



# Northumberland County Council

## NORTH NORTHUMBERLAND LOCAL AREA COUNCIL RIGHTS OF WAY SUB-COMMITTEE

28 April 2021

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

#### ALLEGED PUBLIC BRIDLEWAYS Nos 10 & 18 ALNWICK TOWN

Report of the Executive Director of Local Services  
Cabinet Member: Councillor Jeff Watson, Healthy Lives

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#### **Purpose of report**

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public bridleway rights over the route of existing Public Footpath No 10, from the U3050 road, north of Hadwin's Close, in a north-easterly direction, to the southern end of existing Public Bridleway No 31, south of Rosecombe and over the route of existing Public Footpath No 18, from this southern end of existing Public Bridleway No 31 in a general southerly direction to join existing Public Bridleway No 11, west of Intake Farm.

#### **Recommendation**

**It is recommended that the sub-committee agrees that:**

- (i) on a balance of probability, there is insufficient evidence to indicate that public bridleway rights have been shown to exist over the route of existing Public Footpath No 10 (C-B);**
- (ii) on a balance of probability, there is insufficient evidence to indicate that public bridleway rights have been shown to exist over the route of existing Public Footpath No 18 (B-D);**
- (iii) officers seek to bridge these gaps in the local bridleway network, using a combination of path creation, diversion and extinguishment orders, following consultation with land owners / occupiers and path users.**

## **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)(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.”

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

## **2.0 PUBLIC EVIDENCE**

- 2.1 The route of alleged Bridleway No 10 was identified as Public Footpath No 10, when the original Definitive Map of Public Rights of Way was first published, in 1962. Public Bridleway No 11 was identified as Public Bridleway No 11, Public Footpath No 18 was identified as Public Footpath No 18. Public Bridleway No 31 was identified as part of Public Footpath / Bridleway No 10 at the same time.
- 2.2 The situation remained unchanged when the Definitive Map as a whole was reviewed during the 1960s (Relevant Date 1 November 1963). Then, for administrative reasons, in 2005 the bridleway part of Footpath / Bridleway No 10 was renumbered as a separate path - Bridleway No 31.
- 2.3 The above arrangement means that at its western end existing Public Bridleway No 11 is a bridleway cul-de-sac, terminating on a public footpath and that, at its southern end, existing Public Bridleway No 31 is also a bridleway cul-de-sac, terminating on a public footpath. The points where the two bridleways end appear to be somewhat arbitrary. Unusually, they are neither a parish boundary nor a land ownership boundary.

## **3. LANDOWNER EVIDENCE**

- 3.1 By letter, dated 15th February 2018, Mr WD Allen of Humbleheugh, Alnwick, responded to the consultation indicating the extent of his interest on a plan, and stating:

"I have marked the portion of the rights of way on land occupied by me with yellow on the enclosed map.

"Very little use of these paths has been observed over the 44 years of our occupancy, certainly no motor vehicle access.

"I do not know who actually occupies the track of the old railway line which has caused problems of land slip and is in a dangerous state in certain places."

- 3.2 By letter, dated 4th March 2018, Mr M Ions of Intake Farm, responded to the consultation stating:

**"Suggested New Bridle Path**

I am writing to suggest another route that would be less intrusive to the local farming community. I am not against the extension of the bridleway, however what I am against is the use of the footpath as it does not follow fence lines and cuts through fields which will make it extremely awkward for us to continue some of our farming practices.

"Also, existing bridle paths are hard track and take up 3m width.

"My suggestion is, why not continue from the existing bridleway - marked 11 on your map and take the route which already exists until it crosses the railway line, then follow the line which I suggest will be the least damaging to Mossyford. As the name suggests it is very wet ground at times, especially during winter.

"The route I have suggested will cost the Council (tax payers) nothing or very little, whereas your suggested route will require 10 new wickets and 2 new bridges. My suggested route will finish close to your destination i.e., Haddons Close.

"I have mentioned Mossyford above as we farm those fields; you need to take into consideration the effect your suggested route would have on our local farming community.

"My suggested route is on the enclosed map highlighted in pink."

#### **4. CONSULTATION**

- 4.1 In February 2018, 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". Two replies were received and are included below.
- 4.2 By email, on 26<sup>th</sup> February 2018, Ms H Evans responded to the consultation, on behalf of Cycling UK, stating:

"Ted has now looked at these and come back to me with the attached and also the comment that "Most are standard changes to confirm existing BOATs but a few are really good gains to the access network. No comment means we support and no comments are necessary".

Cycling UK did not make any comments in relation to this particular proposal.

- 4.3 By email, on 14<sup>th</sup> May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

“Alnwick Town

Upgrade of FPs 10 & 18 to bridleway

These proposals would link up the bridleway network for the benefit of horse riders and cyclists in an area where travel by vulnerable users on busy roads is hazardous and causes delay to drivers of cars etc.

“At the moment there are two recorded bridleway both of which are dead ends as their status changes to footpath. This must have been due to an error in the drafting of the original definitive map as historically it would not have made sense to allow people on horses to ride so far and then abandon their horses if they needed to travel further.

“The BHS strongly supports the upgrading of these routes.”

## 5. DOCUMENTARY EVIDENCE

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

1769 Armstrong's County Map

There is evidence of a road or track loosely approximating to the route of alleged Bridleway No 18. There is no evidence of a road or track over the route of alleged Bridleway No 10.

1820 Fryer's County Map

There is no clear evidence of a road or track approximating to the route of either alleged Bridleway No 18, or alleged Bridleway No 10.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of either alleged Bridleway No 18, or alleged Bridleway No 10.

1828 Greenwood's County Map

There is evidence of a road or track approximating to the route of alleged Bridleway No 18 and also the northern end of alleged Bridleway No 10.

1854 Alnwick Moor Inclosure Award

A path closely resembling the route of existing Public Footpath / alleged Public Bridleway No 10 is clearly depicted on the Award plan. The path is labelled “Freeman Hill Foot Way” and “Public Foot Road leading across the Moor to Alnwick”. The route of existing Public Footpath / alleged Public Bridleway No 18 is not depicted on the Award plan. The

route of existing Public Bridleway No 11 is identified on the Award plan as being "Hobberlaw Occupation Road" and "Intake Foot Way".

c.1866 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed path / track over the majority of the route of alleged Bridleway No 10 (the c.500 metre long section north-eastwards from the western end of existing Bridleway No 11 is missing) and over the route of alleged Bridleway No 18. The path / track, itself, is not identified by any unique parcel numbers; it is simply a part of whichever field parcel it is passing through. The fields are identified by parcel numbers (264, 308, 309, 310, 313, 314 and 367), but none of the corresponding entries in the accompanying Book of Reference even mention the path / track, never mind attributing a status to it.

1867 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed path / track over the majority of the route of alleged Bridleway No 10 (the c.500 metre long section north-eastwards from the western end of existing Bridleway No 11 is missing) and over the route of alleged Bridleway No 18.

1881 North East Railway - Alnwick & Cornhill Branch

There is clear evidence of a path / track shown where the proposed railway line would cross alleged Public Bridleway No 10. The track itself is not individually numbered, but is included within the descriptions for parcels 27 and 28 in the Township of Alnwick. Parcel 27 is identified as "Moor Land and Occupation Road" and Parcel 28 is identified as "Field and Occupation Road".

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed path / track over the routes of alleged Public Bridleways Nos 10 and 18. The route of alleged Bridleway No 10 only appears to have passed through six physical field boundaries at this time, plus a footbridge over the Linn Letch and another over the Black Burn. Between these two footbridges, the route is annotated "FP".

Finance Act 1910 plan

The Finance Act plan is not particularly helpful. The land north of Hobberlaw is divided into a multitude of small parcels. The route of alleged Bridleway No 18 proceeds along a path / track which passes between these parcels. It is, effectively, separated from the surrounding land by coloured boundaries, but so are a number of other parallel routes (which have no alleged public status). The route of alleged Bridleway No 10 proceeds directly across many of these small land parcels, without any indication of its status being given.

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed path / track over the routes of alleged Public Bridleways Nos 10 and 18. The route of alleged

Bridleway No 10 only appears to have passed through five physical field boundaries at this time, plus a footbridge over the Linn Letch and another over the Black Burn. The route of alleged Bridleway No 10 is annotated "FP" in four places.

1934 Alnwick UDC Map & Schedule prepared under Rights of Way Act 1932

Each of the 20 routes identified under the Act was depicted as a public footpath. This included existing Public Bridleway No 11 and existing Public Bridleway No 31. The routes of existing Public Footpaths / alleged Public Bridleways Nos 10 and 18 were also amongst those identified as public footpaths.

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Bridleway No 10 exists on the base map and is identified for inclusion on the Definitive Map as a public footpath (numbered "10"). The route of alleged Bridleway No 18 also exists on the base map and is identified for inclusion on the Definitive Map as a public footpath (numbered "18"). Existing Public Bridleways Nos 11 and 31 are identified for inclusion on the Definitive Map as public brideways (numbered "11" and "10"). At this time, the northern half of Footpath No 10 appeared to cross significantly fewer field boundaries than the route does now.

Draft Map

The routes of alleged Bridleways Nos 10 and 18 exist on the base map and are identified for inclusion on the Definitive Map as public footpaths (numbered "10" and "18"). Existing Public Bridleways Nos 11 and 31 are identified for inclusion on the Definitive Map as public brideways (numbered "11" and "10").

Provisional Map

As with the Draft Map, the routes of alleged Bridleways Nos 10 and 18 exist on the base map and are identified for inclusion on the Definitive Map as public footpaths (numbered "10" and "18"). Existing Public Bridleways Nos 11 and 31 are identified for inclusion on the Definitive Map as public brideways (numbered "11" and "10").

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of unenclosed paths / tracks over the routes of alleged Bridleways Nos 10 and 18. The route of alleged Bridleway No 10 only appears to have passed through five physical field boundaries at this time, plus a footbridge over the Linn Letch and another over the Black Burn. The route of alleged Bridleway No 10 is annotated "FP" in two places.

1962 Original Definitive Map

The route of alleged Bridleway No 10 is identified as part of Public Bridleway / Footpath No 10. The route of alleged Bridleway No 18 is identified as Public Footpath No 18. The present day Public Bridleway No 11 is identified as Public Bridleway No 11 - a 1200 metre long cul-

de-sac bridleway, terminating on Public Footpath No 10. The present day Public Bridleway No 31 is identified as part of Public Bridleway / Footpath No 10 - a 240 metre long cul-de-sac bridleway, terminating on Public Footpath No 10 and Public Footpath No 18.

First Review Definitive Map (Relevant Date 1 Nov 1963)

As with the original Definitive Map, the route of alleged Bridleway No 10 is identified as part of Public Bridleway / Footpath No 10. The route of alleged Bridleway No 18 is identified as Public Footpath No 18. Existing Public Bridleways Nos 11 and 31 are identified as Public Bridleway No 11 and as part of Public Bridleway / Footpath No 10.

1977 Ordnance Survey Map: Scale 1:10,000

There is evidence of an unenclosed path / track over the middle part (only) of route of alleged Bridleway No 10. There is no evidence of a path over the route of alleged Bridleway No 18.

Definitive Map Modification Orders (Nos 1 and 1A) 2005

For purely administrative reasons (the Geographic Information System (GIS) being used to map the rights of way network could not cope with a public right of way that was part bridleway and also part footpath) the bridleway part of Bridleway / Footpath No 10 was renumbered as Public Bridleway No 31.

2005 Ordnance Survey Explorer 332 Map: Scale 1:25,000

An unenclosed public footpath is clearly identified over the route of existing Footpaths / alleged Bridleways Nos 10 and 18. Existing Public Bridleway No 11 passing High Hobberlaw, and Bridleway No 31 to the junction of Footpaths Nos 10 and 18, are also clearly shown.

5.2 In the Alnwick Moor Inclosure Award of 1854, the entry for Freeman Hill Footway states:

“One other public footway or road of the width of Four feet to be called the Freeman Hill footway beginning at the said Alnmouth Turnpike Road at the point marked dd on the said map and leading Southwestwards, Westwards and Southwestwards past the Half Crown Well (and communicating therewith) to the said Freeman Hill public Carriage road at the point marked ee on the same Map.”

5.3 In the Alnwick Moor Inclosure Award of 1854, the entry for Hobberlaw Road states:

“One other private Carriage and Occupation Road of the width of the Fifteen feet to be called Hobberlaw Road beginning at the said Intake public carriage road at the point marked K on the said Map near to the Intake farm buildings and leading Westwards and communicating with the Gate on Intake farm and past the Hobberlaw Cottages but communicating therewith as shown on the same Map to the Gate and Road leading into the Hobberlaw farm at the point marked X and from thence continuing further Westwards, Northwards and

Northeastwards as shown on the said Map to the plot or parcel of Ground hereinafter set out as a Common Limestone Quarry which said road is set out for the use and accommodation of the Owners and Occupiers for the time being of the said Hobberlaw Estate and Intake farm and also for the use of the Owners for the time being of the allotment through which it passes and of the several parties procuring Limestone from the same Common Limestone Quarry ....”

- 5.4 In the Alnwick Moor Inclosure Award of 1854, the entry for Intake Footway states:

“One other public footway or road of the width of four feet to be called the Intake footway beginning at the said last mentioned public footroad at the point marked ff on the said Map near to the Corner of the Hobberlaw fence and from thence leading Eastwards near to the fences of the said Hobberlaw Farm to the said Hobberlaw Occupation Road hereinbefore set out and continuing further Eastwards on the South side of the same Occupation Road to the Intake public Carriage Road at the point marked K on the same Map.”

- 5.5 The original Survey schedule for Public Bridleway / Footpath No 10, completed in May 1951, clearly recognizes the split status of the route. In Heading #2, the status is given as “BR + FP” and under Heading #17 (any other relevant information it states:

“BR From Alnwick – Rothbury Rd B6341 to junction with Path 18.

FP From junction path 18 to St Margaret’s Road.”

Under Heading #15 (what maps have been consulted) it states “Rights of Way Act 1932 deposited with Alnwick UDC.”

- 5.6 A draft Definitive Statement for BR / FP 10 is also (very unusually) enclosed in the Survey file. It also recognizes the bridleway / footpath division in the status of this route.

- 5.7 The original Survey schedule for Bridleway No 11, completed in May 1951, identifies that route as a bridleway. It is noted (under Heading #15) that the maps produced under the Rights of Way Act 1932, deposited with Alnwick UDC, had been consulted. Notwithstanding that the 1932 Act plan and schedule identified this route as a public footpath, the 1951 Survey identified the route as a public bridleway.

- 5.8 The original Survey schedule for Footpath No 18, completed in May 1951, identified that route as a public footpath. Again, under Heading #15, it was indicated that the map deposited under the Rights of Way Act 1932 had been consulted.

- 5.9 The original Survey schedule for Footpath No 19, completed in May 1951, indicated that the route commenced on “RoW 18”. This somewhat vague description doesn’t really add anything which would assist in determining the status of Path No 18.

- 5.10 The original Definitive Statement for Public Bridleway / Footpath No 10 states:

“From the Alnwick - Rothbury Road about 300 yards west of Reigham Quarry running in a southerly direction for about 200 yards to junction with Path No 18 in a south-westerly direction past Halfcrown Well,



over the Alnwick - Cornhill Railway Across the Black Burn and Linn Letch to the St Margaret's road about 370 yards north of Hadwin's Close.

- 5.11 The original Definitive Statement for Public Footpath No 18 states:
- “From Path No 10 about 280 yards south of the Alnwick - Rothbury Road in a southerly direction to join Path No 11 at High Hobberlaw.”

