

## RIGHTS OF WAY COMMITTEE

13 March 2018

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### REVIEW OF THE DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY

#### ALLEGED PUBLIC BRIDLEWAYS Nos 13 & 14 PARISH OF BEWICK

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

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#### **Purpose of report**

In this report, the Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public bridleway rights over existing Public Footpaths Nos 13 and 14 (Parish of Bewick), between the northern end of existing Public Bridleway No 30 in the Parish of Eglingham, north of Harehope Farm, and existing Public Bridleway No 12, north of Harehope Hall.

#### **Recommendation**

**It is recommended that the Committee agree that:**

- (i) there is sufficient evidence to indicate that, on a balance of probabilities, public bridleway rights have been shown to exist over the route F-E-Y-X-H (rather than F-E-Y-G);**
- (ii) there is NOT sufficient evidence to indicate that, on a balance of probabilities, public bridleway rights have been shown to exist over the route E-D;**
- (iii) the F-E-Y-X-H route be included in a future Definitive Map Modification Order upgrading the existing public footpath F-E-Y to public bridleway status and recording the former public footpath route Y-X-H as a public bridleway.**

#### **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 provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This 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 The relevant statutory provision which applies where an existing public footpath, on the Definitive Map and Statement, is being upgraded to public bridleway status, on the basis of historical documentary evidence, is Section 53(3)(c)(ii) of the Wildlife and Countryside Act, 1981. This 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 highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description”

- 1.4 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 Ever since the Definitive Map of Public Rights of Way was first published, in 1962, an anomaly has existed where Public Bridleway No 30 in the Parish of Eglingham meets Public Footpath No 14 in the Parish of Bewick. The two paths were, in effect, part of a continuous route which happens to cross the Eglingham - Bewick Parish boundary. The parish boundary was also the former Alnwick Rural District - Glendale Rural District boundary and would also appear to be a land ownership boundary.
- 2.2 The Bewick public footpath continuation of the Eglingham public bridleway forks after a short distance (at point E), providing two alternative routes. The first alternative involves continuing along existing Footpath No 14, in a general north-westerly direction for a further 1430 metres, to join Bridleway No 12 near Blawearie (point D). The second alternative that was consulted upon involved proceeding in a general westerly direction along existing Footpath No 13 for a distance of 445 metres, to join Public Bridleway No 12 north-east of Kennel Wood (point G).

- 2.3 It subsequently came to light that the western end of Public Footpath No 13 was legally diverted in 1984 and the Definitive Map was modified to reflect this diversion by means of the 'legal event' Definitive Map Modification Order (No 2) 1985. The diversion order realigned the H-X-Y section of Footpath No 13 onto the route G-Y. If the historical documentary evidence indicates that the 'old' route of Footpath No 13 was, in fact, a public bridleway then the effect of the 1984 footpath diversion was to create a new G-Y footpath route, without affecting the old H-X-Y bridleway route.

### **3. LANDOWNER EVIDENCE**

- 3.1 To date, no landowner evidence has been received.

### **4. CONSULTATION**

- 4.1 In July 2014, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land, the local County Councillor and the local representatives of the "prescribed and local organisations" listed in the Council's "Code of Practice on Consultation for Public Path Orders". Three replies were received and are included below.
- 4.2 By letter, dated 17<sup>th</sup> October 2014, Ms E Bamford responded to the consultation, on behalf of the Ramblers' Association, regarding this route and many others, stating:

"My comments are attached. Where we have no facts or evidence and no objections I have written No Comment. We would support these additions.

"Parish of Bewick Bridleway No 13 We accept this should be a bridleway.

"Parish of Bewick 14 We accept that 14 should be a bridleway only from the Eglington parish boundary as far as its junction with 13. This removes the change of status and allows higher rights users access to the network in the Blawearie area. We would oppose bridleway status for FP 14 north of point E. This pleasant path crosses fragile terrain. Its character would be damaged by higher rights. Also for about 50m north of Point E it crosses a very boggy area which would require extensive drainage."

- 4.3 By letter, dated 28<sup>th</sup> October 2014, Mr D Roberts responded to the consultation, on behalf of the Cyclists' Touring Club, regarding this route and many others, stating:

"I attach comments and evidence which I judge to be relevant on behalf of Cyclists Touring Club.

"To clarify locations I attach annotated copies of your plans. These are confined to routes of which I have knowledge. Where I have no knowledge of a route or where I know it is surfaced with tarmac and therefore suitable for ALL TRAFFIC I have omitted any comment.

"Where an obstruction has been encountered I have endeavoured to provide as accurate data as possible.

"Routes traced in red have been cycled without problem. [The routes of alleged Public Bridleways Nos 13 and 14 is NOT highlighted on Mr Roberts' plans].

"I have commented on issues where I consider an omission has been made in your consultation.

"No distinction has been made between Restricted and All Traffic Byways."

- 4.4 By email, on 4<sup>th</sup> November 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

**"PARISH OF BEWICK**

**Proposed upgrade of Footpath 13 to Bridleway 13**

This route shown on plan 10 follows a hollow way which suggests that it was used by horses in the past. It links to existing public bridleways 12 & 30 and appears to be the logical missing link which would have continued from point F where BW 30 is currently a dead end.

The line drawn on the plan close to point G does not coincide exactly with the line of the hollow way on the ground. Though further down it follows the line drawn adjacent to the fence.

This route has occasionally been used by horses. The BHS supports its addition to the definitive map because of its likely ancient origin and the way it helps to connect the network available to horse riders.

**Proposed upgrade of Footpath 14 to Bridleway 14**

This proposal on the other hand follows an ill drained valley where conditions are unsuitable for horses and wet for walkers, even after this dry summer. It is thought that this footpath will have been a postman's path in the past as it follows a direct line between Harehope Farm and Blawearie. For these reasons the BHS do not think it would be sensible to add it to the definitive map as a bridleway.

**5. DOCUMENTARY EVIDENCE**

- 5.1 A search has been made of archives relating to the area. Evidence of County Maps and O.S. Maps was inspected, and the following copies are enclosed for consideration.

1769 Armstrong's County Map

There is some evidence of a path or track approximating to the route of F-E-H but not the route of E-D.

1820 Fryer's County Map

There is no evidence of a path or track approximating to either the route F-E-H or the route E-D.

1820-32 Cary's Map

There is no evidence of a path or track approximating to either the route F-E-H or the route E-D.

1828 Greenwood's County Map

There is evidence of a path or track approximating to the route of F-E-H but not the route of E-D.

1864-5 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a path or track over both the route F-E-Y-X-H (not Y-G) and the route E-D.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a path or track over both the route F-E-Y-X-H (not Y-G) and the route E-D. The F-E-Y-X-H route is annotated with the letters "BR". The E-D route is annotated with the letters "FP".

1925-6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a path or track over both the route F-E-Y-X-H (not Y-G) and the route E-D. The F-E-Y-X-H route is not annotated. The E-D route is annotated with the letters "FP". The route of existing Public Bridleway No 30 in the Parish of Eglington is also annotated with the letters "FP".

Definitive Map – original Survey Schedules & Map (Glendale RD)

On the Survey map, most of the F-E-Y-X-H route (though not the X-H bit) and all of the E-D route are shown as Footpath No 10 and Footpath No 11, respectively.

Definitive Map – original Survey Schedule & Map (Alnwick RD)

The route of existing Public Bridleway No 30 is identified as a public bridleway (numbered "1").

Draft Map (Glendale RD)

The E-H and F-E-D routes (i.e. original Public Footpath No 13 and existing Public Footpath No 14 (Parish of Bewick)) are both shown as public footpaths.

Draft Map (Alnwick RD)

Existing Public Bridleway No 30 (Parish of Eglington) is shown as Bridleway No 1.

Provisional Map (Glendale RD)

The E-H and F-E-D routes (i.e. original Public Footpath No 13 and existing Public Footpath No 14 (Parish of Bewick)) are both shown as public footpaths.

Provisional Map (Alnwick RD)

Existing Public Bridleway No 30 (Parish of Eglington) is shown as Bridleway No 1.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a path or track over both the route F-E-Y-X-H (not Y-G) and the route E-D. The F-E-H route is not annotated. The E-D route is annotated with the letters "FP". The route of existing Public Bridleway No 30 in the Parish of Eglington is also annotated with the letters "FP". None of the many existing Public Bridleways across Bewick Moor are actually annotated with the letters "BR".

1962 Original Definitive Map (Glendale RD)

The E-H and F-E-D routes (i.e. original Public Footpath No 13 and existing Public Footpath No 14 (Parish of Bewick)) are both shown as public footpaths.

1962 Original Definitive Map (Alnwick RD)

Existing Public Bridleway No 30 (Parish of Eglington) is shown as a public bridleway.

1980 Ordnance Survey Map: Scale 1:10,000

There is no evidence of a path or track over either the route F-E-Y-X-H (or Y-G) or the route E-D.

1985 Definitive Map Modification Order (No 2) 1985

This modification order amended the Definitive Map to reflect the 1984 legal diversion of the western end of Public Footpath No 13 from its previous east to west alignment to its current north-west to south-east alignment. I.e. The historical route was E-Y-X-H, but in 1984 the

western end of the public footpath was diverted so that, now, the path follows the alignment E-Y-G

- 5.2 In the Schedule of Reputed Public Rights of Way published by Alnwick Rural District Council, under provisions contained within the Rights of Way Act 1932, the entry covering existing Public Bridleway No 30 in the Parish of Eglington (at that time, identified as BR 1 in the Parish of Harehope) states:

“1 BR From public road at Harehope running in a N. direction to Blawearie as far as the Glendale Rural District Boundary.”

- 5.3 The original Definitive Statement for Public Footpath No 13 (Parish of Bewick) described the route H-X-Y-E as follows:

“From BR 12 north of Kennel Wood in an easterly direction to join FP 14 near the Harehope Burn.”

The route is described as being scheduled under the Rights of Way Act 1932.

- 5.4 The original Definitive Statement for Public Footpath No 14 (Parish of Bewick) describes the route D-E-F as follows:

“From BR 12 at Blawearie in a South-easterly direction to the Alnwick Rural District boundary joining BR 30 in the Parish of Eglington.”

The route is described as being scheduled under the Rights of Way Act 1932.

- 5.5 The original Definitive Statement for Public Bridleway No 30 (Parish of Eglington) describes the route of the bridleway as follows:

“From the Harehope Road at Harehope in a northerly and north-westerly direction to the Glendale Rural District boundary South-west of the Harehope Burn joining FP 14 in the Parish of Bewick.”

## **6. SITE INVESTIGATION**

- 6.1 From a point marked G, on existing Public Bridleway No 12, 550 metres north-east of Harehope Hill End, a 0.3 to 1.5 metre wide trodden earth / grass path proceeds along the route of existing Public Footpath No 13, in a south-easterly direction for a distance of 85 metres. The route then continues as a 0.5 metre wide trodden grass path in an easterly direction for a distance of 65 metres (to point Y), then as a 0.5 to 1 metre wide trodden earth / grass path in a north-easterly direction for a distance of 105 metres, then as a 0.5 to 1.5 metre wide trodden earth / grass path in an easterly direction for a distance of 200 metres to bridle gate at a point marked E (the junction of existing Public Footpaths Nos 13 and 14). A 2 to 3 metre wide grass / earth surfaced track then continues in a south-easterly direction for a distance of 70 metres, then as a grass surfaced track for a further 25 metres to join existing Public

Bridleway No 30 in the Parish of Eglington, 490 metres north of the summit of Harehope Hill (point F).

- 6.2 From a point marked E (the junction of existing Public Footpaths Nos 13 and 14), a mostly 2 to 3 metre wide grass surfaced path proceeds in a general north-westerly direction for a distance of 1410 metres, to join existing Public Bridleway No 12, 130 metres south-west of Blawearie. The southernmost quarter of this route is waterlogged in a number of places.

## 7. DISCUSSION

- 7.1 Sections 53 (3)(c) (i) and (ii) of the Wildlife and Countryside Act 1981, require 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; or

that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description.

