



# Northumberland

## County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL  
RIGHTS OF WAY SUB-COMMITTEE  
8 July 2021

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

#### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 32 PARISH OF EDLINGHAM

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 vehicular rights over part of the U3059 road, from the U3058 road, north-east of High Learchild, in an easterly direction, to the C89 road, at Hill Head.

#### **Recommendation**

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

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

#### **1.0 BACKGROUND**

- 1.1 By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.
- 1.2 The relevant statutory 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 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 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban areas. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U3059' road), were considered to be all-purpose public highways maintainable at public expense.
- 2.3 Shortly afterwards, the processing of applications from third parties seeking to record public footpath or public bridleway rights was afforded a higher priority. Later on, the process of recording UCRs as byways open to all traffic was effectively suspended because the Ordnance Survey indicated that they would be showing such routes on their published maps as being an "Other route with public access". Although, on that basis, members of the public would still be unclear as to precisely what rights they had over routes identified in this fashion.
- 2.4 The most recent advice from DEFRA (paragraph 4.42, Rights of Way Circular 1/09) is that inclusion on the List of Streets may provide evidence of vehicular rights but that this should be examined on a case by case basis. In view of this advice, it is considered prudent to evaluate the status of the U3059 unclassified County road based upon more than simply its inclusion in the List of Streets.

### 3. LANDOWNER EVIDENCE

3.1 To date, none has been received.

### 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". Three 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 4<sup>th</sup> May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Alleged byway open to all traffic 32 (Hill Head)

"This route begins at Hill Head. There is nothing there to indicate that it forms the start of an unclassified road so the public will not know that they can use it. The first field it crosses is in an appalling state due to poaching by cattle during the wet winter. Currently it is not even fit to walk across so it is impossible to judge who normally uses it. It goes downhill across rough pasture to ford the Coe Burn and then across a good pasture to join alleged BOAT 31 at K.

"As it is joined by BW 111/009 before the ford, it has the potential to become a useful part of the ridden network, once it becomes clear that it carries public rights and the condition of the route across the field from M is restored. For this reason the BHS supports its addition to the definitive map."

4.4 By email, on 24<sup>th</sup> February 2020, Edlingham Parish Council responded to the consultation, stating:

"Edlingham Parish Council have been made aware of proposals to downgrade the U3111 road within Edlingham Parish and would strongly object to this decision.

"Further to consultation February 2018 regarding this road and also the U3115, U3509, U3508, U3507 and U3054, the Parish Council would also strongly object to any downgrading of these roads."

## 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 clear evidence of an east-west road or track approximating to the route of alleged Byway No 32.

1820 Fryer's County Map

Although Low Learchild and Hill Head are both identified on the map, there is no evidence of a road or track resembling the route of alleged Byway No 32.

1827 Cary's Map

Although Low Learchild and Hill Head are both identified on the map, there is no evidence of a road or track resembling the route of alleged Byway No 32.

1828 Greenwood's County Map

There is clear evidence of an east-west road or track approximating to the route of alleged Byway No 32.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 32. The track is identified as parcel number "29" in Learchild township. In the accompanying Book of Reference, this parcel is identified as "Public road".

c.1865 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 32.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 32. At its western end, near Point K, it is annotated with "BR".

Finance Act 1910 plan

There is clear evidence of an unenclosed road or track over the route of alleged Byway No 32. Unsurprisingly, given that it is unenclosed, the route is not shown as being separated from the surrounding land by coloured boundaries. If it had been, this would have been good evidence in support of vehicular highway rights. Although the route of alleged Byway No 32 is not labelled, a track (existing Public Bridleway No 9) proceeding southwards from it, is labelled as a "Public Bye Road"

which suggests that at least part (if not all) of alleged Byway No 32 was also considered to be a public bye road too.

1923 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 32.

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 32.

1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 32 is coloured so as to identify it as a publicly maintainable road.

c.1930s Schedule of Public Rights of Way (under the Rights of Way Act 1932)

In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932, the following route appears to be identified as terminating on the route of alleged Byway No 32 (as opposed to proceeding along the route itself):

“Parish of Learchild

.....

2. BR. From the High Learchild – Hillhead Road, running in a S direction to Edlingham Hut through field Nos 20, 19 to the Edlingham Parish Boundary, joining bridle road No 1 in that Parish.

c.1938 Restriction of Ribbon Development Act 1935 Map

The route of alleged Byway Open to All Traffic No 32 is identified on the base map, and it is coloured so as to identify it as a publicly maintainable road to be protected from ribbon development. The route is numbered as “110”.

c.1938 Restriction of Ribbon Development Act 1935 Schedule

The route of the alleged byway is identified in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935:

“110. Road from the Edlingham – Bolton road at Hillhead to a point on the Garmintedge Bank – High Learchild road, ¼ mile north east of High Learchild.”

1951 Highways Map

The route of alleged Byway Open to All Traffic No 32 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the “U3059”.

### c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 32 exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. In the Schedule for existing Edlingham Bridleway No 9 (at that time identified for inclusion as Learchild Bridleway No 2) the right of way is identified as starting on "Learchild Rd".

#### Draft Map

The route of alleged Byway Open to All Traffic No 32 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP), though a public bridleway (numbered "2") is identified connecting with the alleged byway.

#### Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 32 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP), though one public bridleway (numbered "2") is identified connecting with the alleged byway.

#### 1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 32.

#### 1958 County Road Schedule

In this Schedule, the entry for the U3059 states:

"U3059 Learchild - Lemmington Hall Road  
From U3058 near High Learchild crossing Class C89 at Hillhead  
via Lemmington Mill to U3056 near Lemmington Hall."

The length of the U3059 road is identified as 1.78 miles.

#### 1962 Original Definitive Map

The route of alleged Byway No 32 exists on the base map, but it is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

#### 1962 Original Definitive Statement(s)

The original Definitive Statement for the public right of way intersecting with the alleged byway open to all traffic states:

Public Bridleway No 9  
"From the Edlingham - Bolton road north of Edlingham Hut in a westerly and north-westerly direction to the public road west of Hillhead."

1964 Highways Map

The route of alleged Byway Open to All Traffic No 32 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the "U3059".

1964 County Road Schedule

In this Schedule, the entry for the U3059 states:

"U3059 Learchild - Lemmington Hall  
From U3058 near High Learchild crossing C89 at Hillhead via  
Lemmington Hill to U3056 near Lemmington Hall."

The length of the U3059 road is identified as 1.78 miles.

1974 County Road Schedule

In this Schedule, the entry for the U3059 states:

"U3059 Learchild - Lemmington Hall  
From U3058 near High Learchild (NU 099106) eastwards  
crossing C89 at Hillhead via Lemmington Hill to U3056 near  
Lemmington Hall (NU 123114)."

The length of the U3059 road is identified as 1.78 miles.

1977 / 82 Ordnance Survey Map: Scale 1:10,000

There is no evidence of a road or track over the route of alleged Byway No 32.

1997 Landowner Deposits under section 31(6) Highways Act 1980

In June 1997, the owners of the Lemmington Estate deposited a Statement and Plan setting out the public rights of way which they acknowledged to exist over their land. In August 1997 they followed this up with a Statutory Declaration (and accompanying plan) reaffirming the same. The route of alleged Byway Open to All Traffic No 32 was identified as a vehicular highway.

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

There is no evidence of a road or track over the route of alleged Byway No 32, but the whole route is marked with green dots, signifying that it is an "Other route with public access" (i.e. an ORPA).

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

The route of the alleged byway (part of the U3059) is clearly identified as publicly maintainable highway.

## 6. SITE INVESTIGATION

- 6.1 From Point K, on the U3058 road / alleged Byway Open to All Traffic No 31, 400 metres north-east of High Learchild, a 2.5 metre wide grass track, on a slightly raised 3.5 to 4 metre wide terrace, proceeds in an easterly direction for a distance of 140 metres to a field gate. An ill-defined grass track continues in an easterly then northerly direction across a grass field for a distance of 60 metres to a fording point through the Coe Burn. On the east side of the Coe Burn, a 2 to 2.5 metre wide stone / earth / grass surfaced track continues in a northerly direction for a distance of 35 metres, then proceeds uphill, in an easterly direction, for 410 metres, to another field gate. A circa 3 to 4 metre wide stone / earth track continues in an easterly direction through a yard area for a further 55 metres, to another field gate, then a 3 metre wide stone / earth track proceeds easterly for a further 15 metres to join the C89 road at point M, immediately north of the farm buildings at Hill Head.

## 7. DISCUSSION

- 7.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 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 route of alleged Byway Open to All Traffic No 32 is identified on the County Council's current List of Streets as being part of the U3059 road. The route was identified on the Council's 1951 and 1964 Highways Maps and on the 1958, 1964 and 1974 County Road Schedules. The route was identified on the 1932 Handover Map and on the Map and Schedule produced under the Restriction of Ribbon Development Act 1935.
- 7.5 The route was consistently identified as an unenclosed road / track on Ordnance Survey maps between c.1860 and 1957. The route would appear to be shown on Armstrong's and Greenwood's County Maps of 1769 and 1828, though not on Fryer's County Map of 1820, or on Cary's Map of 1827. Although the route itself is not identified as a "Public Bye Road", a route proceeding southwards from it is so labelled, implying that at least part (if not all) of the alleged Byway No 32 route was considered to be the same.



- 7.6 In the Schedule of Reputed Public Rights of Way, prepared by Alnwick Rural District Council (under the Rights of Way Act 1932), the public bridleway beginning on the route, west of Hillhead, described its start point as "From the High Learchild – Hillhead road". If the route of the U3059 road / alleged BOAT No 32 had been considered to be no more than a public bridleway, we would have expected it to have its own entry (as a bridleway) in this Schedule. Since it does not, this indicates that the route was considered to be either a public vehicular right of way or an entirely private road. Given that the public bridleway was described as beginning on the road itself (and would be an entirely pointless cul-de-sac if the route had no public status), by far the most likely scenario is that this part of the route of the U3059 was considered to be a public road.
- 7.7 Section 31(6) of the Highways Act 1980 allows landowners to deposit, with the County Council, a Map and Statement (and to follow this up with a Declaration) identifying the public rights of way which they acknowledge to exist over their land and denying the existence of any other public rights of way. When made correctly, such deposits will usually prevent the public from acquiring additional public rights of way, based on otherwise unchallenged user, that occurs after the deposits were made. The landowners' 1997 deposits clearly acknowledged the existence of public vehicular rights over the K-M route.
- 7.8 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.
- 7.9 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 7.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of

Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.

- 7.11 Of the saving provisions above, the main one (b), will apply to this portion of the U3059 road. Where a route is not shown on the Definitive Map as a footpath, bridleway or restricted byway, then the fact that it is shown on the List of Streets will be sufficient to prevent the public's motor vehicular rights from being extinguished.
- 7.12 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used. This route is primarily a grass / earth track which could not be driven along by 'normal' vehicles and the ford crossing of the Coe Burn could not be negotiated by 'normal' vehicles either. The character of the way is such that, looking at it, few people would identify it as a part of the ordinary road network. From the consultation responses, it seems clear that the route is used by pedestrians, horse riders and by 4x4 vehicles. The relative proportion of these types of public use isn't known but, setting aside the landowner user of the route, use by the general public is considered likely to be predominantly non-motor vehicular.
- 7.13 Edlingham Parish Council has indicated that it is strongly opposed to any downgrading of this or other various other routes within the parish – though, through this process, the Council is only proposing to determine and record those public rights that already exist. The British Horse Society sees this route as having the potential to become a useful part of the local recreational network, and is therefore keen for the public's rights to be accurately recorded.
- 7.14 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. Where no width can be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), there is usually a boundary to boundary presumption for public highways. Where there is no evidence of physical boundaries, the Council has adopted a standard default width of 5 metres (i.e. wide enough for two vehicles travelling in opposite directions to pass each other).
- 7.15 Given the absence of historical documentation identifying a width, and the lack of evidence (either current or historical) identifying physical boundaries, it is proposed that the route be recorded with the Council's default width of 5 metres.

## **8. CONCLUSION**

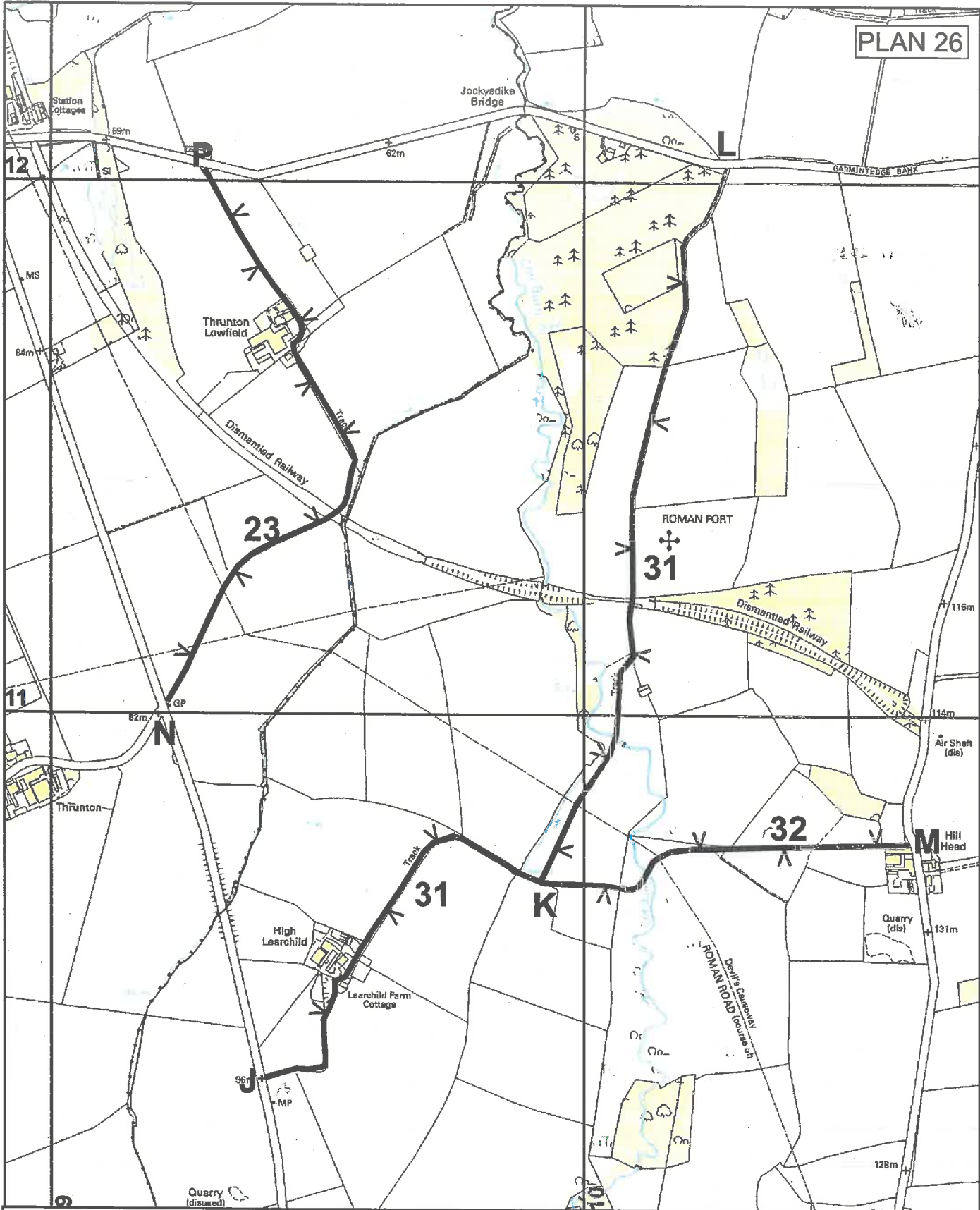
- 8.1 In light of the documentary evidence available, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 32.
- 8.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route.

