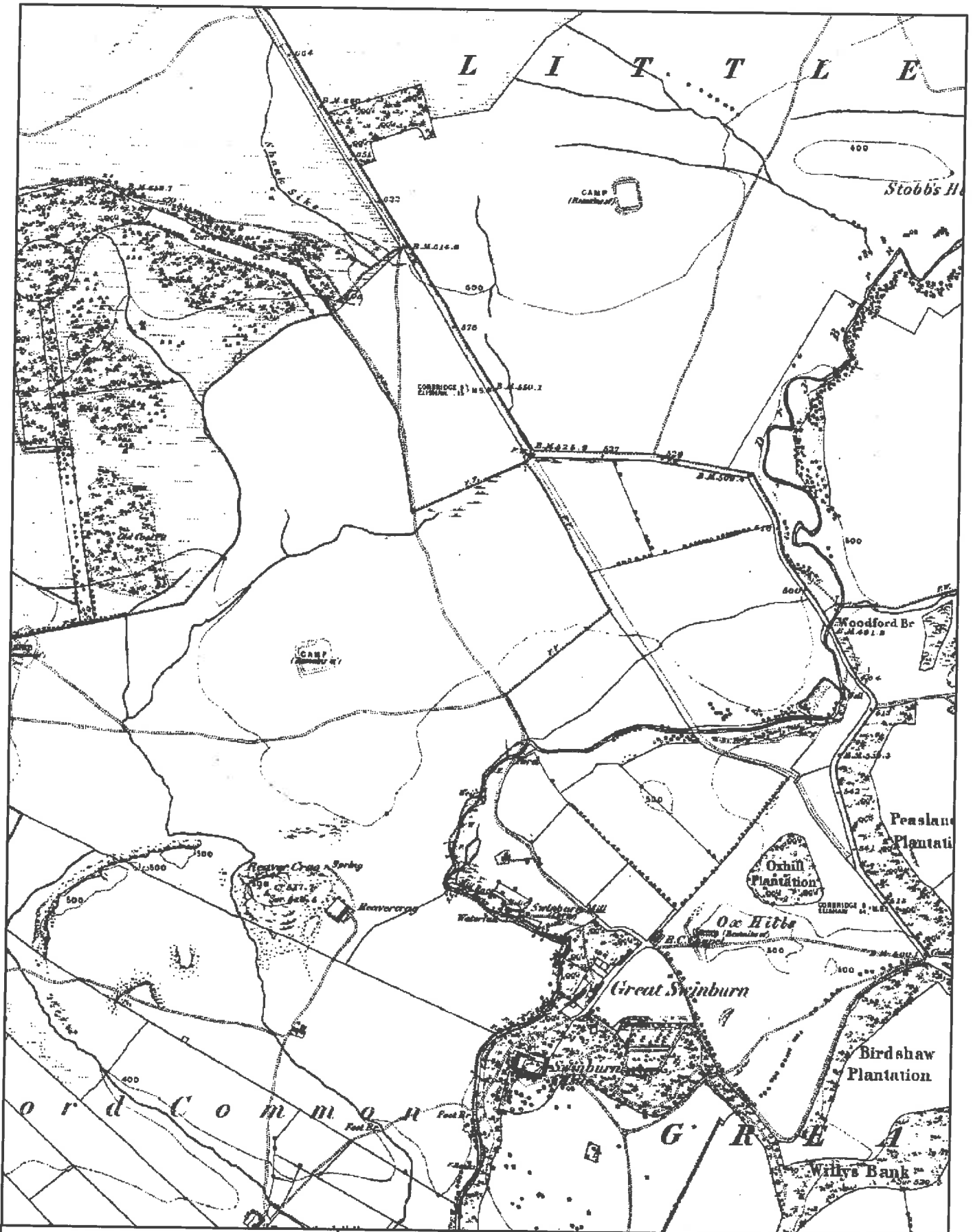


GREENWOOD'S COUNTY MAP
1828



CARY'S COUNTY MAP
1820-32





NORTHUMBERLAND

Northumberland County Council

Ordnance Survey Map 1866

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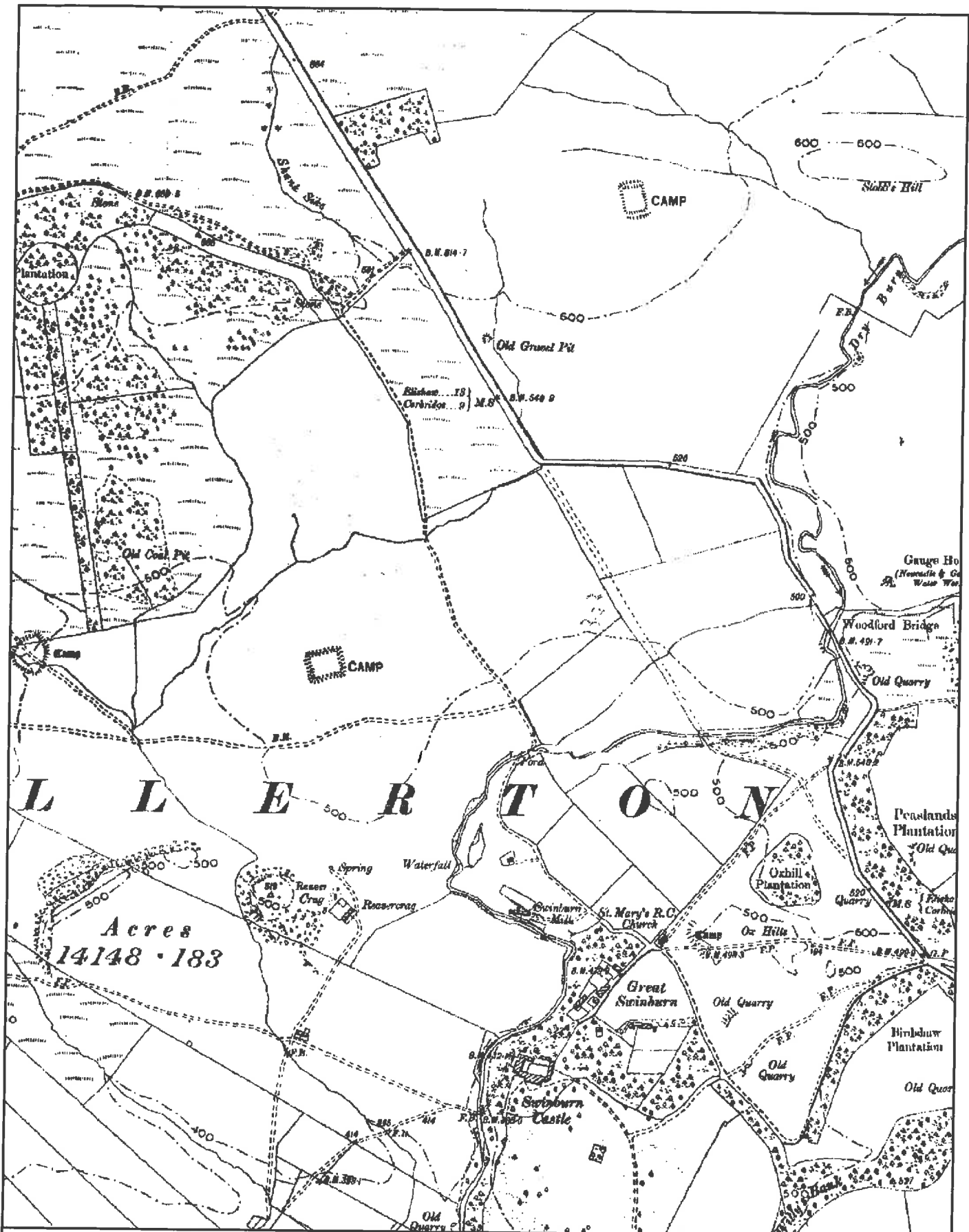


BOOK OF REFERENCE

18

PARISH OF CHOLLERTON.