- 5.12 The original Definitive Statements for the public rights of way 'intersecting' with the alleged bridleways state:

Public Bridleway No 11

“From the Alnwick - Rugley Road at Intake in a south-westerly direction to High Hobberlaw then along the Urban District boundary to Path No 10, 220 yards north-east of Halfcrown Well.”

Public Footpath No 19

“From Path No 18 at the Old Quarry in an easterly direction to the Alnwick - Rugley Road 230 yards south of East View.”

## 6. SITE INVESTIGATION

- 6.1 From Point C, at a step stile on the U3050 road, 310 metres north of Hadwin's Close, an undefined path proceeds in a north-easterly direction across a ploughed field for a distance of 290 metres to the Linn Letch, then continues as a 30 cm wide trodden grass path in a north-easterly direction across rough pasture for a further 270 metres to a field gate and bridge across the Black Burn. The footpath continues, undefined, in a north-easterly direction for a further 150 metres across a pasture field to another step stile, then for an additional 130 metres to a step stile and footbridge across a field drain, then for another 135 metres across a pasture field to an area of dense gorse. A 0.5 metre wide well trodden earth / grass surfaced path (horse shoe prints as well as footprints) proceeds in a north-easterly direction, through the area of dense gorse, for a distance of 120 metres to a pedestrian gate. The path then proceeds across the dismantled railway line for a distance of 15 metres to another pedestrian gate, then through another area of dense gorse for a distance of 45 metres, to emerge at the edge of a pasture field. A 15 cm trodden grass path continues in a north-easterly direction across this pasture to a junction with the western end of existing Public Bridleway No 11.
- 6.2 From Bridleway No 11, an undefined path proceeds in a north-easterly direction across pasture, for a distance of 190 metres to a step stile, then for a further 110 metres to another step stile, then for 105 metres to another step stile, then for an additional 105 metres to a pedestrian gate leading onto a narrow access track and step stile to exit it. The undefined path proceeds in a north-easterly direction across pasture for 115 metres to a ladder stile then for a further 105 metres to a junction with the southern end of Bridleway No 31 and the north end of Footpath No 18, 270 metres south-east of Roscombe at Point B. This junction is obstructed by a relatively new wire fence along the eastern boundary of this last field. There is no gate or stile through this wire fence.
- 6.3 From Point B, at the southern end of existing Public Bridleway No 31, at its junction with existing Public Footpaths Nos 10 and 18, a grassy track

proceeds in a south-easterly direction for a distance of around 30 metres to a field gate, then continues across the corner of a field for around 10 metres to a ladder stile. Beyond this stile, the path proceeds, undefined in a south-easterly direction for a distance of 140 metres to a junction with existing Footpath No 19, then continues as a 2 metre wide grass surfaced track in a westerly, southerly and then easterly direction for a distance of 105 metres around the edge of the disused quarry to a field gate with pedestrian gate alongside. It then continues in an easterly direction for a further 15 metres to a stile. Across this stile, the path proceeds, undefined, in a south-easterly direction across a pasture field for a distance of 165 metres to a junction with existing Bridleway No 11 at Point D, 500 metres west of Intake.

## **7. COMMENTS RECEIVED ON THE DRAFT REPORT**

7.1 In February 2021, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments.

7.2 By email, on 6 April 2021, Ms V Forster of Pasture House Farm made the following comments:

“Thank you for sending me the attached documents which I have reviewed. My apologies for not responding during the first review.

“I would be in agreement with your comment in section 9.1 that there has been no public bridleway rights shown to exist over the route of the existing public footpath. As a horse owner and rider I have seen no use of these rights of way being used by horses and their riders, other than the local hunt.

“The existing footpath crosses at least four of our fields and I would have strong objection to the existing footpaths being used as a bridleway as this would severely impact on our farming business. We are a relatively small farm and this would cause us major problems especially in fields used for cropping. The inclusion of extra gates could cause potential problems as we often already experience gates being left open by members of the public. This has meant stock stray onto roads and neighbours fields.”

## **8. DISCUSSION**

8.1 Section 53 (3)(c)(ii) 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 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 [53(3)(c)(ii)].

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 Unsurprisingly, the County Maps from 1769 – 1828 don't really show the alleged bridleway routes. Since public footpaths don't appear to be shown on these maps at all, and public bridleways only figure very occasionally, if they had been shown this would have been some evidence in favour of the existence of higher rights.
- 8.5 The Alnwick Moor Inclosure Award of 1854 clearly identified the route of Footpath No 10 / Bridleway No 31 (or one very closely resembling it) as a "public foot way". The route of existing Bridleway No 11 was also identified as a private road and public footway. The route of alleged Bridleway No 18 (existing Footpath No 18) was not shown. If the Award had identified these routes as public bridleways this would have been very powerful evidence in support of an upgrade from public footpath status. But it did not. Public bridleway rights could have been acquired subsequently (as they appear to have been over the routes of existing Bridleways Nos 11 and 31) but this can't just be presumed – it would be necessary to find evidence to support that position.
- 8.6 The 1881 North East Railway deposited plan would be another opportunity to uncover strong evidence in support of public bridleway rights (if they existed), but where the planned railway crossed the alleged bridleway route, in the accompanying schedule it is simply identified as an "Occupation road". No mention, even, of the public footpath rights that were recognised in the inclosure award, just 27 years previously.
- 8.7 Although the routes of alleged Bridleways Nos 10 and 18 are generally shown on Ordnance Survey maps since the 1860s, this can only really be taken as evidence that a path / track existed on the ground. Both routes are already recorded as public footpaths, so the OS maps are of little help when trying to determine whether or not higher (bridleway) rights exist. Even the Book of Reference, which accompanied the 1:2500 scale, 1<sup>st</sup> Edition OS map, provides no assistance, despite this map being published little more than a decade after the Alnwick Moor Inclosure Award of 1854.
- 8.8 The Schedule of Public Rights of Way compiled by Alnwick Urban District Council, under the Rights of Way Act 1932, identified both of the alleged bridleway routes only as public footpaths. The same Schedule also identified the two neighbouring routes that are currently recorded as public bridleways (Bridleways Nos 11 and 31) as public footpaths too. Indeed, every single one of the twenty routes identified by the Urban District Council was indicated to be a public footpath. The opening paragraph of that document actually states: "Schedule of Public Footpaths in the Alnwick Urban District ..... which map indicates the footpaths described in this Schedule ....." It may be that this paragraph was worded that way because the following routes were all just footpaths (though it would still have been more accurate to call it a "Schedule of Public Rights of Way", not exclusively a schedule of footpaths), but it also does suggest, at least the possibility, that the person(s) responsible for drawing up the list did not perhaps appreciate the distinction between public

footpaths and public bridleways. If this was the case, this might explain why Footpaths Nos 1, 4, 5, 6, 7, 8, 10, 11, 13, 14 and 15 were all subsequently identified (or, in part, identified) with a higher (i.e. either bridleway or road used as a public path) status when surveyed for Definitive Map purposes, just 17 years later.

- 8.9 The Survey maps appear to have been the first to introduce the concept of cul-de-sac Bridleways Nos 11 and 10 (now BR 31) and this situation does not appear to have been altered or challenged at the subsequent Draft Map and Provisional Map stages, so became the de facto position on the original Definitive Map of Public Rights of Way published in 1962, and remains the position today.
- 8.10 Whilst the cul-de-sac situation may be unhelpful and counter-intuitive, it doesn't mean that it is necessarily incorrect. It would be difficult to argue, based upon the evidence available, and applying the correct 'balance of probabilities' test, that public bridleway rights had been shown to extend south-westerly over the route of existing Public Footpath No 10, or southerly, over the route of existing Footpath No 18. It might be argued that the cul-de-sacs only exist because Bridleways Nos 11 and 31 were mis-recorded as bridleways (i.e. they should have been recorded as public footpaths), but these routes have been legally recorded, apparently unchallenged, as public bridleways for almost 70 years. It would be difficult to demonstrate now, again applying the correct 'balance of probabilities' test, that this was an error, and that the routes were really just footpaths.
- 8.11 The British Horse Society consultation response indicated that fixing these gaps in the existing bridleway network would be of significant benefit to horse riders. Mr Ions, of Intake Farm, indicated in his consultation response, that he had no objection to bridleways in principle, but that the existing route of BR / FP 10 caused problems for the local farming community. It might not be possible to achieve a meaningful bridleway at this location, based upon historical documentary evidence, but it might be possible to achieve one by means of a combination of public path creation, diversion and extinguishment orders, following negotiation with landowners and path users.
- 8.12 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. A width might be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), or by reference to physical features (there is usually a boundary to boundary presumption for public highways). Neither documentary evidence, nor physical features are able to assist here. Therefore, if either route were to be included in a future Definitive Map Modification Order as a public bridleway, it is proposed to record it with the Council's standard default width of 3 metres for bridleways.

## **9. CONCLUSION**

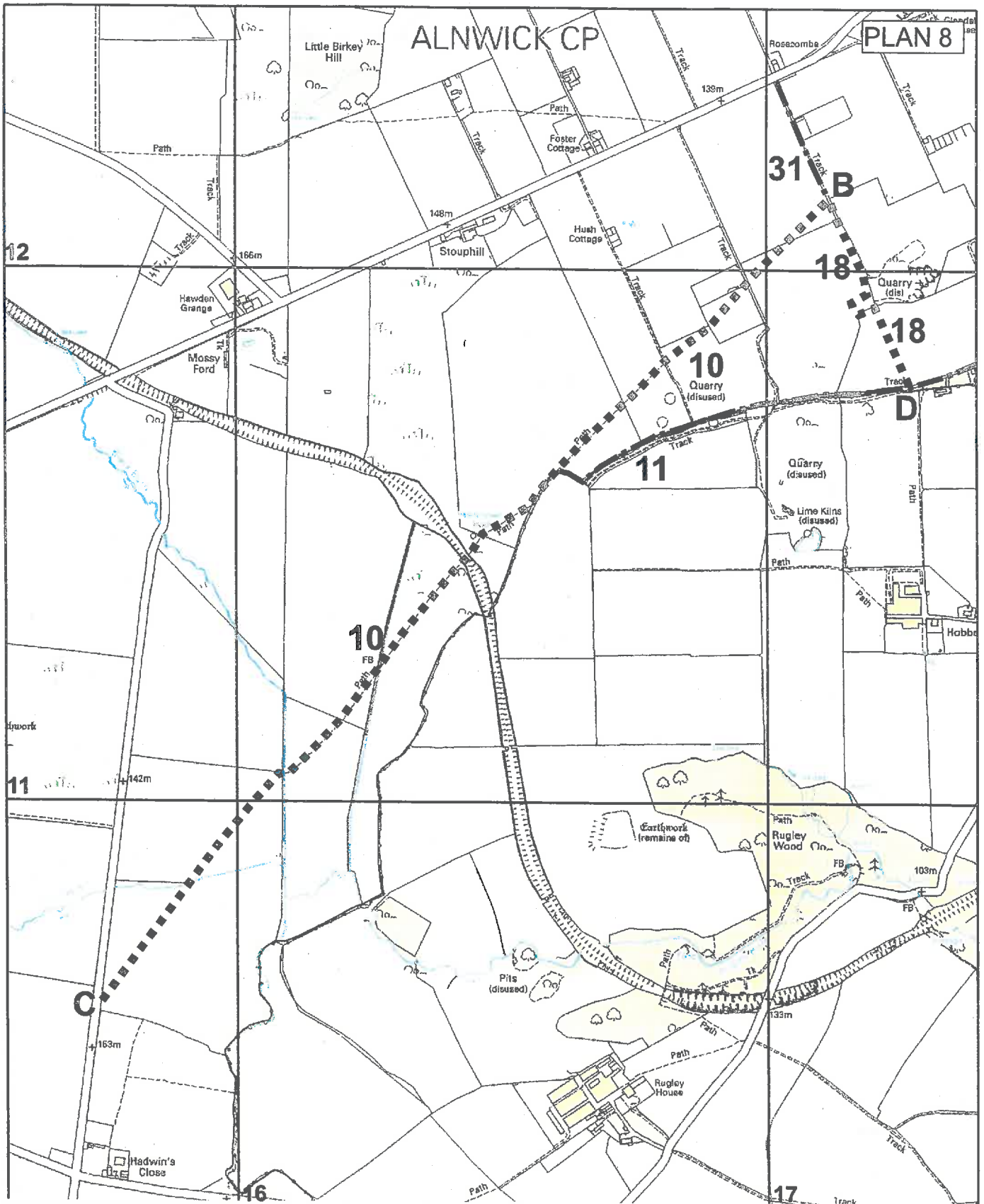
- 9.1 In light of the documentary evidence available, it appears that, on a balance of probability, public bridleway rights have not been shown to exist over the route of existing Public Footpath No 10 or over the route of existing Public Footpath No 18.

- 9.2 Officers should negotiate with land owners / occupiers and path users to see if a more meaningful public rights of way network could be achieved at this location.

## **BACKGROUND PAPERS**

Local Services Group File: A/4/10+18z

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PLAN 8

ALNWICK CP

# NORTHUMBERLAND

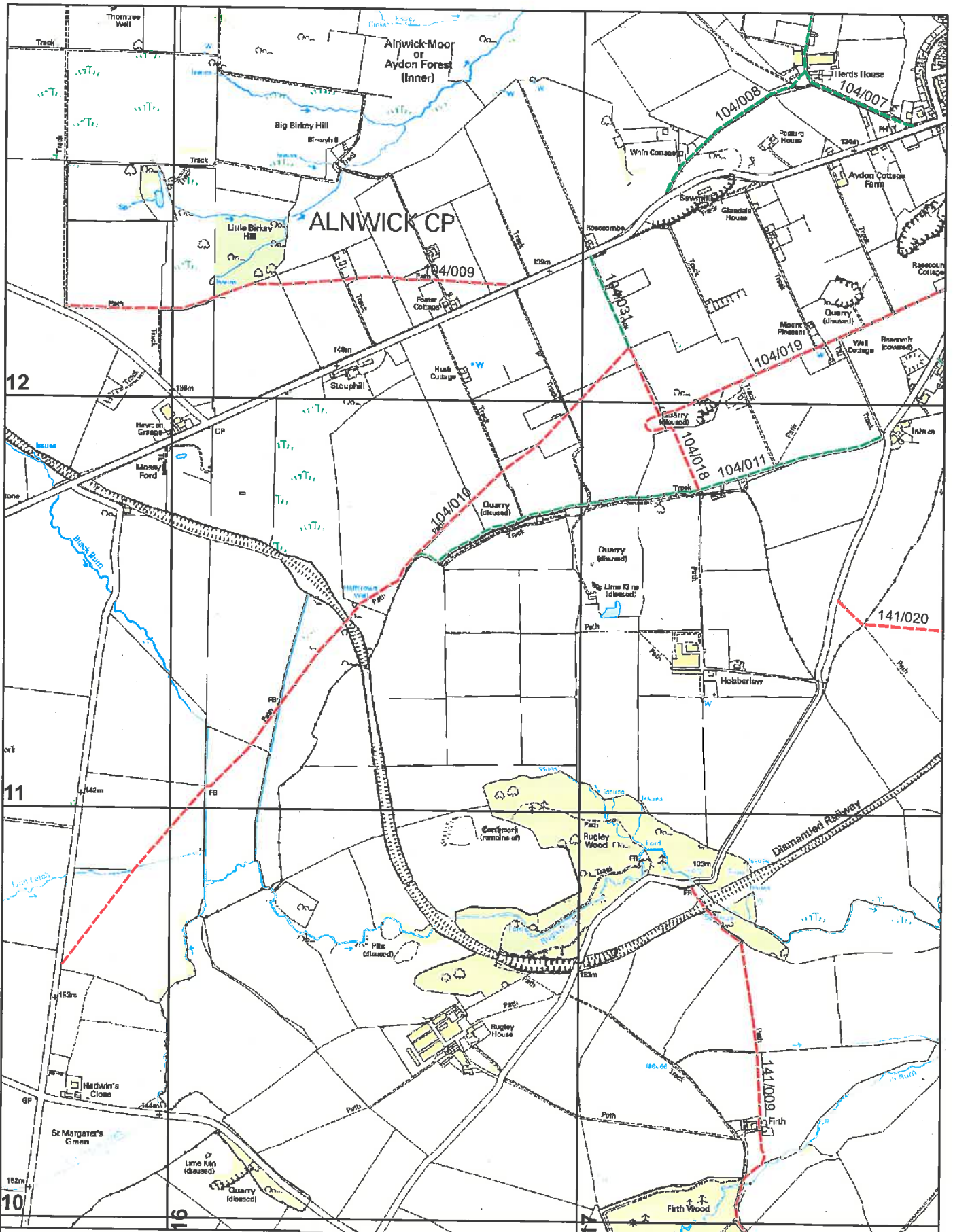
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## Wildlife and Countryside Act 1981 Public Rights of Way