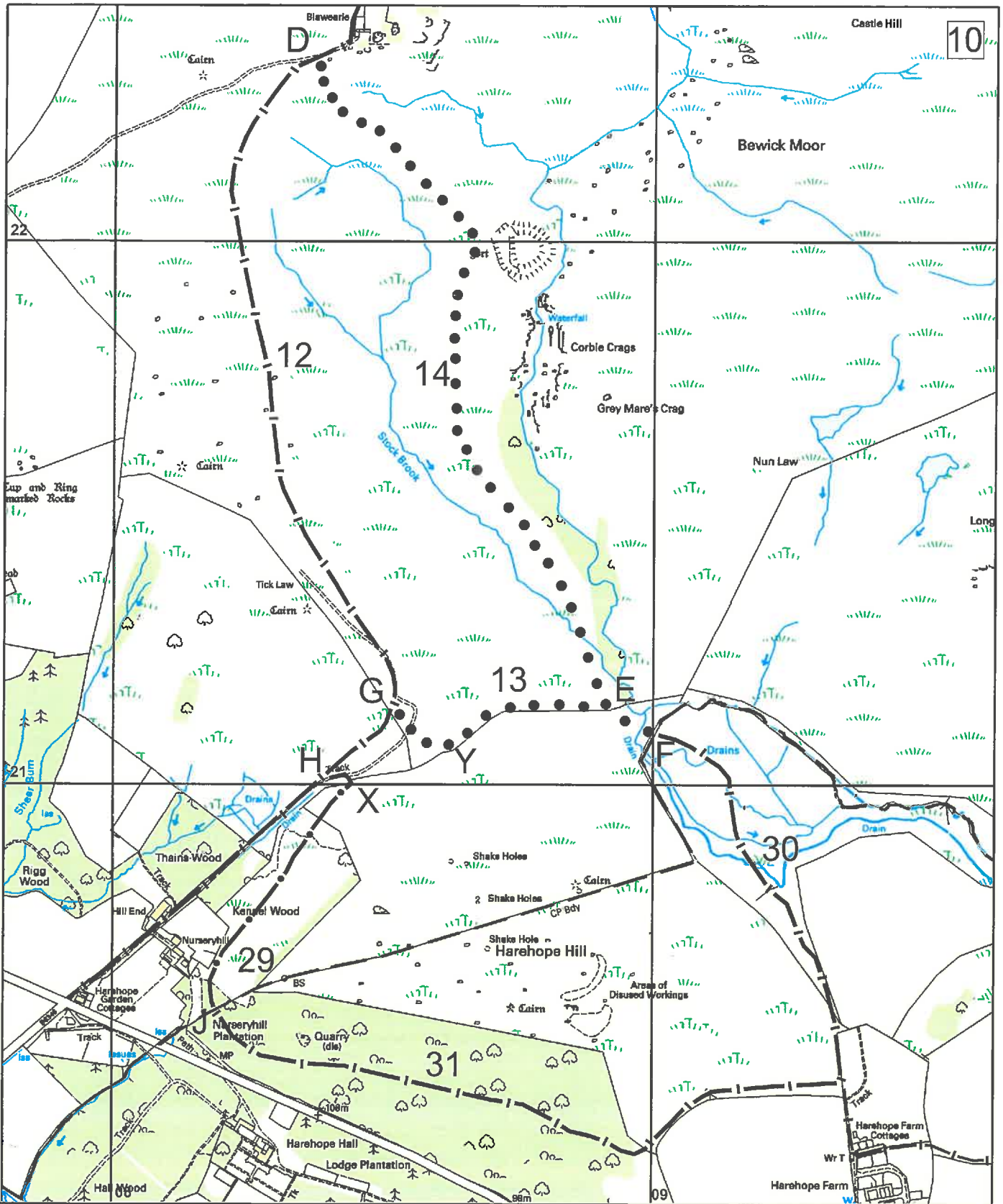
- 7.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, 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.
- 7.3 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.
- 7.4 The F-E-H extension (but not the E-D one) appears to be shown on Greenwood's County Map of 1828 and there is some evidence of a route on Armstrong's County Map of 1769, lending weight to the argument that the route is more than just a public footpath. Neither route is shown on Fryer's or Cary's Maps of 1820 and 1820-32.
- 7.5 Ordnance Survey maps showed land features in much more detail than the County Maps. Any track which physically existed was mapped, irrespective of whether it carried public vehicular rights, public bridleway rights, public footpath rights or no public rights whatsoever. Both the F-E-Y-X-H and the E-D routes are shown as a physical feature on every Ordnance Survey map from the first edition published in 1864/5 to 1957. Neither route is shown on the 1980 Ordnance Survey map. Sometimes tracks on Ordnance Survey



maps are annotated with either "BR" (bridleway) or "FP" (footpath) to reflect what the surveyor thought its primary function might be. Such annotations are only ever indicative. They cannot be taken as strong evidence in favour or against any particular public status. For this route the 1864/5 6" map is un-annotated. On the 1899 map the F-E-Y-X-H route is annotated with a "BR" and the E-D route is annotated with a "FP". On the 1925-26 map F-E-Y-X-H is not annotated, and E-D is, again, annotated with "FP".

- 7.6 The original Definitive Map was the product of a multi-stage process. First of all, locally produced survey maps identified the routes which were being proposed for inclusion. Survey schedules were produced for most of these routes. A certain degree of vetting presumably took place then, based on these initial surveys, Draft Maps were published. These Draft Maps were the first official stage in the process. Anyone had an opportunity to object or make representations regarding what was shown on these maps. Typically land owners might dispute the inclusion of certain routes, individual users or path user groups might challenge the omission of certain routes and all parties might take issue with the proposed status or alignment of these routes. The County Council employed independent barristers to hear the evidence presented both for and against alterations to the Map. Some alterations were approved, others were rejected. The approved alterations were identified on Modified Draft Maps and the whole process moved forward to the next official stage, with publication of Provisional Maps. At this stage land owners (only) had a second opportunity to make objections or representations regarding what was shown on the Maps. Again, objections or representations were considered by independent barristers (looking at all the evidence available). The Provisional Maps, as amended by the last round of successful challenges, were published as Definitive Maps.
- 7.7 In the case of Bewick Footpaths Nos 13 and 14, the Survey, Draft and Provisional Maps consistently identified the route for inclusion as a public footpath, though the Survey map shows the western end of Footpath No 13 (then identified as Footpath No 10) on a different alignment (actually the route of alleged Public Bridleway No 29 - covered in a separate report). In the case of Eglington Bridleway No 30, the Survey, Draft and Provisional Maps show the route as a public bridleway. Eglington Public Bridleway No 30 was also identified as a public bridleway in the earlier Rights of Way Schedule produced by Alnwick Rural District Council under provisions contained within the Rights of Way Act 1932.
- 7.8 The first Definitive Map was prepared in sections, based upon the old rural and urban district boundaries. The northernmost (Bewick) section of the route was recognized as a public footpath. The southern (Eglington) section was recognized as a public bridleway. It may be that this state of affairs is entirely correct or it might be the whole route is in reality a public bridleway or, indeed, no more than a public footpath. A contributory factor, with this anomaly, may be that Bewick parish lay within Glendale Rural District whilst the Eglington parish lay within Alnwick Rural District. The footpath / bridleway mismatch may, therefore, have gone undetected until the later stages of map preparation, by which time it would have become a less straightforward matter to resolve.





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## Wildlife and Countryside Act 1981 Public Rights of Way



Selected Existing Public Bridleways

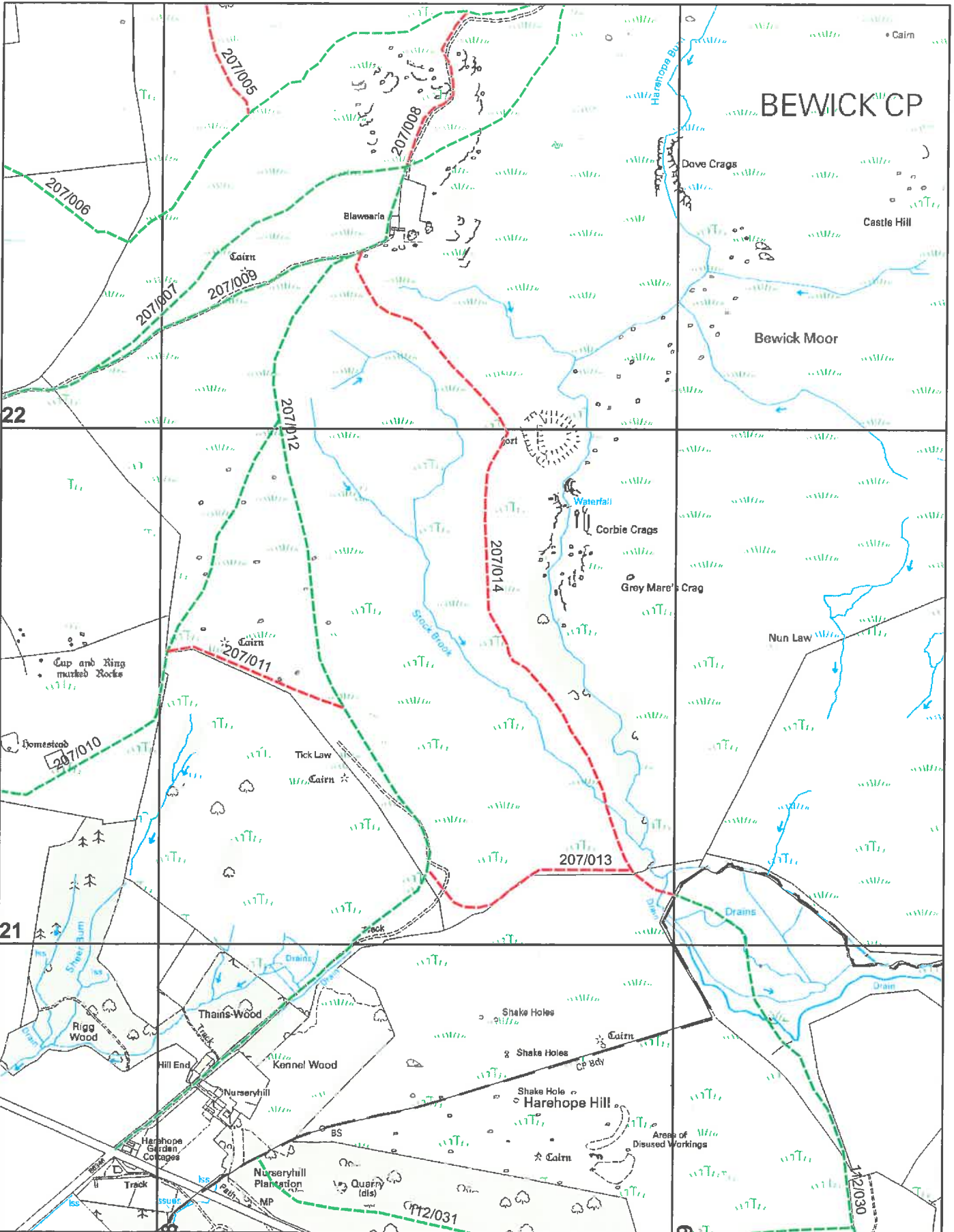


Existing Public Footpath which may be Public Bridlway



Alleged Public Bridlway

Former District(s) Bewick	Parish(es) Bewick	Scale 1:10,000
Def. Map No. 47	O.S. Map NU 02 SE	Date February 2018



# BEWICK CP

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 Northumberland County Council  
 Infrastructure

Contact: Alex Bell  
 Telephone: 01670 624133  
 Email: Alex.Bell@northumberland.gov.uk