- 8.3 The route would appear to satisfy the balance of user / character test for being recorded on the Definitive Map as a byway open to all traffic and it would, therefore, be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as a byway open to all traffic.

## **BACKGROUND PAPERS**

Local Services Group File: A/11/32z

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**Northumberland**

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



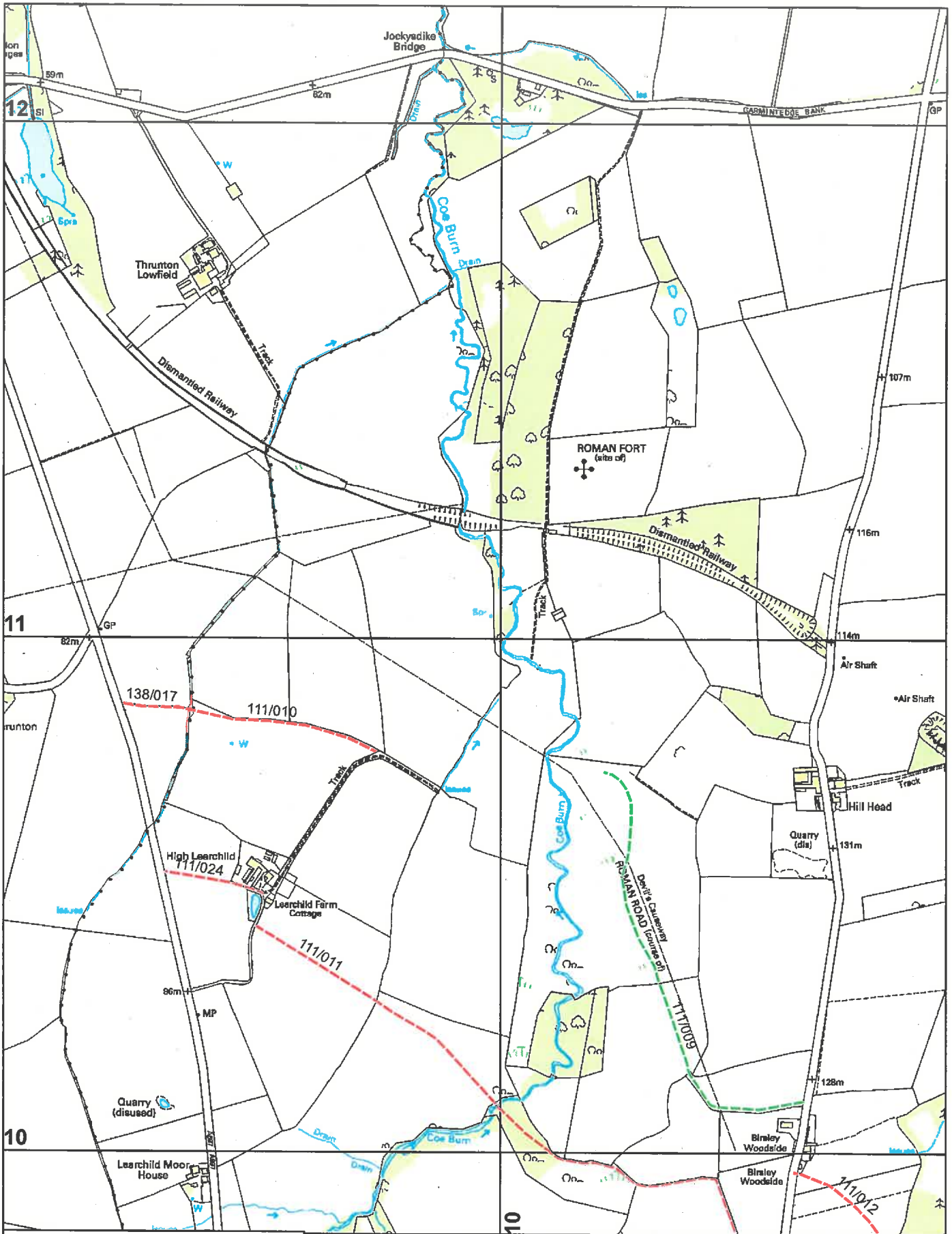
Alleged Byway Open to All Traffic

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Former District(s)  
 Alnwick  
 Def. Map No. 67/68

Parish(es)  
 Whittingham/Edlingham  
 O.S. Map NU 01 SE/NU 11 SW

Scale  
 1:10,000  
 Date  
 March 2016



  
**Northumberland**  
 County Council

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

**Legend**

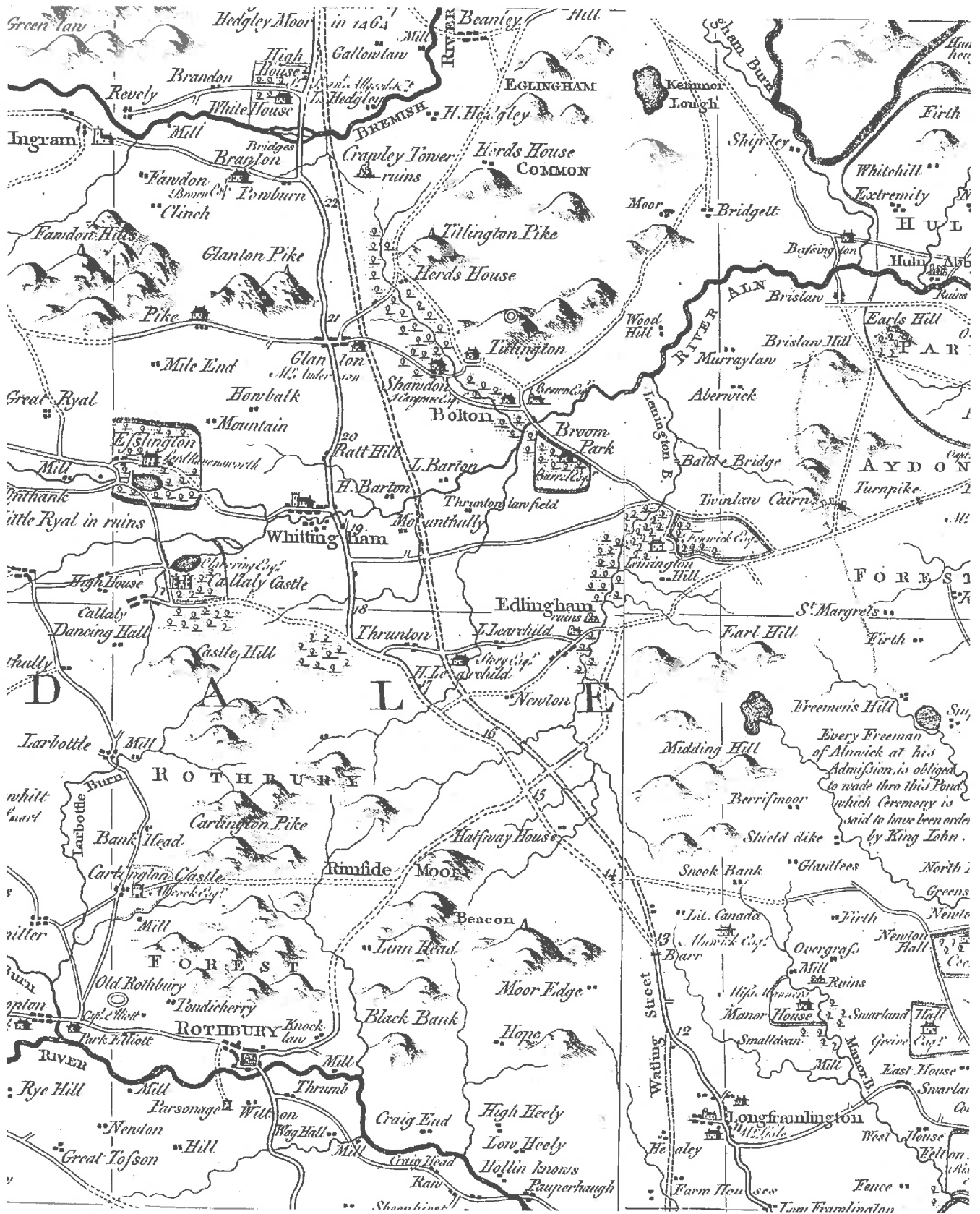
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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

Scale: 1:10,000







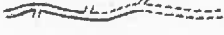
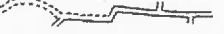


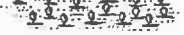









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# Armstrong's County Map 1769



# Key to Armstrong's County Map 1769

## EXPLANATION.

<i>Markett Towns in Capitals as.....</i>	ALNWICK
<i>Parish's in Print as.....</i>	Felton
<i>Villages.....</i>	
<i>Farm Houses and Collages.....</i>	
<i>Churches.....</i>	
<i>Seats and noted Houses.....</i>	
<i>Ruins.....</i>	
<i>Wind Mills.....</i>	
<i>Turnpike Roads.....</i>	
<i>Country Roads.....</i>	
<i>Roman Roads.....</i>	
<i>Roman Stations and Camps.....</i>	
<i>Woods.....</i>	
<i>Parks.....</i>	
<i>Boundary of the County.....</i>	
<i>Boundary of the Wards.....</i>	
<i>Hills.....</i>	
<i>Mofses or Flows.....</i>	
<i>Coal Pitts.....</i>	
<i>Lead Mines.....</i>	
<i>Pikes or Curroughs.....</i>	
<i>Crosses.....</i>	



# Fryer's County Map 1820







# Greenwood's County Map 1828



# Key to Greenwood's County Map 1820

## Explanation

Boundaries of Counties	-----	Castles & Priors	.....*
Boundaries of Wards	-----	Houses	.....
Market Towns as	HEXHAM	Heaths & Commons	.....
Parishes as	Accomb	Rivers & Brooks	.....
Villages and other Places as	Notage	Navigable Canals	.....
Places that send Members to Parliament	.....	Railways	.....
Turnpike Roads & Toll Bars	.....TB	Woods	.....
Cross Roads	.....	Parks & Pleasure Grounds	.....
Churches & Chapels	.....*	Hills & Rising Grounds	.....
		Wind & Water Mills	.....*

SCALE OF STATUTE MILES.