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	163-925	<i>Brought forward.</i>		658-878	<i>Brought forward.</i>
13	18-259	Arable.	59	2-564	Pasture.
14	23-535	Pasture, &c.	60	8-422	Public road.
15	23-069	Pasture, &c.	61	12-626	Wood (Peaslands Plantation).
16	8-267	Arable.			
17	654	Houses, yards, &c. (Colwell Fell).	62	74-820	Pasture, &c.
18	25-101	Pasture, &c.	63	26-262	Arable.
19	32-930	Arable.	64	29-495	Pasture.
20	17-012	Arable.	65	27-440	Pasture, &c.
21	1-889	Wood.	66	15-376	Arable.
22	5-891	Arable.	67	14-473	Arable.
23	15-999	Arable.	68	18-234	Arable, &c.
24	7-658	Arable.	69	17-871	Arable, &c.
25	14-010	Pasture, &c.	70	42-054	Pasture, &c.
26	16-374	Pasture.	71	18-283	Pasture, &c.
27	12-876	Pasture, &c.	72	19-373	Pasture, &c.
28	18-174	Pasture.	73	17-218	Pasture.
29	17-631	Arable.	74	1-979	Wood (Crowlow Plantation).
30	19-839	Arable.	75	18-346	Pasture, &c.
31	7-689	Pasture.	76	316	Stream, embankments, &c. (Whittledene Waterworks, part of).
31a	119	Gardens.			
32	11-491	Arable.			
32a	080	Garden.			
33	14-609	Arable, &c.	77	813	Arable, &c.
34	050	Garden, &c.	78	250	Pond.
35	15-090	Pasture, &c.	79	152	Houses & yards.
36	783	Wood.	80	376	Pasture.
37	14-557	Pasture, &c.	81	225	Houses, yards, & garden (Swinburn Mill, corn).
38	149	Wood.			
39	828	Pasture.			
40	102	Pond.	82	4-026	Pasture.
41	967	Houses, yards, garden, &c. (Fawcett).	83	5-460	Arable.
42	062	Garden.	84	3-556	Arable.
43	33-733	Pasture.	85	10-208	Arable.
44	30-035	Pasture, &c.	86	3-929	Wood (Oxhill Plantation).
45	8-655	Pasture, &c.	87	45-386	Pasture, &c.
46	9-898	Pasture, &c.	88	2-315	Pasture.
47	14-769	Arable, &c.	89	080	Garden.
48	8-390	Arable.	90	39-626	Pasture.
49	19-053	Arable, &c.	91	199	Gardens.
50	1-465	Wood.	92	1-576	Pasture & trees.
51	561	Furze, &c.	93	1-671	Pasture & trees.
52	1-287	Furze.	94	309	Houses, yards, gardens, &c. } Colwell (part of)
53	900	Public road.			
54	10-641	Pasture, furze, &c.	95	1-297	Houses, yards, gardens, &c. }
55	952	Public road.			
56	10-098	Pasture, &c.	96	16-770	Pasture, &c.
57	10-773	Arable.	97	2-558	Pasture, &c.
58	3-594	Pasture, &c.	98	3-717	Pasture.
	658-878	<i>Carried forward.</i>		1168-524	<i>Carried forward.</i>