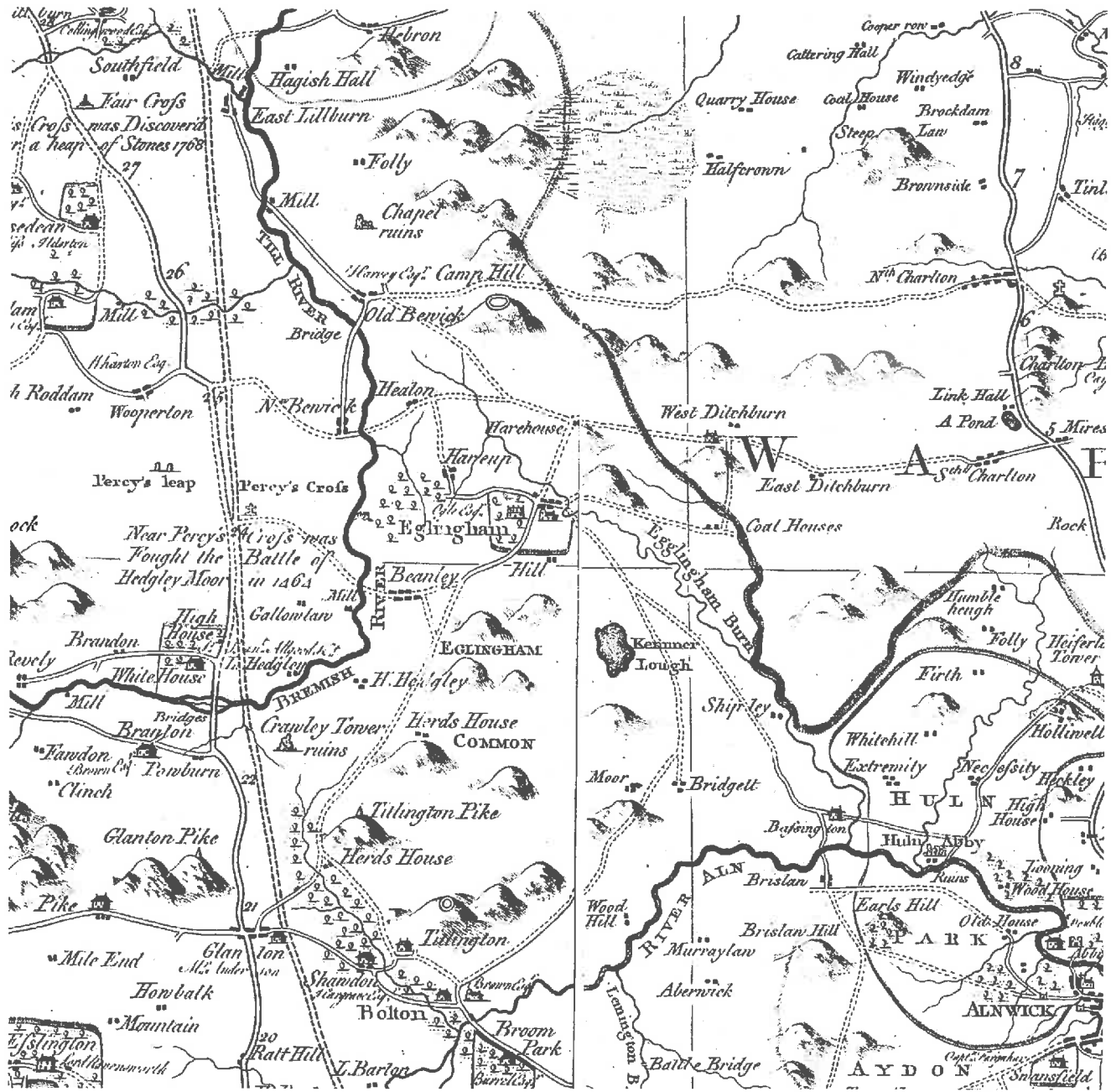
- Legend**
- Footpath
  - Bridleway
  - Restricted Byway
  - Byway Open to All Traffic

This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

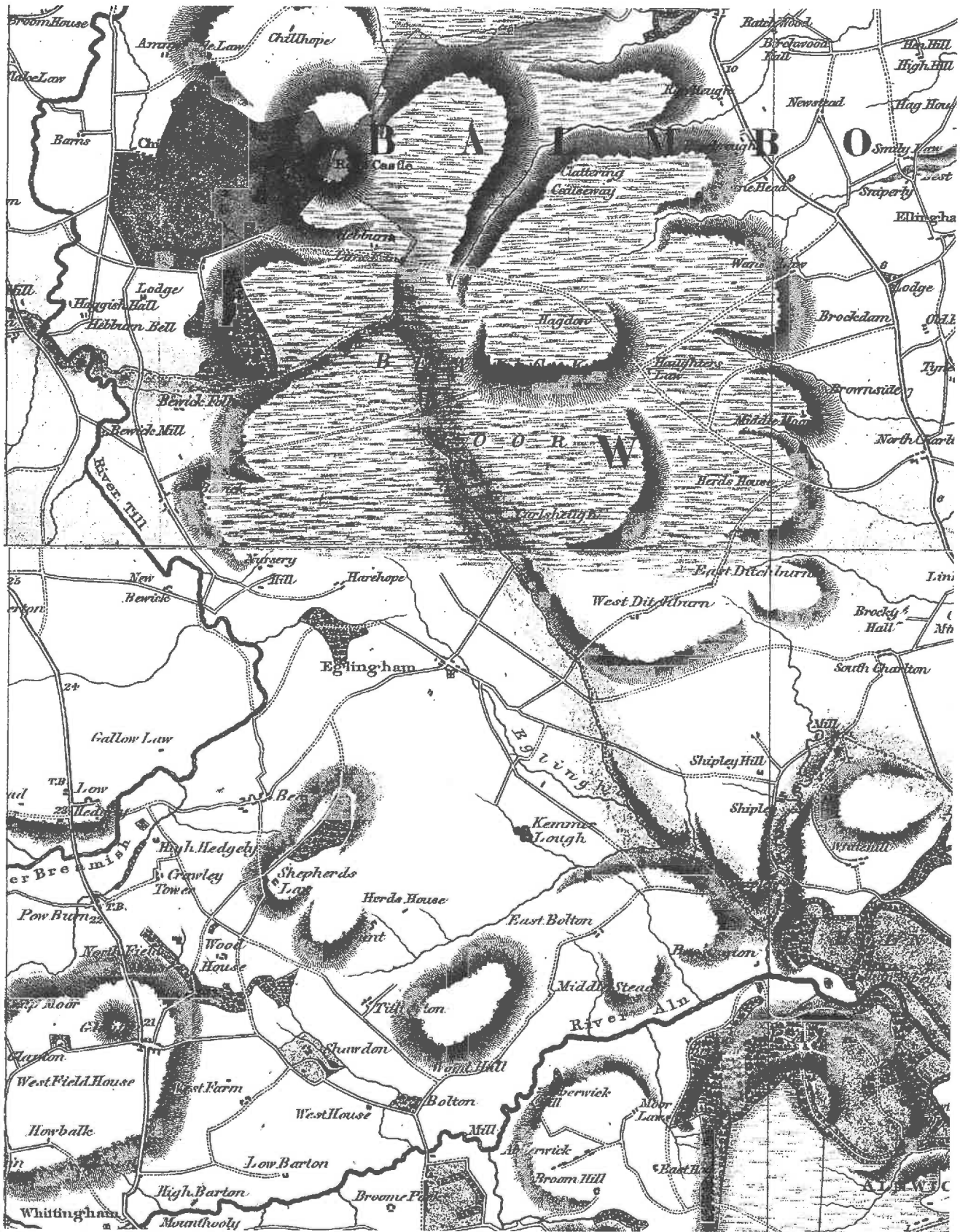
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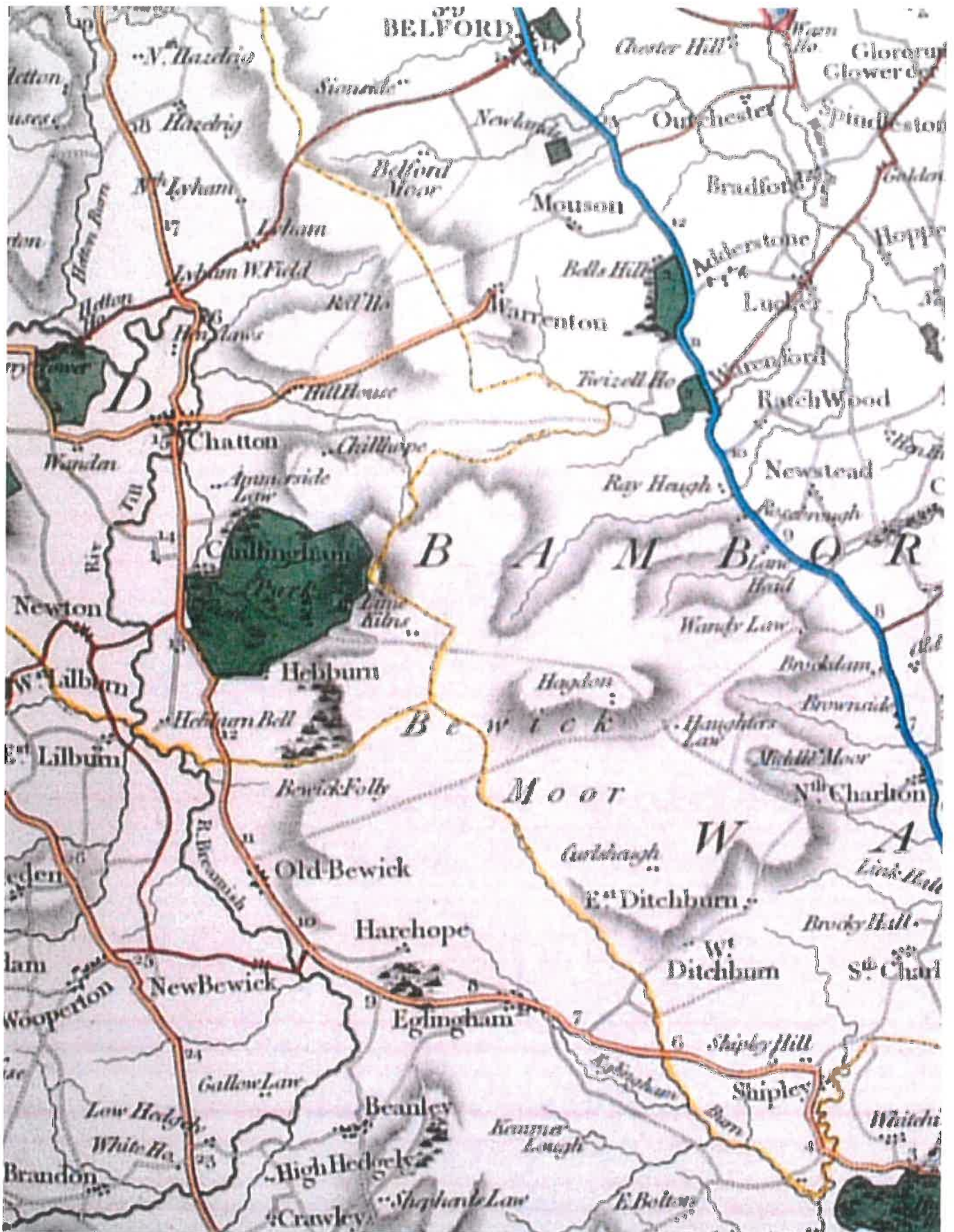
# Armstrong's County Map 1769