1st Edition 25" O.S. Map  
c.1860

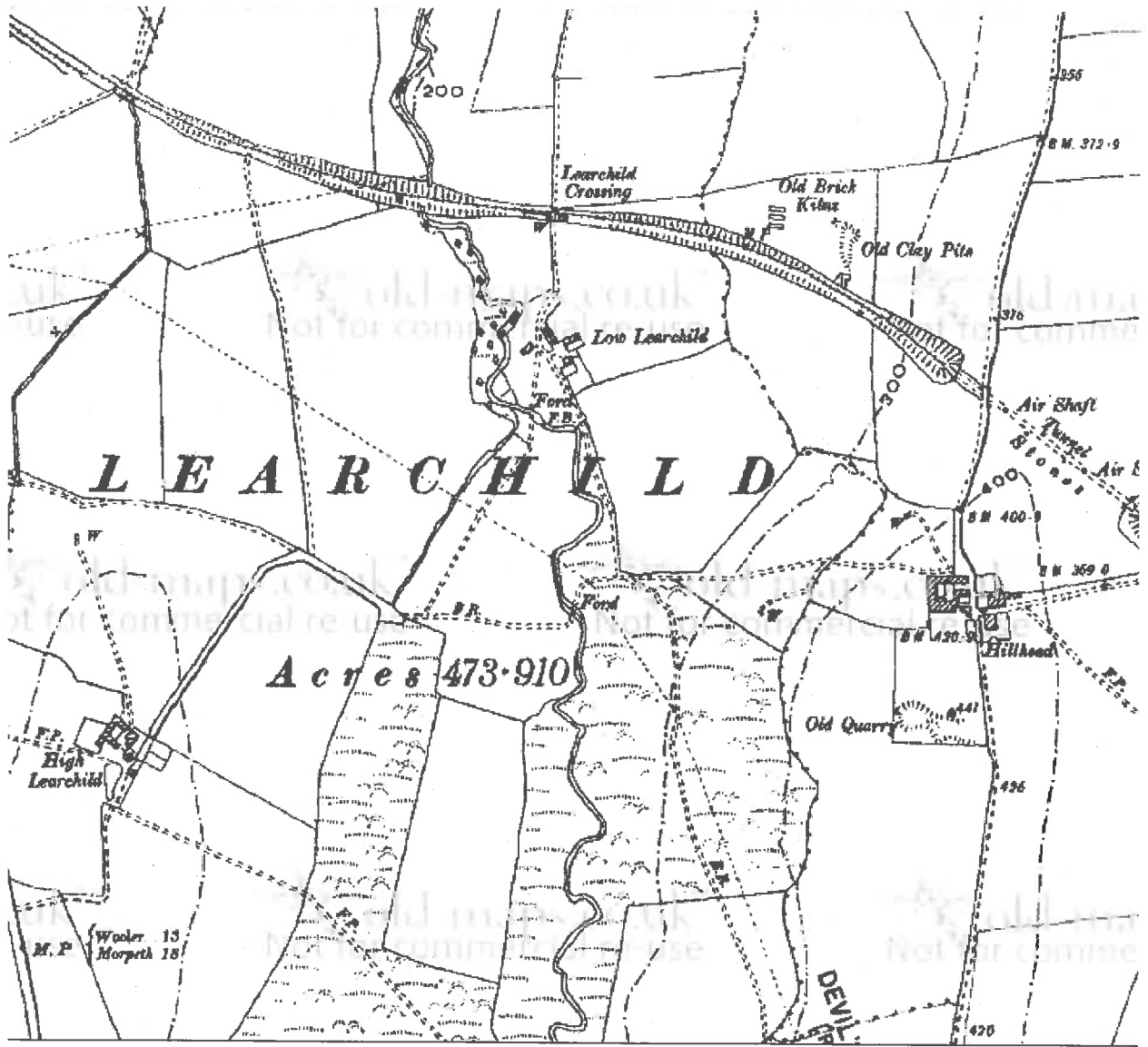


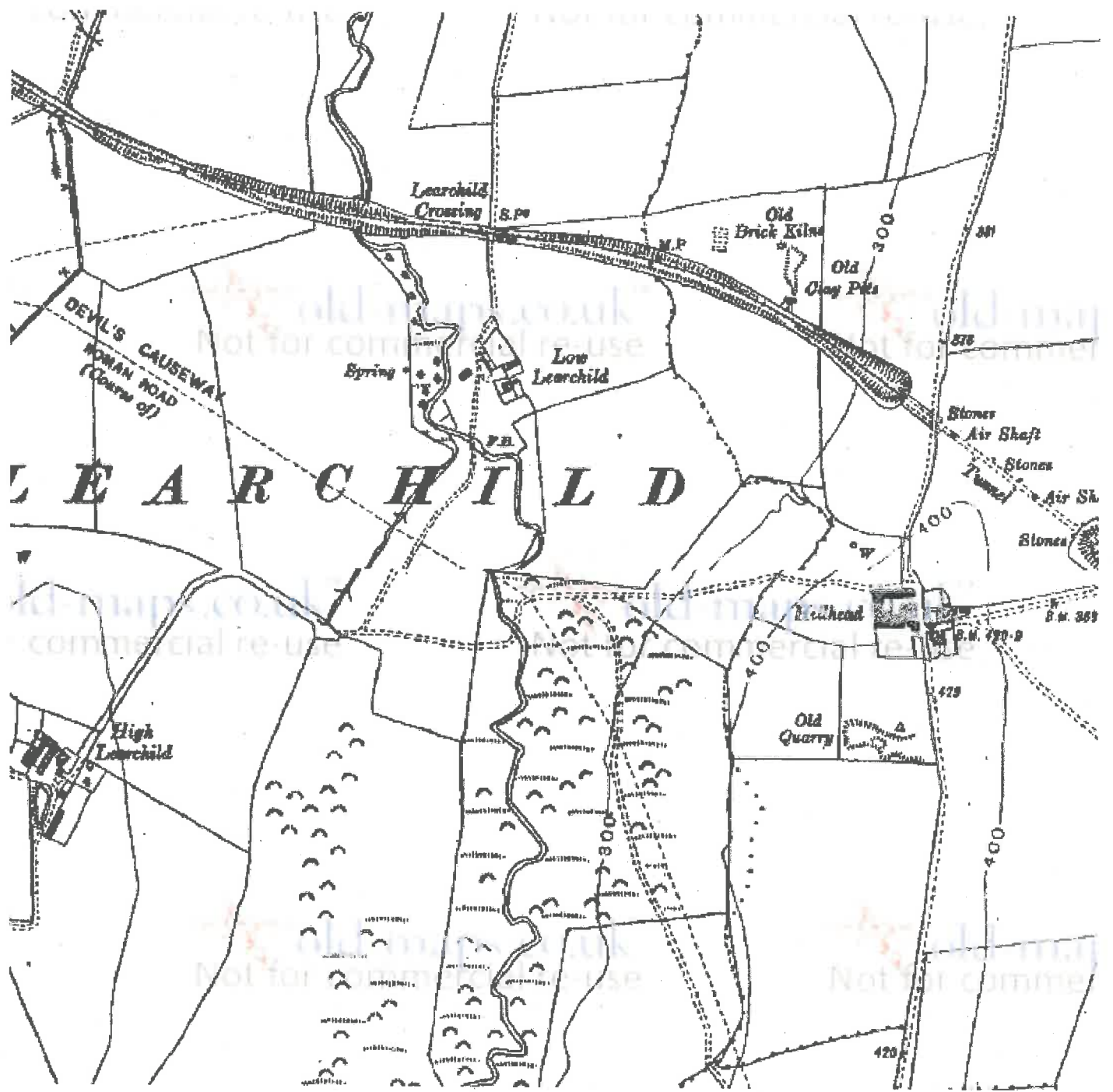
PARISH OF EDLINGHAM.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
	5651.122	<i>Brought forward.</i>	<b>RECAPITULATION.</b>		
189	2.591	Wood, &c.	5762.832	Land.	
190	3.000	Wood, &c.	45.595	Public roads.	
191	.993	Wood, &c.	9.319	Water.	
192	.306	Wood, &c.	5817.746	Total area of the Township of Edlingham.	
193	1.557	Wood, &c.			
194	.379	Wood, &c.			
195	.750	Wood.			
196	1.359	Wood, &c.			
197	7.266	Public road.			
198	2.288	Wood, &c.			
199	94.816	Rough pasture, &c.			
200	3.574	Pasture.			
201	1.744	Wood.			
202	.205	Houses and yards (Swinburne Arms P.H.)	<b>TOWNSHIP OF LEARCHILD.</b>		
203	3.856	Wood.	1	3.771	Wood, &c.
204	.289	Gardens.	2	1.172	Public road.
205	4.275	Wood, &c.	3	7.740	Pasture, &c.
206	3.525	Arable.	4	2.512	Houses, gardens, &c. (Tile Works).
207	.029	Houses, &c. (Flamborough).	5	8.464	Pasture.
208	.009	Gardens.	6	9.035	Pasture.
209	.453	House, garden, &c. (Wellhope).	7	7.712	Pasture, &c.
210	.025	Garden.	8	28.836	Arable, &c.
211	.038	Garden.	9	34.801	Rough pasture, &c.
212	.202	Garden.	10	6.504	Pasture.
213	1.566	Wood, &c.	11	14.535	Pasture.
214	.671	Wood, &c.	12	8.898	Arable.
215	.896	Wood, &c.	13	1.387	Public road.
216	1.284	Wood.	14	10.726	Pasture, &c.
217	1.300	Wood, &c.	15	13.309	Pasture, &c.
218	.136	Garden.	16	25.677	Arable, &c.
219	6.587	Wood, &c.	17	.030	House.
220	3.088	Pasture, &c.	18	.183	Gardens.
221	.425	Houses, gardens, &c. (Moorhouse).	19	.913	Houses, yards, and garden (Low Learchild).
222	3.831	Pasture, &c.	20	10.589	Arable.
223	.103	House and gardens (Wheatfolds).	21	14.566	Arable.
224	4.780	Public road.	22	17.037	Pasture, &c.
225	4.616	Wood, &c.	23	4.958	Pasture.
226	3.812	Public road.	24	11.389	Pasture.
	5817.746		25	.155	Pond.
			26	2.256	Houses, yards, gardens, &c. (High Learchild).
			27	13.546	Arable.
			28	14.570	Arable, &c.
			29	1.615	Public road.
			30	7.029	Pasture, &c.
			31	14.562	Pasture.
				298.477	<i>Carried forward.</i>







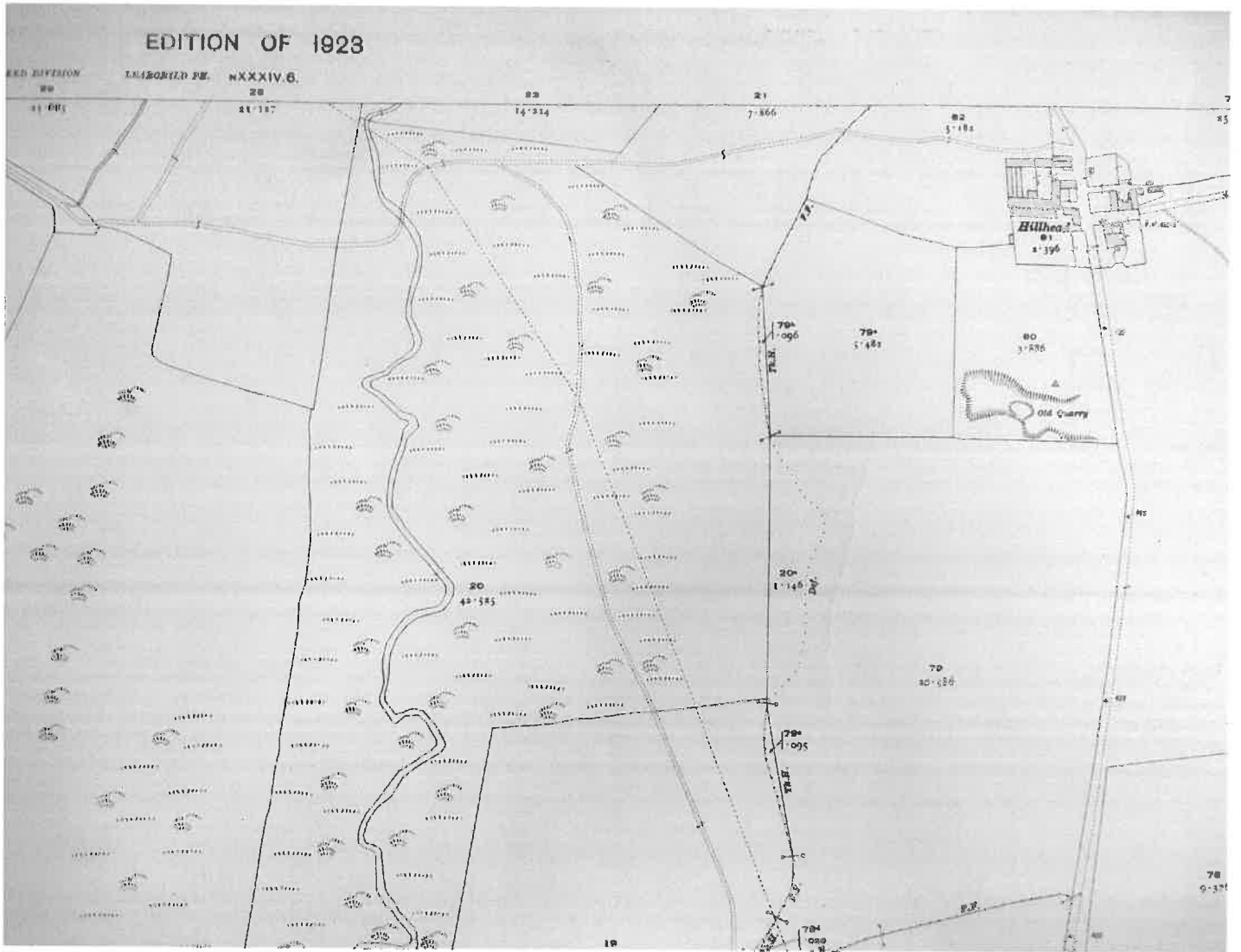


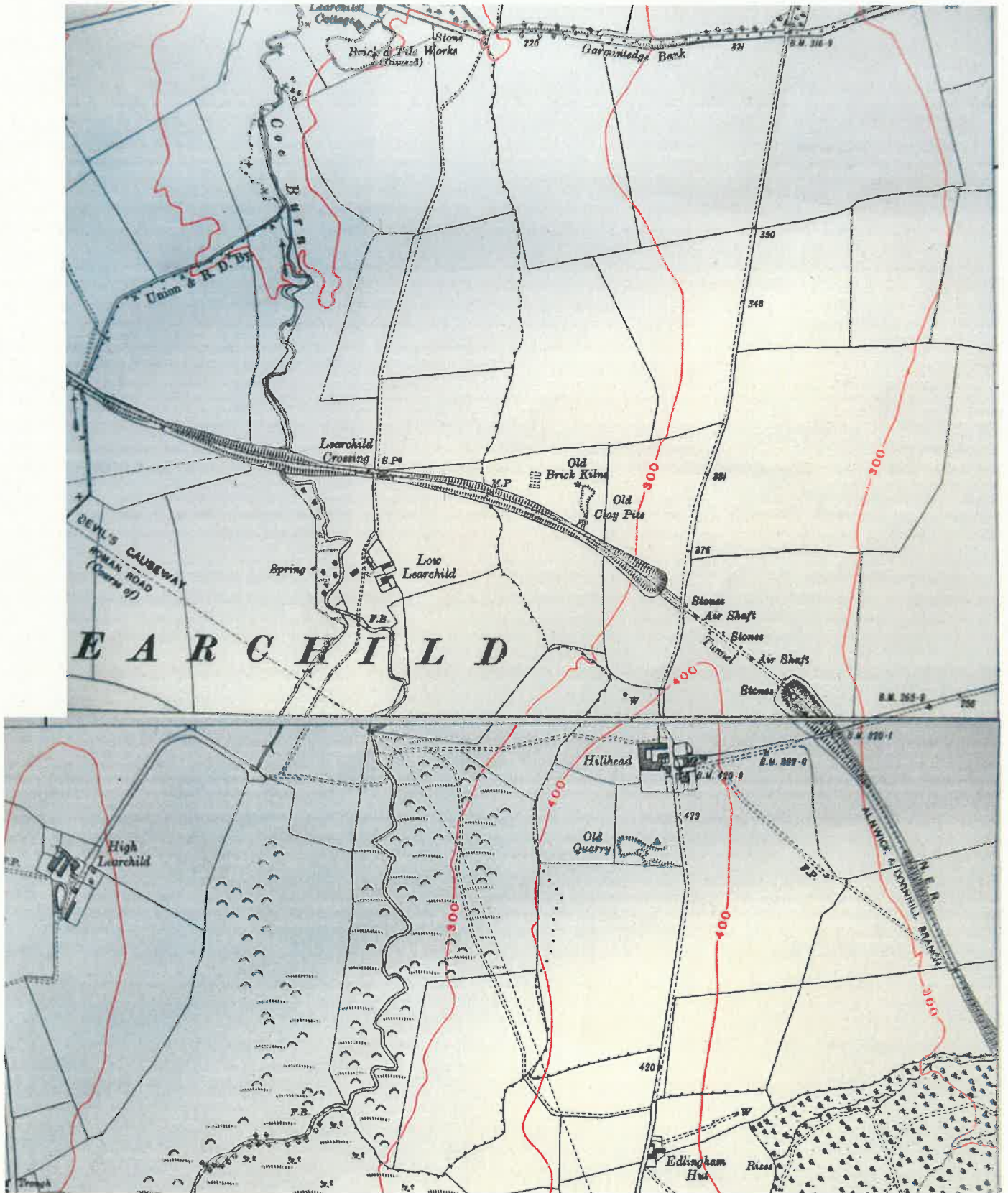


Finance Act 1910 Plan



3rd Edition 25" O.S. Map  
1923







# Alnwick RDC Handover Map 1932





*Alsup*

**ALNWICK RURAL DISTRICT  
COUNCIL**

**SCHEDULE  
OF  
REPUTED  
PUBLIC RIGHTS  
OF WAY**

**35. PARISH OF HAUXLEY.**

1. C.R. Continuing cart road No. 11 in the Parish of Togston and running E. of Bondicar Farm along the Links to Low Hauxley and on to the Parish Boundary.
2. F. From Bondicar Farm following western boundary of field No. 77, then over into field No. 75, through field Nos. 65, 54, to join Highway at Hauxley.
3. F. From Hauxley Cottage continuing N. along the edge of field No. 5 then along the eastern boundary of field No. 8 to join cart road No. 1.
4. F. From Hauxley through field No. 7 then along the northern boundary of and through field No. 11 then continuing N.W. crossing the wagonway to join the highway from Ambie to Moorhouse.
5. F. Continuing footpath No. 10 in Togston Parish at stream, following stream in field Nos. 50, 35, along W. boundary of field No. 34 to join the Moorhouse to Hauxley main road.

**36. PARISH OF HAZON AND HARTLAW.**

1. B.R. From Hazon High Houses to Newton-on-the-Moor running in a W. direction from public road at Hazon High Houses through field Nos. 23, 24, 26, 27, to the Hampeth Burn at the Newton-on-the-Moor Parish Boundary, joining bridle road No. 5 in that Parish.
2. B.R. From bridle road No. 1 to Whittle, running in a N. direction through field No. 26 to the Whittle Parish Boundary, joining bridle road No. 1 in that Parish.
3. B.R. From Hartlaw to Shilbottle, from public road N. of Hartlaw, running in a N. direction through field No. 2 to the Shilbottle Parish Boundary, joining bridle road No. 20 in that Parish.
4. F. From Hartlaw to South Side, from public road E. of Hartlaw, running in an E. direction through field No. 5 to the Sturton Grange Parish Boundary, joining footpath No. 7 in that Parish.
5. B.R. From Hazon to Bank House, from the Brainshaugh public road running in an E. direction through field No. 54 then N.E. through field Nos. 51, 50, 49, to the Bank House public road.
6. F. From Brainshaugh public road to Guyzance running in an E. direction through field No. 93 to the Guyzance Parish Boundary, joining footpath No. 2 in that Parish.
7. F. From Hazon to Newton-on-the-Moor, from the public road at Hazon running in a S.W. direction to Hazon Mill, then W. over cart road to public road, then by N. side of Hazon Burn crossing burn by footbridge, then by S. side of burn to the Newton-on-the-Moor Parish Boundary, joining footpath No. 6 in that Parish.
8. F. From Hazon Lee to Hazon, from public road at Hazon Lee gate running in a N.E. direction along fence of field No. 112, then N.W. across field No. 68 crossing Hazon Burn by footbridge, joining footpath No. 7.