-  Existing Public Bridleway
-  Public Footpath over which Public Bridleway rights may exist





Former District(s) Alnwick	Parish(es) Alnwick	Scale 1:10,000
Def. Map No. 69	O.S. Map NU 11 SE	Date October 2016



  
**Northumberland**  
 County Council

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 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: 1:12,500

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PLAN THAT ACCOMPANIED MR IONS' LETTER



**NORTHUMBERLAND**

Northumberland County Council

Infrastructure  
Local Services  
County Hall Morpeth Northumberland  
NE61 2EF  
Telephone 0845 600 6400

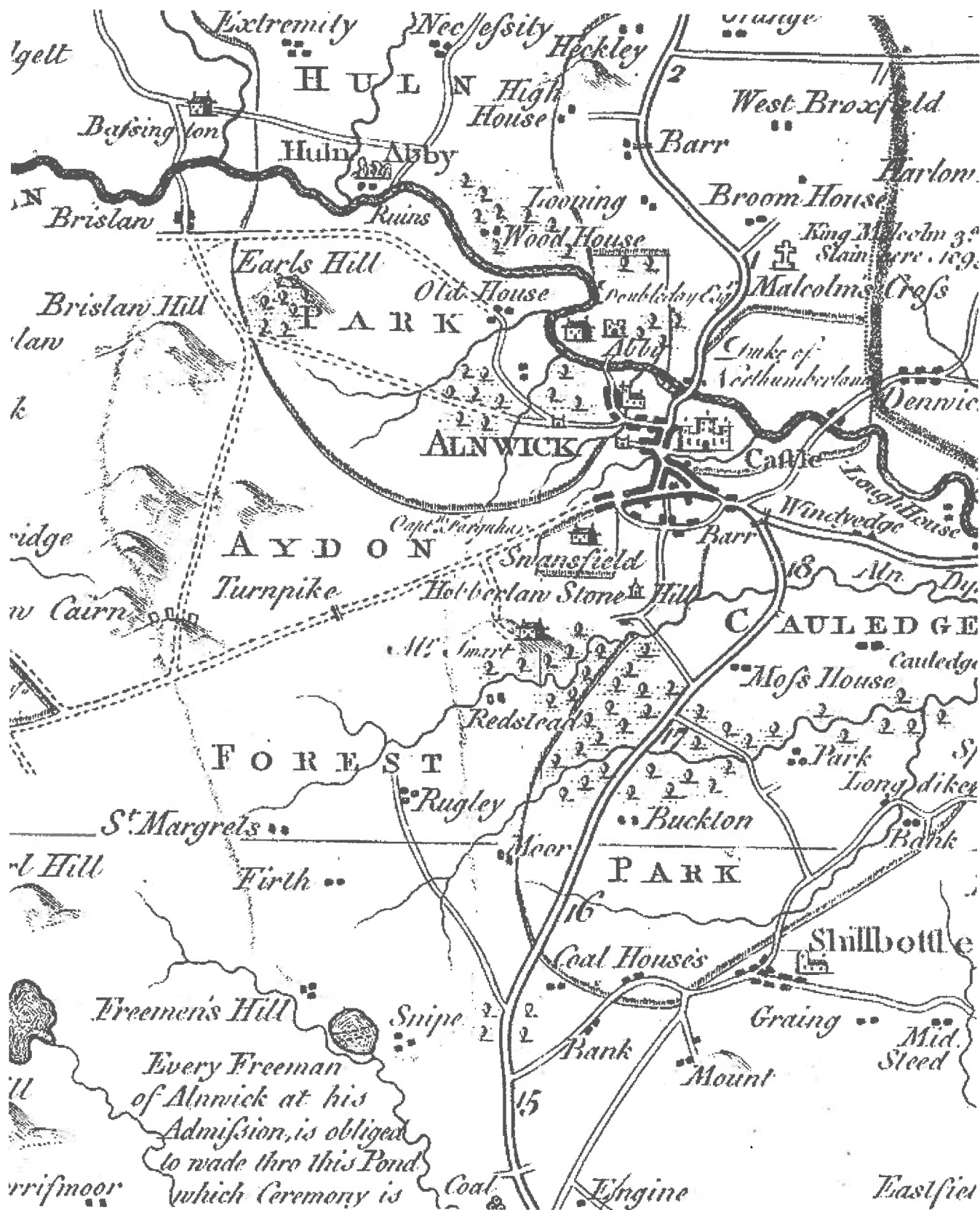
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**Wildlife and Countryside Act 1981  
Public Rights of Way**

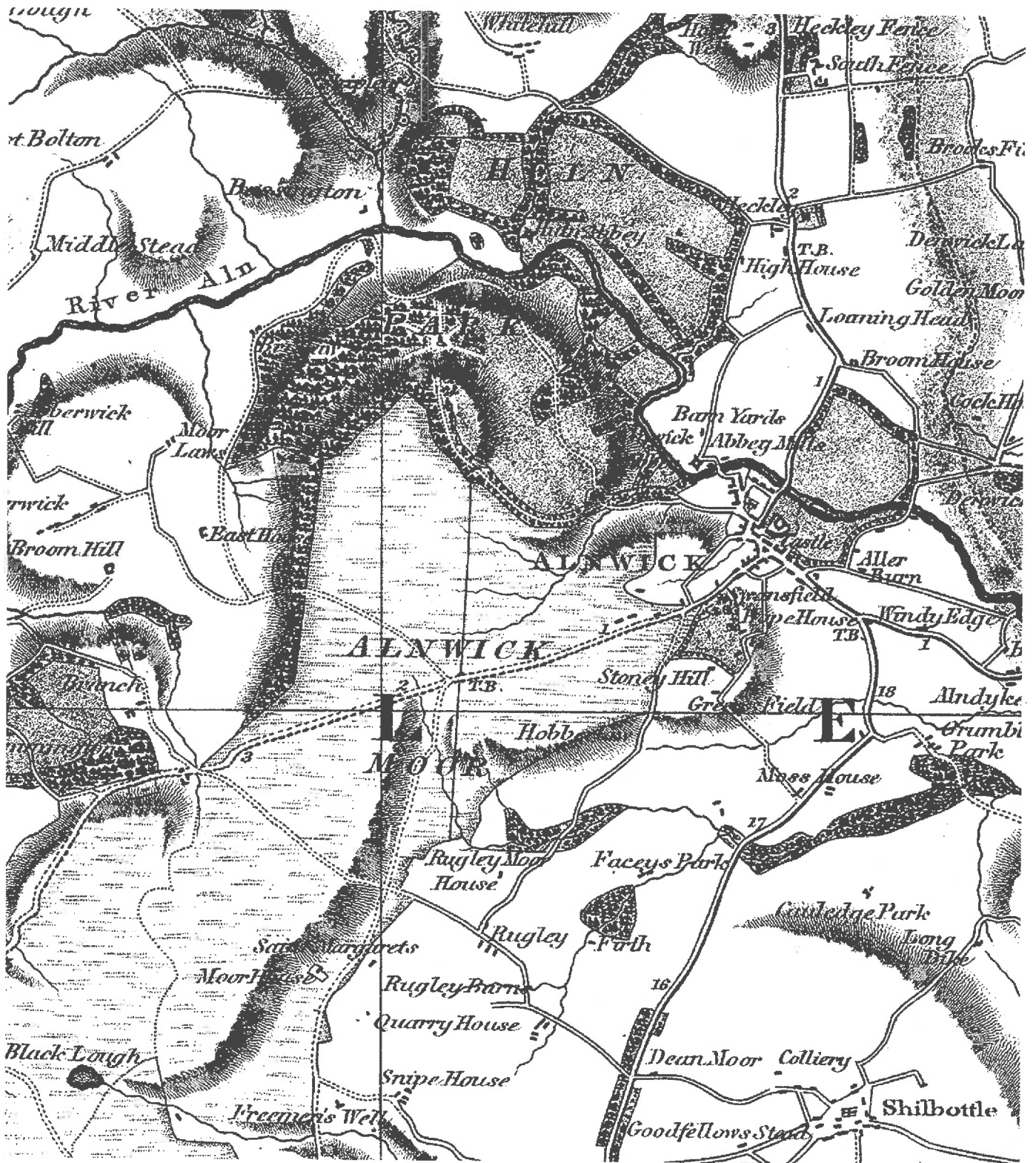
-  Existing Public Bridleway
-  Public Footpath over which Public Bridleway rights may exist

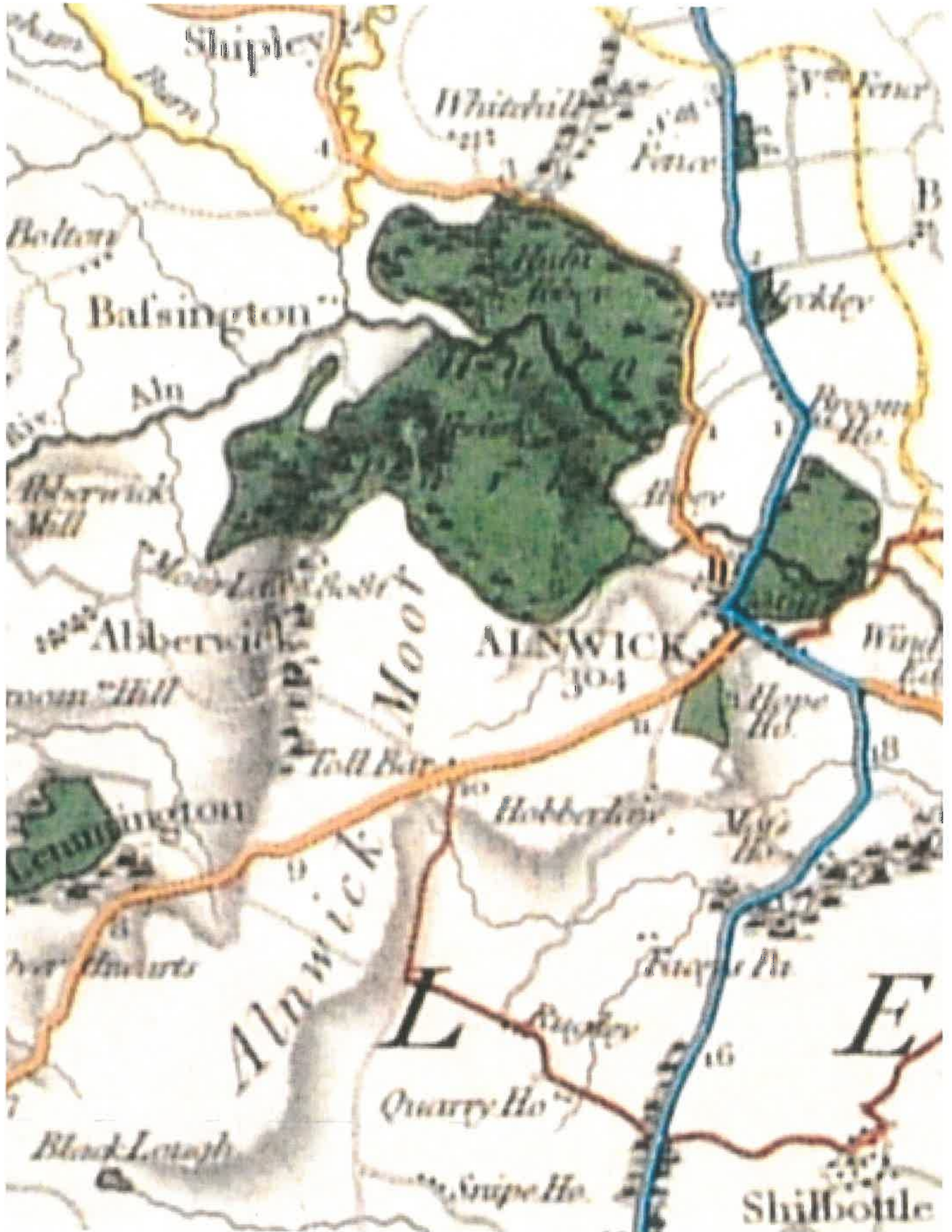
Former District(s) Alnwick	Parish(es) Alnwick	Scale 1:10,000
Def. Map No. 69	O.S. Map NU 11 SE	Date October 2016





Fryer's County Map  
1820





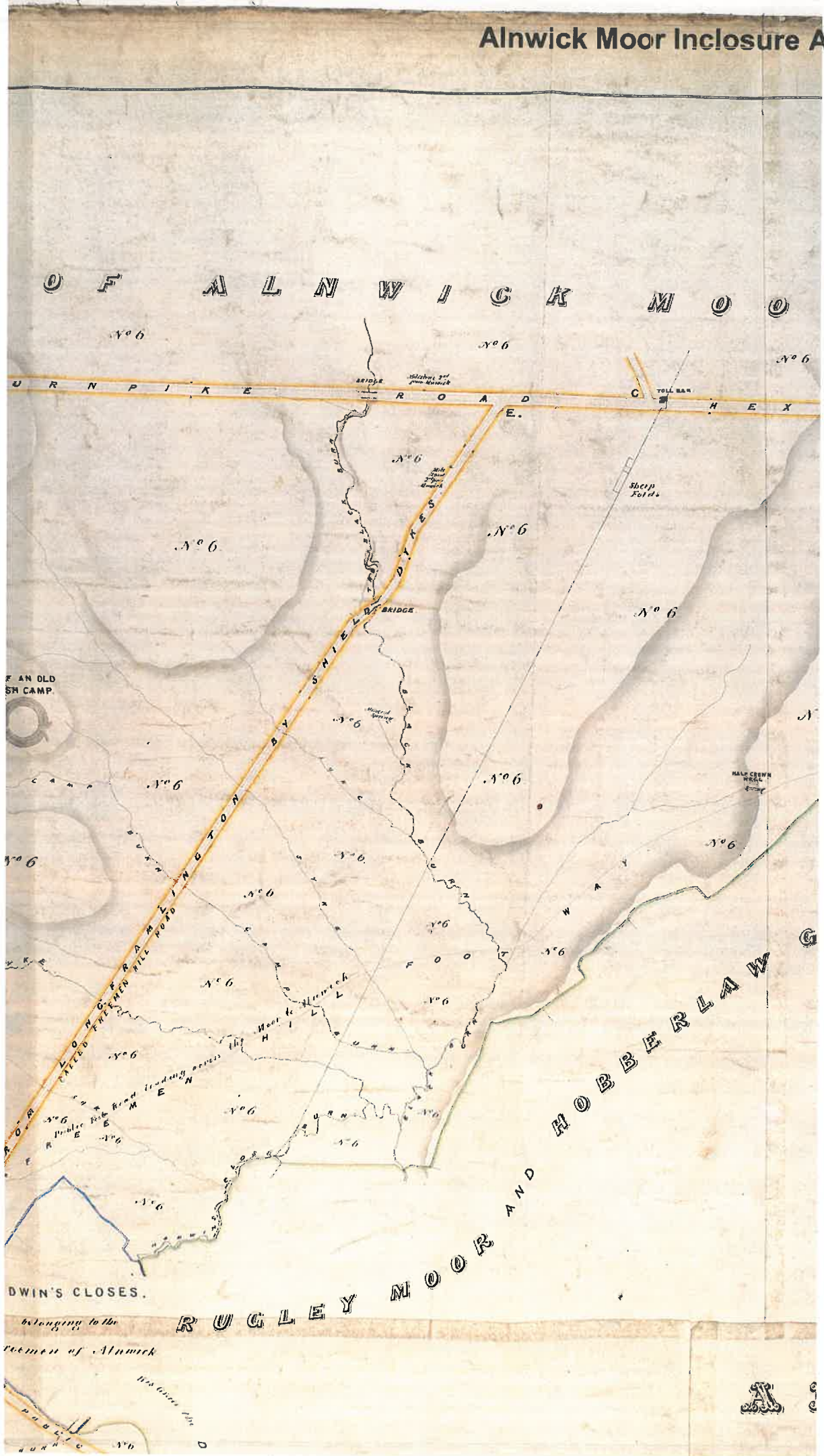
Greenwood's County Map  
1828



# Alnwick Moor Inclosure Award 1854



Alnwick Moor Inclosure Award  
1854



OF ALN WICK MOOR

URNPIKE ROAD

OF AN OLD  
SM CAMP.