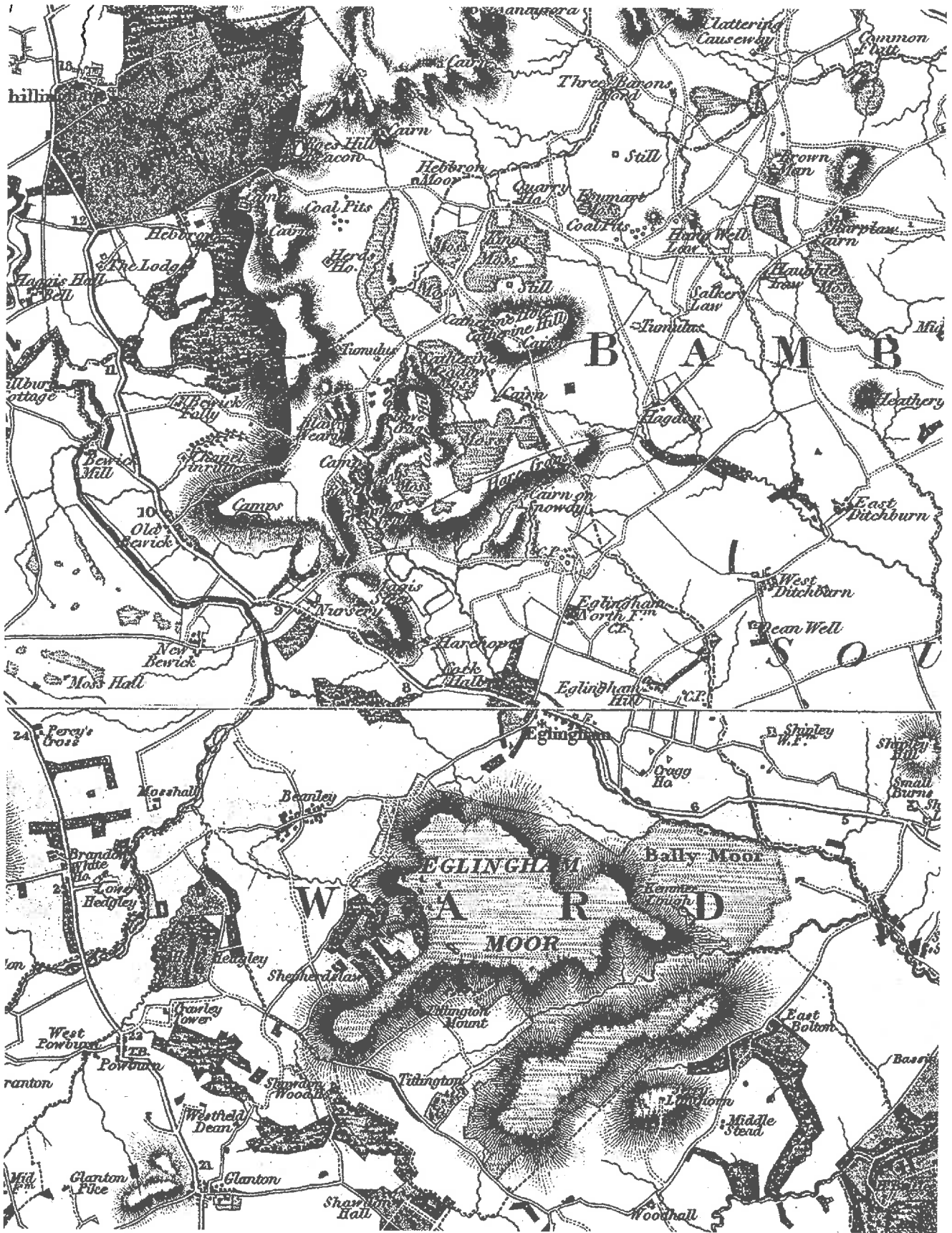
# Fryer's County Map 1820



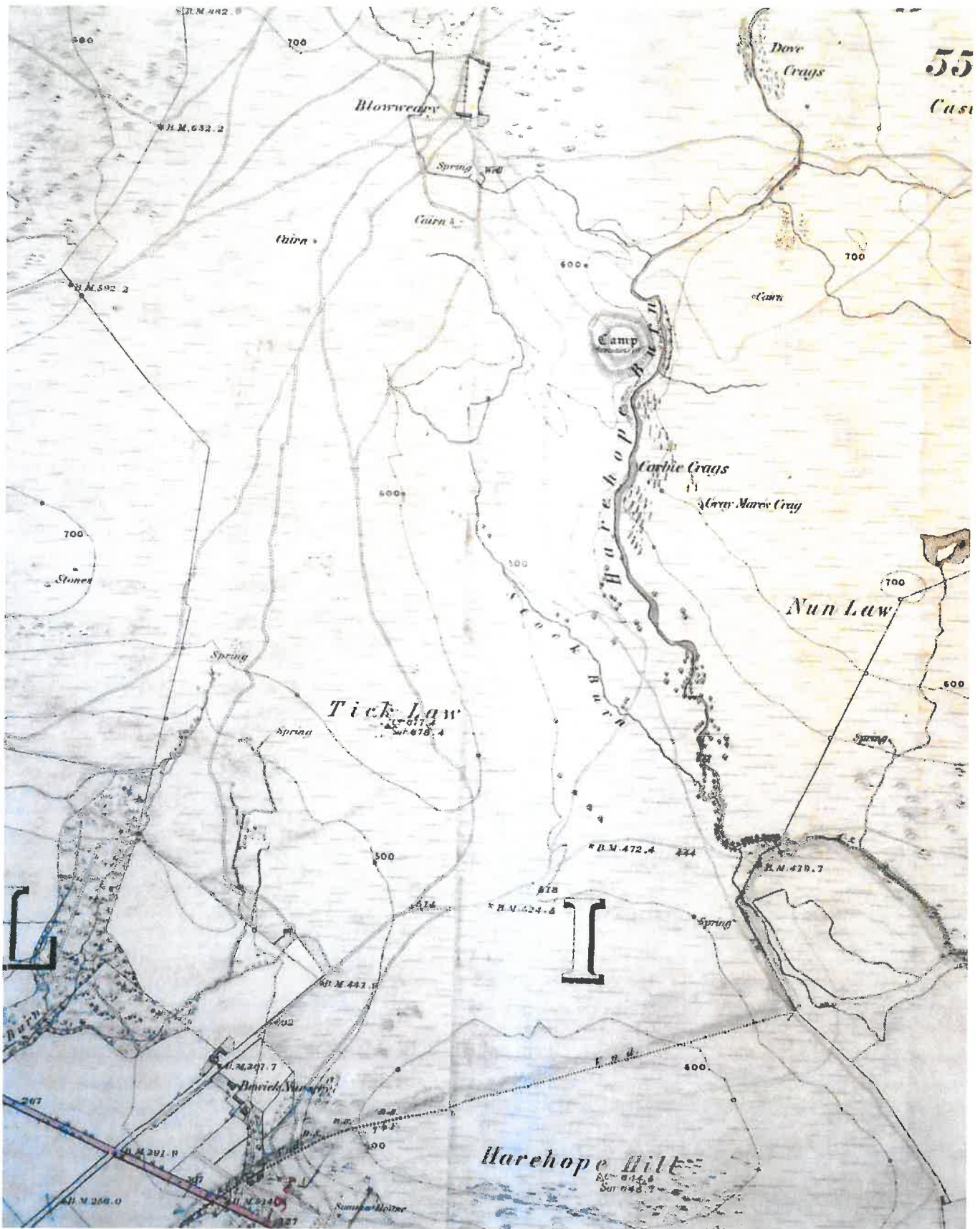




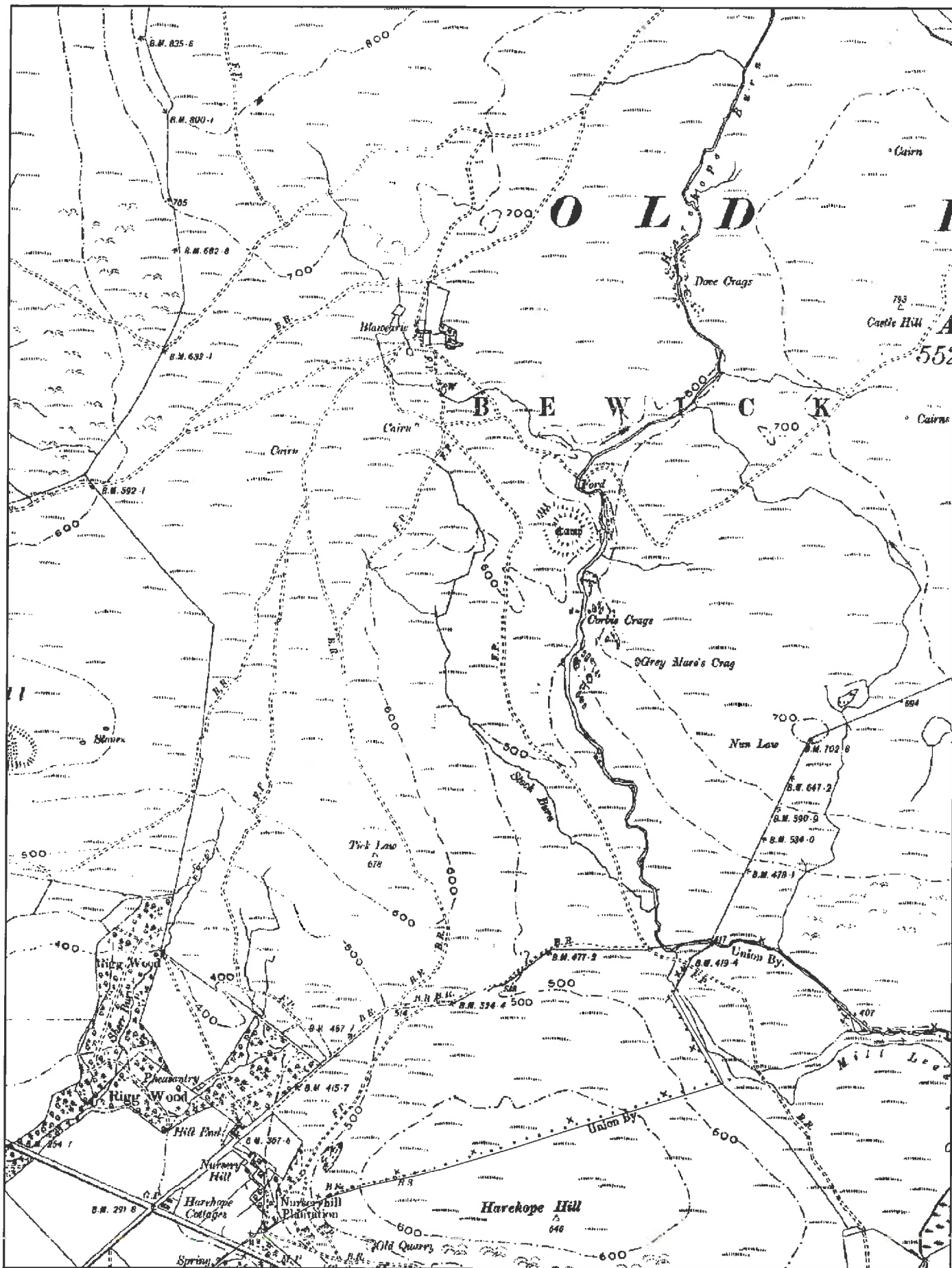
# Greenwood's County Map 1828







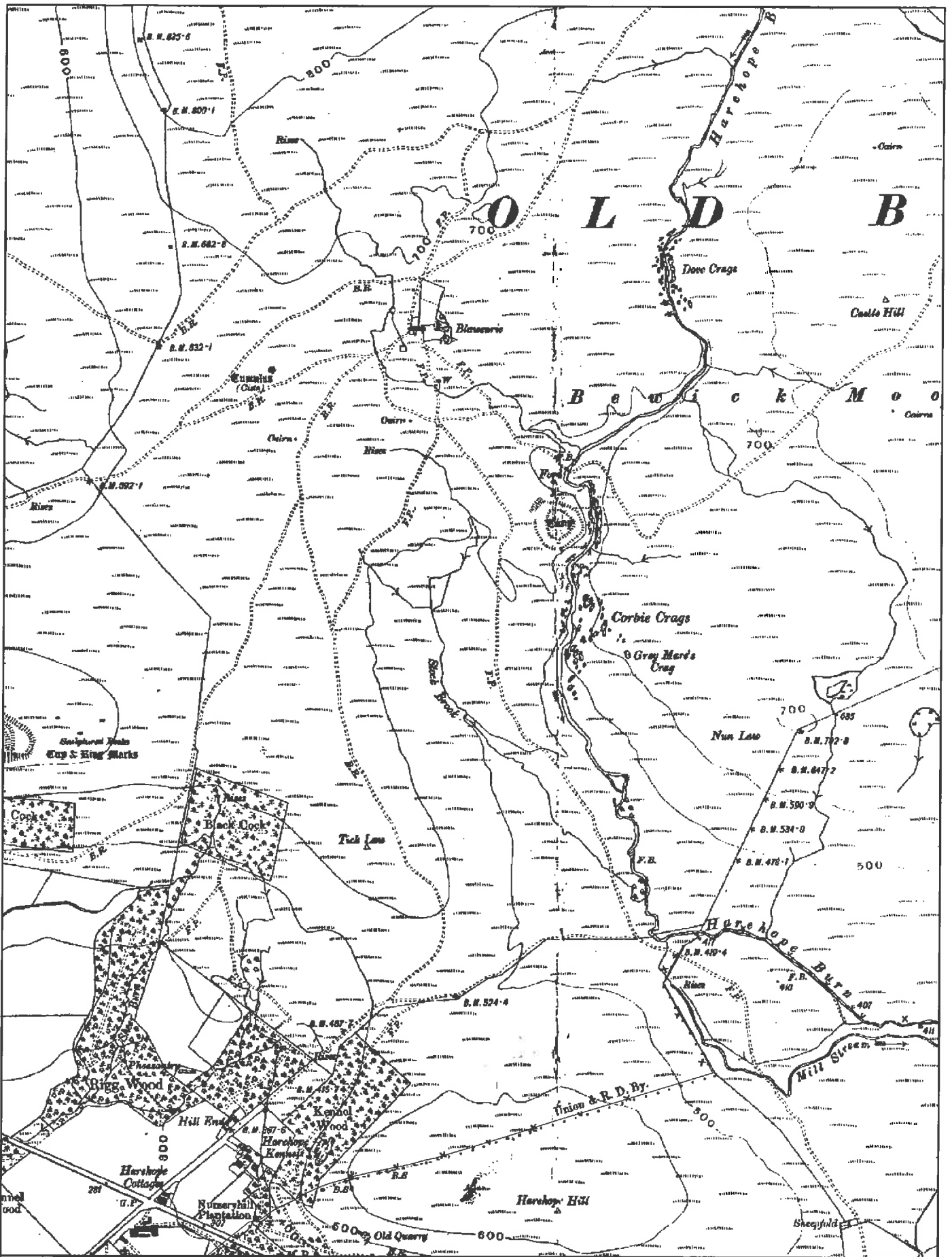
Not to scale



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SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)



**NORTHUMBERLAND**

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SCALE 1:10,560

Ordnance Survey 3rd Edition 6" map (1925-26)



*Also pp 4*

**ALNWICK RURAL DISTRICT  
COUNCIL**

**SCHEDULE  
OF  
REPUTED  
PUBLIC RIGHTS  
OF WAY**

# RURAL DISTRICT COUNCIL OF ALNWICK

## RIGHT OF WAY ACT, 1932

### SCHEDULE OF REPUTED PUBLIC RIGHTS OF WAY

*The field numbers referred to in the schedule are those contained in the Ordnance Survey Sheets, 1923 Edition.*

Right of Way.	Description.
	B.R., Bridle Road; C.R., Cart Road; F., Footpath.
	<b>1. PARISH OF ABERWICK.</b>
1. F.	From footbridge over River Alm at the Bolton Parish running E. in field No. 41 to Abberwick Mill.
2. C.R.	From Abberwick Mill Ford running S.E. in field No. 41 to join public road to Abberwick.
3. F.	From N.W. corner of field No. 63 running S. to Abberwick Farm and thence through field Nos. 72, 70, and 83, to join public road at Glenallan Bank.
4. B.R.	From the Smithy to Abberwick Farm running W. through field Nos. 59 and 74 to the Broomepark Parish Boundary joining Bridle Road No. 1 in that Parish.
	<b>2. PARISH OF ACKLINGTON.</b>
1. F.	Acklington Station to High Park from public road opposite Auction Mart running in a N.W. then S.W. direction through Station Wood to the Acklington Park Parish Boundary, joining Footpath No. 4 in that Parish.
2. B.R.	Cheeveley to Chevington from the public road near Cheeveley running in a S.E. direction through field No. 22 passing under L.N.E.R. then through field No. 19 to the Morpeth Rural District Boundary.
3. F.	Acklington to Chevington from public road at Acklington running in a S. direction over road to Field House then through field Nos. 48, 50, and 53, to the Morpeth Rural District Boundary.
4. F.	Acklington to Togston from public road south of Chester House running in an E. direction through field Nos. 72, 79, and 78, to the Togston Parish Boundary joining Footpath No. 2 and Bridle Road No. 1 in that Parish.
5. F.	Acklington to Acklington Park from public road near Institute running in a N.W. direction through field Nos. 136 and 137 passing over L.N.E.R. then through field Nos. 138, 151, and 165, crossing Rake Lane and field No. 166, then W. through Morwick Banks Plantation and field No. 148, joining public road at Acklington Park.
6. B.R.	From public road to Low Park Road, known as Green Lane.
7. B.R.	Known as Rake Lane, from Main Road to Morwick Parish Boundary, joining Bridge Road No. 4 in that Parish.
8. F.	Acklington Park to Morwick from Footpath No. 5 running in a N.W. direction through field No. 166 to the Morwick Parish Boundary, joining Footpath No. 3 in that Parish.

- Description.
1. F. Commencing at Cold Harbour and running N.E. through the East Plantation No. 59, running parallel to Kitty Carters Burn through field Nos. 59b, 55, and passing N.E. of Falloodon Hall then through the North Plantation (Parcel No. 4) inside the southern fence ending at Falloodon Burnhouses on the main road from the Burnhouses to West Falloodon.
  3. F. Commencing just N. of Sheltrigg Bridge, then running through Sheltrigg Plantation (Parcel No. 36) bending N. to join footpath No. 4 (Parcel No. 35) about 100 feet E. of Falloodon Parish Boundary.
  4. F. Commences at Parish Boundary, extending footpath No. 1 in Doxford Parish, then continues across Parcel No. 38 to West Falloodon.
  5. C.R. Commences at West Falloodon continuing through the Avenue Plantation past the Cottage and passing Falloodon Hall to join footpath No. 2.
  6. F. Commencing at cart road No. 2 and running through Parcel No. 8 crossing the Mill Burn E. of Falloodon Mill then turns N. and joins footpath No. 2

### 29. PARISH OF FELTON.

1. F. From main road N. of cemetery running diagonally across field No. 106 in a N. direction to the Acton Parish Boundary, and joining footpath No. 6 in that Parish.
2. F. From main road at Felton along road to Mouldshaugh thence in a N. direction through field Nos. 122, 128, across footbridge over the Acton Burn to the Acton Parish Boundary, joining footpath No. 7 in that Parish.
3. F. From main road at Felton passing in a S.W. direction between gardens and through field No. 82 thence across to Swarland road near Gas Works through field No. 21 and joining footpath No. 4 in the Park Wood.