**37. PARISH OF HEDGELEY.**

1. B.R. Low Hedgeley to Beanley, from public road at Low Hedgeley, running in an E. direction, crossing River Breamish and through field Nos. 65, 27, to the Beanley Parish Boundary, joining bridle road No. 2 in that Parish.
2. F. From bridle road No. 1 running in a S.E. direction crossing River Breamish by footbridge, and through field Nos. 65, 27, to the Beanley public road.
3. F. From public road at Powburn opposite the Branton road end, running in a N.E. direction passing under L.N.E.R. and along by side of Long Wood to the Beanley public road.

**38. PARISH OF HOWICK.**

1. B.R. Howick East Lodge to Craster West Farm beginning at the main road at Howick East Lodge and running N. through field Nos. 58, 60, 28d, to the North Moor Wood (field No. 28) through which it continues before crossing field No. 20 to the main road at Craster West Farm.
2. F. From Howick Grange to Longhoughton, through field Nos. 158, 159, 151, 144, to the main road at Howick Grange.

**39. PARISH OF LEARCHILD.**

1. F. From main road running in an E. direction through field No. 6 to High Learchild, thence through field Nos. 5, 4, to footbridge over Coe Burn at the Edlingham Parish Boundary, and joining footpath No. 2 in that Parish.
2. B.R. From the High Learchild-Hillhead Road, running in a S. direction to Edlingham Hut through field Nos. 20, 19, to the Edlingham Parish Boundary, joining bridle road No. 1 in that Parish.
3. F. From the Learchild road, running in a W. direction to the main road near Thrunton, through field No. 15 to the Whittingham Parish Boundary in the Rothbury Rural District.

**40. PARISH OF LEMMINGTON.**

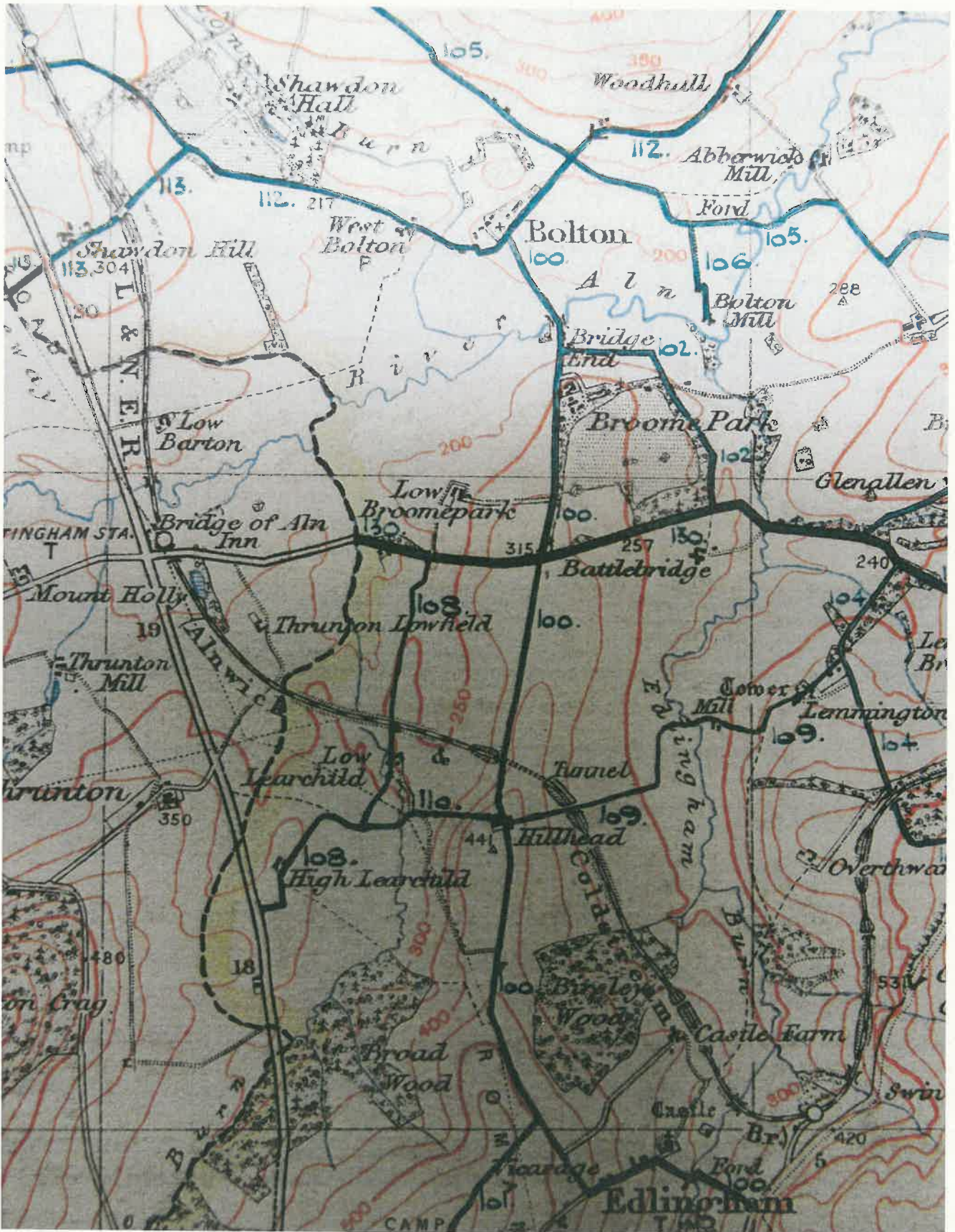
1. F. Lemmington Hall to Battle Bridge, running in a N.W. direction through field Nos. 66, 100, 99, 116, passing through Battle Bridge Farm then through field No. 128 to the public road.
2. B.R. From Railway Bridge to Overthwards and Hill Head running in a S.W. direct on over cart road to Overthwards, then N.W. through field Nos. 32, 41, 40, 47, 46, joining public road to Hill Head.
3. F. (Overthwards to Edlingham from bridle road No. 2 S. of Overthwards, running in a S.W. direction through field No. 32 to the Edlingham Parish Boundary, joining footpath No. 5 in that Parish.
4. F. Lemmington to Edlingham, from the public road leading to Lemmington Mill, in field No. 51, S.W. of Lemmington Hall, running in a S. direction through field Nos. 52, 39, 41, 32, joining footpath No. 3.
5. F. From Railway Bridge to Broome Wood, running in a N.E. direction through plantation on north side of railway then N. through field Nos. 13a, 13, passing kennels to the public road opposite Broome Wood.

**41. PARISH OF LESBRUY.**

1. F. From public road opposite Rabbit Leaming road end, running in a S. direction to Old Hawkhill through field Nos. 378, 369, 365, then E. to public road.
2. F. From public road N. of Longhoughton Mill Cottages running in a W. direction through Plantation and field No. 334 then under railway viaduct, and along north side of River Aln, through field Nos. 373, 372, 371, 354, to the Greenrigg public road.
3. B.R. From public road at Longhoughton Mill, running in a N. direction over cart road leading to Look Out as far as L.N.E.R., then N.W. through field Nos. 331, 406, to the Longhoughton Parish Boundary, joining bridle road No. 3 in that Parish.
4. B.R. East End of Lesbruy to Longhoughton Road, from the Boulmer Road running in a N.E. direction through field Nos. 275, 314, then N. through field Nos. 325, 419, to the Longhoughton Parish Boundary, joining bridle road No. 14 in that Parish.
5. F. From opposite Church to Footbridge over River Aln.
6. F. Town Foot Farm to Cemetery at Alnmouth, running in an E. direction through field Nos. 227, 267, then S.E. along north side of River Aln through field Nos. 225, 224, 192, to the Alnmouth Parish Boundary, joining footpath No. 5 in that Parish.



Extract from Northumberland County Council One Inch Maps showing restrictions under Sections 1 and 2 of the Restriction of Ribbon Development Act 1935





*Alnwick RD*

COUNTY OF NORTHUMBERLAND.

Restriction of Ribbon Development Act, 1935

LIST OF UNCLASSIFIED ROADS IN THE RURAL  
DISTRICT OF ALNWICK IN RESPECT OF WHICH  
THE PROVISIONS OF SECTION 7 OF THE  
RESTRICTION OF RIBBON DEVELOPMENT ACT  
1935 WERE ADOPTED ON 28TH JUNE 1937 BY  
RESOLUTION OF THE BRIDGES AND ROADS  
COMMITTED ACTING UNDER DELEGATED POWERS.