NORTHUMBERLAND

Northumberland County Council

Ordnance Survey Map 1897/8

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Scale 1:10,560



NORTHUMBERLAND

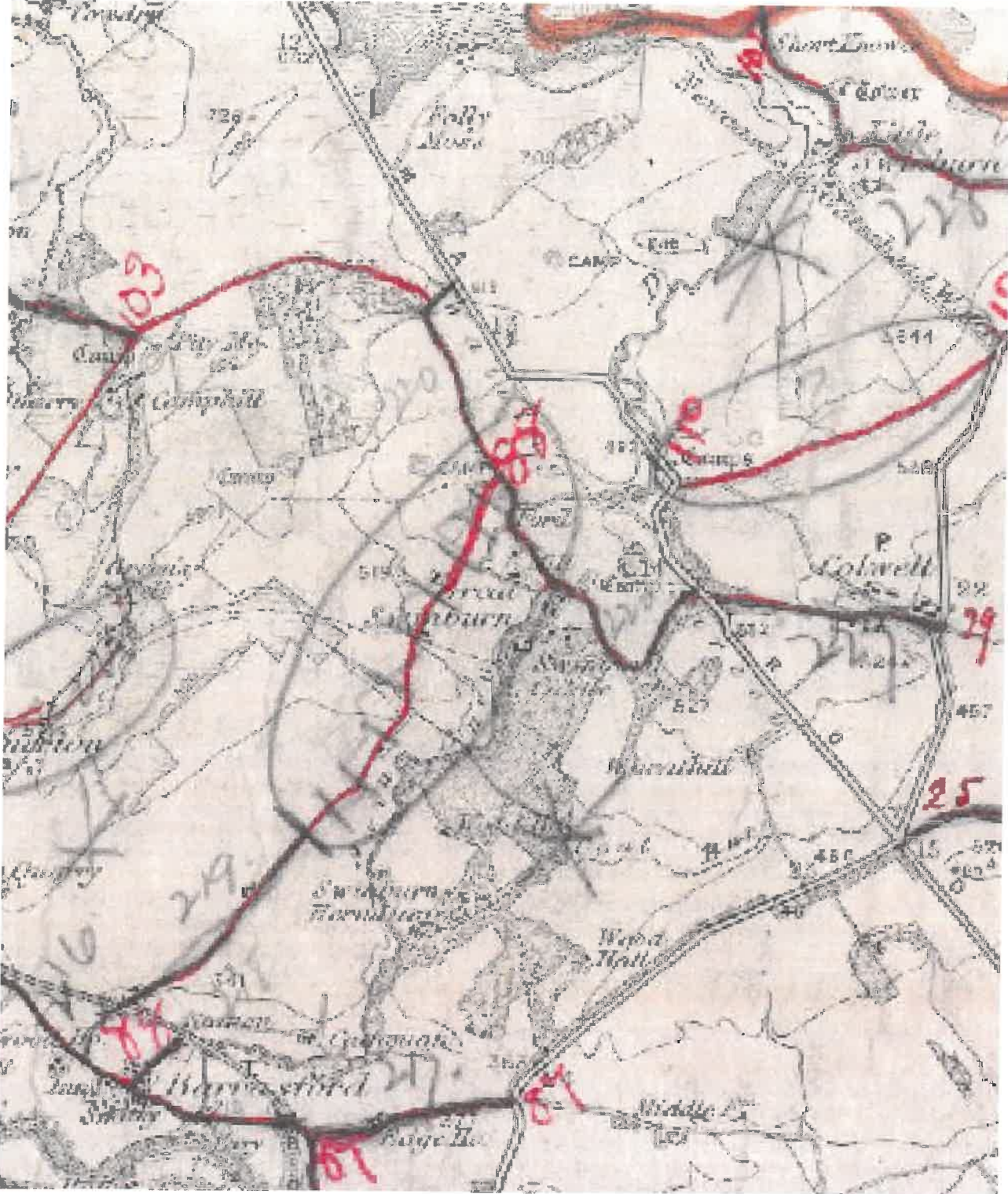
Northumberland County Council

Ordnance Survey Map 1925

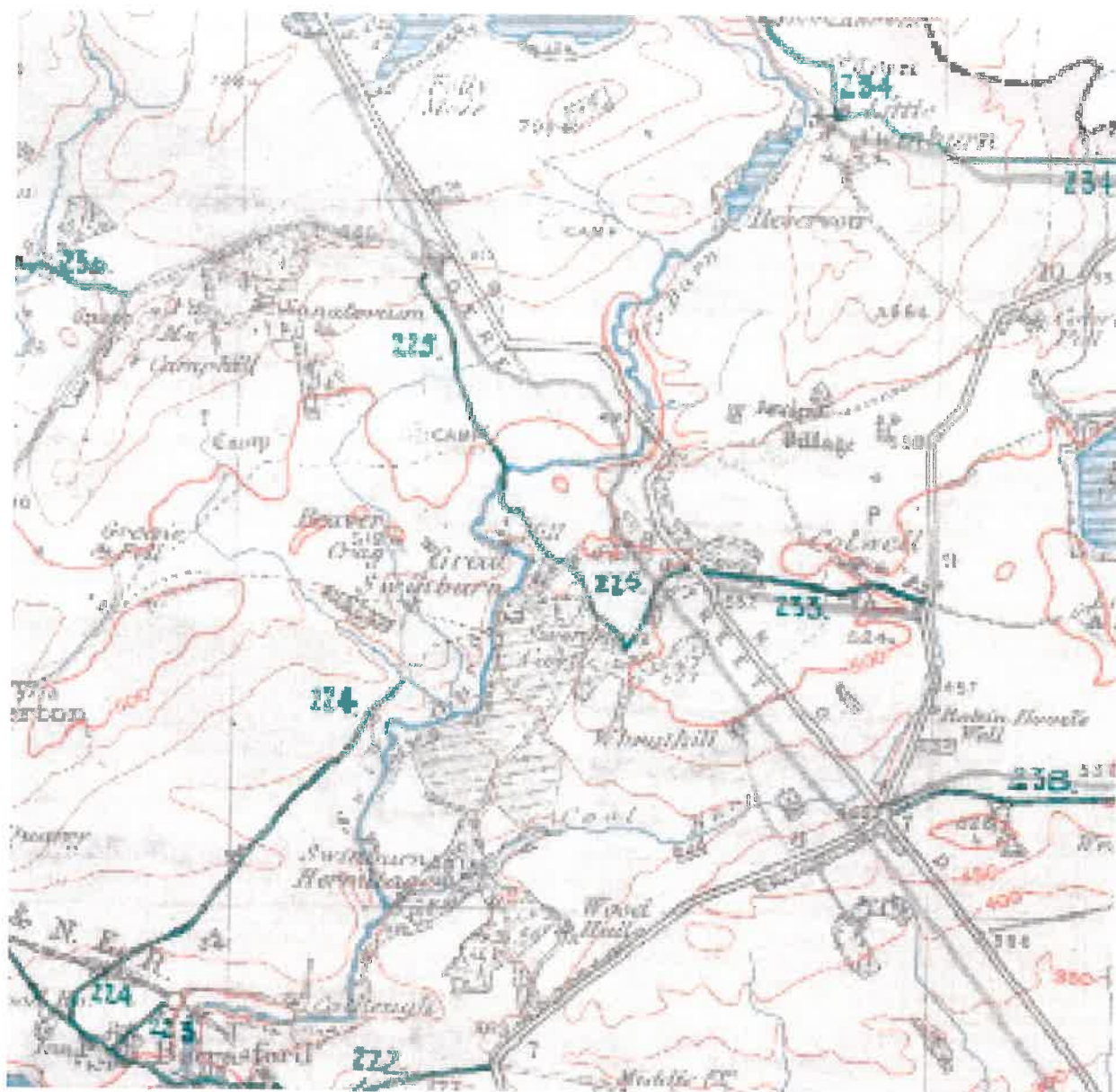
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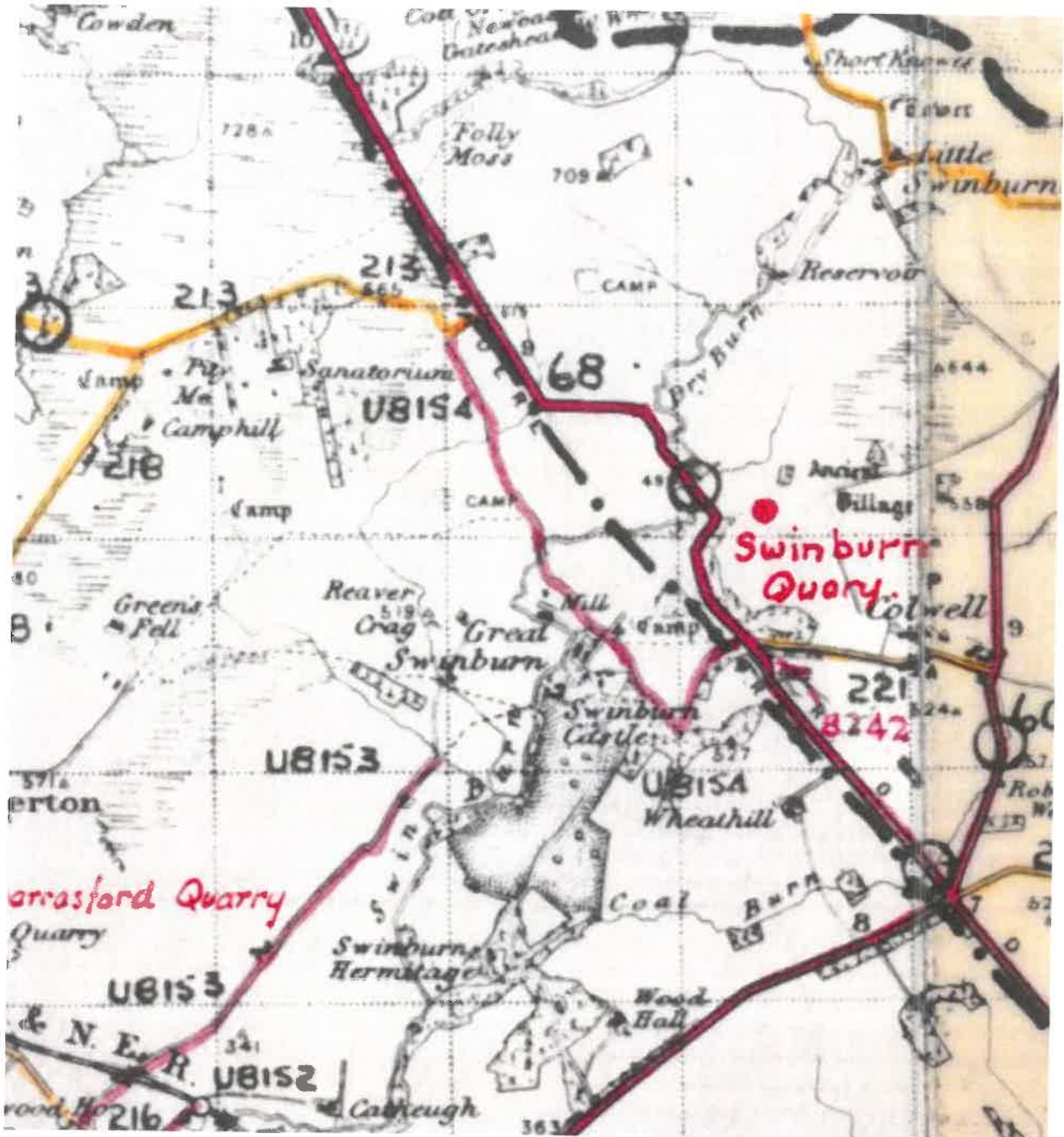
HANDOVER MAP FOR HEXHAM RURAL DISTRICT
1932



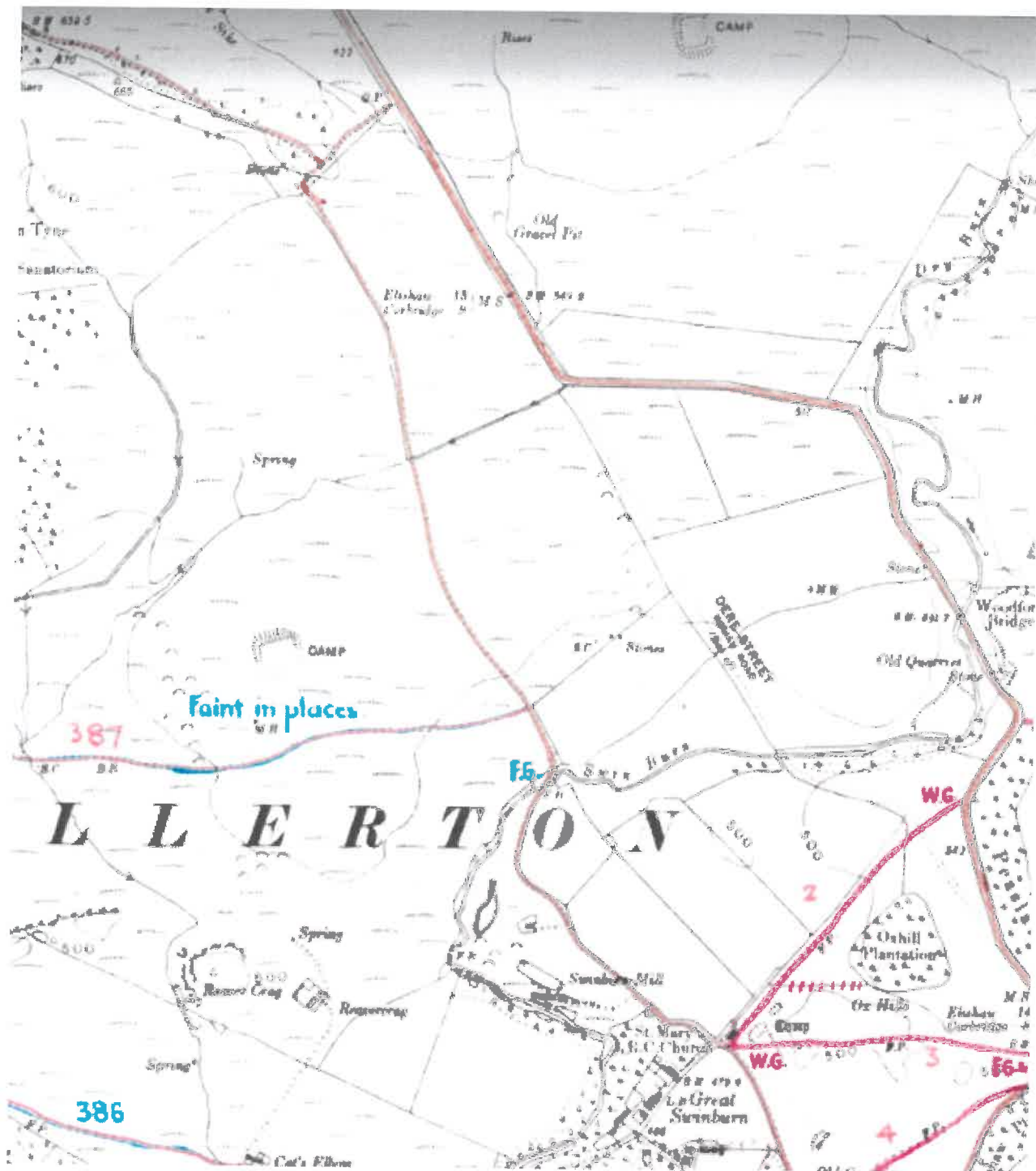
RESTRICTED RIBBON DEVELOPMENT ACT MAP 1935