4. F. To Elyhaugh from cart road No. 5 near the Church in a W. direction through the Park Wood and through field Nos. 39a, 39, crossing footbridge over the Swarland Burn thence in a S.W. direction through field Nos. 61, 58, to the Elyhaugh Parish Boundary and joining bridle road No. 1 in that Parish.
5. C.R. To Felton fence from the Swarland road at Felton, going up Church Bank, then bearing S.W. through field No. 70 thence through Mill Banks Plantation to the Ford in the Swarland Burn, and thence in a W. direction through field Nos. 61, 47, past Felton Fence through field No. 49 to the Swarland Parish Boundary and joining cart road No. 2 in that Parish.
6. F. Felton Fence to Elyhaugh from Felton Fence in a S. direction through field Nos. 50, 53, then S.E. through field No. 58, joining footpath No. 4 at the Elyhaugh Parish Boundary.

### 30. PARISH OF GLANTON.

1. F. From Greenville Road along the road to Henneel House, thence in a W. direction through field Nos. 110, 111, to the Branton Parish Boundary in the Glendale Rural District.
2. F. From Glanton Pike Road, running in a N.W. direction by end of Plantation and thence through field Nos. 130, 125, to the Branton Parish Boundary in the Glendale Rural District.
3. F. From Mile End Road running in a S. direction through field Nos. 147, 148, to the Whittingham Parish Boundary in the Rothbury Rural District.
4. F. From Glanton near Mission Room running in a S. direction through field Nos. 163, 170, 160, 177, to the Whittingham Parish Boundary in the Rothbury Rural District.

### 31. PARISH OF GLOSTER HILL.

1. F. New Hall to Warkworth running in a N. direction from the Amble Urban District Boundary through field Nos. 5, 6, 2, 1, to the Warkworth Parish Boundary, joining footpath No. 21 in that Parish.
2. F. From Gloster Hill running in a N. direction through field No. 13 to the Warkworth Parish Boundary, joining footpath No. 12 in that Parish.

### 32. PARISH OF GREENS AND GLANTLEES.

1. B.R. From Shield Dykes public road running in a W. direction to Glantlees (in Snook Bank through field Nos. 49, 50, 59, 62, to the Rothbury Rural District Boundary at Snook Bank.
2. F. From bridle road No. 1 at Glantlees running in a S. direction to the Long-tramington road near Alrnwick Folds through field Nos. 18, 9, 11.
3. B.R. From Longtramington road near junction with Shield Dykes road running in an E. direction to Greens Farm and Blue House through field Nos. 24, 25, 39, 36, 33, 32, to the Newton-on-the-Moor Parish Boundary, joining bridle road No. 2 in that Parish.
4. F. From bridle road No. 3 at Greens Farm running in an E. direction through field No. 30 to the public road.

### 33. PARISH OF GUYZANCE.

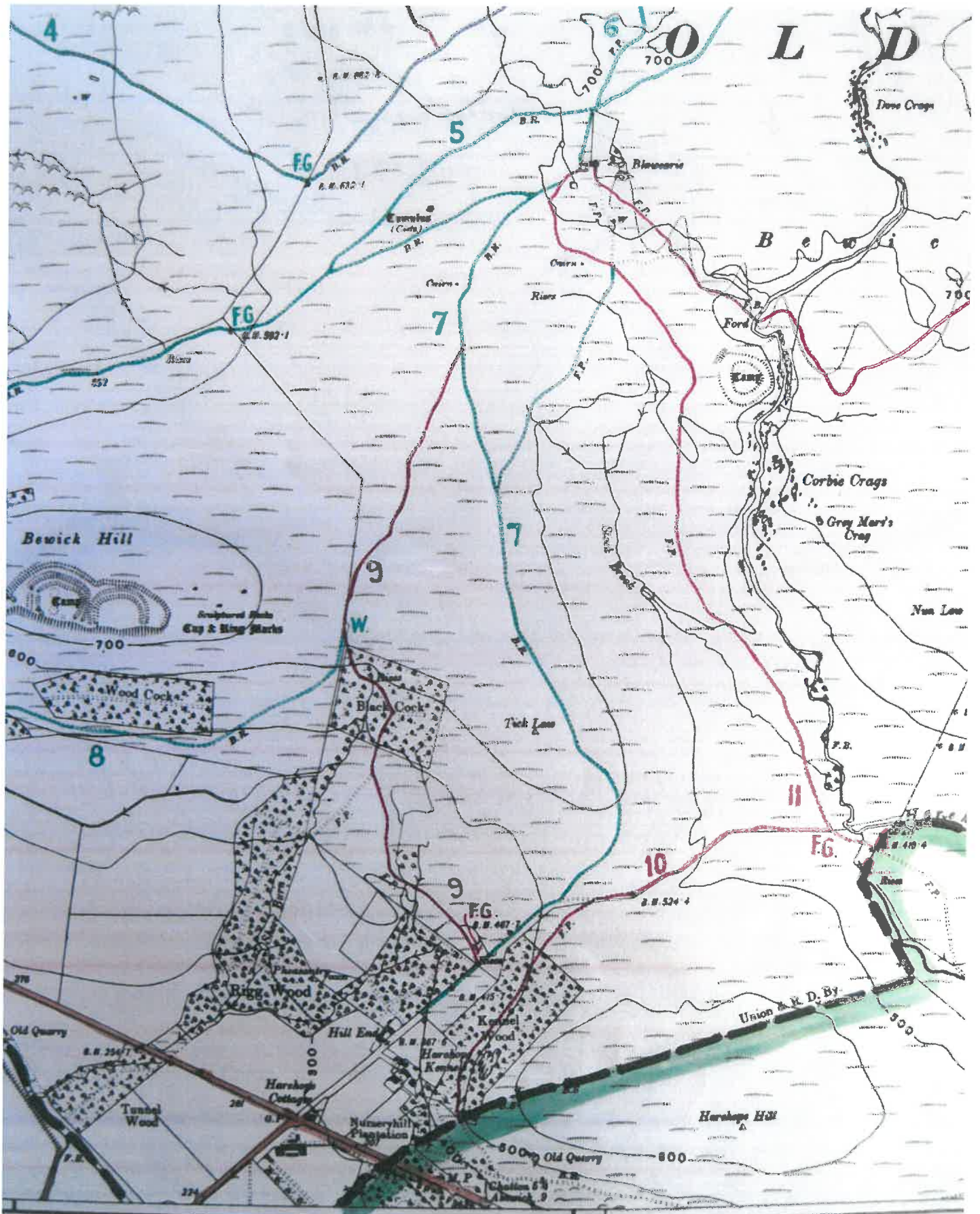
1. B.R. Running S.W. from Guyzance Lee past field Nos. 6, 7, 10, to the River.
2. F. Commencing N. of Guyzance on the Bank House-Guызance road, then running N.W. through the Plantation, then W. through field Nos. 32, 32a, 30, to the Hazon Parish Boundary, joining footpath No. 6.
3. F. Commencing from the Bank House-Guызance road following fence due E. through field No. 156, crossing the road again at East House, then through field No. 127, and turning N.W. half way along fence in field No. 126, to the Walkmill Parish Boundary, joining footpath No. 1 in that Parish.
4. F. Leaving the main road just E. of Guызance, it continues S. through the wood and then turns sharp W. over the Quarry Burn and comes out beside the West Lodge.
5. E.R. Starting from the main road just S. of the West Lodge and twisting through field No. 34, then due W. along the fence through field No. 52, to the Guызance-Hazon road.
6. F. From the main road just E. of Drainshaugh then running in a N.E. direction through field No. 40 joining the main road again near the Plantation at Guызance Mill.
7. B.R. Starting S. of the bridge and running S. through the Plantation to the fence of field No. 69.
8. F. From the north fence of field No. 69 running S. along the Parish Boundary then turning S.W. through field Nos. 70, 71, crossing the Acton and Old Felton Parish Boundary, and joining footpath No. 7 in that Parish.
9. B.R. From the main road N. of Drainshaugh running S.W. through field Nos. 42, 55, 45, to the Guызance Lee Road.
10. F. From Guызance Lee Road running S.W. along the fence of field No. 51 then through Acton Bend to the Acton and Old Felton Parish Boundary, joining footpath No. 4 in that Parish.