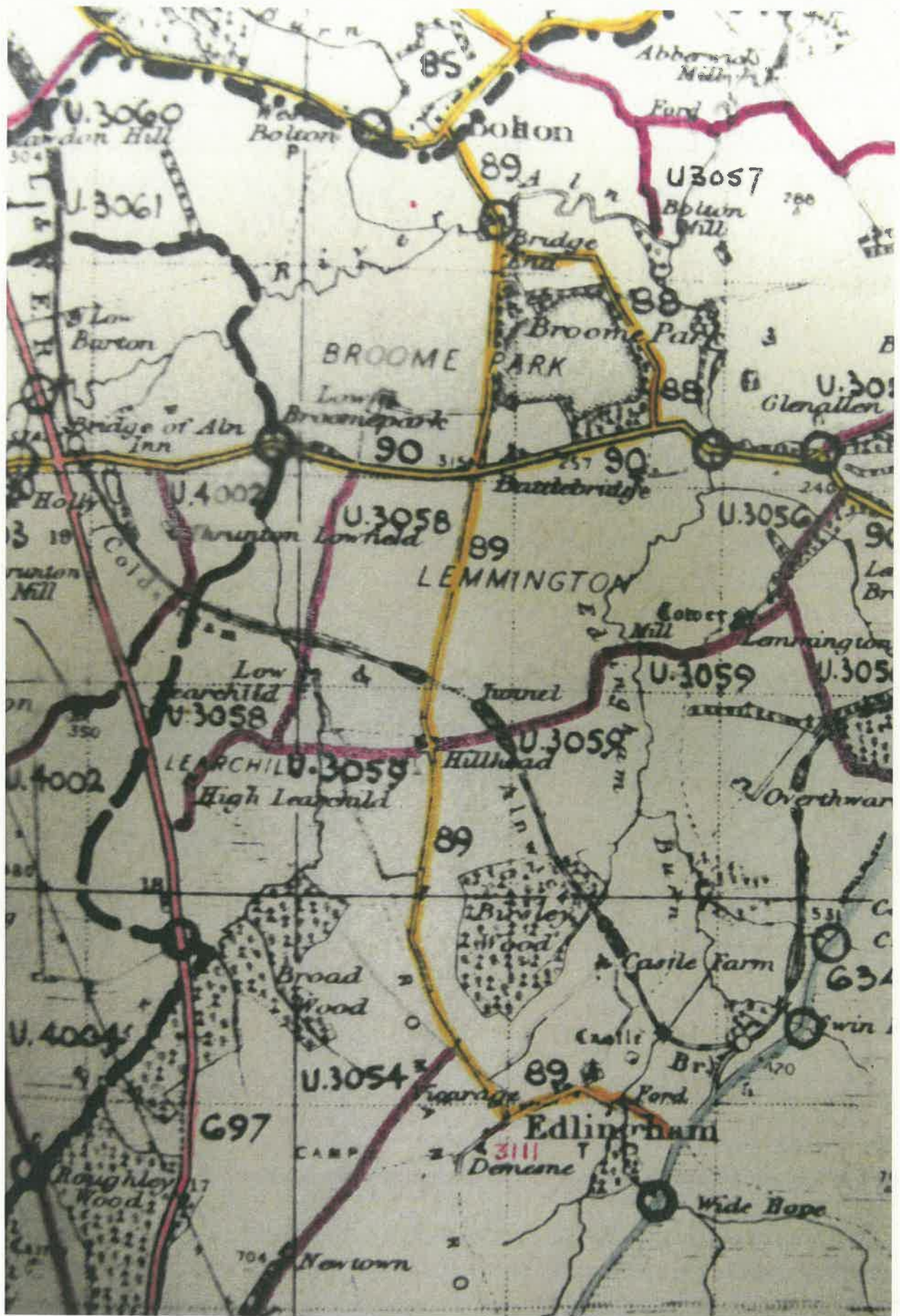
CH076



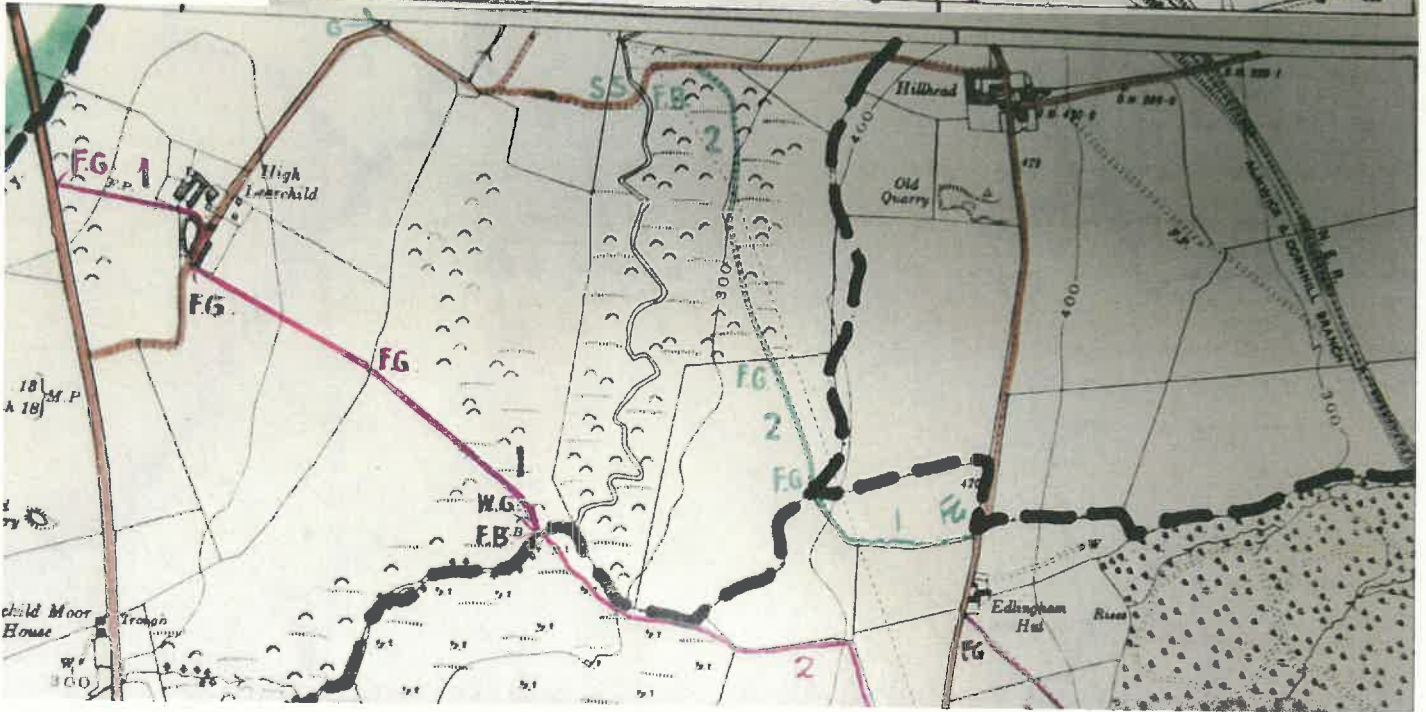
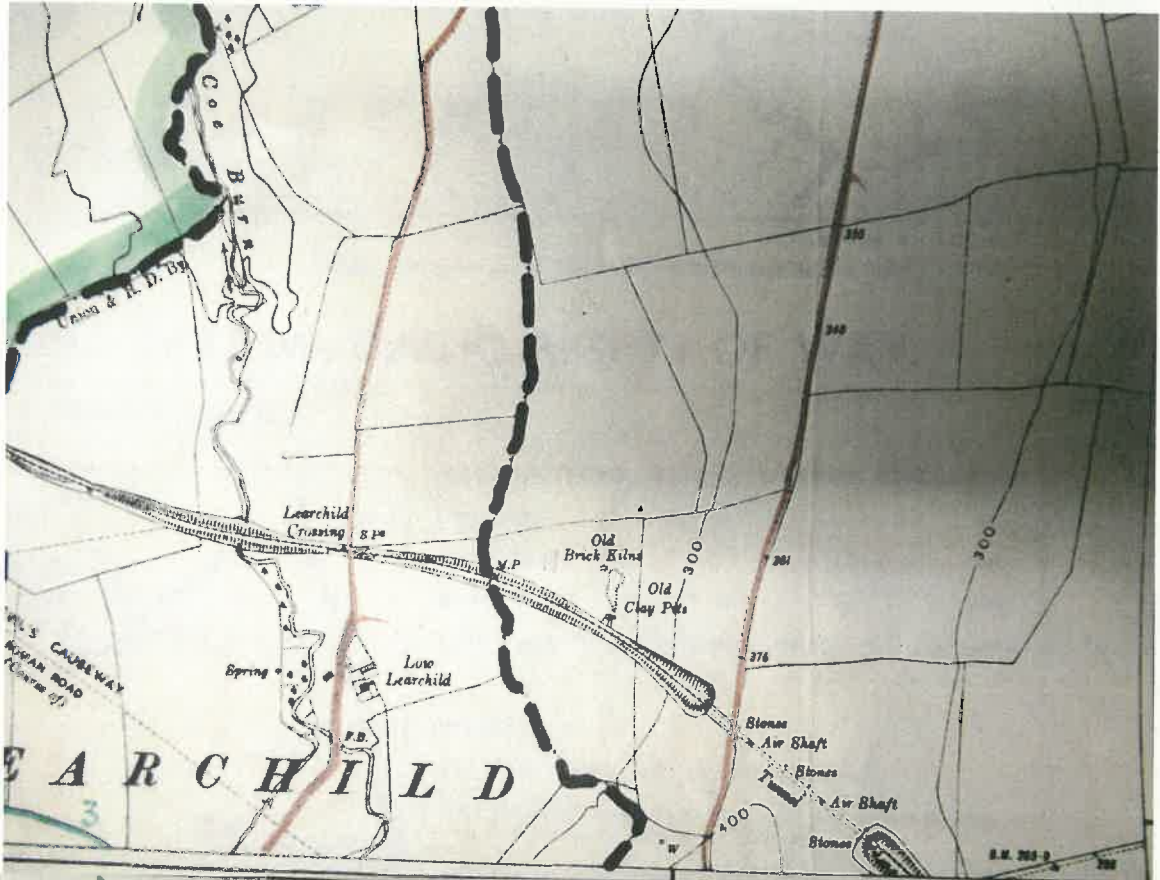
87. Road from the Ambler-Togston Burns road at Togston East Farm southwards to a point 100 yds. north of the road leading to High Coldrife.
88. Road from a point on the Togston East Farm-South Broomhill road 200 yds. south of Togston East Farm to the coast at Togston Links.
89. Road from a point on the Felton-Longframlington road B.6345  $\frac{1}{2}$  mile south west of Swarlandence via Elyhaugh to the ford at the River Coquet.
90. Road from the Felton-Longframlington road B.6345 at Felton to St. Michael's Church, Felton.
91. Road from a point on the Morpeth-Alnwick road A.1 100 yds. north of Rushycap via Leamington Lane, Chesterhill, Black House and Shiel Dyke to its crossing of the Hampeth Burn near Freemanshill.
92. Road from the Morpeth-Alnwick road A.1 at Newton-on-the-Moor to the Rushycap-Shiel Dyke road at Black House.
93. Road from the Memorial Fountain south eastwards to the Newcastle-Berwick road A.1 at Newton-on-the-Moor.
94. Road from a point on the Rushycap-Shiel Dyke road 100 yds. south east of Black House via Overgrass to its crossing of the Swarland Burn near Newmoor Hall.
95. Road from a point on the Morpeth-Alnwick road A.1  $\frac{1}{2}$  mile north of Hampeth Bridge to the Rushycap-Freemanshill road at Shiel Dyke.
96. Road from a point on the Newton-on-the-Moor to Black House road 400 yds. west of Newton-on-the-Moor Schools via the West Lodge of Newton Hall and Swarland Hall to the Felton-Longframlington road B.6345 at Swarland.
97. Road from a point on the Rushycap-Shiel Dyke road 600 yds. north west of Black House via Alnwick Fords to its crossing of the Swarland Burn on the road to Longframlington.
98. Road from a point on the Morpeth-Alnwick road A.1 200 yds. south of Deanmoor Cottages via Rugley Cottages to a point thereon 400 yds. north west of Rugley Cottages.
99. Road from a point on the Deanmoor-Lemington Bank road 200 yds. north west of Rugley Cottages via Rugley House to the entrance to Hobbetlaw.
100. Road from a point on the Alnwick-Rothbury road B.6341 350 yds. north of Widehope Bridge via Edlingham, Hillhead, Broome Park and Bridge End to the Glanton-Bolton road at Bolton.
101. Road from a point on the Morpeth-Wooler road A.697  $\frac{3}{4}$  mile north of Wandy Bridge via Newtown to a point on the Edlingham-Bolton road  $\frac{1}{2}$  mile south of Edlingham Hut.
102. Road from the Bolton-Edlingham road at Bridge End via the east side of Broome Park to a point on the Alnwick-Whittingham road 350 yds. west of Battle Bridge.
103. Road from a point on the Alnwick-Whittingham road 500 yds. east of Battle Bridge via Glenallan and Broomhill to the eastern boundary of Redside Wood.
104. Road from a point on the Alnwick-Rothbury road B.6341  $\frac{1}{4}$  mile south west of Banktop via Lemington Hall to the Alnwick-Whittingham road at the foot of Lemington Bank.
105. Road from a point on the Alnwick-Glenallan road 750 yds. east of Broomhill via Abberwick Ford, Tittington and Hedgeley Hall to a point on the Egingham-Hedgeley station road  $\frac{3}{4}$  mile south west of Beanley.

106. Road from a point on the Alnwick-Hedgeley Hall road 300 yds. west of Abberwick Ford to Bolton Mill.
107. Road from Abberwick to a point on the Alnwick-Hedgeley Hall road  $\frac{3}{8}$  mile north of its junction with the Alnwick-Glenallan road.
108. Road from the Alnwick-Whittingham Road at the foot of Garminthedge Bank via Low Learchild and High Learchild to a point on the Morpeth-Wooler road A.697 400 yds. north of Learchild Moor House.
109. Road from the Edlingham-Bolton road at Hillhead via Lemington Mill to the Banktop-Lemington Bank road at Lemington Hall.
110. Road from the Edlingham-Bolton road at Hillhead to a point on the Garminthedge Bank-High Learchild road  $\frac{1}{4}$  mile north east of High Learchild.
111. Road from the Alnwick-Rothbury road B.6341 at Banktop eastwards for a distance of 200 yds. along Red Road.
112. Road from a point on the Glanton-Great Ryle road 200 yds. west of Mile End via Glanton, Glanton station, Bolton and East Bolton to a point on the Alnwick-Wooperton road B.6346  $\frac{1}{2}$  mile north west of Shipley Bridge.
113. Road from the Glanton-Bolton road at Shawdon Hall Lodge via Shawdon Hill to a point 300 yds. south west of its intersection with the Morpeth-Wooler road A.697.
114. Road from the Morpeth-Wooler road A.697 at Powburn via Glanton to the Glanton-Whittingham road at St. Mary's R.C. Church, Glanton.
115. Road from the Glanton-Bolton road at Glanton via Dean House and Beanley Wood House to a point on the Egingham-Hedgeley Station road  $\frac{1}{2}$  mile east of Beanley.
116. Road from the Morpeth-Wooler road A.697 at Powburn via Crawley Tower to a point on the Hedgeley-Tittington road 500 yds. south of Hedgeley Hall.
117. Road from the Alnwick-Wooperton road B.6346 at Egingham via Beanley to the Morpeth-Wooler road A.697 at Hedgeley Station.
118. Road from a point on the Morpeth-Wooler road A.697 150 yds. north of Hedgeley West Cottages to Low Hedgeley.
119. Road from a point on the Glanton-Egingham road  $1\frac{1}{4}$  miles north west of Dean House via Beanley to Waterside Plantation.
120. Road from the Alnwick-Wooperton road B.6346 at Egingham via Tarry to a point thereon 500 yds. north east of the entrance to Tarry.
121. Road from Harehope to the Alnwick-Wooperton road B.6346 at Harehope East Lodge.
122. Road from Tittington Farn to the Hedgeley-Alnwick road.
123. Road from a point on the Alnwick-Wooperton road B.6346  $\frac{1}{2}$  mile east of Egingham Church via Eginghamhill and West Ditchburn to a point on the Alnwick-Wooperton road B.6346  $\frac{3}{4}$  mile north west of Shipley Bridge.
124. Road from a point on the Shipley-Charlton Mires road B.6347 700 yds. south west of Charlton House via Whitehouse Folly to a point on the Alnwick-Egingham road B.6346  $\frac{3}{4}$  mile south east of Shipley Bridge.
125. Road from East Ditchburn to the Shipley-Charlton Mires road B.6347 at South Charlton.

Extract from the Council's 1951 Highways Map







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

Parish of LEARCHILD. in the Rural District of

ALNWICK.

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

1. Number of highway on Map 2
2. Kind of Path (i.e., F.P., B.R.) G. R.
3. Starts at LEARCHILD RD. to EDLINGHAM HVT.
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? YES
6. Is the Path metalled? If so, define length NO
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stales, etc.? FINE  
GATES GOOD.
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  
NONE.

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

LOCAL EVIDENCE

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

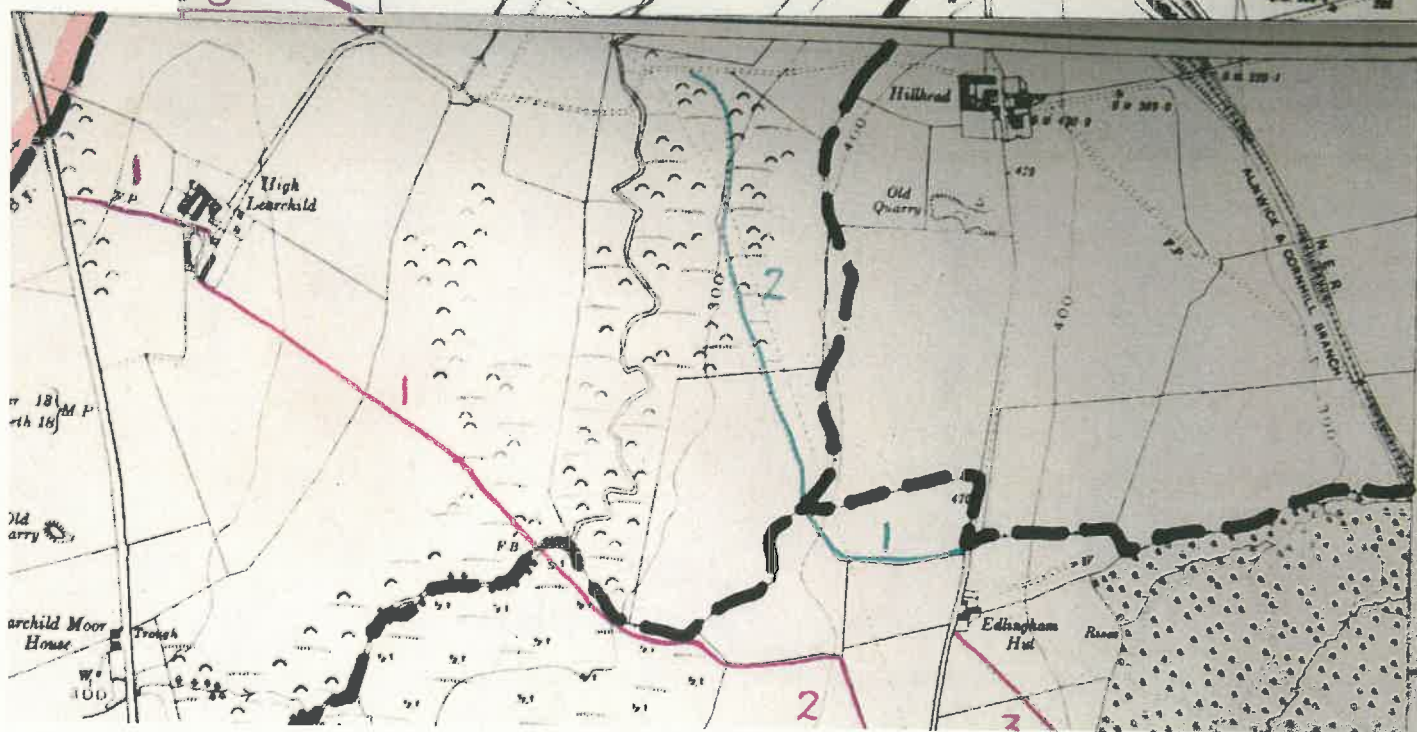
MRS. CURRY - LONGBRUFF.