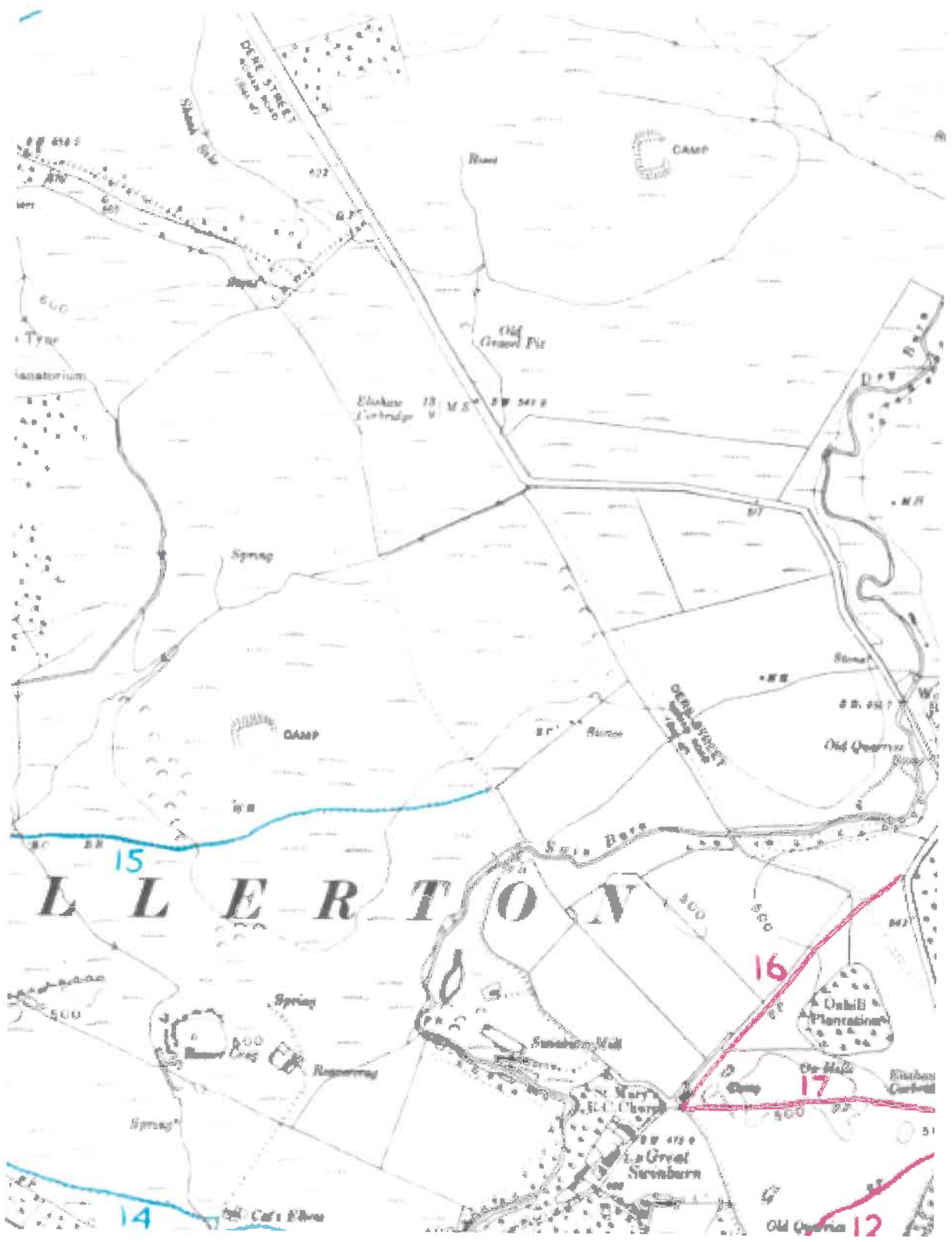
HIGHWAYS MAP
1951



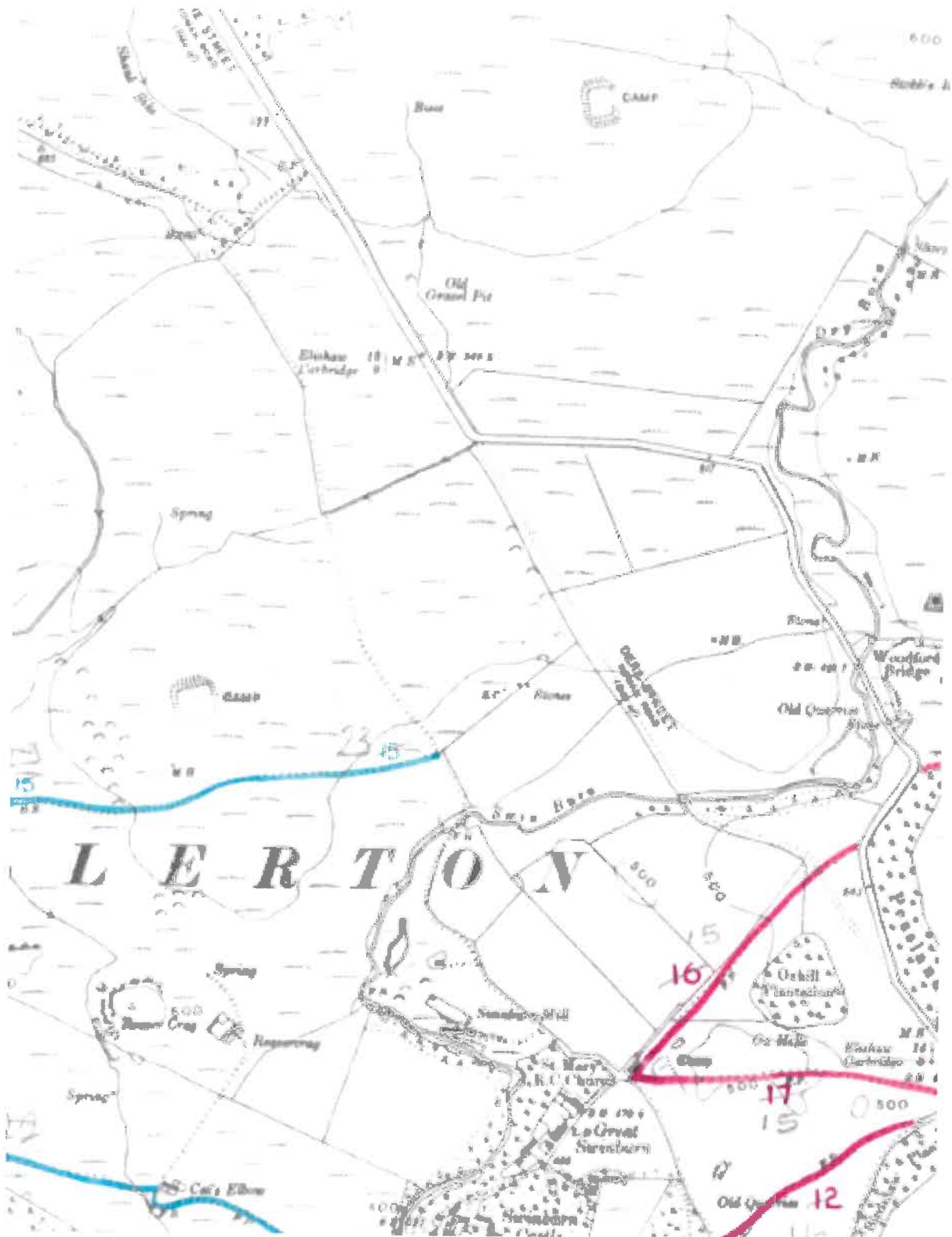
DEFINITIVE MAP – ORIGINAL SURVEY



DEFINITIVE MAP – DRAFT



DEFINITIVE MAP – PROVISIONAL





NORTHUMBERLAND

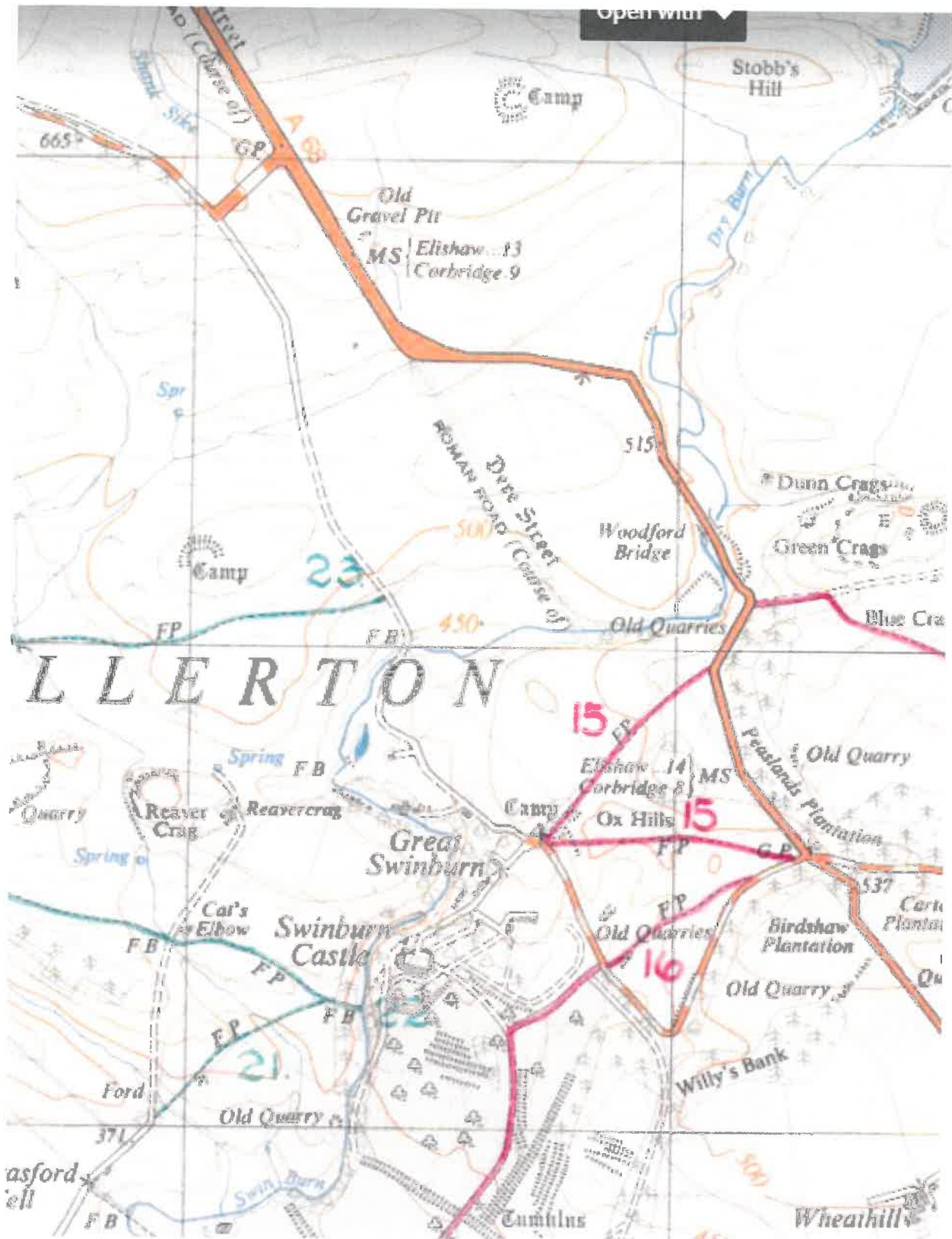
Northumberland County Council