### 34. PARISH OF HAREHOPE.

1. B.R. From public road at Harehope running in a N. direction to Flawcaric as far as the Glendale Rural District Boundary.
2. B.R. From bridle road No. 1 at Harehope running in an easterly direction through field Nos. 3, 13, to Harehope Burn at the Glendale Rural District Boundary.
3. F. From Harehope running in a S. direction through field No. 13 crossing the road and field No. 15 to the Eglingham Parish Boundary, joining footpath No. 2 in that Parish.
4. B.R. Harehope to Nursey Hill, from bridle road No. 1 running in a W. direction by side of Harehope Hill to the Glendale Rural District Boundary.
5. F. From the main road near Harehope Hall running in a N.E. direction joining bridle road No. 4.



# Survey Map (Glendale RD area) (Annotated c. 1954)



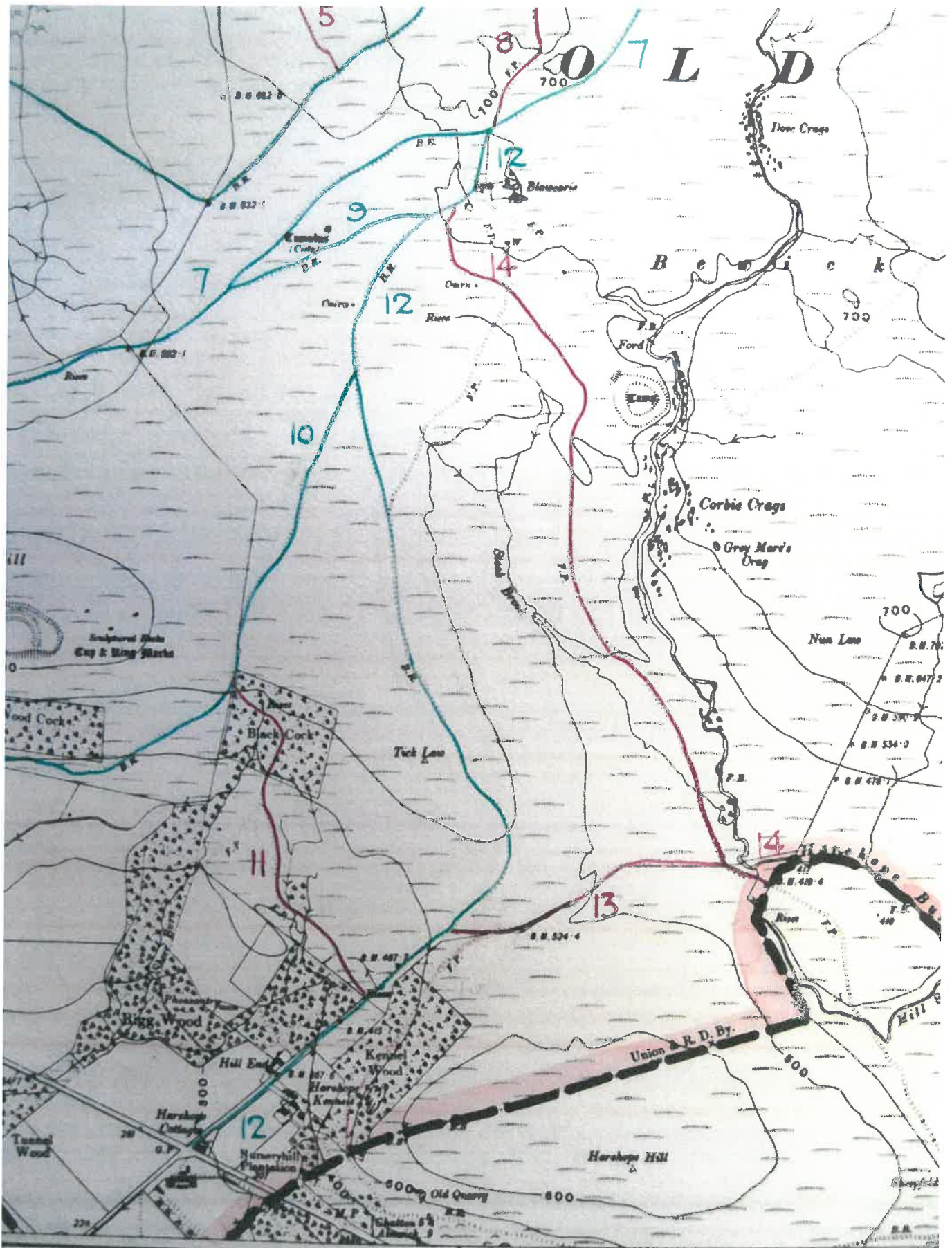


Survey Map (Alnwick RD area)  
(Annotated c. 1951)