15. What maps have been consulted, and where are they deposited?
16. What records have been consulted, and where are they deposited?
17. Any other relevant information

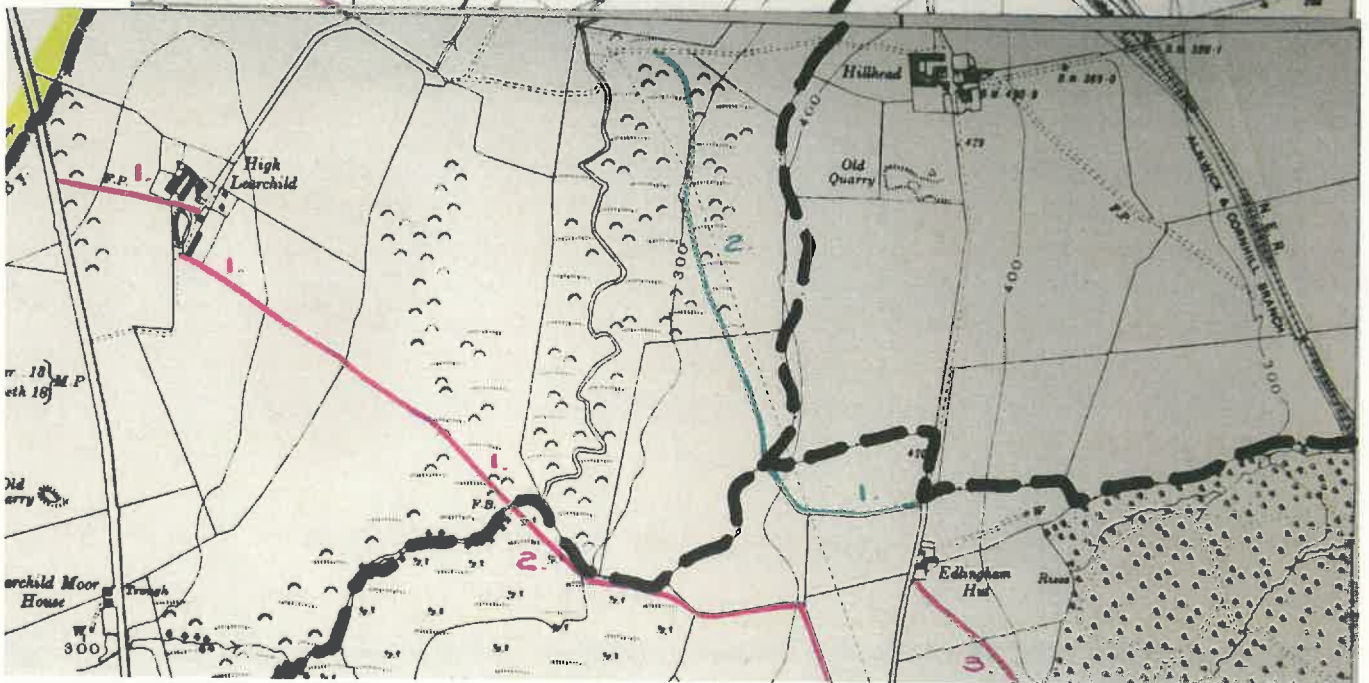
Surveyed by	Address	Dates of Survey
<u>E.W. Brown</u>	<u>6 Percy Terrace Alnwick</u>	<u>15/4/54</u>

Important:—Sheet No. of Map on which  
Highway is shown  
O.S. 898  
N XXXIV | S.W.

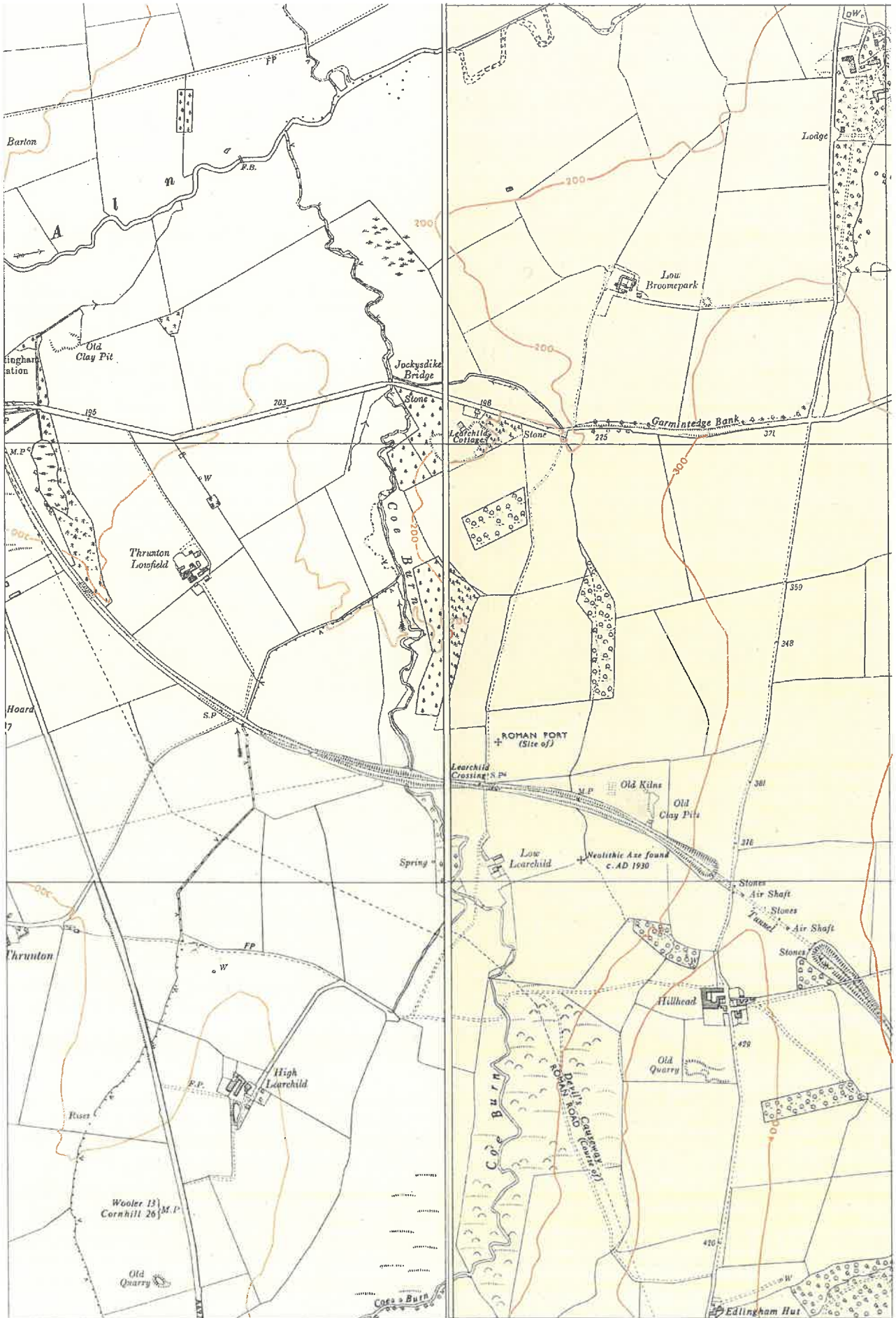




# Provisional Map







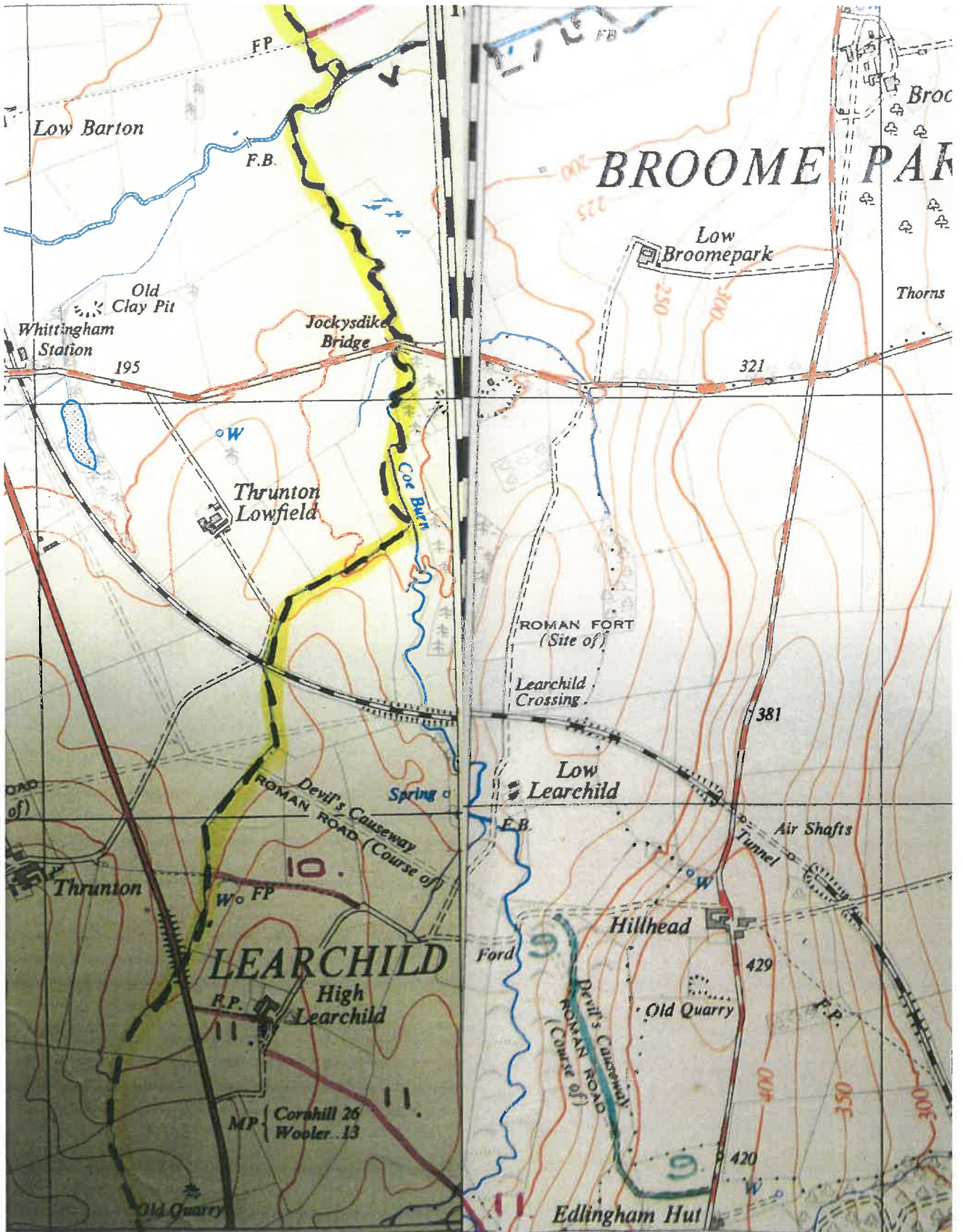
# 1958 County Road Schedule

## ALWICK DIVISION

### Unclassified Roads in Alwicks Rural District

		Brought Forward	48.967
U.3054	Wendy Bridge - Edlingham.	From A.697 near Wendy Bridge via Newtown to C.89 near Edlingham.	1.72
U.3055	Glenellan - Broomhill and Hawden Grange Road	From C.90 near Bettle Bridge via Glenellan Broomhill and Redside Wood to B.6341 near Hawden Grange. (Urban 0.98 - Rural 1.50)	2.48
U.3056	Lemington Hall Road	From C.90 at Lemington Bank via Lemington Hall to B.6341 near Banktop.	1.23
U.3057	Bolton - Abberwick Road	From C.85 near Bolton via Abberwick Ford to U.3055 east of Broomhill including Bolton Mill Road and Abberwick Road.	3.05
U.3058	Garminledge Bank - Learchild Moor Road	From C.90 near Garminledge Road via Low Learchild to A.697 near Learchild Moor House.	1.36
U.3059	Learchild - Lemington Hall Road	From U.3058 near High Learchild crossing Class C.89 at Hillhead via Lemington Mill to U.3056 near Lemington Hall.	1.78
U.3061	Shawdon Hill - Rothill Road	From A.697 near Shawdon Hill south-west to R.D. boundary.	0.15
U.3069	White House Folly Road	From B.6347 near Cherlton House via White House Folly to B.6346	1.50
U.3071	South Charlton - Heiferlaw Bank Road.	From B.6347 South Charlton via Humbleheugh to A.1. at Heiferlaw Bank.	1.76
U.3074	Hipsburn Crescent Lesbury		0.08
U.3075	Devison Avenue, Felton.		0.114
U.3076	Fallogen Avenue and cul-de-sac Shilbottle.		0.108
U.3077	Acklington Broomhill Old Road	From B.6345 at Acklington to C.104, east of Acklington.	0.106
		Forward	<u>64.405</u> miles





NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

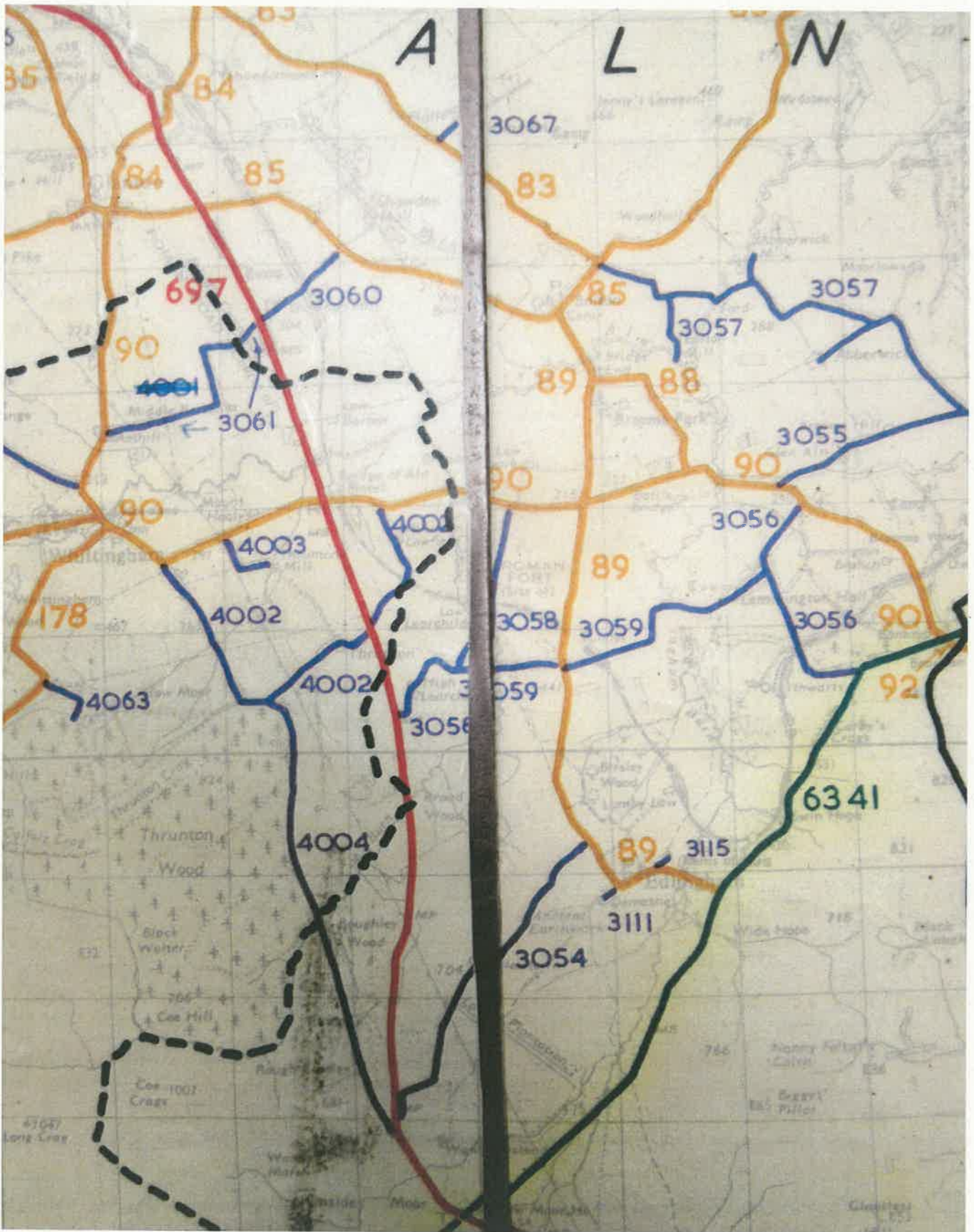
1. Borough .....  
Urban District .....  
Rural District ..... ALNWICK .....
2. Parish ..... EDLINGHAM .....
3. Number of Footpath on Map ..... 9 .....
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... B.R. .....
6. General Description of Path From the Edlingham - Bolton road north of .....  
Edlingham Hut in a westerly and north-westerly direction to join the public .....  
road west of Hillhead. .....  
.....  
.....  
.....
7. Other relevant information .....  
.....  
.....  
.....  
.....  
.....