Ordnance Survey Map 1952

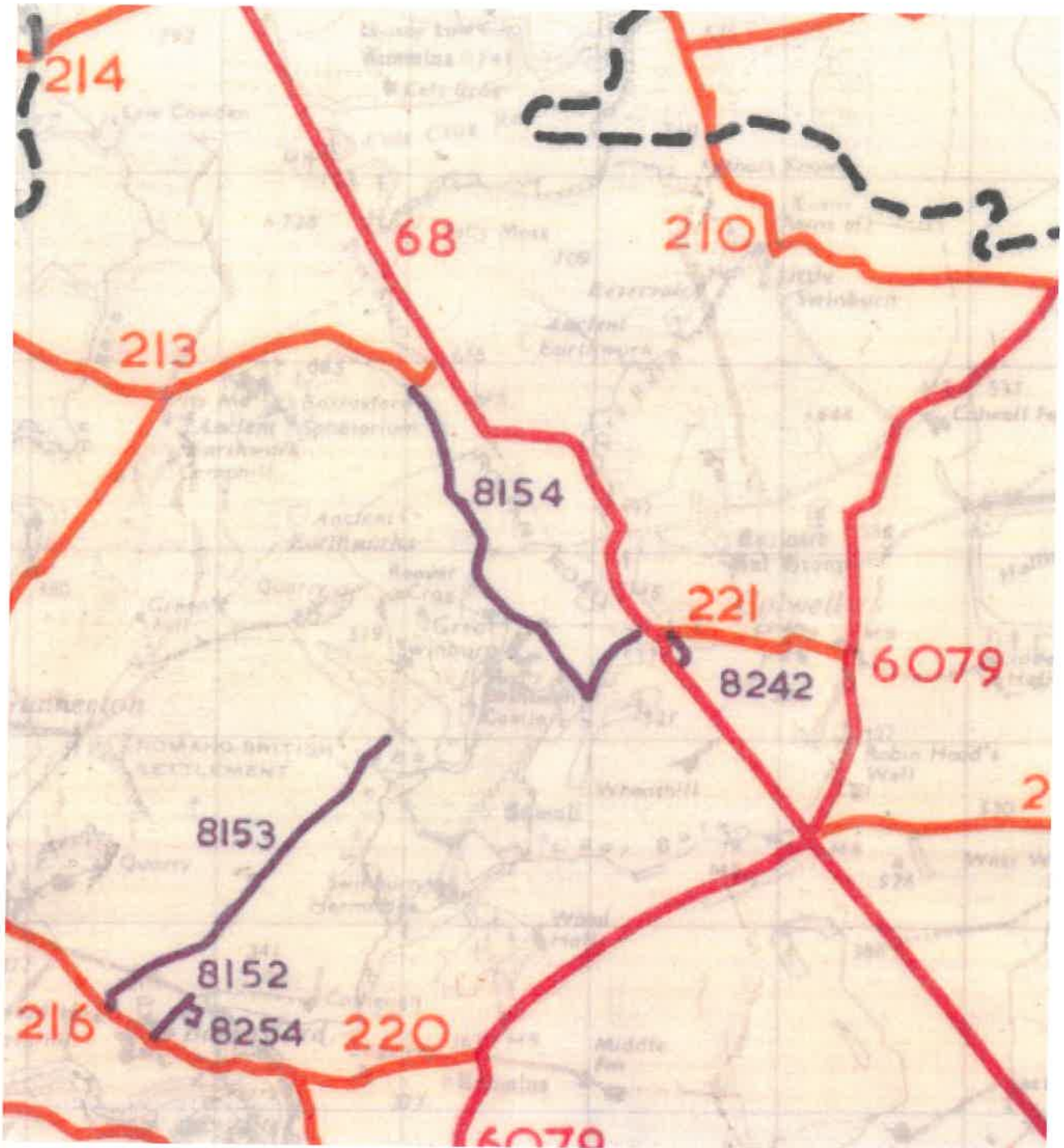
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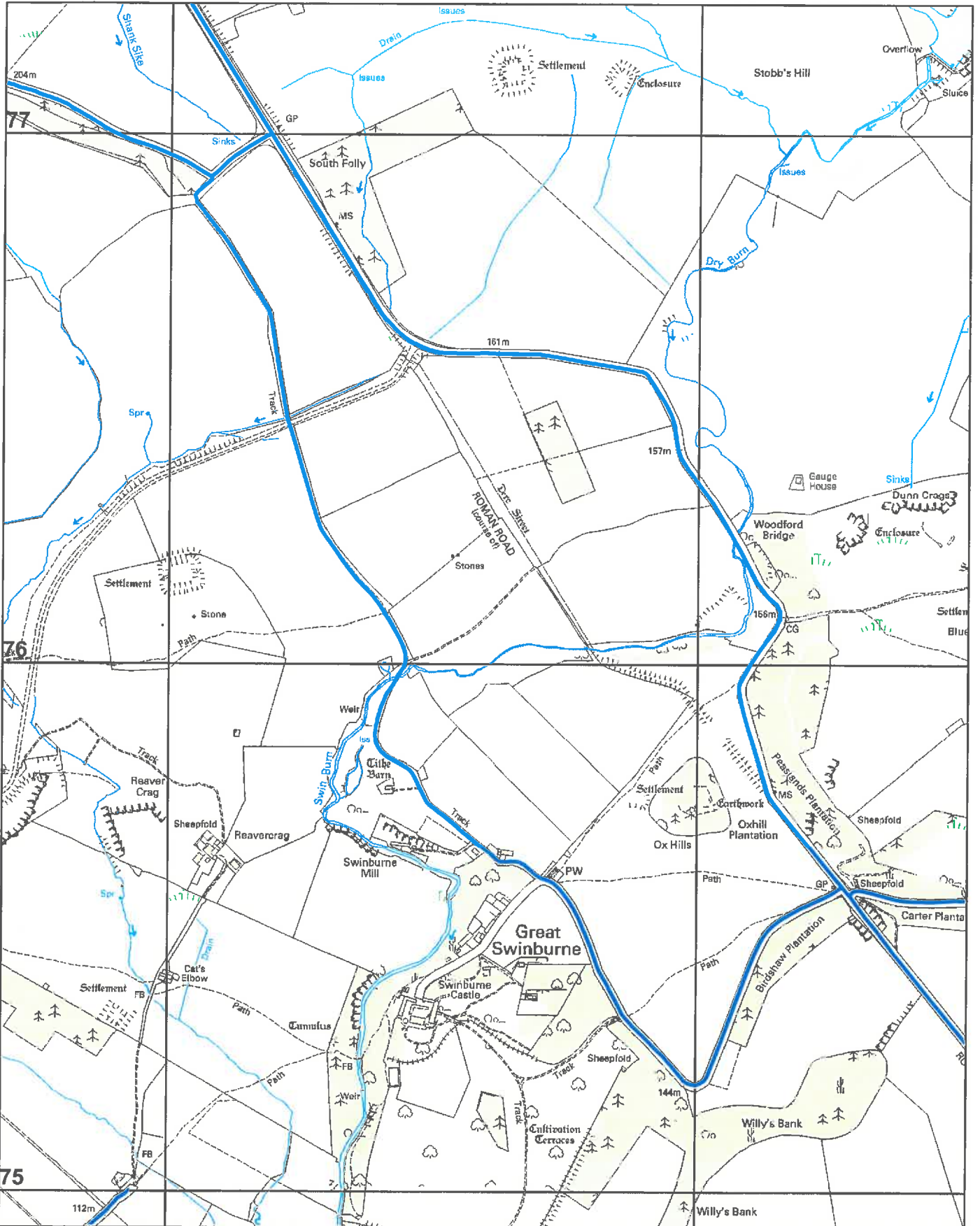
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DEFINITIVE MAP – RELEVANT DATE: 20 September 1954