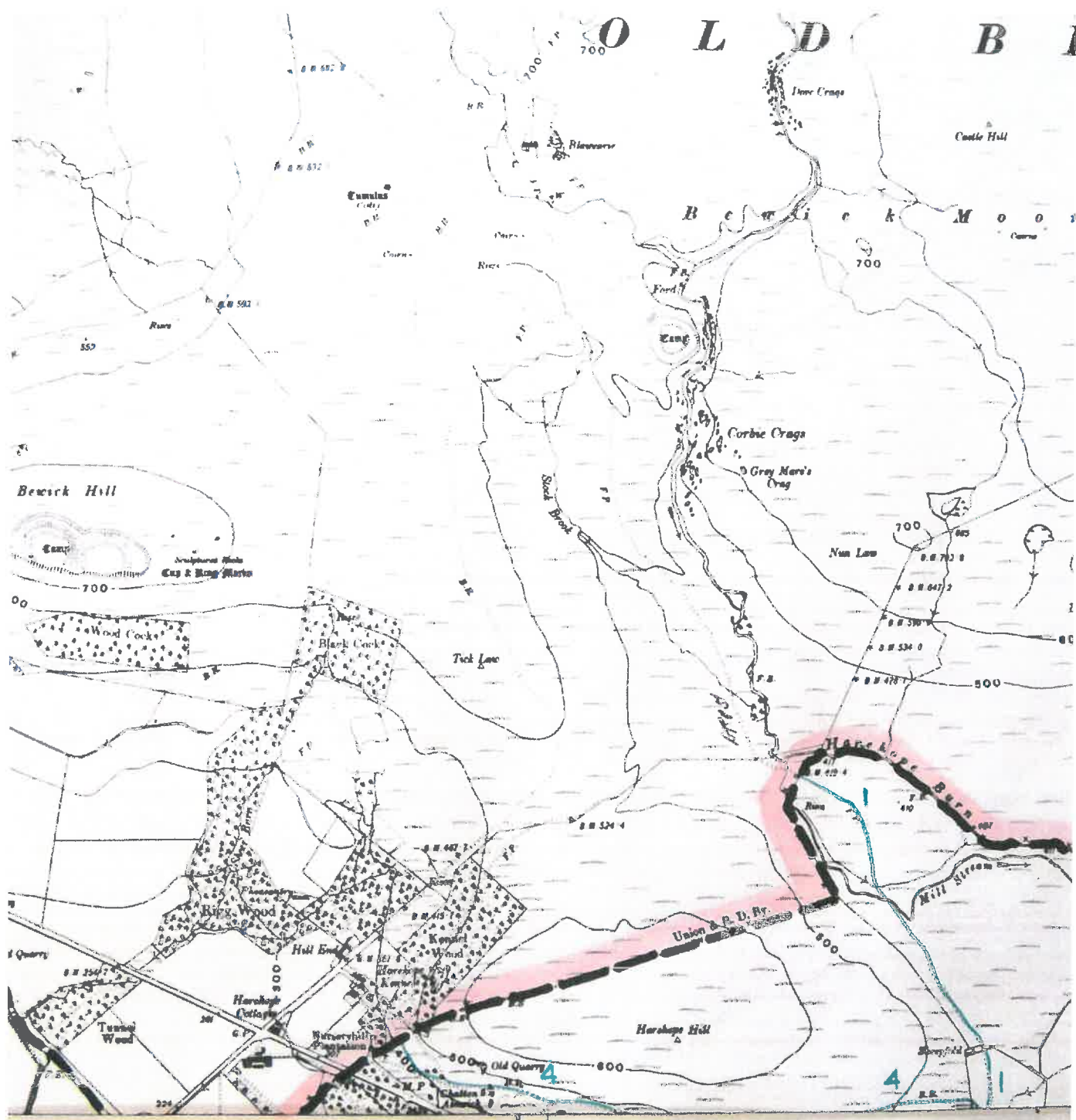




# Draft Map (Glendale RD area)



# Draft Map (Alnwick RD area)



EDITION OF 1926

BERWICK UPON TWEED DIVISION

OLD SERIES SHEET LINE

REVISED 1915/16

AKKH SW

1 50

1 50

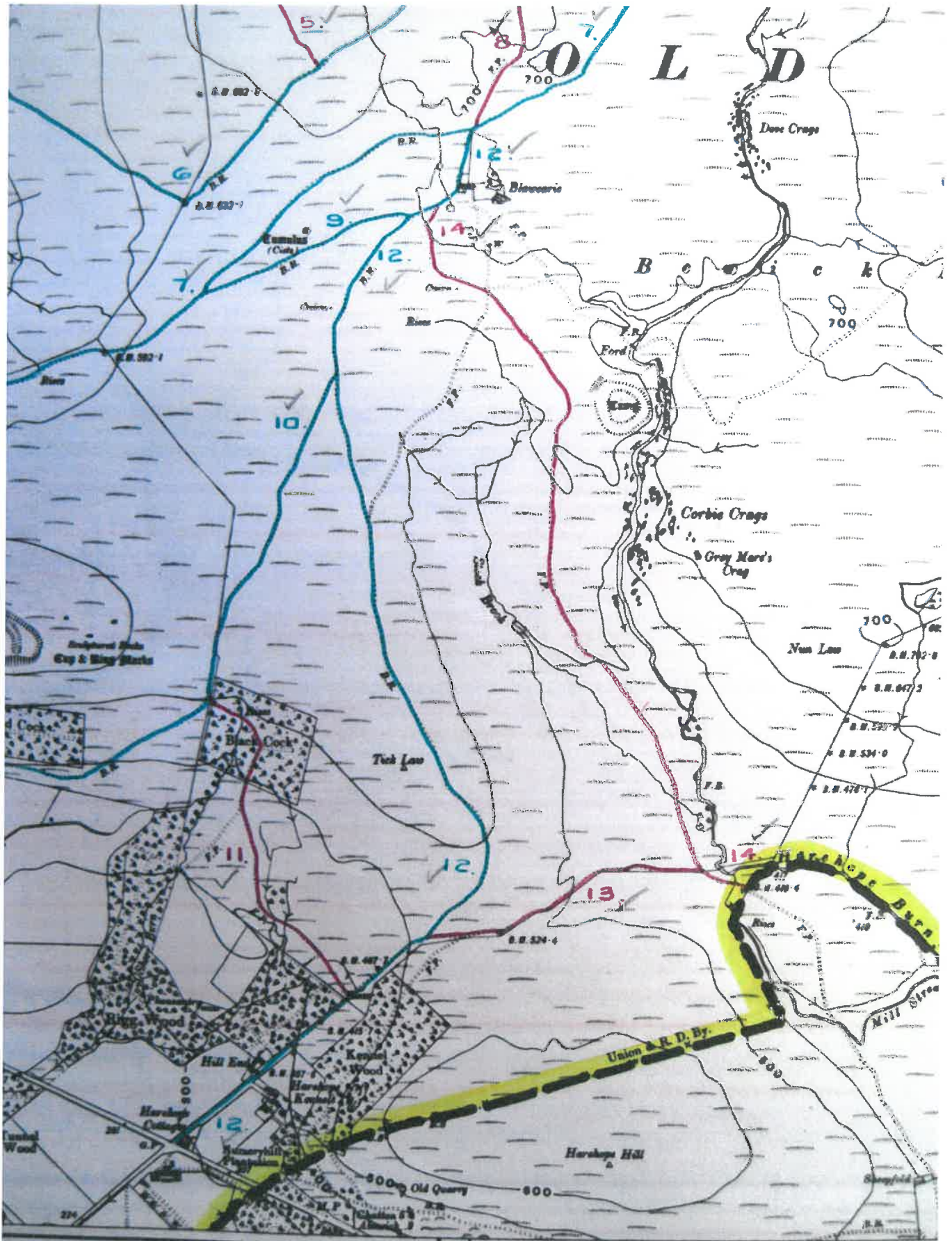
OLD BEWICK PR.

Union & N.H. Ry.



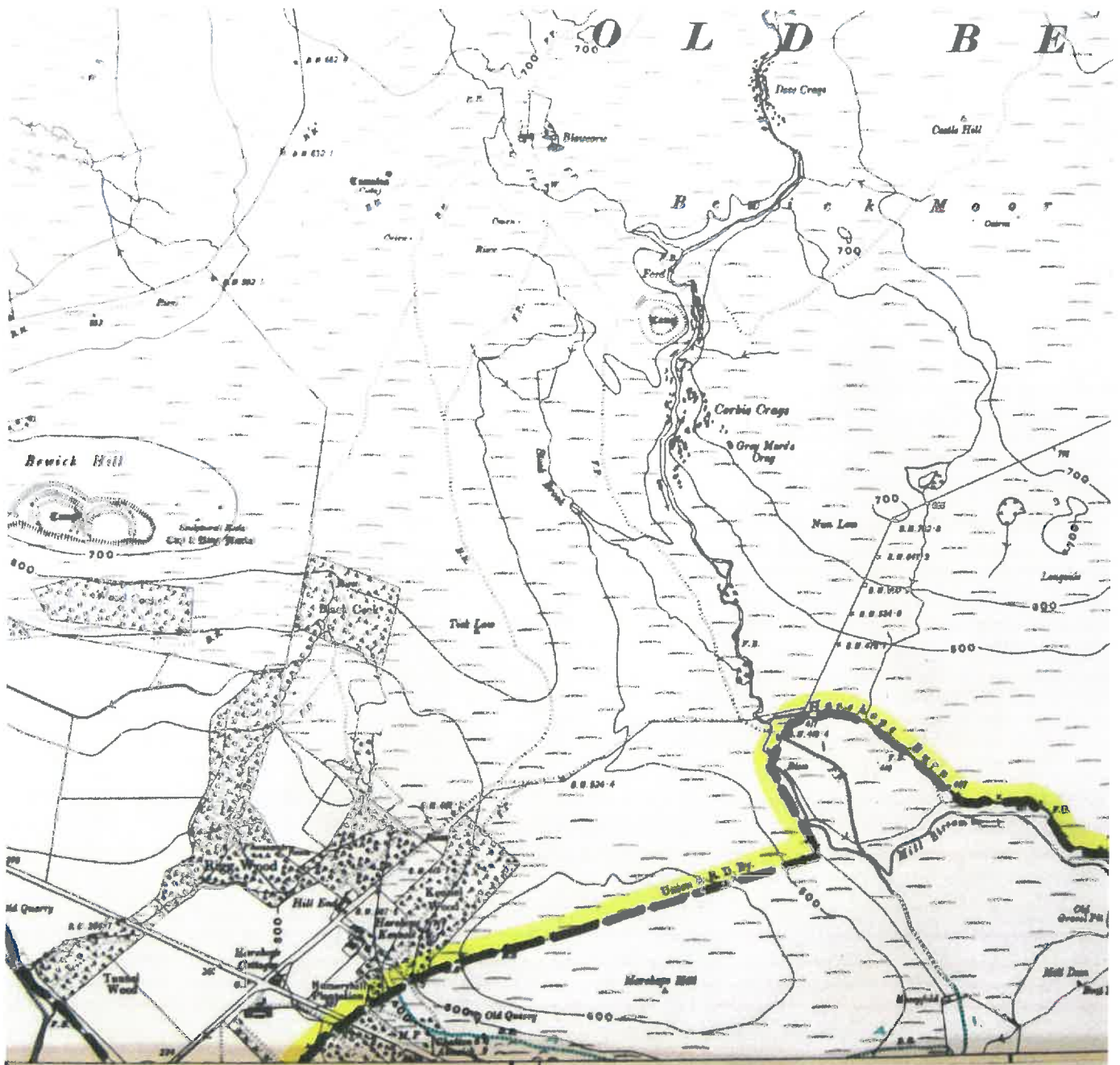


# Provisional Map (Glendale RD area)





# Provisional Map (Alnwick RD area)



EDITION OF 1926

BEWICK UPON TWEED DIVISION

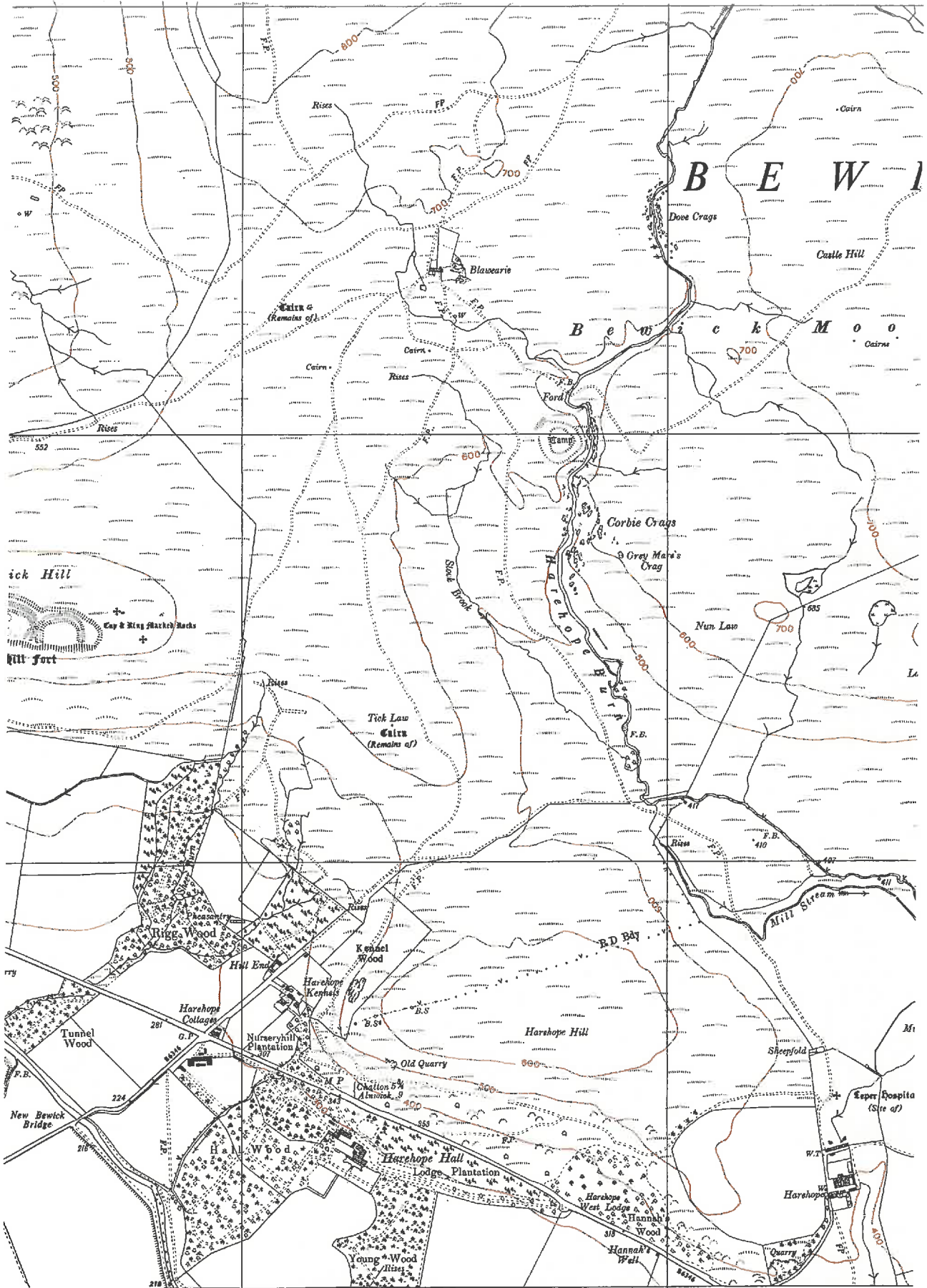
OLD SERIES SHEET LAST  
Scale: 1" = 1/2 mi.

HEAT S.W.