# 1964 County Road Schedule

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Total Mileage.
U.3049	Newmoor Hall-Overgrass-Rushycap Road.	From Rural District boundary at Newmoor Hall via Overgrass, crossing C.390 near Chester Hill to A.1 at Rushycap. (Continues in Rothbury Rural District as U.4043).	Alnwick.	2.35
U.3050	Hawdon Grange-Black House Road.	From B.6341 near Hawden Grange southwards via St. Margaret's and Shiel Dyke to C.106 near Black House. (Urban 2.42 - Rural 2.36).	Alnwick.	4.78
U.3051	Shiel Dyke-Hampeth Road.	From U.3050 at Shiel Dyke north-eastwards to A.1 near Hampeth Bridge. (Reduced for diversion).	Alnwick.	1.97
U.3052	Newton-on-the-Moor Road.	From C.106 at Memorial Fountain to rejoin C.106 at Newton-on-the-Moor.	Alnwick.	0.10
U.3053	Rugley Road.	From C.92 near Rugley Cottage, north-eastwards via Rugley to B.6341 at Clayport Bank Top, Alnwick. (Urban 0.94 - Rural 1.14).	Alnwick.	2.08
U.3054	Wandy Bridge-Edlingham.	From A.697 near Wandy Bridge north-eastwards via Newtown to C.89 near Edlingham.	Alnwick.	1.72
U.3055	Glen Aln-Broom Hill and Hawden Grange Road.	From C.90 near Battle Bridge eastwards via Glen Aln, Broom Hill and Redside Wood to B.6341 near Hawden Grange. (Urban 0.98 - Rural 1.50).	Alnwick.	2.48
U.3056	Lemington Hall Road.	From C.90 east of Battle Bridge southwards via Lemington Hall to B.6341 near Lemington Banktop.	Alnwick.	1.23
U.3057	Bolton-Abberwick Road.	From C.85 near Bolton via Abberwick Ford to U.3055 east of Broom Hill, including Bolton Mill Road, (580 yards), Abberwick Road, (460 yards) and Abberwick Mill Road, (170 yards).	Alnwick.	3.09
U.3058	Garminthedge Bank-Learchild	From C.90 near Garminthedge Bank southwards via Low Learchild to A.697 near Learchild Moor House.	Alnwick.	1.36
U.3059	Learchild-Lemington Hall	From U.3058 near High Learchild crossing C.89 at Hillhead via Lemington Hill to U.3056 near Lemington Hall.	Alnwick.	1.78



# Extract from the Council's 1964 Highways Map

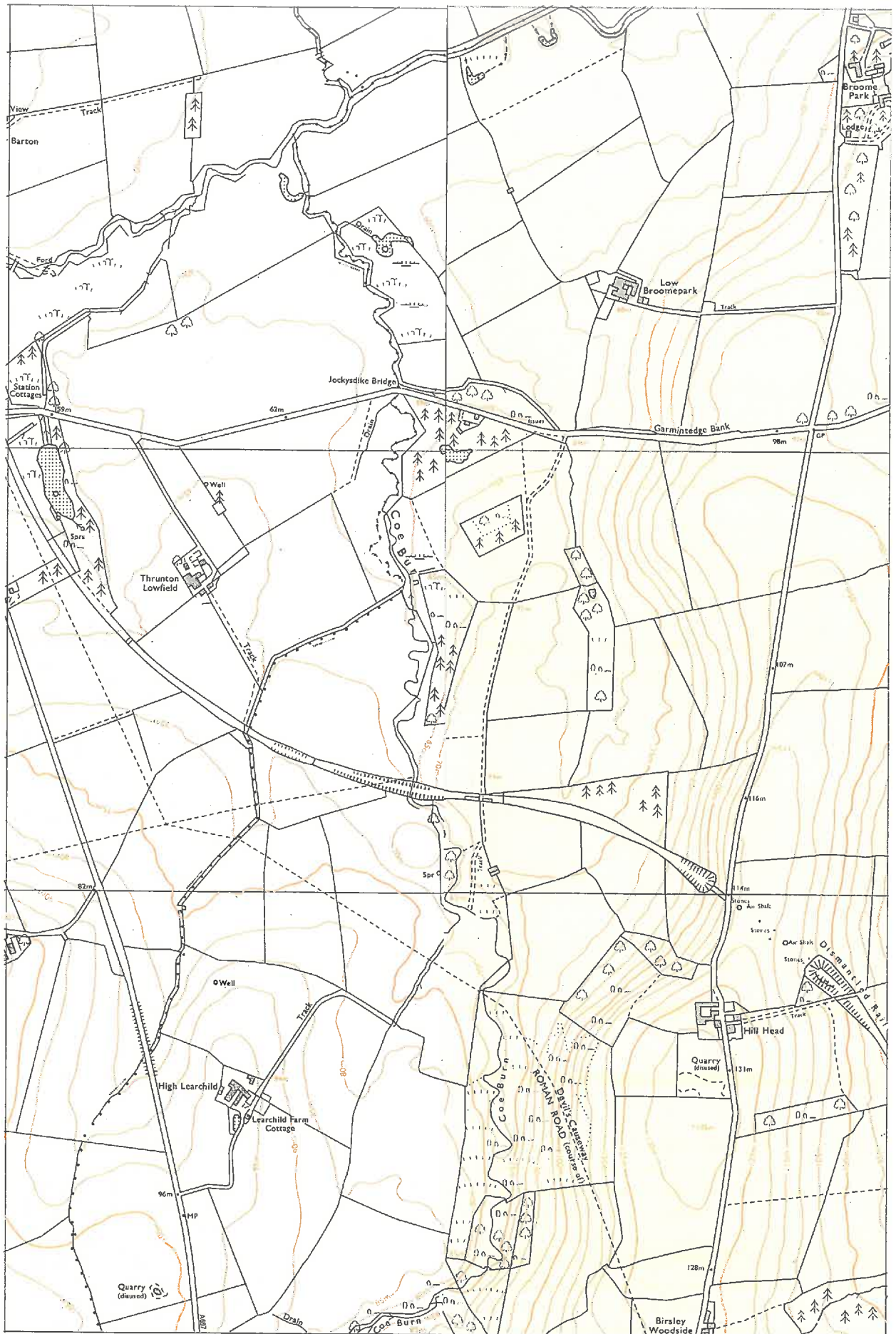


# 1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 3051	Shiel Dyke-Hampeth Road.	From U. 3050 at Shiel (NU. 150062) north-eastwards to join A.1 near Hampeth bridge (NU. 174074).	Alnwick Division.		1.97
U. 3052	Newton-on-the-Moor Road.	From C. 106 at Memorial Fountain (NU. 172053) southwards and eastwards to rejoin C. 106 at Newton-on-the-Moor (NU. 173052).	Alnwick Division.		0.10
U. 3053	Rugley Road.	From C. 92 near Rugley Cottage, (NU. 165099) north-eastwards via Rugley to B. 6341 at Clayport Bank Top, Alnwick (NU. 180127).	Alnwick Division.		2.08
U. 3054	Wandy Bridge-Edlington.	From A. 697 near Wandy Bridge (NU. 093071) north-eastwards via Newtown to C. 89 near Edlington (NU. 107093).	Alnwick Division.		1.72
U. 3055	Glen Aln-Broom Hill and Hawden Grange Road.	From C. 90 near Battle Bridge (NU. 124122) eastwards via Glen Aln, Broom Hill and Redside Wood to B. 6341 near Hawden Grange (NU. 160119).	Alnwick Division.		2.48
U. 3056	Lemington Hall Road.	From C. 90 east of Battle Bridge (NU. 126120) southwards via Lemington Hall to B. 6341 near Lemington Banktop (NU. 131106).	Alnwick Division.		1.23
U. 3057	Bolton-Abberwick Road.	From C. 85 near Bolton (NU. 110140) eastwards via Abberwick Ford to U. 3055 east of Broom Hill (NU. 139127) including Bolton Mill Road, (580 yards), Abberwick Road, (460 yards) and Abberwick Mill Road, (170 yards).	Alnwick Division.		3.09
U. 3058	Garminbedge Bank-Learchild.	From C. 90 near Garminbedge Bank (NU. 103120) southwards via Low Learchild to A. 697 near Learchild Moor House (NU. 094103).	Alnwick Division.		1.36
U. 3059	Learchild-Lemington Hall.	From U. 3058 near High Learchild (NU. 099106) eastwards crossing C. 89 at Hillhead via Lemington Hill to U. 3056 near Lemington Hall (NU. 123114).	Alnwick Division.		1.78



1:10,000 O.S. Map  
1982 / 1977



**DEPOSIT OF STATEMENT and PLAN**

**SECTION 31 (6) OF THE HIGHWAYS ACT 1980**

To Northumberland County Council

1. We are and have been since 1 January 1996 the owners within the meaning of the above section of the land known as The Lemmington Estate more particularly delineated on the plan accompanying this statement and thereon edged red.
2. The aforementioned land lies in the Parishes of Edlingham.
- \* 3. The ways coloured blue on the said plan have been dedicated as highways with vehicular status.
- \* 4. The ways coloured green on the said plan have been dedicated as bridleways.
- \* 5. The ways coloured yellow on the said plan have been dedicated as footpaths.
- \* ~~6. No ways over the land have been dedicated as highways.~~
7. The deposit shall comprise this statement and accompanying plan.

\* Delete as applicable.

**TRUSTEES :**

Signed:

X *D. Cussins* X  
Sj

Name:

Mrs D Cussins

Address:

Seven  
Westfield  
Gosforth  
Newcastle upon Tyne  
NE3 4YE

Date:

X 28/6/97

**WITNESSES :** X

Signed:

*Michael Reid*

Name:

MICHAEL REID

Address:

THE STABLE HOUSE  
MIDDLETON  
MORPETH  
NE31 4R3

X Occupation:

*Chartered Surveyor*

/Continued ...

**TRUSTEES :**

Signed: X 

Name: P I Cussins Esq

Address: Cussins Property Group  
Great North Road  
Gosforth  
Newcastle upon Tyne  
NE3 2DA

Date: X 30/6/97

**WITNESSES :**

Signed: X 

Name: MICHAEL RETTY

Address: THE STABLE HOUSE  
MIDDLETON  
MORPETH  
NE31 4R3

Occupation: 

Signed: X 

Name: M R Macfadyen Esq

Address: c/o Charles Russell  
8-10 New Fetter Lane  
London EC4A 1RS

Date: X 27/6/97

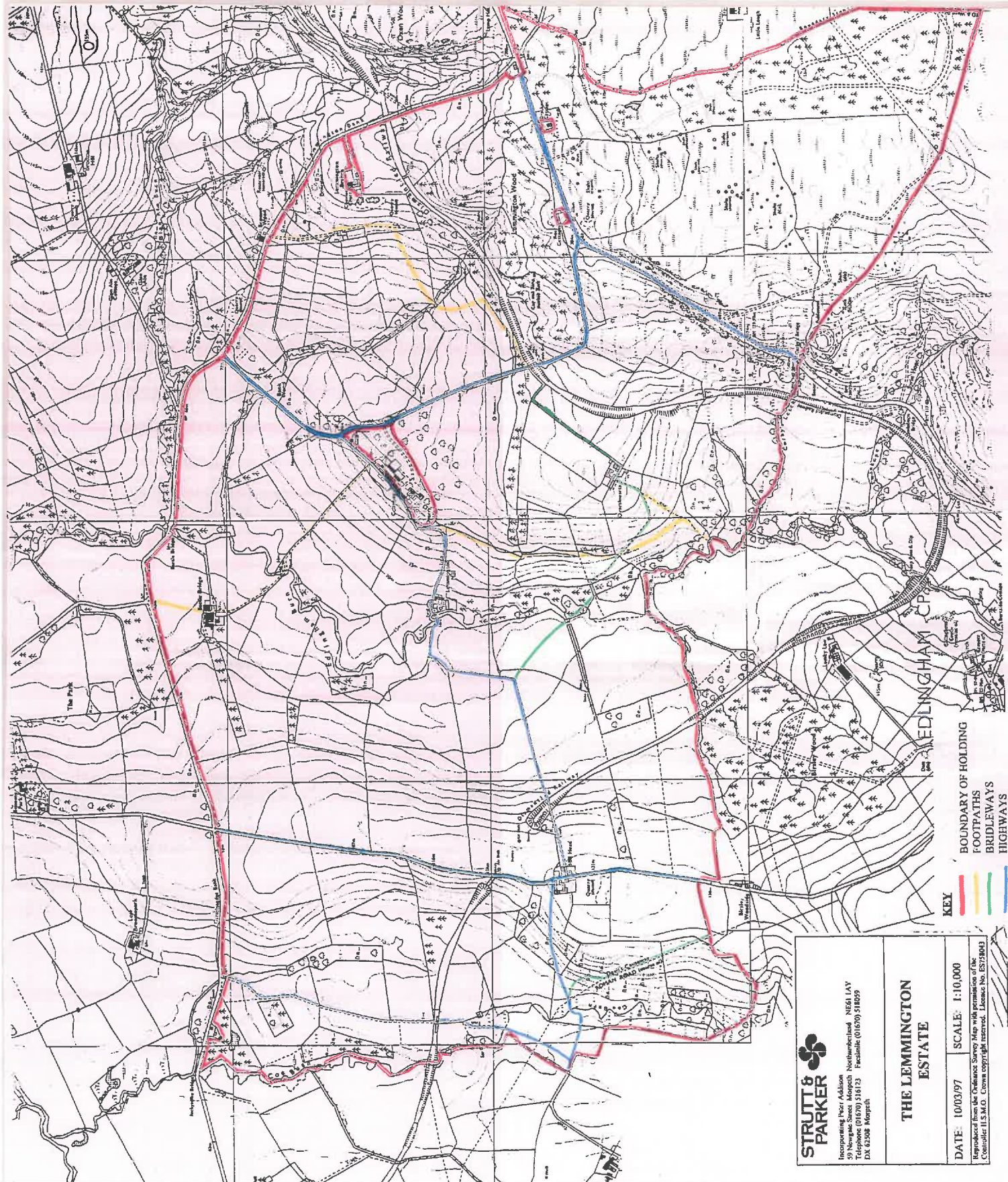
Signed: X 

Name: MATTHEW FAULNER

Address: 8-10 New FETTER LANE  
LONDON EC4A 1RS

Occupation: 





Incorporating their Addition  
 29 Newgate Street, Nottingham, N.E.6 1AY  
 Telephone: (01676) 518115 Facsimile: (01676) 518259  
 DX 62308 Nottingham

**THE LEMMINGTON  
 ESTATE**

DATE: 10/03/97 SCALE: 1:10,000  
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- KEY**
- BOUNDARY OF HOLDING
  - FOOTPATHS
  - BRIDLEWAYS
  - HIGHWAYS

STATUTORY DECLARATION

SECTION 31 (6) OF THE HIGHWAYS ACT 1980

WE DOREEN CUSSINS, PETER IAN CUSSINS and MICHAEL ROBERT MACFADYEN as TRUSTEES of THE LEMMINGTON ESTATE TRUST DO SOLEMNLY AND SINCERELY DECLARE as follows :

1. We are and have been since 31<sup>st</sup> December 1995 the owners of the land known as **The Lemmington Estate** more particularly delineated on the plan accompanying this declaration and thereon edged red.
2. On the **18th** day of **July 1997** we deposited with **Northumberland County Council**, being the appropriate Council, a statement accompanied by a plan delineating our property by red edging which stated that the ways coloured blue on the said plan and on the plan accompanying this declaration had been dedicated as highways with vehicular status, the ways coloured green on the said plan and on the plan accompanying this declaration had been dedicated as bridleways, and the ways coloured yellow on the said plan and on the plan accompanying this declaration had been dedicated as footpaths.
- \* 3. On the \_\_\_\_\_ day of \_\_\_\_\_ I [or my predecessor in title \_\_\_\_\_] deposited with \_\_\_\_\_ Council, being the appropriate Council, a statutory declaration dated \_\_\_\_\_, stating that no additional ways [other than those coloured brown on the plan accompanying this declaration] had been dedicated as [highways with vehicular status] [bridleways] [footpaths] since the deposit of the Statement referred to in 2. above.
4. No additional ways have been dedicated over the land edged red on the plan accompanying this declaration since the statement dated **18<sup>th</sup> July 1997** referred to in 2. Above.