DWIN'S CLOSSES.  
belonging to the  
townsmen of Alnwick

RUGLEY MOOR AND ROBERLAW



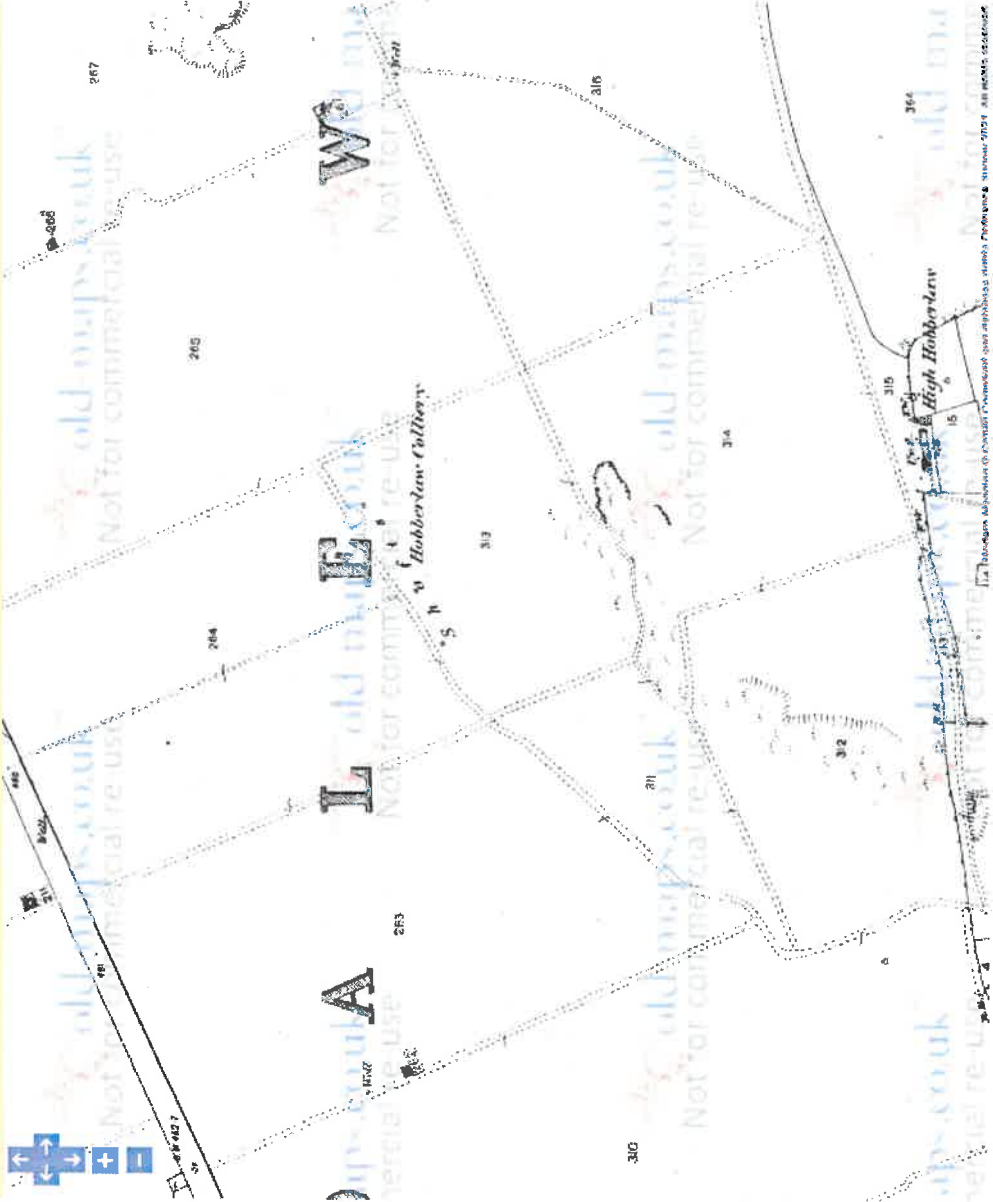
# 1st Edition 25" O.S. Map c.1866

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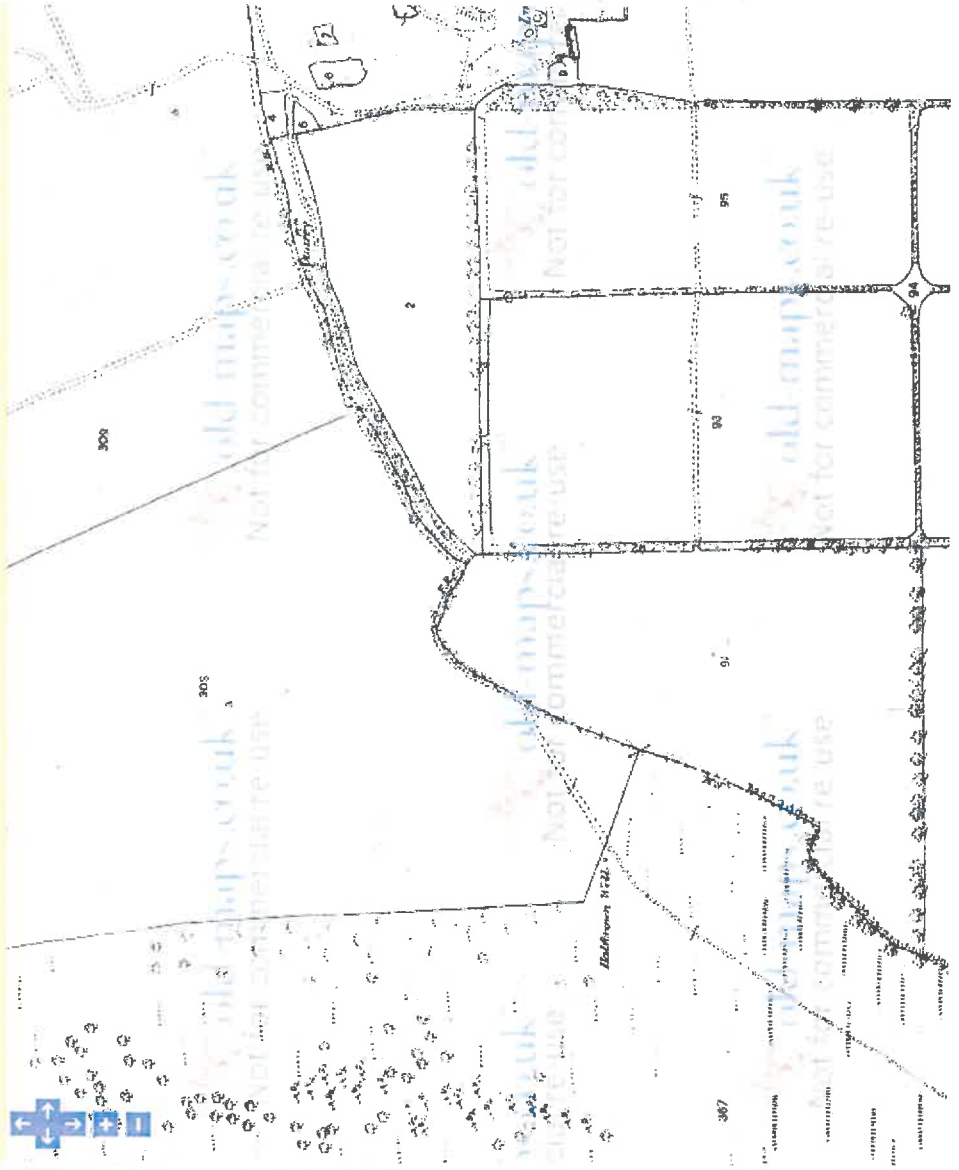
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OS County Series: NORTHUMBERLAND 1866-1895 1:2,500		
OS Town Plan, Alnwick, NORTHUMBERLAND 1866 1:528		
OS County Series: NORTHUMBERLAND 1867 1:10,560		
OS County Series: NORTHUMBERLAND 1897 1:2,500		



# 1st Edition 25" O.S. Map C.1866

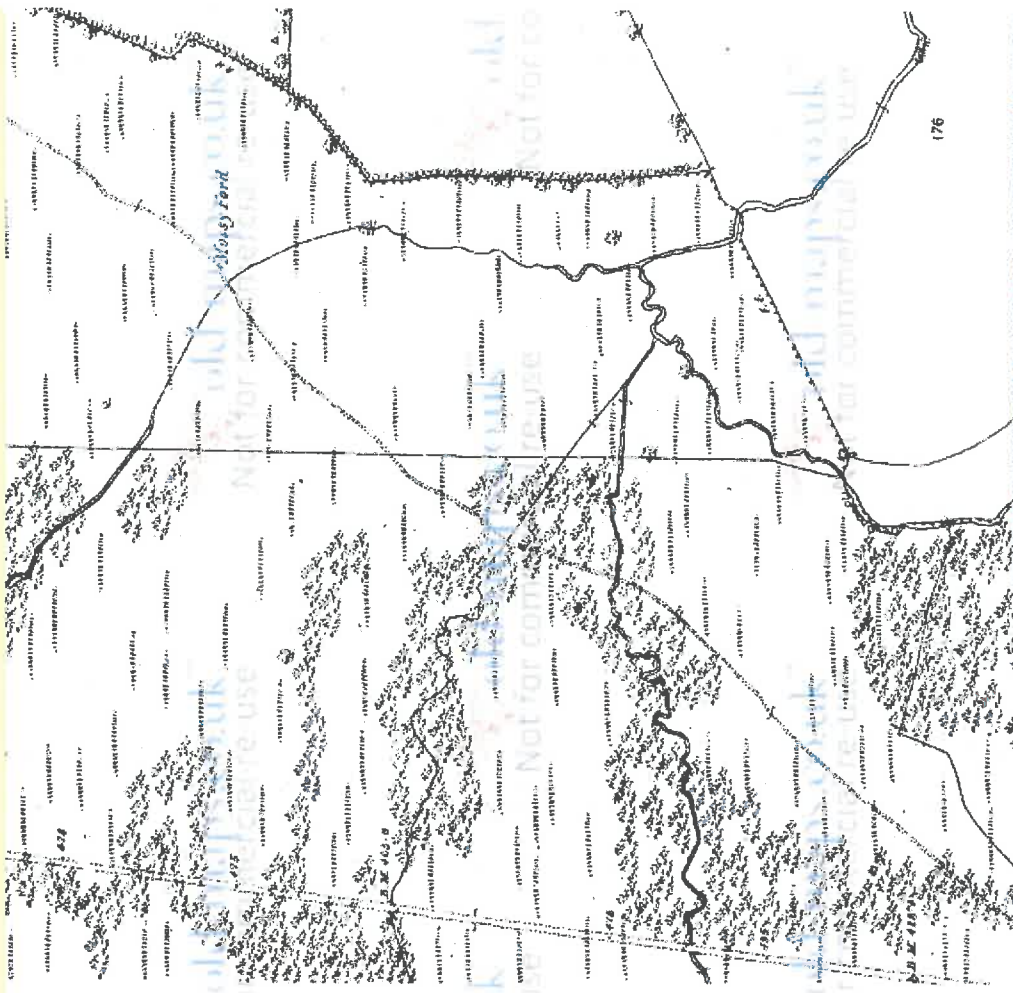


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## Available Maps

All Map Types

OS Town Plan: Alnwick,  
NORTHUMBERLAND  
1851 1:2,640



Enlarge View

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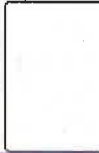
OS County Series:  
NORTHUMBERLAND  
1868-1895 1:2,500



Enlarge View

Add to Cart

OS Town Plan: Alnwick,  
NORTHUMBERLAND  
1866 1:528



Enlarge View

Add to Cart

OS County Series:  
NORTHUMBERLAND  
1867 1:10,560



Enlarge View

Add to Cart

OS County Series:  
NORTHUMBERLAND  
1897 1:2,500



Enlarge View

PARISH OF ALNWICK.

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	3744.246	<i>Brought forward.</i>		3913.864	<i>Brought forward.</i>
248	8.093	Arable.	293	.979	Wood.
249	6.128	Pasture.	294	.162	Houses, yard, & garden (Campshall Cottage).
250	.930	Private road.			House.
251	4.942	Arable, &c.	295	.010	Private road.
252	15.038	Arable.	296	1.664	Wood.
253	.861	Pasture.	297	1.496	Arable.
254	.465	Garden, &c.	298	7.056	Arable, &c.
255	3.053	Pasture & shed.	299	4.743	Arable.
256	4.001	North Eastern Railway (Alnwick Branch).	300	7.316	Pasture.
257	.466	Arable, &c.	301	3.129	Cemetery.
258	.056	House, &c. (Stoophill).	302	5.914	Garden.
259	2.476	Rough pasture.	303	1.904	Arable, &c.
260	2.761	Arable.	304	17.746	Arable, &c.
261	3.956	Arable, &c.	305	6.449	Arable, &c.
262	.047	House & garden.	306	.020	House (Moorgate T.P.).
263	17.486	Arable, &c.	307	14.354	Public road.
264	14.704	Arable, &c.	308	32.851	Arable, &c.
265	21.982	Arable, &c.	309	8.544	Arable, &c.
266	3.312	Quarry, &c. (Reham Quarry).	310	26.445	Arable, &c.
266a	.010	House.	311	3.612	Arable, &c.
267	20.720	Arable, quarry, &c.	312	9.070	Arable, quarry, &c.
267a	.080	House, gardens, &c.	313	7.437	Arable, &c.
268	3.202	Arable, &c.	314	10.924	Arable, quarry, &c.
269	.011	House.	315	.787	Arable.
270	.070	Garden.	316	16.558	Arable, &c.
271	1.914	Arable.	317	12.019	Arable.
272	.089	Wood.	318	.031	House & garden (Skinners' Arms P.M.)
273	.020	Wood.	319	3.220	Arable.
274	.041	Wood.	320	.301	Private road.
275	2.217	Wood, &c.	321	.218	Gardens.
276	.025	Wood.	322	.480	Wood.
277	.021	Wood.	323	3.563	Pasture, &c.
278	.022	Wood.	324	.740	Wood.
279	.020	Wood.	325	.085	Wood.
280	27.316	Ornamental ground.	326	1.141	Pasture, &c.
281	.009	Wood.	327	.384	Wood, &c.
282	.016	Wood.	328	.371	Garden, &c.
283	.072	Wood.	329	.902	Houses, yards, &c. (Stonyhill).
284	.020	Wood.			House.
285	.034	Wood.	330	.020	Pasture, &c.
286	.180	Wood.	331	5.154	Wood.
287	.009	Wood.	332	.159	Arable.
288	.019	Wood.	333	6.142	Arable.
289	.270	Wood.	334	8.540	Arable.
290	.145	Wood.	335	.099	House, garden, &c. (Blackstone Cottage).
291	.207	Wood.	336	5.783	Arable.
292	.010	House (Stonyhill Tower).	337	6.496	Arable.
			337a	.046	Pasture.
	3913.864	<i>Carried forward.</i>		4138.870	<i>Carried forward.</i>

PARISH OF ALNWICK.