COUNTY HIGHWAYS
1964





NORTHUMBERLAND
Northumberland County Council

Network Management
Information System

Highways Act 1980 Section 36(6)
County of Northumberland
List of Streets which are highways
maintainable at the public expense
as at 02-May-2006

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Drn:	Date:	Scale:
AB	Aug 2017	1:10,000

Northumberland County Council
Wildlife and Countryside Act, 1981 Part III
PUBLIC RIGHTS OF WAY - STATEMENT

Borough / District : Tynedale District

Parish : Chollerton

Type of Path : Bridleway

Number of Path on Map : 23

Width of Path :

Name of Path :

Route Description of Path :

From Bridleway No 22 south of Greens Fell in a north-easterly direction to join the public road north of the footbridge over the Swinburn.

Other Relevant Information :

Northumberland County Council
Wildlife and Countryside Act, 1981 Part III
PUBLIC RIGHTS OF WAY - STATEMENT

Borough / District : Tynedale District

Parish : Chollerton

Type of Path : Footpath

Number of Path on Map : 15

Width of Path :

Name of Path :

Route Description of Path :

From the A68 (Ridsdale - Corbridge) road south of the Old Quarries in a south-westerly direction to the public road north-east of Great Swinburn then continuing in an easterly direction by Ox Hills to rejoin the A68 (Ridsdale - Corbridge) road at its junction with the Great Swinburn - Colwell road.

Other Relevant Information :

	<u>Name of Road.</u>	<u>Description.</u>	<u>Responsible Division or Authority.</u>	<u>Mileage.</u>	<u>Total Mileage.</u>
147	Nunwick-Greenhaugh Road.	From B.6320 opposite the entrance to Nunwick south-westwards via Simonburn Village and Tecket to approximately 360 yards west of Greenhaugh.	Hexham.	1.96	
148	New Kennels-Hall Barns Road.	From B.6320 opposite New Kennels westwards to U.8138 at Hall Barns.	Hexham.	0.34	
149	Uppertown Road.	From U.8138 south of Hall Barns westwards to entrance gateway to East Uppertown.	Hexham.	0.42	
150	Simonburn-Burnhouse Road.	From U.8147 at Simonburn north-westwards to fordway over Hopesfield Burn at entrance to Burn House.	Hexham.	0.38	
151	Low Parkend Road.	From B.6320 approximately half a mile north of Townhead northwards and eastwards via Low Parkend to the River North Tyne.	Hexham.	0.46	
152	Barrasford Station Road.	From C.216 at Barrasford north-eastwards to Barrasford Station.	Corbridge.	0.20	
153	Barrasford-Great Swinburn Road.	From C.216 opposite Ellwood House, Barrasford, north-eastwards via Crag Farm towards Great Swinburn, terminating approximately 200 yards north-east of Barrasford Fell.	Corbridge.	1.37	
154	Swinburn Castle Road.	From C.213 east of Camphill Plantation south-eastwards via St. Mary's Church, Great Swinburn, to join A.68 opposite its junction with C.221.	Corbridge.	1.63	
155	Dinley Hill Road.	From C.215 west of the entrance to Pit House north-westwards to the Hexham-Bellingham Rural District boundary south of Dinley Hill, (continues in Bellingham Rural District as U.5031).	Hexham.	0.25	
156	Gunnerton-Nightfold Ridge Road.	From C.218 at Gunnerton northwards to C.215 south-west of Nightfold Ridge Farm.	Corbridge.	1.60	
157	Tone Hall Road.	From A.68 at Tone Inn north-westwards via entrance to Tone Hall to the Hexham-Bellingham Rural District boundary north-west of Delaval's Gate, (continued in Bellingham Rural District as U.5029).	Hexham.	1.56	

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Miles
U.8148	New Kennels-Hall Barns Road.	From B.6320 opposite New Kennels (NY 879734) westwards to U.8138 at Hall Barns (NY 874733).	Hexham Division.		0.34
U.8149	Uppertown Road.	From U.8138 south of Hall Barns (NY 874730) westwards to entrance gateway to East Upperton. (NY 869729).	Hexham Division		0.42
J.8150	Simonburn-Burnhouse Road.	From U.8147 at Simonburn (NY 871736) north-westwards to fordway over Hopesfield Burn at entrance to Burn House, (NY 865738).	Hexham Division.		0.38
J.8151	Low Parkend Road.	From B.6320 approximately half a mile north of Townhead (NY 979750) northwards and eastwards via Low Parkend to the River North Tyne. ((NY 881752).	Hexham Division.		0.46
J.8152	Barrasford Station Road.	From C.216 at Barrasford (NY 916733) north-eastwards to former Barrasford Station.	Corbridge Division.		0.20
J.8153	Barrasford-Great Swindon Road.	From C.216 opposite Ellwood House, Barrasford, (NY 914736) north-eastwards via Crag Farm towards Great Swinburn, terminating approximately 200 yards north-east of Barrasford Fell. (NY 930750).	Corbridge Division.		1.37
J.8154	Swinburn Castle Road.	From C.213 east of Cambhill Plantation (NY 930769) south-eastwards via St. Mary's Church, Great Swinburn, to join A.68 Opposite its junction with C.221. (NY 942775).	Corbridge Division.		1.63
J.8155		NOT ALLOCATED TO ANY ROAD.			
J.8156	Gunnerton-Nightfold Ridge Road.	From C.218 at Gunnerton (NY 905750) northwards to C.215 south-west of Nightfold Ridge Farm (NY 896773).	Corbridge Division.		1.60

COUNTY OF NORTHUMBERLAND

RESTRICTION OF RIBBON DEVELOPMENT ACT 1935

LIST OF UNCLASSIFIED ROADS IN AND ADJACENT
TO THE ROMAR DISTRICT OF HEXHAM IN REFERENCE
OF WHICH THE PROVISIONS OF SECTION 2 OF
THE RESTRICTION OF RIBBON DEVELOPMENT ACT
1935 WERE ADOPTED ON 3RD AUGUST 1938
BY RESOLUTION OF THE BRIDGES AND ROADS
COMMITTEE ACTING UNDER DELEGATED POWERS.