\* Delete if not applicable.

AND WE MAKE this solemn declaration on the 13<sup>th</sup> day of August conscientiously believing it to be true and by virtue of the Statutory Declarations Act 1835.

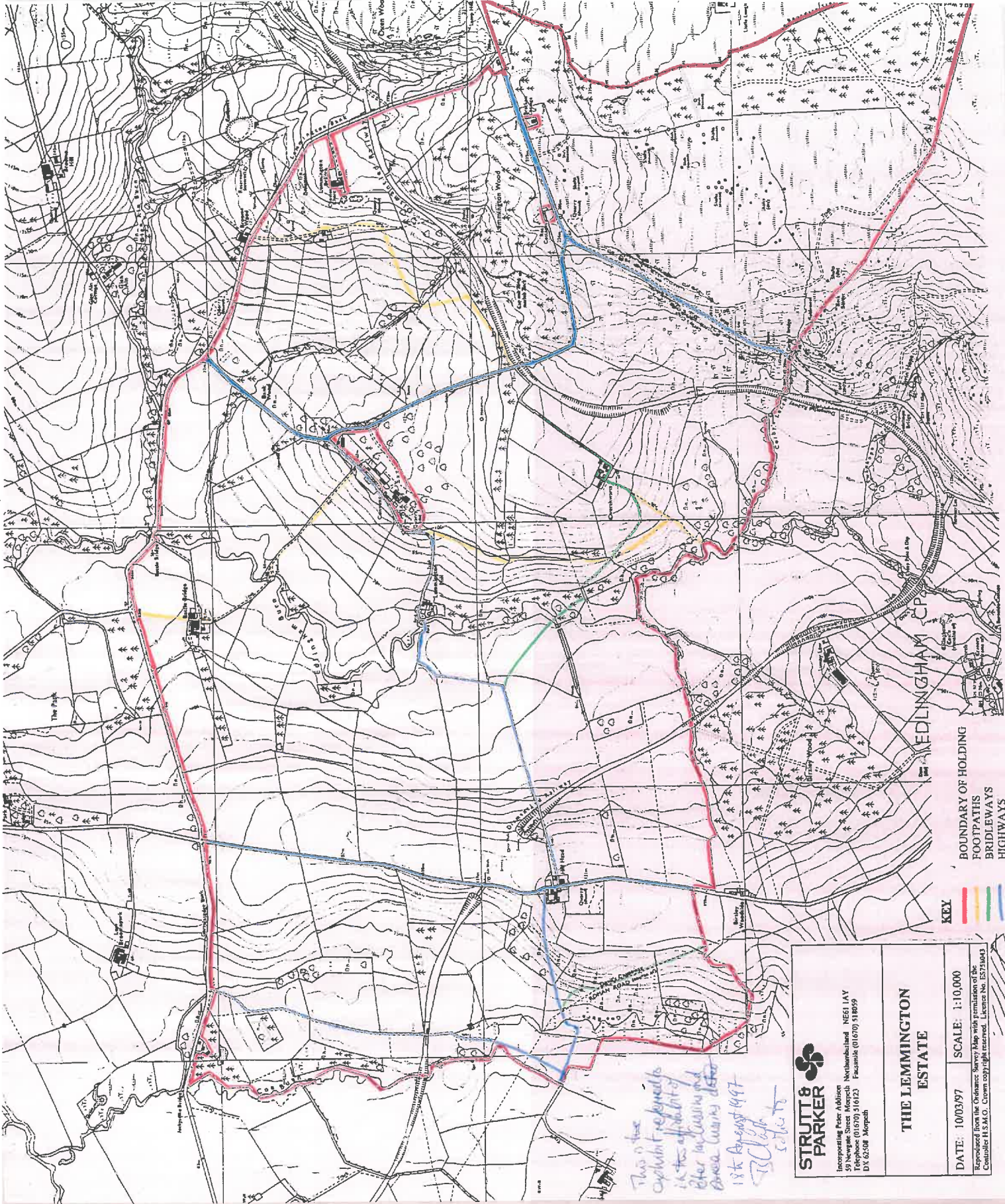
Declared at  
Gosforth  
Newcastle upon Tyne  
 Before me

(T.S. CLARK)

[Commissioner for Oaths or a Justice of the Peace or Solicitor]

Declared at  
8 Newgate Lane  
 before me  
  
 Solicitor





*This is the  
 explicit request  
 i.e. the applicant of  
 Peter Lemmington and  
 Anne Lemmington  
 18th August 1997  
 J.P. [Signature]  
 solicitor*

- KEY**
- BOUNDARY OF HOLDING
  - FOOTPATHS
  - BRIDLEWAYS
  - HIGHWAYS

**STRUTT & PARKER**

Incorporating Peter Addison  
 39 Newgate (01570) 510123 Fax 01570 518059  
 DX 65398 Morpeth

**THE LEMMINGTON ESTATE**

DATE: 10/03/97      SCALE: 1:10,000

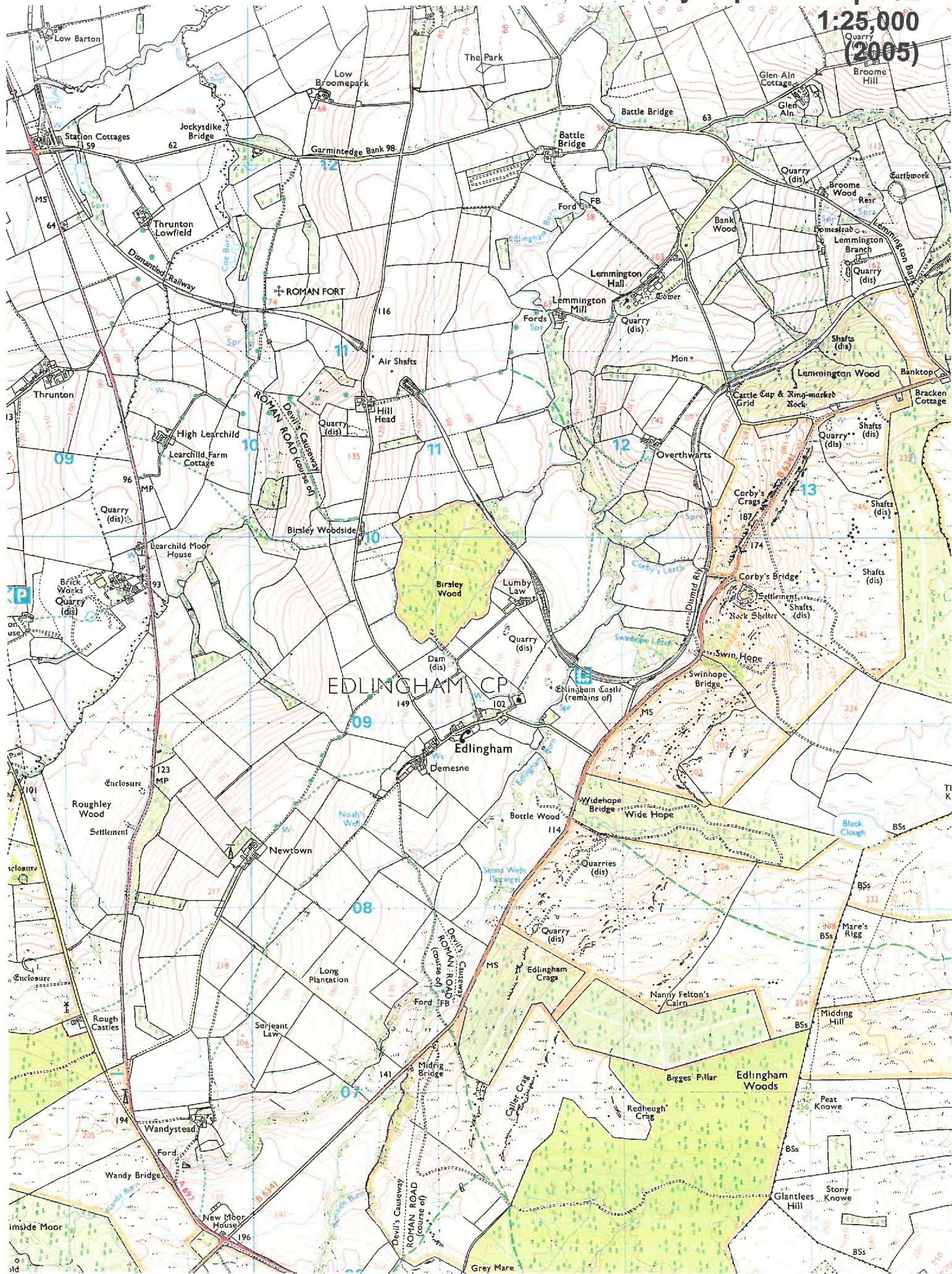
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# Ordnance Survey Explorer Map 332

1:25,000

(2005)



EDLINGHAM CP

Edlingham

Demesne

Newtown

Long Plantation

Edlingham Crags

Edlingham Woods

Redheugh Crag

Bigges Pillar

Stony Knowe

Glantless Hill

Peat Knowe

Midding Hill

Mare's Rigg

Nanny Felton's Cairn

Widehope Bridge

Wide Hope

Quarries (dis)

Quarry (dis)

Edlingham Crags

Edlingham Crags

Edlingham Crags

Edlingham Crags

Edlingham Crags

Edlingham Crags

Edlingham Crags

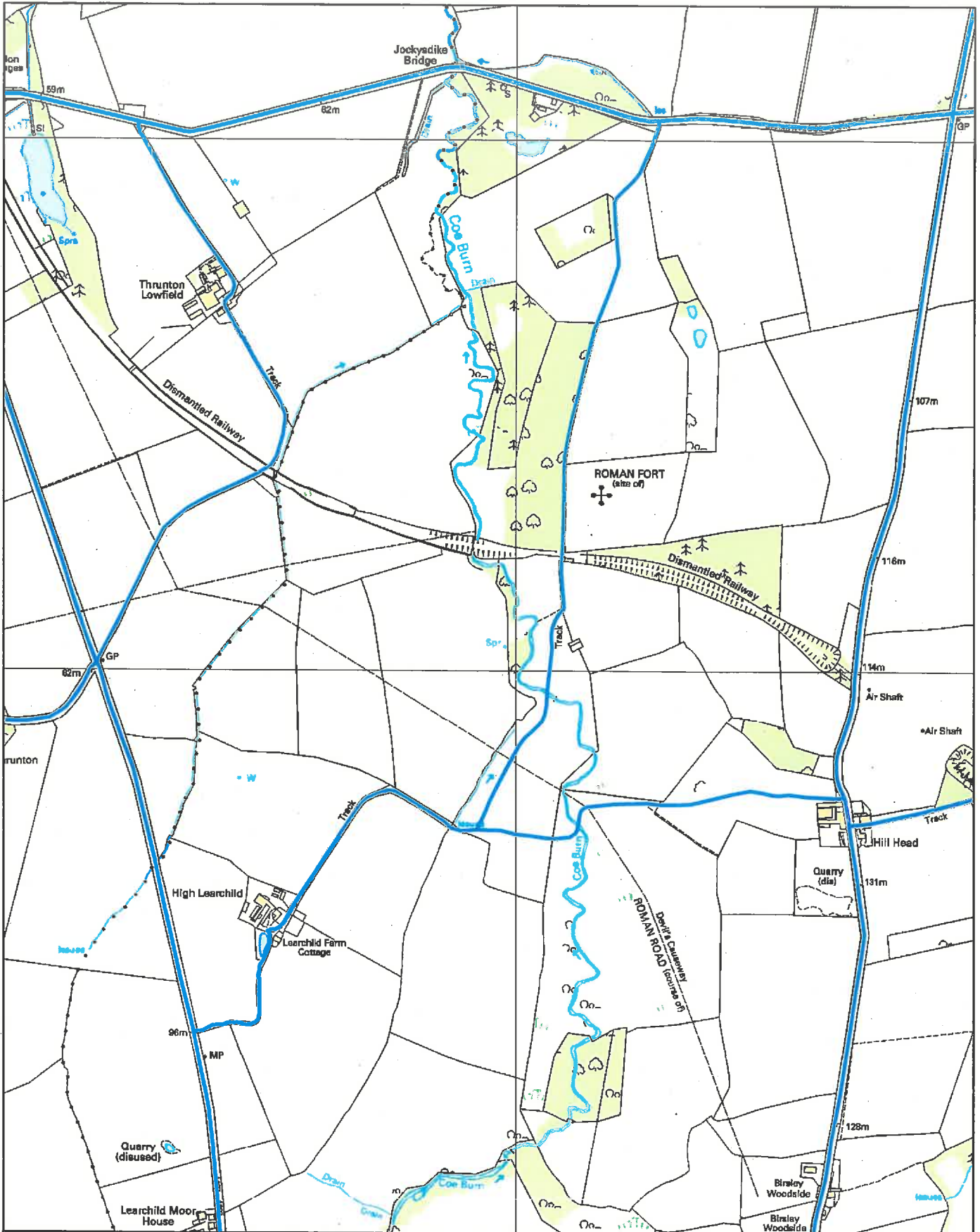
Edlingham Crags



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

<b>Road Number</b>	<b>Description</b>	<b>Length - Metres</b>
<b>U3057</b>		
	BOLTON MILL ROAD TO ABBERWICK MILL	774
	ABBERWICK MILL ROAD TO ABBERWICK R	1,192
	ABBERWICK ROAD TO U3055 JCT	1,169
	U3057 TO ABBERWICK MILL	213
	U3057 TO ABBERWICK	422
	U3057 TO BOLTON MILL	527
	C85 JCT TO BOLTON MILL ROAD	773
	<i>Total length for U3057</i>	<b>5,070</b>
<b>U3058</b>		
	A697 JCT TO U3059 JCT	855
	U3059 JCT TO C90 JCT	1,425
	<i>Total length for U3058</i>	<b>2,279</b>
<b>U3059</b>		
	U3058 JCT TO C89 JCT	739
	C89 JCT TO U3056 JCT	2,217
	<i>Total length for U3059</i>	<b>2,956</b>
<b>U3060</b>		
	A697 JCT TO C85 JCT	908
	<i>Total length for U3060</i>	<b>908</b>
<b>U3061</b>		
	C90 JCT TO A697 JCT	2,013
	<i>Total length for U3061</i>	<b>2,013</b>
<b>U3062</b>		
	A697 JCT TO C83 JCT	1,456
	<i>Total length for U3062</i>	<b>1,456</b>
<b>U3063</b>		
	A697 JCT TO LOW HEDGLEY	489





Network Management  
Information System

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

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AB	Oct 2020	1:10,000