5

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	4158-870	<i>Brought forward.</i>		4641-287	<i>Brought forward.</i>
338	3-983	Arable & shed.	380	25-438	Rough pasture, furze, &c.
339	4-229	Arable.			
340	4-926	Arable & shed.	381	7-769	Houses, yards, gardens, &c. (Freemanhill).
341	2-940	Arable & shed.			
342	2-977	Arable.			
343	5-027	Arable.	382	10-384	Arable & quarry.
344	3-298	Arable, &c.	383	8-692	Arable.
345	3-291	Arable.	384	2-299	Public road.
346	2-441	Arable.	385	5-393	Arable, &c.
347	11-289	Pasture & house.	386	3-46	Pasture, &c.
348	7-358	Arable, &c.	387	24-300	Arable.
349	2-125	Pasture, &c.	388	18-124	Arable.
350	1-565	Gardens.	389	3-150	Rough pasture.
351	3-070	Arable.			
352	2-704	Pasture, &c.		4738-189	
353	3-743	Arable.			
354	5-900	Arable.			
355	5-176	Arable.			
356	1-171	Pasture.			
357	6-658	Public road.			
358	1-131	House and garden (Willowtree Inn).			
359	6-005	House.			
360	4-876	Pasture.			
361	2-540	Public road.			
362	3-398	Houses, yards, gardens, &c. (Intake).			
363	2-069	Pasture.			
364	13-489	Arable.			
365	8-918	Arable.			
366	4-243	Public road.			
367	85-382	Rough pasture, furze, &c.			
368	11-045	Arable.			
369	3-758	Public road.			
370	6-720	Arable.			
371	4-239	Arable, &c.			
372	1-189	Houses, gardens, &c. (Freeman's Arms P.H.)			
373	10-614	Pasture, &c.			
374	1-029	Public road.			
375	1-101	Garden.			
376	233-630	Rough pasture, furze, &c.			
377	10-923	Arable.			
378	1-130	Houses, &c. (Moor House).			
379	1-120	Pasture.			
	4641-287	<i>Carried forward.</i>		24-940	<i>Carried forward.</i>

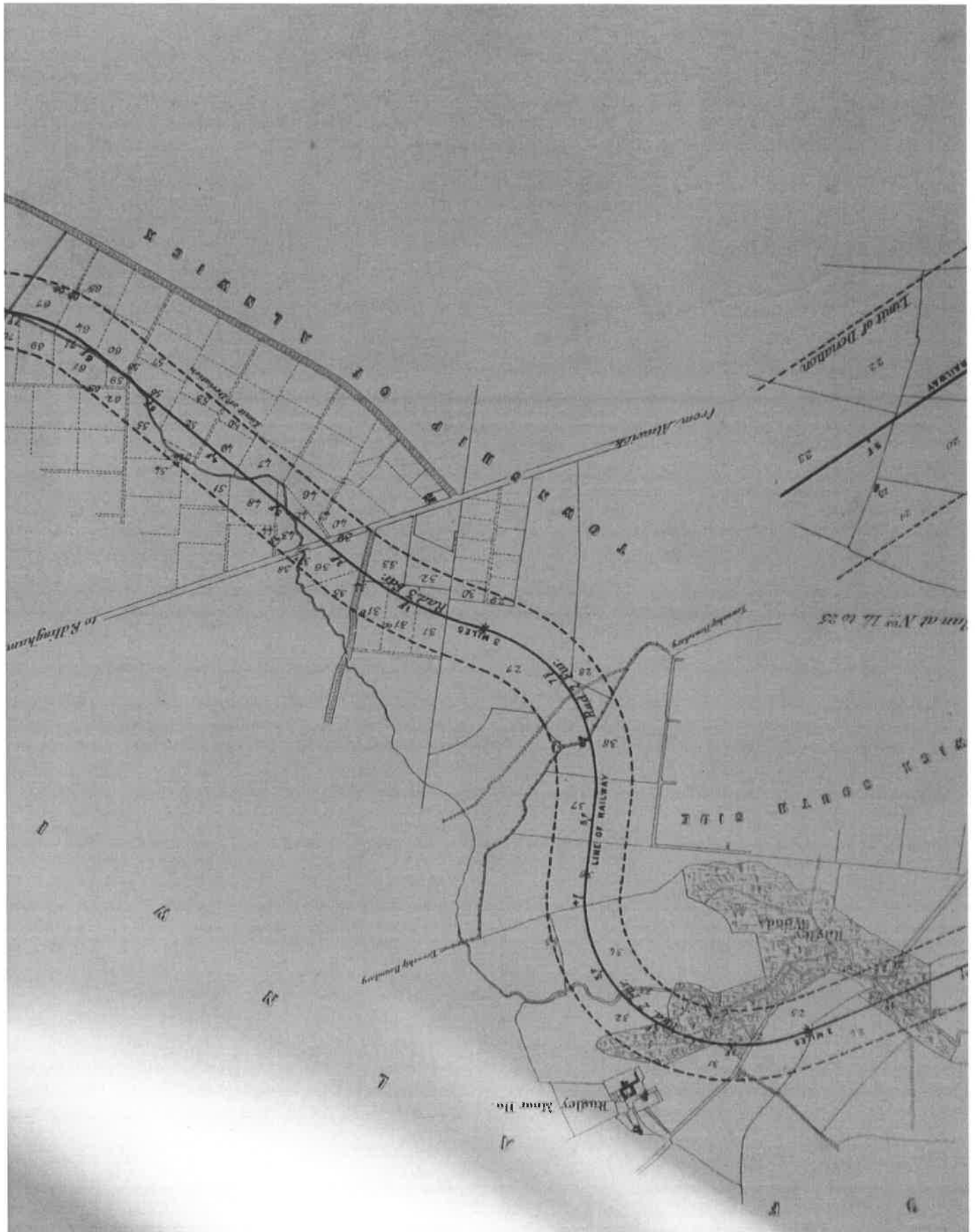
RECAPITULATION.	
4055-151	Land.
59-111	Public roads.
9-395	Railways.
14-532	Water.
4738-189	Total area of the Tp. Alnwick.

TP. OF ALNWICK SOUTH SIDE.		
1	1-127	Pasture, quarry, &c.
2	6-375	Arable.
3	1-150	Pasture.
4	1-122	Garden.
5	0-070	Garden.
6	1-162	Garden.
7	0-41	Garden.
8	0-015	Pasture, waste, &c.
9	1-129	Houses & garden.
10	1-128	Pond.
11	2-284	Wood.
12	1-187	Pasture.
13	3-360	Pasture, &c.
14	0-065	Garden.
15	1-203	Houses, gardens, &c. (High Hobberlaw).
16	5-513	Arable, &c.



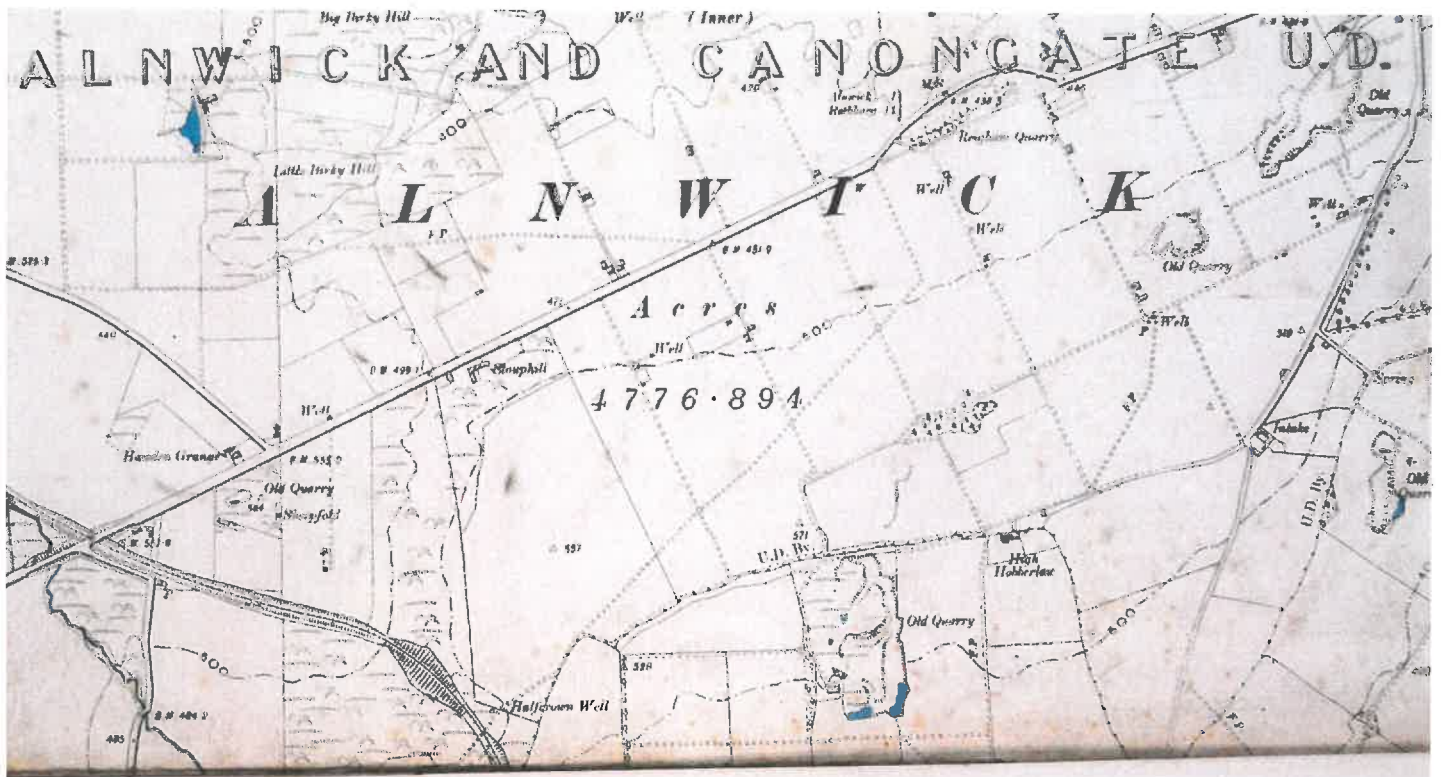
North Eastern Railway (Alnwick and Cornhill Branch)  
Deposited Plan  
1881



North Eastern Railway (Alnwick and Cornhill Branch)  
Book of Reference  
1881

NUMBER ON PLAN.	Parish of <i>Alnwick</i>	Township of <i>Alnwick</i>	in the County of Northumberland.	
NUMBER ON PLAN.	DESCRIPTION OF PROPERTY.	OWNERS OR REPUTED OWNERS.	LESSEES OR REPUTED LESSEES.	OCCUPIERS.
27	<i>New Land and Occupation Road</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick</i>	<i>John Grey</i>	<i>John Grey</i>
28	<i>Field and Occupation Road</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick</i>	<i>James Cairns</i>	<i>James Cairns</i>
29	<i>Field allotment</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick</i>	<i>Thomas Beal</i>	<i>Thomas Beal</i>
30	<i>Field allotment</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick</i>	<i>Thomas Beal</i>	<i>Thomas Beal</i>
31	<i>Field allotment</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick and James Spurgeon</i>	<i>Robert Stranghan</i>	<i>Robert Stranghan</i>
31	<i>Field allotment</i>	<i>The Trustees acting on behalf of the Freemen and Freeman's Widows of the Borough of Alnwick and John Dixon</i>	<i>Robert Stranghan</i>	<i>Robert Stranghan</i>

(H)

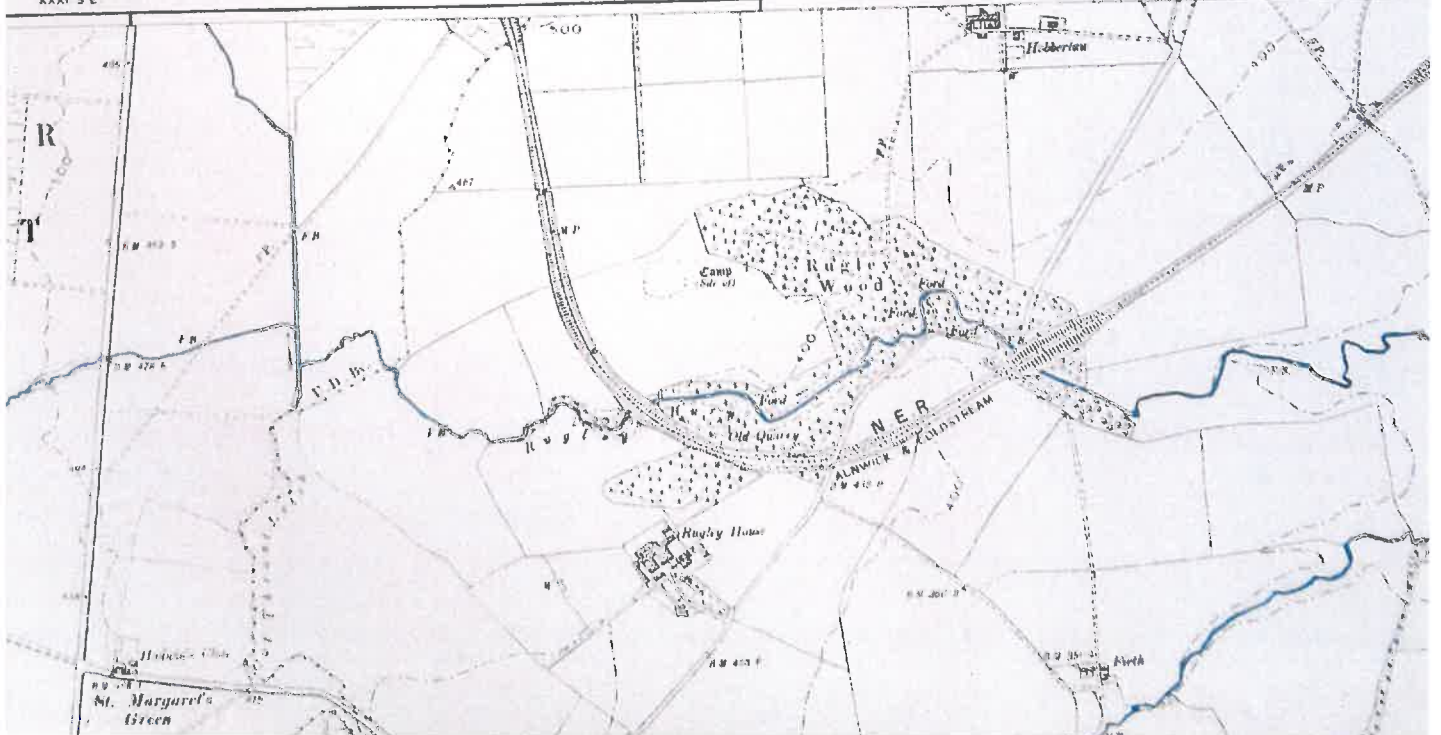


NORTHUMBERLAND SHEET XXXVIII.