213. Road from a point on the Tower Tie-Fairshaw road, $\frac{3}{4}$ -mile south of West Cockplay via East Cockplay and Hatheridge to a point on the Chollerford-Bellingham road B.6320, 560 yards south east of Keeper Shield.
214. Road from the Chollerford-Bellingham road B.6320 at the entrance to Nunwick via Proctor's Bridge, Simonburn Village and Tecket to Slaterfield Fell.
215. Road from a point on the Chollerford-Greenhead road B.6318 320 yards north-west of the entrance to Black Carls via Sharpley and Hall Barns to the Proctor's Bridge-Greenhaugh road at Simonburn Village.
216. Road from the Chollerford-Bellingham road B.6320 at the entrance to New Kennels to the Sharpley-Simonburn road at Hall Barns.
217. Road from a point on the Sharpley-Hall Barns road, $\frac{1}{4}$ -mile south of Hall Barns via Greenend to Uppertown.
218. Road from the Chollerford-Bellingham road B.6320 at Townhead via Hemmel Heads towards Manor House to a point thereon 210 yards east of Newtownrigg road end.
219. Road from the Proctor's Bridge-Greenhaugh road at Simonburn Village via The Mains and Castle Lane towards Burn House to a point thereon 100 yards east of Burnhouse fordway.
220. Road from a point on the Chollerford-Bellingham road B.6320, $\frac{1}{4}$ -mile north of Townhead via Low Parkend to the River North Tyne.
221. Road from the Hexham-Kirkharle road A.6079 at Chollerford Railway Station via Barrasford Village, Burroughs Bridge, Chipchase Castle and Chipchase Arms (P.H. towards Wark to a point thereon 160 yards east of Warks Haugh with the exception of 32 yards thereon at Dalla Bank L. & N.E. Railway Bridge.
222. Road from the Chollerford-Barrasford road at the top of Dalla Bank via Edge House to a point on the Hexham-Kirkharle road A.6079, 260 yards south west of Swinburn Castle Lodge.
223. Road from the Chollerford-Chipchase road at Barrasford Village to Barrasford railway station.
224. Road from a point on the Chollerford-Chipchase road, 60 yards south east of Ellwood House via Crag Farm to a point thereon 220 yards north east of Barrasford Fell.
225. Road from a point on the Gunnedon-Barrasford Sanatorium road, 160 yards south west of Barrasford road end via Swinburn Mill, St. Mary's R.C. Church and Birdshaw Plantation to the Corbridge-Woodburn road A.68 at Peaslands Plantation.
226. Road from a point on the Barrasford-Wark road, 280 yards south of the east entrance to Chipchase Castle to the Boat House at the River Tyne.
227. Road from the Barrasford-Wark road at the east entrance to Chipchase Castle via Chipchase House and Mallowburn ford towards Birtley to a point thereon 180 yards south east of the entrance to Dinley Hill, with the exception of 48 yards thereon at Chipchase L. & N.E. Railway Bridge.
228. Road from the Chipchase-Dinley Hill road at Mallowburn ford via Ivy Cottage towards Nightfold Bridge Farm to a point thereon 340 yards north east of Ivy Cottage.

229. Road from the Gunnedon-Barrasford Sanatorium road at Gunnedon Village via Gunnedon fordway and Coal Road Plantation to the Mallowburn ford-Nightfold Bridge Farm road at Ivy Cottage.
230. Road from a point on the Gunnedon-Barrasford Sanatorium road, 540 yards north east of Camphill Cottages via Gunnedon Fell to the northern boundary of Gunnedon Fell Plantation.
231. Road from a point on the Corbridge-Woodburn road A.68, 340 yards south of Cowden via the entrance to Middle Cowden to Middle Cowden fordway.
232. Road from the Corbridge-Woodburn road A.68 at Tons Lun (P.H.) via Tons Cottage and Delaval's Gate towards Reeds-mouth to a point thereon, 860 yards north west of Delaval's Gate.
233. Road from the Corbridge-Woodburn road A.68 at Peaslands Plantation via Colwell Village to the Hexham-Kirkharle road A.6079 at Colwell Smithy.
234. Road from a point on the Hexham-Kirkharle road A.6079, 1,050 yards north east of Colwell Fell via Little Swinburn, Short Knowes, Colt Crag Reservoir and Carrycoats Hall Lodge to the Corbridge-Woodburn road A.68 at Carrycoats Cottage.
235. Road from a point on the Corbridge-Woodburn road A.68, 250 yards south east of Cowden to a point on the Short Knowes-Carrycoats Cottage road, 180 yards east of Carrycoats Hall Lodge.
236. Road from the Corbridge-Woodburn road A.68 at Bingfield School via Bingfield Village, New Bingfield, Hallington War Memorial cross roads and Hallington Village, towards Little Bavington to a point thereon 340 yards north of the road leading to Hallington High Farm.
237. Road from a point on the Hexham-Kirkharle road A.6079, 1,050 yards north east of Colwell Fell via Hallington East Reservoir to the Hallington-Little Bavington road at Guidepost Plantation.
238. Road from the Hexham-Kirkharle road A.6079 at the Five Lane cross roads to its crossing of the Fairspring Burn on the road to Ryal.
239. Road from the Bingfield-Little Bavington road at St. John's Church, Hallington via Hallington New House to its crossing of the Mootlaw Burn on the road to Ryal West Side.
240. Road from a point on the Bingfield-Hallington road, 400 yards north east of New Bingfield, via Bingfield East Quarter, to a point on the Ryal-Hallington road, 110 yards west of Fairspring Cottage.
241. Road from a point on the Corbridge-Woodburn road A.68, 510 yards north west of Bewclay Bar, via Bingfield Lodge to the Bingfield School-Hallington road, at Bingfield Village.
242. Road from a point on the Hexham-Kirkharle road A.6079, 240 yards south of Walkmill Bridge, via West Cocklaw and Errington, to the Corbridge-Woodburn road A.68, at Bingfield School.
243. Road from a point on the Cocklaw-Errington road, $\frac{3}{4}$ -mile north east of Cocklaw Tower, via Keeppick Fell to a point on the Chollerford-Greenhead road B.6318, 130 yards west of Greenfield road end.

PUBLIC NOTICES

PUBLIC NOTICES

PUBLIC NOTICES

- 219. Road from the Proctor's Bridge-Greenhaugh road at Simonburn Village via The Mains and Castle Lane towards Burn House to a point thereon 100 yards east of Burnhouse fordway.
- 220. Road from a point on the Chollerford-Bellingham road B.6320, 1-mile north of Towhead via Low Park to the River North Tyne.
- 221. Road from the Hexham-Kirkharle road A.6079 at Chollerton Railway Station via Barrasford Village, Burmouthe Bridge, Chipchase Castle and Chipchase Arms (P.H.) towards Wark to a point thereon 160 yards east of Warks Haugh with the exception of 32 yards thereon at Dalla Bank L. & N.E. Railway Bridge.
- 222. Road from the Chollerton-Barrasford road at the top of Dulla Bank via Edge House to a point on the Hexham-Kirkharle road A.6070, 280 yards south west of Swinburn Castle Lodge.
- 223. Road from the Chollerton-Chipchase road at Barrasford Village to Barrasford railway station.
- 224. Road from a point on the Chollerton-Chipchase road, 180 yards south east of Ellwood House via Crag Farm to a point thereon 220 yards north east of Barrasford Fell.
- 225. Road from a point on the Gunnerton-Barrasford Sanatorium road, 160 yards south west of Barrasford road end via Swinburn Mill, St. Mary's R.C. Church and Birdshaw Plantation to the Corbridge-Woodburn road A.68 at Peaslands Plantation.
- 227. Road from the Barrasford-Wark road at the east entrance to Chipchase Castle via Chipchase House and Malloburn ford towards Birtley to a point thereon 180 yards south east of the entrance to Dinley Hill, with the exception of 48 yards thereon at Chipchase L. & N.E. Railway Bridge.
- 228. Road from the Chipchase-Dinley Hill road at Malloburn ford via Ivy Cottage towards Nightfold Ridge Farm to a point thereon 340 yards north east of Ivy Cottage.
- 229. Road from the Gunnerton-Barrasford Sanatorium road at Gunnerton Village via Gunnerton fordway and Coal Road Plantation to the Malloburn ford-Nightfold Ridge Farm road at Ivy Cottage.
- 230. Road from a point on the Gunnerton-Barrasford Sanatorium road, 540 yards north east of Camphill Cottages via Gunnerton Fell to the northern boundary of Gunnerton Fell Plantation.
- 231. Road from a point on the Corbridge-Woodburn road A.68, 340 yards south of Cowden via the entrance to Middle Cowden to Middle Cowden fordway.
- 232. Road from the Corbridge-Woodburn road A.68 at Tone Inn (P.H.) via Tone Cottage and Delaval's Gate towards Reedsmouth to a point thereon, 860 yards north west of Delaval's Gate.
- 233. Road from the Corbridge-Woodburn road A.68 at Peaslands Plantation via Colwell Village to the Hexham-Kirkharle road A.6079 at Colwell Smithy.
- 234. Road from a point on the Hexham-Kirkharle road A.6079, 1,050 yards north east of Colwell Fell via Little Swinburn, Shirt Knowes, Colt Crag Reservoir and Carrycoats Hall Lodge to the Corbridge-Woodburn road A.68 at Carrycoats Cottage.
- 235. Road from a point on the Corbridge-Woodburn road A.68, 250 yards south east of Cowden to a point on the Short Knowes-Carrycoats Cottage road, 180 yards east of Carrycoats Hall Lodge.
- 236. Road from the Corbridge-Woodburn road A.68, at Bingfield School via Bingfield Village, New Bingfield, Hallington War Memorial cross roads and Hallington Village, towards Little Bavington to a point thereon 340 yards north of the road leading to Hallington High Farm.
- 237. Road from a point on the Hexham-Kirkharle road A.64079, 1,050 yards north east of Colwell Fell via Hallington East Reservoir to the Hallington-Little Bavington road at Guldepost Plantation.
- 238. Road from the Hexham-Kirkharle road A.6079 at the Five Lane Ends via High Well House and Hallington War Memorial cross roads to its crossing of the Fair-spring Burn on the road to Ryal.
- 239. Road from the Bingfield-Little Bavington road at St. John's Church, Hallington via Hallington New House to its crossing of the Mootlaw Burn on the road to Ryal West Side.
- 240. Road from a point on the Bingfield-Hallington road, 400 yards north east of New Bingfield, via Bingfield East Quarter, to a point on the Ryal-Hallington road, 110 yards west of Fair-spring Cottage.
- 241. Road from a point on the Corbridge-Woodburn road A.68, 540 yards north west of Bewclay Bar, via Bingfield Lodge to the Bingfield School-Hallington road, at Bingfield Village.
- 242. Road from a point on the Hexham-Kirkharle road A.6079, 240 yards south of Walkmill Bridge, via West Cocklaw and Errington, to the Corbridge-Woodburn road A.68, at Bingfield School.
- 243. Road from a point on the Cocklaw-Errington road, 1-mile north east of Cocklaw Tower, via Keepwick Fell to a point on the Chollerford-Greenhead road B.6318, 130 yards west of Greenhead road end.