4 1/2 mi

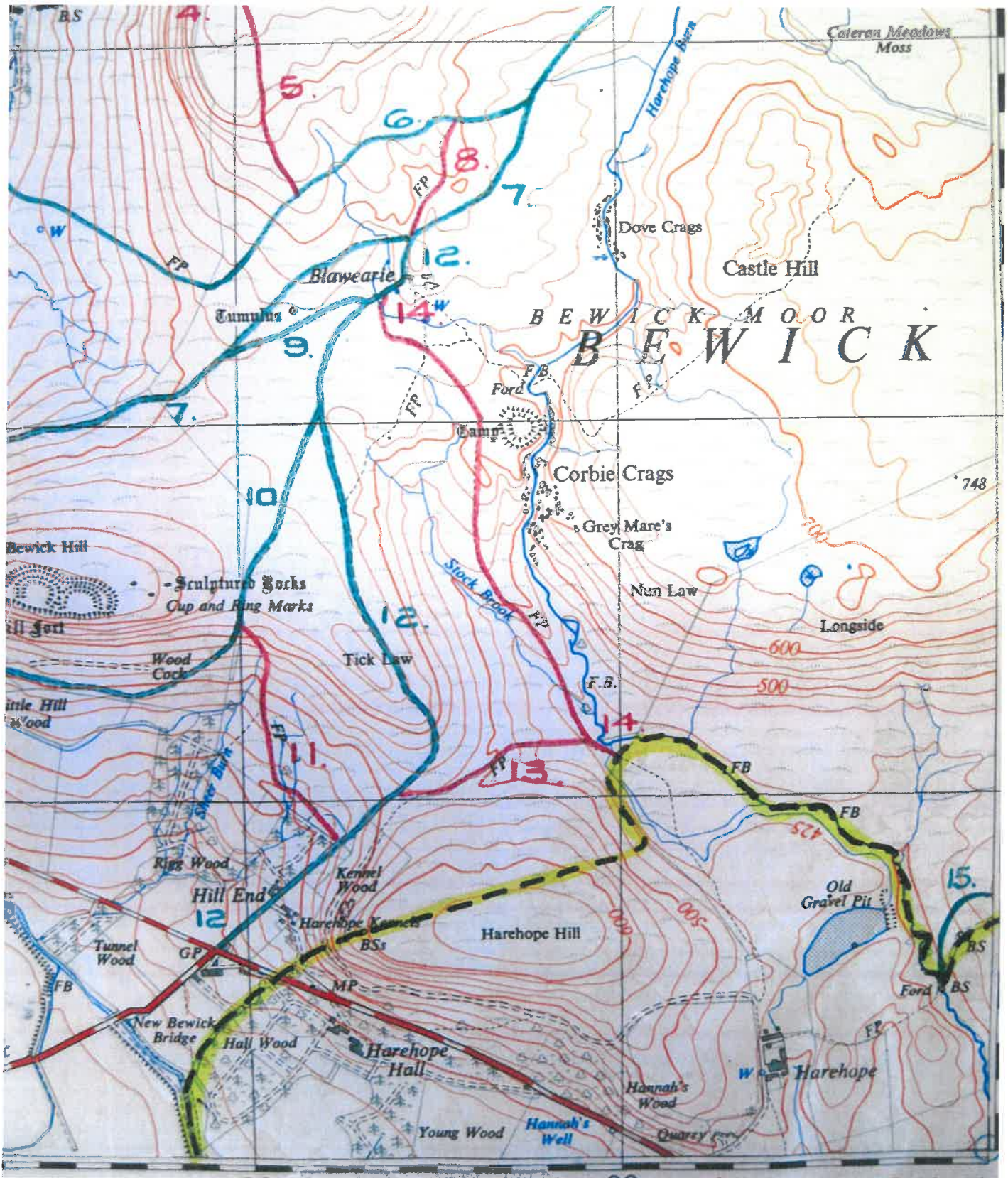
OLD BEWICK PR







# Original Definitive Map (Glendale RD area)



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....  
Urban District .....  
Rural District ..... GLENDALE .....
2. Parish ..... BEWICK .....
3. Number of Footpath on Map ..... 13 ✓ .....
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... F.P. .....
6. General Description of Path From B.R.12 north of Kennel Wood in .....  
an easterly direction to join F.P. 14 near the Harehope Burn. .....  
.....  
.....  
.....
7. Other relevant information Scheduled under the Rights of Way Act, 1932. .....  
.....  
.....  
.....  
.....

NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....

Urban District .....

Rural District ..... GLENDALE

2. Parish ..... BIRWICK

3. Number of Footpath on Map ..... 14 ✓

4. Name of Path .....

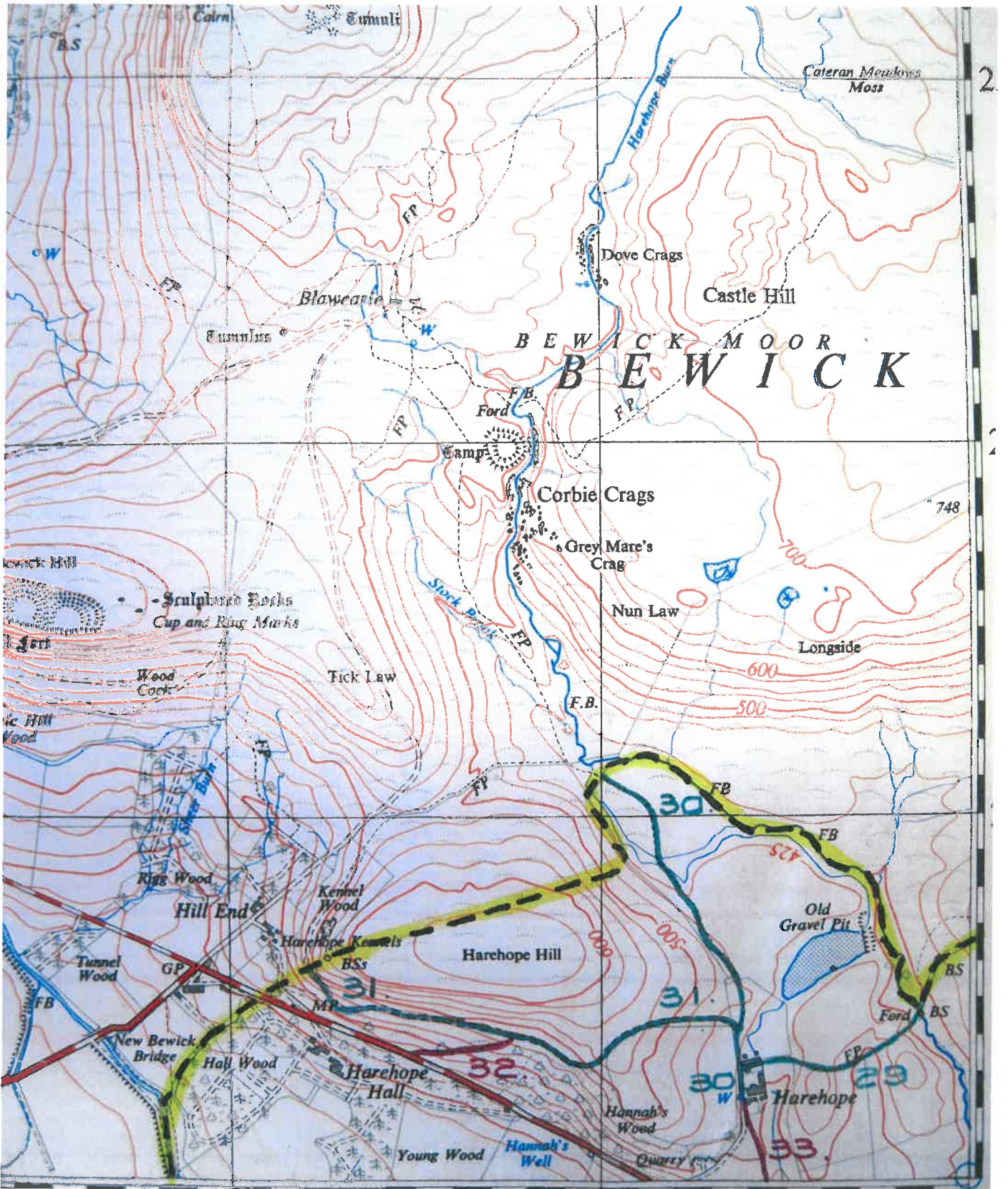
5. Kind of Path (i.e. FP/BR) ..... F.P.

6. General Description of Path ..... From B.R.12 at Blawearie in a South-  
easterly direction to the Alnwick Rural District boundary joining B.R.30  
in the Parish of Eglington.

7. Other relevant information ..... Scheduled under the Rights of Way Act, 1932.



Original Definitive Map (Alnwick RD area)



Amc.

NORTHUMBERLAND COUNTY COUNCIL

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949

PART IV

PUBLIC RIGHTS OF WAY - STATEMENT

1. Borough .....  
 Urban District .....  
 Rural District ..... ALNWICK .....

2. Parish ..... EGLINGHAM .....

3. Number of Footpath on Map ..... 30 .....

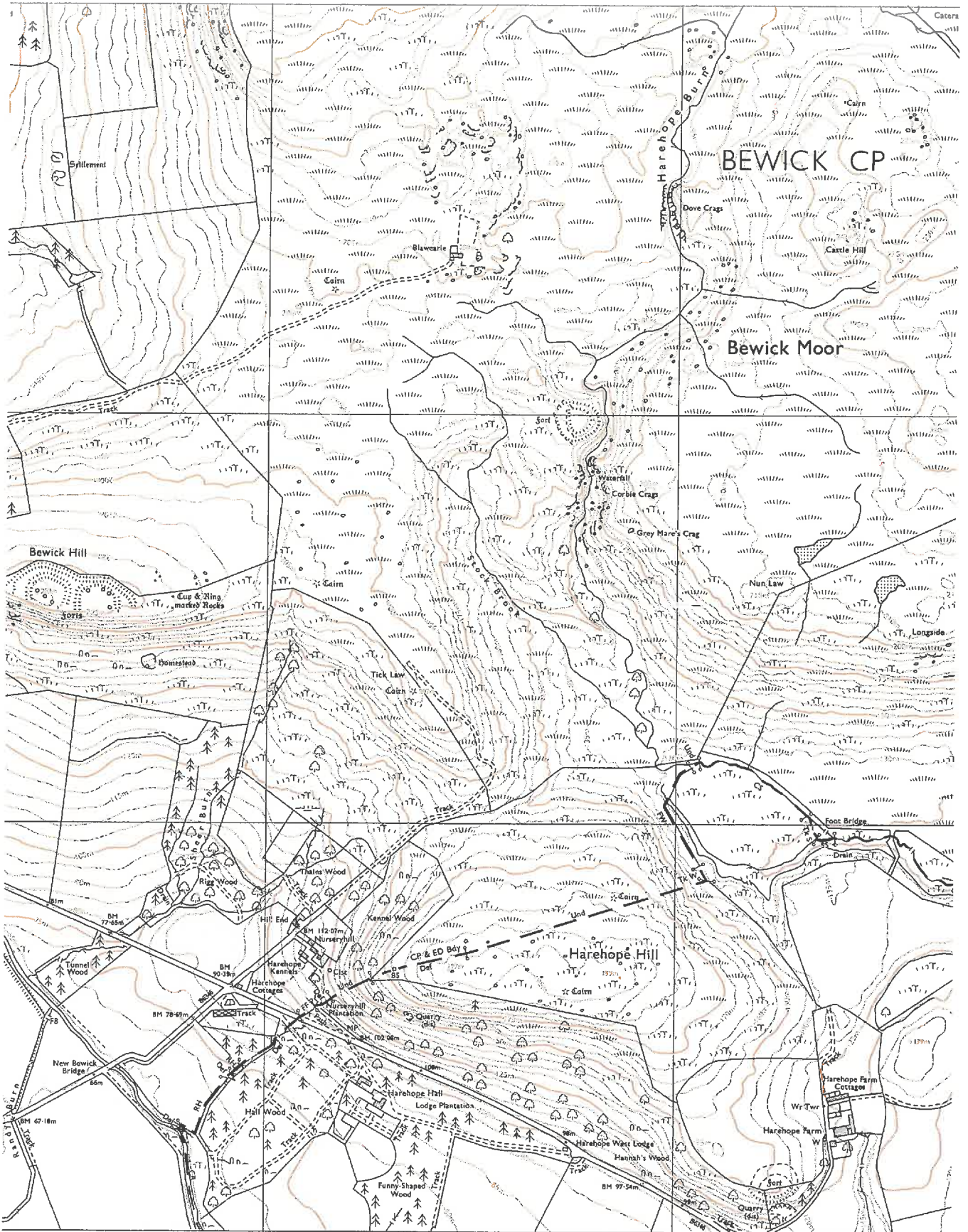
4. Name of path .....

5. Kind of Path (i.e. FP/BR) ..... B.R. .....

6. General Description of Path ..... From the Harehope Road at Harehope .....  
 ..... in a northerly and north-westerly direction to the Glendale Rural District .....  
 ..... boundary South-west of the Harehope Burn joining F.P. 14 in the Parish .....  
 ..... of Bewick. .....  
 .....  
 .....

7. Other relevant information .....  
 .....  
 .....  
 .....  
 .....  
 .....





Extract from Definitive Map Modification Order (No 2) 1985