EDITION, 1899.  
ALNWICK UNION

ALNWICK AND  
CANON-GATE U.D.  
ALNWICK PR.

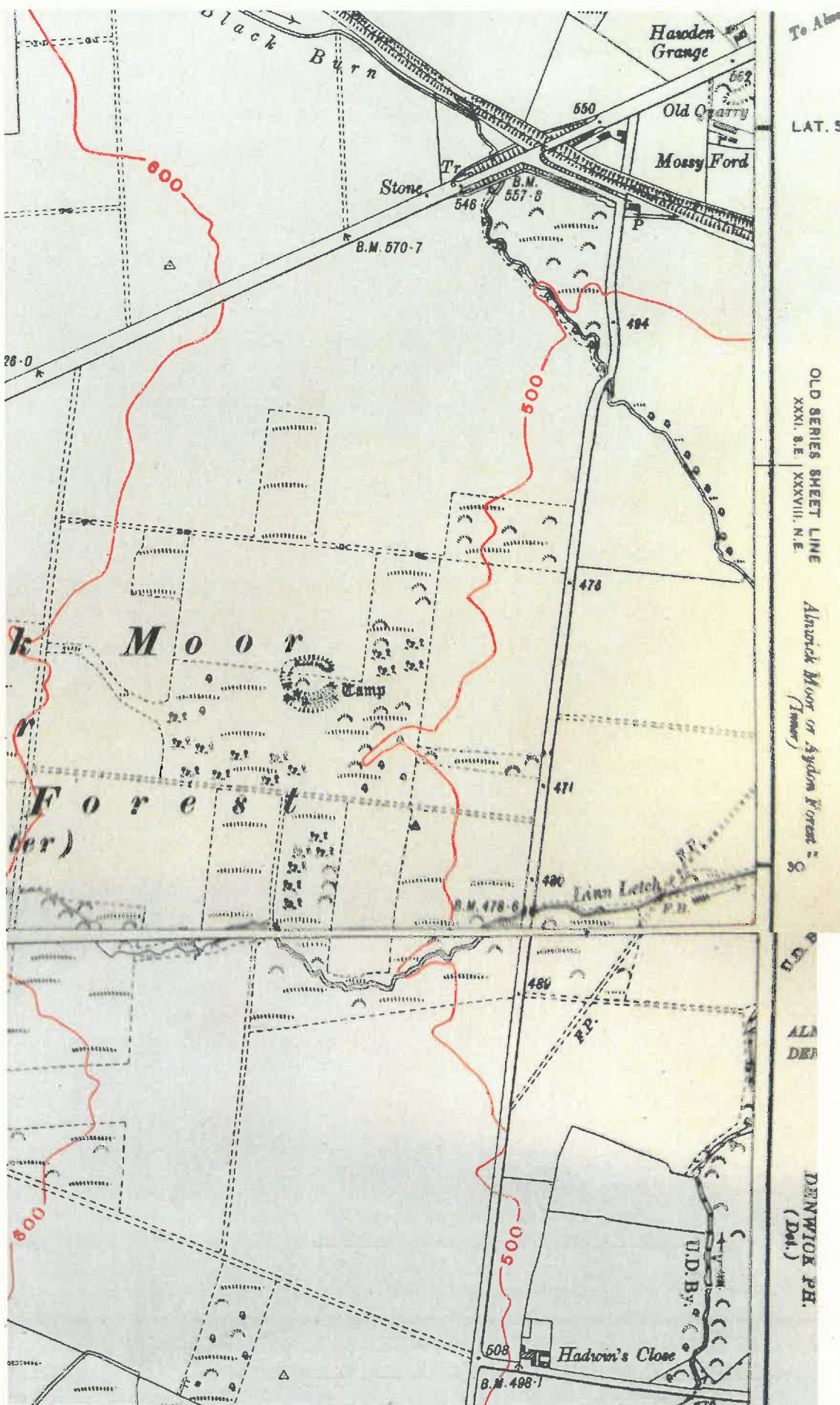
LONG. 1° 45' W.



# Finance Act 1910 - Plan









(North – East section)

# Alnwick UDC Schedule & Map - under Rights of Way Act 1932

ALN WICK URBAN DISTRICT COUNCIL.



## RIGHTS OF WAY ACT, 1932.

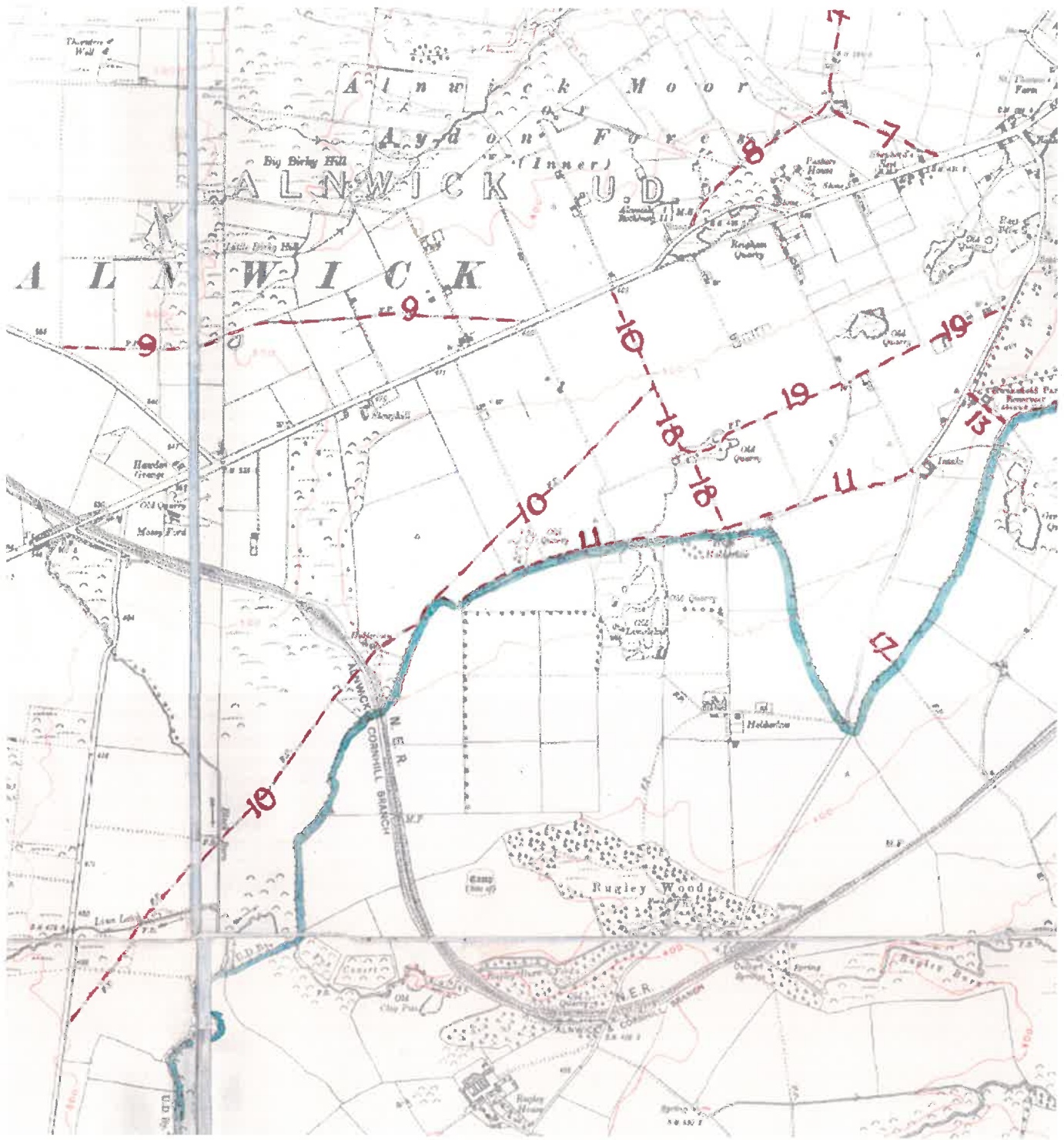
Schedule of Public Footpaths in the Alnwick Urban District to be read in conjunction with and considered as part of the six inch to one mile Ordnance Survey Map of the Alnwick Urban Area and marked, Alnwick Urban District Council, Rights of Way Act, 1932, which map indicates the footpaths described in this schedule by red dotted lines and numbers corresponding with those of this schedule.

1. A footpath beginning at the South End of Victoria Crescent going due South to the Urban District boundary, then following the boundary in a South Easterly direction for approximately 100 yards when it crosses the boundary into the Alnwick Rural District and ends on the Great North Road 370 yards North East of the South Gate.
2. A footpath leading from the Great North Road near the Alnwick Cemetary in a South Easterly direction towards Cawledge East Park, terminating at the Urban District Boundary.
3. A footpath leading from the Alnmouth Road, immediately East of Alndyke, in a South Easterly direction to the Urban District Boundary, and continuing in the direction of Hawkhill and Spy Law.
4. A footpath leading from the Denwick Lane at a point a short distance East of Moffat's Well and proceeding in an Easterly direction, along Fisher Lane, past Allerburn ~~Colleges~~, and terminating at the stepping stone at the centre of the river at Denwick Mill.
5. A footpath leading from the Alnmouth Road between the houses Thornhill and Oaklands, and going in a North Easterly direction until it joins the footpath number four described above.
6. A footpath leading from the West end of Bailiffgate along Rattenrow then in a South Westerly direction to the Recreation Ground, then in an Easterly direction on the South side of the Wash Burn until it reaches the Howling Lane.
7. A footpath joining the footpath number six at the Recreation Ground and running in a Southerly direction towards the Herd's House and then in a South Easterly direction to the Alnwick and Rothbury Road near the Shephard's Rest.
8. A footpath joining the footpath number seven at the Herd's House, and running in a South Westerly direction to join the Rothbury Road near the Reigham Quarry.
9. A footpath leaving the Rothbury Road at a point approximately 500 yards West of Reigham Quarry and proceeding in a Westerly direction, joining the Redside or Broomhill Road at a point approximately 500 yards North West of Hawdon Grange.
10. A footpath called the Freeman Hill Footway leaving the Rothbury Road at a point approximately 300 yards West of Reigham Quarry and leading South, and then South West direct to the St. Margaret's Road at a point approximately 330 yards North of Hadwin's Close.
11. A footpath called the Intake footpath beginning at a point on the last named path approximately 270 yards North East of the Railway Line and proceeding in an Easterly direction to the Intake Farm.

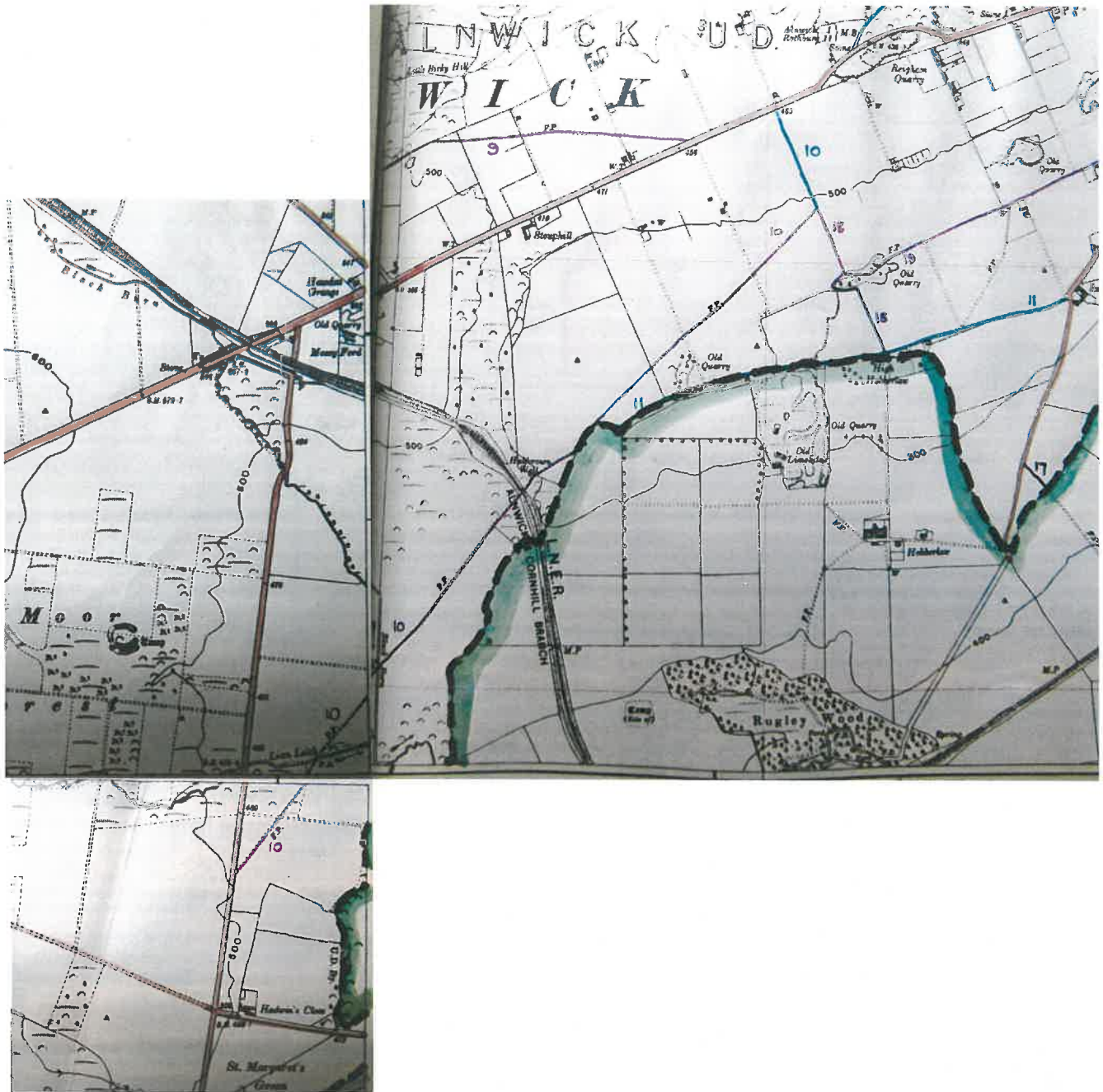
## Alnwick UDC Schedule & Map under Rights of Way Act 1932

12. A footpath on the South East side of Clayport leaving the Rugley Road at a point approximately 100 yards South of the Alnwick Rothbury Road and leading North East on the land of the Freemen adjoining the Swansfield Estate, and terminating at the Polly Steps at the North West end of Lisburn Street.
13. A footpath leaving the Rugley Road at a point 200 yards North East of the Intake Farm, leading South East to the Urban District Boundary, then branching in an Easterly direction, past Stoneyhill and in a Northerly direction from the Gate of Greensfield, past Camphill Cottage to Hope House, from Hope House along the top of the field adjoining Swansfield Park, behind Bellevue to Lisburn Street.
14. A footpath leaving footpath Number Thirteen at a point 100 yards South of Camphill Cottage proceeding due East until it meets the extension of Hope House Lane which leads to Blakelaw Cottage, and then leading along this lane in a Northerly direction to the West end of Swansfield Park Road.
15. A footpath leaving Number Thirteen at Hope House leading East to the West end of Swansfield Park Road.
16. A footpath leaving Number Thirteen behind Hope House and going North East across the field through the allotments and joining Hope House Lane nearly opposite the main entrance to the Duke's School.
17. A footpath leaving the Rugley Road at a point approximately 220 feet North of the Urban Boundary and proceeding in a South Easterly direction to the Urban Boundary, approximately 100 yards.
18. A footpath leaving Footpath No 10 at the point where it turns in a South Westerly direction and joining footpath No 11 at High Hobberlaw.
19. A footpath leaving Footpath No 18 at the Old Quarry and proceeding in an East North Easterly direction to the Rugley Road at a point approximately 500 yards South of the Bank Top.
20. A footpath leaving Footpath No 6 near the Cricket Ground and going on the outside of the Park Wall Boundary of the Duke of Northumberland in a Westerly direction to the Urban Boundary at Cloudy Crags.