- 269. Road from the Bridge End-St. John Lee Church road at Peasley Gates to Hiding Farm.
- 270. Road from the Bridge End-Target Wood road at Peasley Gates via West Oakwood to the Bridge End-Oakwood road at the top of Oakwood Bank.
- 271. Road from the Oakwood-Holly Hall road at Sandhoe via Beaufont Hill Head, Fawcethill, Stanley Cottages and Portgate Farm to a point on the Heddon-on-the-Wall to Chollerford road B.6318, 800 yards west of Stagshaw Bank Gate.
- 272. Road from a point on the Beaufont Wood Head-Fern Hill road, 300 yards north-east of Beaufont Wood Head to a point on the Sandhoe-Fawcethill road, 560 yards north of Beaufont Hill Head.
- 273. Road from the Heddon-on-the-Wall to Chollerford road B.6318 at the western boundary of Stanley Plantation via Stanley Plantation continuing south eastwards across the Fawcethill-Portgate road for a distance of 260 yards.
- 274. Road from the Hexham-Kirkharle road A.6079 at Bridge End, Hexham, via Anick Grange, Beaufont Castle south Lodge and Corchester to the Corbridge-Stagshaw road A.68 at Trinity Terrace, Corbridge.
- 275. Road from the Oakwood-Sandhoe road at East Oakwood via Anick Cottage and Board Inn (P.H.) to a point on the Hexham Bridge End-Corbridge road, 150 yards west of the entrance to Anick Grange.
- 276. Road from a point on the Oakwood-Sandhoe road, 60 yards north-east of Oakwood Cottage to a point on the East Oakwood-Anick road, 110 yards west of Anick Cottage.
- 277. Road from Anick House to the East Oakwood-Anick Grange road at Board Inn (P.H.).
- 278. Road from a point on the East Oakwood-Anick Grange road, 60 yards south of Board Inn (P.H.) to a point on the Hexham Bridge End-Corbridge road at Anick Bank Foot.
- 279. Road from the Oakwood-Sandhoe road at Beaufont Castle North Lodge via Beaufont Castle Gardens to the Hexham Bridge End-Corbridge road at Anick Grange.
- 280. Road from a point on the Hexham Bridge End-Corbridge road, 280 yards east of Beaufont Castle South Lodge via Sandhoe cross-roads to a point on the Corbridge-Stagshaw road A.68, 200 yards south of Chantry Farm.
- 281. Road from the Oakwood-Holly Hall road at Sandhoe via Sandhoe cross-roads and Hampstead to a point on the Corbridge-Stagshaw road A.68, 250 yards north of Corburn Bridge, Church Lane, Corbridge.
- 282. Front Street, Corbridge.
- 283. Hill Street, Corbridge.
- 284. St. Helen's Street, Corbridge.
- 285. Appletree Lane, Corbridge.
- 286. St. Helen's Lane, Corbridge.
- 287. Spout Well Lane, Corbridge.
- 288. Saxeby House Road, Corbridge.
- 289. Market Place, Corbridge.
- 290. Road from the Corbridge-Stagshaw road A.68 at Corbridge via Well Bank and Corbridge Mill to a point on the Hexham Bridge End-Corbridge road, 100 yards south-east of Corchester Bridge.
- 291. Road from a point on the Chantry Farm-Halton road, 320 yards south of the southern entrance to Halton Castle via the entrance to Aydon Castle to a point on the Corbridge-Wall Houses road B.6321, 1/2-mile north-east of Aydon House.
- 292. Road from a point on the Chantry Farm-Halton road, 330 yards north-east of Grave Hill northwards to Stagshaw Common.
- 293. Road from the Corbridge-Wall Houses road B.6321, at Beech, Croft via Milkwell Farm, Corburn fordway and Leazes Cottage to the Chantry Farm-Halton road at Grave Hill.
- 294. Road from the Corbridge-Stagshaw road A.68 at Corholme via Cow Lane to a point on the Milkwell Farm-Leazes Cottage road, 30 yards south of Corburn fordway.
- 295. Road from Milkwell Lane at Vale View via Deadrige Lane to Deadrige Quarry, Aydon Village, etc.
- 296. Road from a point on the Corbridge-Wall Houses road B.6321, 540 yards north-east of Aydon House via Shildon Bog, Shildonhill and Laker Hall to the Stocksfield-Stamfordham road B.6309 at Welton.
- 297. Road from a point on the Heddon-on-the-Wall to Chollerford road B.6318, 500 yards east of Halton Shields via the entrance to North, Shildon to the Corbridge-Wall Houses road B.6321 at Shildon Grange cross-roads.
- 298. Road from the Corbridge-Wall Houses road B.6321 at Shildon Grange cross-roads via Black Plantation to a point on the Shildon Bog-Welton road, 1-mile west of Shildon Hill.
- 299. Road from the Newcastle-Hexham road A.69 at Styford Toll Bar via Thornbrough and Thornbrough Kinn House to a point on the Shildon Bog-Welton road, 1/2-mile south-east of that road's junction with the Corbridge-Wall Houses road B.6321.
- 300. Road from the Newcastle-Hexham road A.69 at Stony Verge via Newton Villa, Newton Hall West Lodge, Newton Hall

- Hexham road A.60, 1/2-mile west of Holey Village via Gallowing Lane and Mount Huly to the Ovingham-Ovingham road at Ovingham Village.
 - 329. Road from a point on the Hexham-Ovingham road, 1-mile north of House northwards via the road for a distance of 600 yards.
 - 330. Glebe Farm Lane, Ovingham Village.
 - 331. Road from the Newcastle-Hexham A.69 at Horsley Methodist Chapel, Horsley Pond and Horsley Cottage, Horsley Wood Gate.
 - 332. Road from the Newcastle-Hexham A.69 at Holey Hill cross-roads, Wylam Hills and St. Oswald's Church, the Ovingham-North Wylam North Wylam Village.
 - 333. Road from the Holey Hill Wylam road at Wylam Hills to the entrance to Wylam Hill to Ox Co. E.M. Bank Road, South Wylam, The Crescent, South Wylam, Coldwell Road, South Wylam, Allenholme Back Street, South Wylam, Thornton House Back Street, Wylam.
- Dated the 21st day of April 1930
C. HAROLD CARTER,
Clerk of the County Council
Newcastle-upon-Tyne

In the News This Week

ELECTED by unanimous vote to the chairmanship of the Hexham Urban Council in succession to Councillor J. E. Hamilton, Councillor T. W. Wheatley, "The Nook," Windmill, last year's vice-chairman.

Proposed and nominated for election in the Gilesgate Ward in opposition to the late Councillor Ainsley in 1930, without his knowledge or consent, Councillor Wheatley was persuaded to carry on with the election and, much to his surprise, was returned by a majority of 92.

Since then he has served



Coun. T. W. Wheatley.

tently and conscientiously, and at one time or another, has been a member of practically every committee.

Is a governor of the Queen Elizabeth Grammar School, Hexham, a trustee of the Hexham Charities and representative for Hexham on the Northumberland (West) Assessment Committee.

A native of Hexham, was educated in London, but came north again to take up an appointment as traveller for Messrs John Ridley and Co., the well-known Hexham woollen firm. In this connection he became extremely well-known in Yorkshire and Northumberland, and was a highly respected member of the Bradford Exchange.

On the death in 1913 of the late Mr.

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