# Alnwick UDC Schedule & Map - under Rights of Way Act 1932



# Survey Map



NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949. SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of \_\_\_\_\_ in the Rural District of \_\_\_\_\_

~~Borough~~ } of ALNUMICK  
Urban District }  
(Delete whichever is inapplicable).

- 1. Number of highway on Map 4      2. Kind of Path (i.e., F.P., B.R.) B.R. & F.P.
- 3. Starts at Robbery Road to St Margaret Road
- 4. Name of Path (if any) \_\_\_\_\_
- 5. Is the Path well defined? Yes
- 6. Is the Path metalled? If so, define length \_\_\_\_\_
- 7. If its width can be stated, insert here \_\_\_\_\_
- 8. What is the present condition of the path, stales, etc.? fair
- 9. Is it subject to being ploughed out? No
- 10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known \_\_\_\_\_
- 11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant \_\_\_\_\_
- 12. Have persons been prevented using the highway? No
- 13. Give particulars of any obstructions None
- 14. Names of owners of freehold and previous owners, if known, for past 30 years \_\_\_\_\_
- 15. What maps have been consulted, and where are they deposited?  
Right of Way Act 1932. Alnumick N.D.C.
- 16. What records have been consulted, and where are they deposited? \_\_\_\_\_
- 17. Any other relevant information  
BR from Alnumick - Robbery Rd B6241 to junction with path 18  
FP from junction path 18 St Margaret Road

Surveyed by	Address	Dates of Survey
<u>G. Riety</u> <u>Town Surveyor.</u>	<u>Alnumick N.D.C.</u>	<u>28.5.57</u>

Important :- Sheet No. of Map on which Highway is shown

<u>75</u>	<u>35 NW</u>	<u>5</u>
<u>75</u>	<u>34 NE</u>	<u>3</u>
<u>75</u>	<u>34 S.2</u>	<u>4</u>

NORTHUMBERLAND COUNTY COUNCIL.

National Parks and Access to the Countryside Act, 1949. Part IV

Public Rights of Way - Statement.

- 1. Borough . . . . .
- Urban District *Alnwick* . . . . .
- Rural District . . . . .
- 2. Parish . . *Alnwick* . . . . .
- 3. Number of footpath on map . . *10* . . . . .
- 4. Name of path . . . . .
- 5. Kind of path ( i.e. F.P./BR.) . . . . .
- B.R. From Rothbury Road 800 ft South*
- F.P. Remainder to Hadwin's Close.*

6. General Description of path *Rothbury Road - St Margaret's Road. From the public road 200<sup>th</sup> west of milestone Alnwick<sup>1</sup> } running in a southerly direction to junction with Rothbury<sup>11</sup> } path 18, then turning SW. past Halfpenny Well over railwayline and continuing over the Black Burn<sup>and being kept</sup> to the public road north of Hadwin's Close.*

7. Other relevant information *Rights of Way Act 1932*  
*map deposited with Alnwick U.D.C.*  
 . . . . .  
 . . . . .

*From the Alnwick - Rothbury road about 200 yards west of milestone Alnwick<sup>1</sup> Rothbury<sup>11</sup>, running in a southerly direction for about 100 yards to junction with path 18 then in a southerly direction past Halfpenny Well on the Alnwick and Rothbury railway across the Black Burn and Lower Letch to the public road known as St. Margaret's Road about 100 yards north of Hadwin's Close.*



NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of \_\_\_\_\_ in the Rural District of \_\_\_\_\_

Borough }  
Urban District } of ALNWICK  
(Delete whichever is inapplicable).

1. Number of highway on Map 11
2. Kind of Path (i.e., F.P., B.R.) B.R.
3. Starts at Stable Farm to High Abbots
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? -
6. Is the Path metalled? If so, define length \_\_\_\_\_
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.? fair
9. Is it subject to being ploughed out? No
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known \_\_\_\_\_
11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant \_\_\_\_\_
12. Have persons been prevented using the highway? No
13. Give particulars of any obstructions None
14. Names of owners of freehold and previous owners, if known, for past 30 years \_\_\_\_\_
15. What maps have been consulted, and where are they deposited?  
Right of Way Act 1932 deposited with  
Alnwick U.D.C.
16. What records have been consulted, and where are they deposited? \_\_\_\_\_
17. Any other relevant information \_\_\_\_\_

Surveyed by	Address	Dates of Survey
<u>G. Barty</u> <u>Team Surveyor.</u>	<u>Alnwick U.D.C.</u>	<u>28.5.51.</u>

Important :- Sheet No. of Map on which Highway is shown

75 1 35000 5

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of \_\_\_\_\_ in the Rural District of \_\_\_\_\_

~~Borough~~  
Urban District } of SLAMICK  
(Delete whichever is inapplicable).

1. Number of highway on Map 18 2. Kind of Path (i.e., F.P., B.R.) FP
3. Starts at Rothbury Road to High Holburn
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? Yes
6. Is the Path metalled? If so, define length \_\_\_\_\_
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.? fine
9. Is it subject to being ploughed out? \_\_\_\_\_
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known \_\_\_\_\_
11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant \_\_\_\_\_
12. Have persons been prevented using the highway? No
13. Give particulars of any obstructions None
14. Names of owners of freehold and previous owners, if known, for past 30 years \_\_\_\_\_
15. What maps have been consulted, and where are they deposited?  
Right of Way Act 1932 deposited  
Slamick U.D.C.
16. What records have been consulted, and where are they deposited? \_\_\_\_\_
17. Any other relevant information \_\_\_\_\_

Surveyed by	Address	Dates of Survey
<u>G. Peaty</u> <u>Team Surveyor</u>	<u>Slamick U.D.C.</u>	<u>30-5-51</u>

Important:—Sheet No. of Map on which Highway is shown  
75 | 3044 | J

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of \_\_\_\_\_ in the Rural District of \_\_\_\_\_

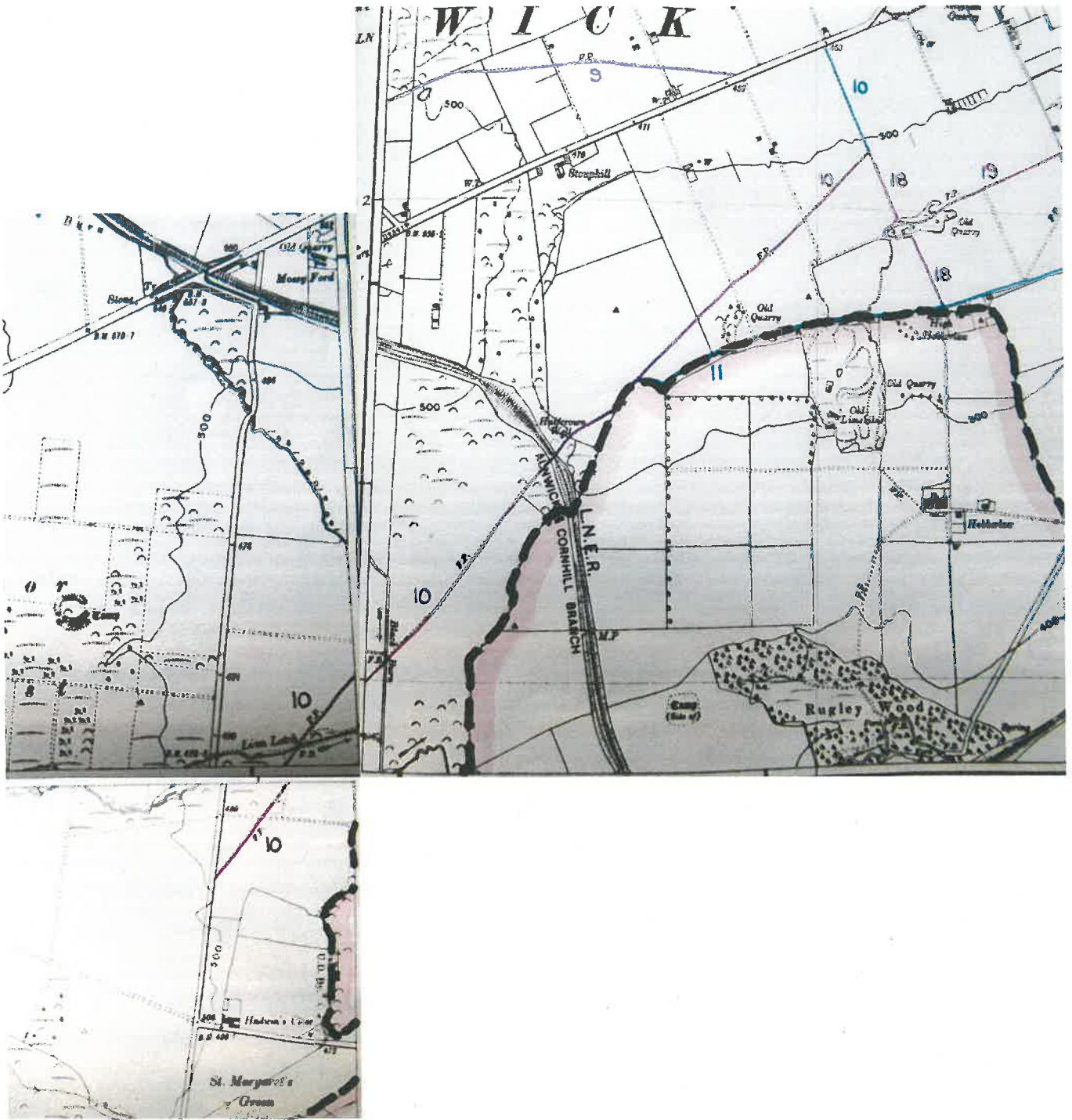
~~Borough~~  
Urban District } of ALDWICK  
(Delete whichever is inapplicable).

1. Number of highway on Map 19
2. Kind of Path (i.e. F.P., B.R.) F.P.
3. Starts at Road 18. to Ragby Road
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? -
6. Is the Path metalled? If so, define length 4.30 yds.
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.? fair
9. Is it subject to being ploughed out? -
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known \_\_\_\_\_
11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant \_\_\_\_\_
12. Have persons been prevented using the highway? No
13. Give particulars of any obstructions. None
14. Names of owners of freehold and previous owners, if known, for past 30 years \_\_\_\_\_
15. What maps have been consulted, and where are they deposited?  
Right of Way Act 1912 deposited  
Church U.D.C.
16. What records have been consulted, and where are they deposited? \_\_\_\_\_
17. Any other relevant information \_\_\_\_\_

Surveyed by	Address	Dates of Survey
<u>G. Beatty</u> <u>Town Surveyor</u>	<u>Church U.D.C.</u>	<u>30-5-57</u>

Important :- Sheet No. of Map on which Highway is shown

15 | 35 NW | 5

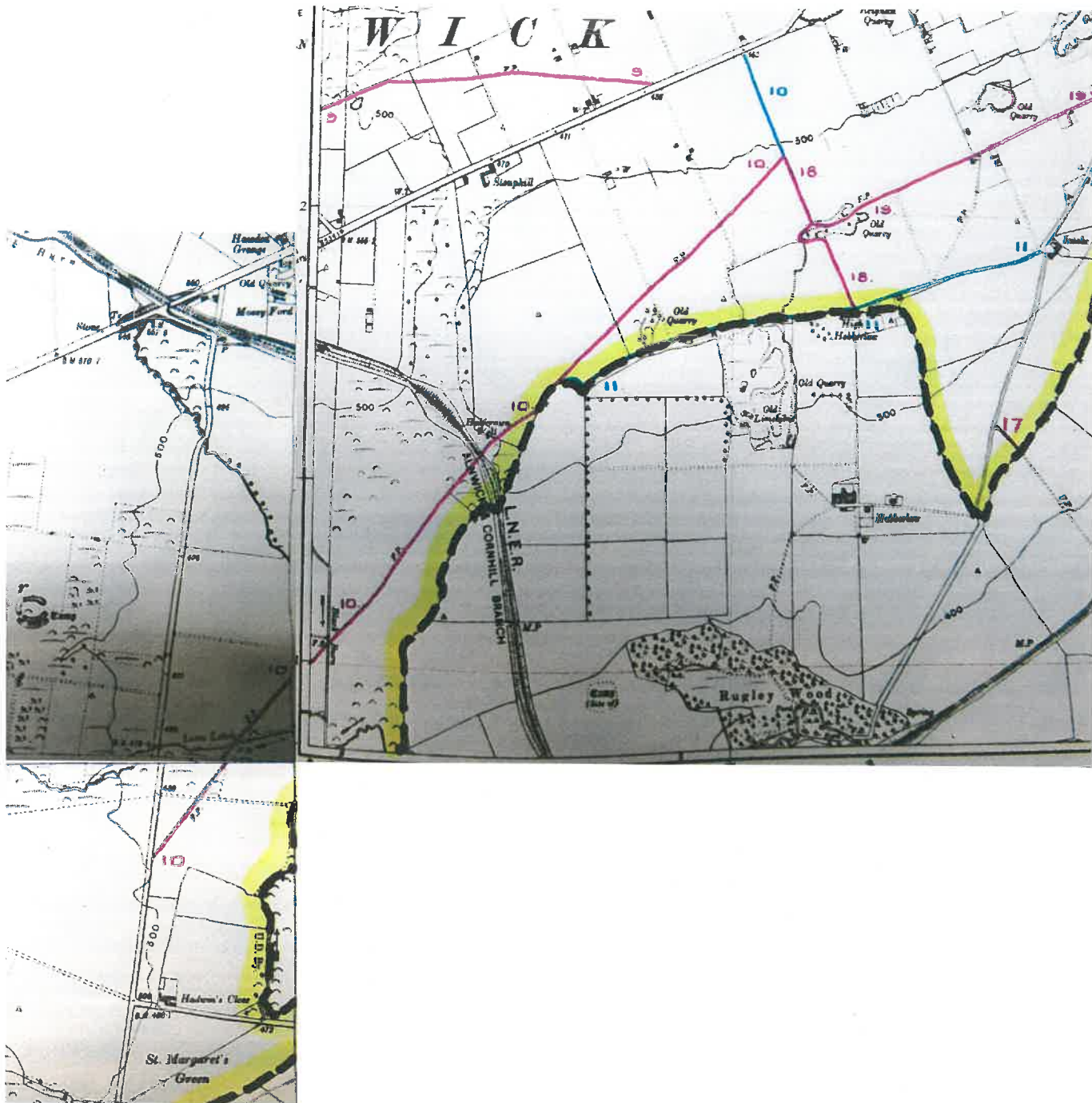


# Provisional Map





# Original Definitive Map



First Review Definitive Map





NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

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

2. Parish- .....

3. Number of Footpath on Map ..... 10.

4. Name of Path .....

5. Kind of Path, (i.e. FP/BR) ..... F.P. and B.R.

6. General Description of Path From the Alnwick - Rothbury Road about 300  
 yards west of Reigham Quarry running in a southerly direction for about  
 200 yards to junction with Path No. 18 in a south-westerly direction past  
 Halfcrown Well, over the Alnwick - Cornhill Railway Across the Black Burn  
 and Linn Letch to the St. Margaret's road about 370 yards north of Hadwin's  
 Close.

7. Other relevant information Rights of Way Act, 1932, Map deposited with  
 Alnwick Urban District Council.

LEWIS, FR 2250 Vol. 3R 267 xcs



NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough- .....  
Urban District ..... ALNWICK .....  
Rural-District .....
2. Parish- .....
3. Number of Footpath on Map ..... 11. ....
4. Name of Path .....
5. Kind of Path, (i.e. FP/BR) ..... B.R. ....
6. General Description of Path ..... From the Alnwick - Rugley Road at Intake  
..... in a south-westerly direction to High Hobberlaw then along the Urban District  
..... boundary to Path No. 10, 220 yards north-east of Halfcrown Well.  
.....  
.....  
.....
7. Other relevant information ..... Rights of Way Act, 1932, Map deposited with  
..... Alnwick Urban District Council.  
.....  
.....  
.....  
.....  
..... Length: 1883 yds ✓

NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough- .....  
Urban District ..... ALNWICK. .....  
~~Rural District~~ .....

2. Parish- .....

3. Number of Footpath on Map ..... 18 .....

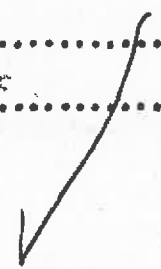
4. Name of Path .....

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

6. General Description of Path From Path No. 10 about 280 yards south of.....  
the Alnwick - Rothbury Road in a southerly direction to join Path No. 11 at..  
High Hobberlaw. ....  
.....  
.....  
.....

7. Other relevant information Rights of Way Act, 1932 - Map deposited with  
Alnwick Urban District Council. ....  
.....  
.....  
.....

*Length 517 yds.*



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

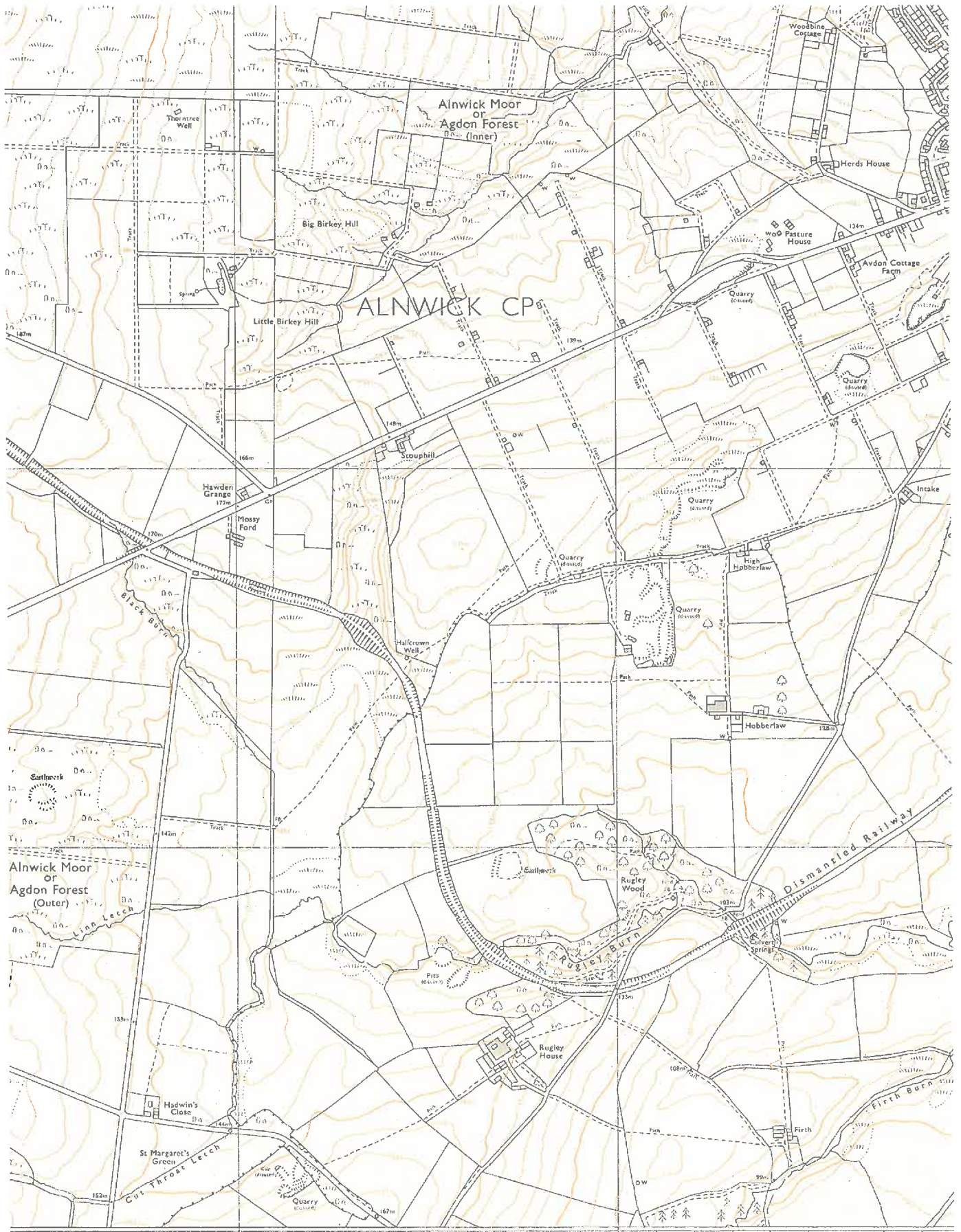
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough- .....  
Urban District ..... ALNWICK .....  
Rural-District .....
2. Parish- .....
3. Number of Footpath on Map ..... 19 .....
4. Name of Path .....
5. Kind of Path, (i.e. FP/BR) ..... F.P. about 420 yards metalled. ....
6. General Description of Path ..... From Path No. 18 at the Old Quarry in an .....  
easterly direction to the Alnwick - Rugley Road 230 yards south of East View, .....  
.....  
.....  
.....
7. Other relevant information ..... Rights of Way Act, 1932 - Map deposited with .....  
Alnwick Urban District Council. ....  
.....  
.....  
.....  
.....

10/10/55 917 105





**WILDLIFE AND COUNTRYSIDE ACT 1981**

**DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY  
FOR THE COUNTY OF NORTHUMBERLAND**

**THE NORTHUMBERLAND COUNTY COUNCIL  
(PUBLIC RIGHTS OF WAY)  
MODIFICATION ORDER (No. 2) 2005**

This Order is made by Northumberland County Council under Section 53(2) of the Wildlife and Countryside Act 1981 ("the Act") because it appears to that authority that the Northumberland County Council (Public Rights of Way) Definitive Map and Statement requires modification in consequence of the occurrence of several events specified in Section 53(3), namely the statement be amended to either include, exclude or change the description of various highways in the District of Alnwick.

NOW THEREFORE the surveying authority, in exercise of the power conferred by Section 53(2)(a) and (b) of the Act hereby make the following Order:-

1. For the purposes of this Order the relevant date shall be 2 May 2005.
2. The Definitive Map and Statement of Public Rights of Way for the County of Northumberland shall be modified as described in Part II of the Schedule.
3. This Order shall have effect on the date it is made.
4. This Order shall be cited as The Northumberland County Council (Public Rights of Way) Modification Order No. 2 2005.

**Alnwick Town                      Bridleway No 5                      (OS Map NU 21 SW)**

Administrative amendment. Amend Statement to take account of the fact that a public right of way, with which this path linked, has been renumbered.

Part I            Map:            The Map is unaffected.

Part II           Statement:    To be amended as follows:  
A 3 metre wide bridleway, from the A1068 (Alnwick-Alnmouth) road, 350 metres south of the slaughter houses, in a north-easterly direction for a distance of 350 metres to join Bridleway No 33 and Footpath No 34, 250 metres west of Lough House.

**Alnwick Town                      Byway / Bridleway / Footpath No 6                      (OS Map NU 11 SE)**

Administrative amendment.  
Byway part of this path renumbered as Byway No 27.  
Footpath part of this path renumbered as Footpath No 28.

Part I            Map:            Alignment of the Right of Way is unaffected.  
Section of path between points C and D renumbered as Byway No 27.  
Section of path between points E and F renumbered as Footpath No 28.

Part II           Statement:    To be amended as follows:  
A 3 to 4 metre wide bridleway from the western end of Byway No 27 (Ratten Row), in a south-westerly direction for a distance of 500 metres to join Footpath No 28, 150 metres east of Mooredge.

**Alnwick Town                      Bridleway / Footpath No 10                      (OS Map NU 11 SE)**

Administrative amendment.  
Bridleway part of this path renumbered as Bridleway No 31.

Part I            Map:            Alignment of the Right of Way is unaffected.  
Section of path between points G and H renumbered as Bridleway No 31.

Part II           Statement:    To be amended as follows:  
From the junction of Bridleway No 31 and Footpath No 18 in a south-westerly direction past Halfcrown Well, over the Alnwick-Cornhill Railway, across the Black Burn and Linn Letch to the St Margaret's road about 370 yards north of Hadwin's Close.

**Alnwick Town                      Footpath No 29                      (OS Map NU 11 SE)**

Administrative amendment.  
Renumbering of footpath part of Bridleway / Footpath No 1.

Part I            Map:            Alignment of the Right of Way is unaffected.  
Section of path between points N and P renumbered as  
Footpath No 29.

Part II           Statement:    To be prepared as follows:  
As a minimum 0.91metre wide footpath in a north-easterly  
direction (along the north side of the burn) for 220 metres,  
crossing the burn at the road bridge, and continuing in a  
south-easterly direction (alongside the metalled road) for  
180 metres to connect to the A1068 road, at the junction of  
the slip roads from the A1 trunk road.

**Alnwick Town                      Footpath No 30                      (OS Map NU 11 SE)**

Administrative amendment.  
Renumbering of footpath part of Bridleway / Footpath No 21.

Part I            Map:            Alignment of the Right of Way is unaffected.  
Section of path between points A and B renumbered as  
Footpath No 30.

Part II           Statement:    To be prepared as follows:  
From the west end of Byway No 29 (Ratten Row) near  
Forest Lodge, in a northerly direction to join Bridleway No  
21.

**Alnwick Town                      Bridleway No 31                      (OS Map NU 11 SE)**

Administrative amendment.  
Renumbering of bridleway part of Bridleway / Footpath No  
10.

Part I            Map:            Alignment of the Right of Way is unaffected.  
Section of path between points G and H renumbered as  
Bridleway No 31.

Part II           Statement:    To be prepared as follows:  
From the Alnwick - Rothbury Road about 300 yards west of  
Reigham Quarry running in a southerly direction for about  
200 yards to join Footpath No 10 and Footpath No 18.



# Northumberland COUNTY COUNCIL

Director of Community & Environmental Services  
Community & Environmental Services Directorate  
County Hall, Morpeth, Northumberland  
Telephone (01670) 533000 NE61 2EF

Definitive Map of  
Public Rights of Way  
for the  
County of Northumberland

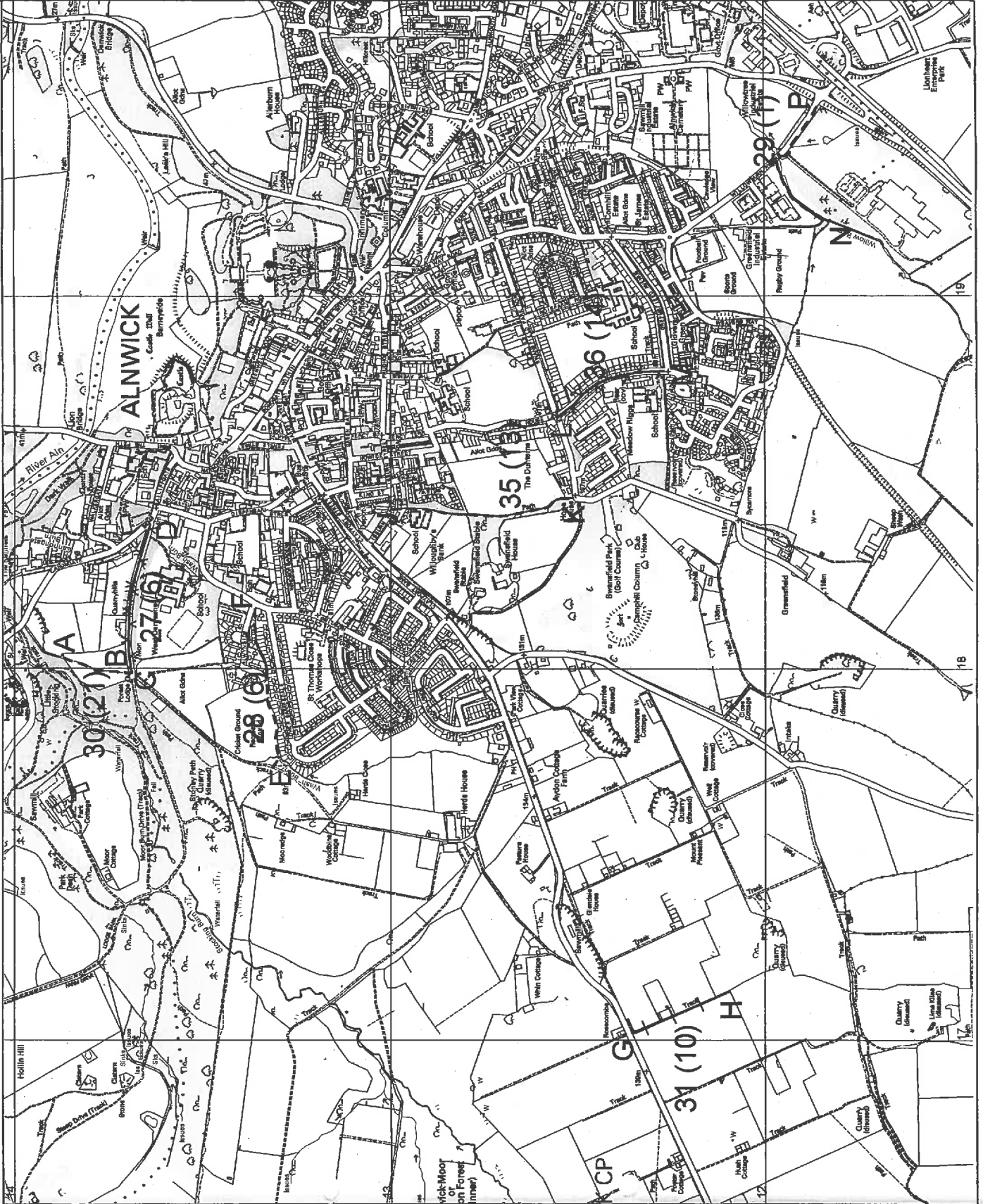
Wildlife and Countryside Act,  
1981

The Northumberland  
County Council  
(Public Rights of Way)  
Modification Order  
(No. 2) 2005

Almwick.shp  
Public Footpath  
Public Bridleway  
Byway Open to All Traffic  
Parish Boundary

District: Alnwick  
Parish(es): Alnwick Town  
O.S. Map(s): NU 11 SE  
Definitive Map No(s): 69  
Date: April 2005  
Scale: 1:10,000

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WITNESS whereof the Common Seal of the County Council of Northumberland was  
hereunto affixed on the 17<sup>th</sup> day of May 2005.

THE COMMON SEAL OF THE  
COUNTY COUNCIL OF  
NORTHUMBERLAND was  
hereunto affixed in  
the presence of: -

*Steve A. ...*

Duly Authorised Officer



# Ordnance Survey Explorer Map 332

1:25,000

(2005)

