



# Northumberland

## County Council

### NORTH NORTHUMBERLAND LOCAL AREA COUNCIL RIGHTS OF WAY SUB-COMMITTEE 25 August 2021

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

#### ALLEGED BYWAYS OPEN TO ALL TRAFFIC Nos 35 & 22 PARISHES OF HARBOTTLE & NETHERTON

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 the U4029 road, from the C179 road, west of Burradon Hall, in a general south-westerly direction to the U4019 road, north of Sharperton Edge.

#### **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-J-H;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the K-J-H 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 'U4029' 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 U4029 unclassified County road based upon more than simply its inclusion in the List of Streets.

### **3. LANDOWNER EVIDENCE**

- 3.1 By note and plan, received 11 April 2018, C Curry of Low Burradon responded to the consultation indicating that all but the very northern end of the J-K section was over land in Messrs Curry occupancy, and stating:

"The vast majority of public use is walkers with some cyclists and occasional horse riders. It is very rare to have a motor vehicle through. "I have lived on the property all my life (56 years) and can count on one hand the number of motor vehicles."

- 3.2 By letter, dated 16 May 2018, and plan, M Young of RN Young & Sons, at Sharperton Edge, responded to the consultation indicating that the H-J section was over their land, and stating:

"I write regarding BOAT No 35 which crosses our land. The usage of the route although light, almost entirely consists of cyclists, walkers and a few horse riders, we do on very rare occasions see groups of motocross motor bikes come through. These usually are unregistered which leads to some concern as they have to continue on to public road which ever way they travel.

"Over the last 5 years we probably see motorbikes use the route no more than once or twice a year, with walkers cyclists and the odd horse rider through about once a week. From the period May 2001 to about the end of 2002, there were no motor vehicles using the route due to foot and mouth. From then until May 2006, again we would see only motorbikes through once or twice a year where as walkers cyclists and horse riders would be using the route probably once a week.

"I have no objection to the use of the route by walkers cyclists or those on horseback, however, I feel that the use of motor vehicles has implications for disturbing stock and causing damage to the track, which has little or no hard surface in some places. Furthermore allowing vehicles across this route gives access to poaching and those intent on the theft of livestock amongst other things.

"In summary I would strongly support classification of this route as a bridleway. In doing this it would promote the quiet enjoyment of the countryside, but also protect those who live and work here from unwanted motorised attention."

### **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". Five 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 2<sup>nd</sup> April 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Harbottle parish

"Alleged byway open to all traffic 35 (Sharperton Edge)

"This is a grass covered track along the edge of a pasture which turns down a wide track to the parish boundary at J. There are cattle pens at H so it is most unlikely that members of the public would realise that it had public rights. The gate at J is also obstructed by a rock to prevent it being opened. So it is important that this useful through route is added to the definitive map and the obstruction removed."

- 4.4 By email, on 8<sup>th</sup> May 2018, Ms S Rogers further responded to the Consultation on behalf of the British Horse Society, stating:

"Netherton parish

"Alleged byway open to all traffic 22 (Low Burradon)

"This route leaves the local road network as a narrow tarmac road which looks as if it is a private farm access road as it turns into the farmyard. But the alleged BOAT continues straight ahead through a field gate into a pasture along a well defined track. It continues to J on the parish boundary where there is a gate that is almost impossible to open. A public bridleway joins it (and is signed) in the first pasture. So this track forms an important part of the local off-road network for horse riders. The BHS supports NCC's proposal as they believe it should be recorded on the definitive map and opened up as a through route."

- 4.5 By letter, dated 2<sup>nd</sup> May 2018, Harbottle Parish Council responded to the consultation, stating:

"The Parish Council object to this proposal. To their knowledge, and that of the landowners and occupiers, this route has never been used by walkers, horse riders, cyclists or unauthorised vehicles. The two farmers concerned have used it on occasion with farm machinery to carry out farm work and cultivation. It could prove a serious inconvenience to their operations to have to maintain this proposed route for recreational users."

- 4.6 By email, on 10<sup>th</sup> May 2018, Netherton & Biddlestone Parish Council responded to the consultation, stating:

"Further to correspondence dated 14/2/18, Netherton & Biddlestone Parish Council are only aware of walkers and horse riders using the routes, as opposed to open to all traffic."

## 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

Although Burradon and Sharperton Edge are both identified on the map, there is no evidence of a road or track resembling the route of alleged Byways Nos 35 and 22.

1820 Fryer's County Map

There is clear evidence of a road or track resembling the route of alleged Byways Nos 35 and 22.

1827 Cary's Map

There is clear evidence of a road or track resembling the route of alleged Byways Nos 35 and 22.

1828 Greenwood's County Map

There is clear evidence of a road or track resembling the route of alleged Byways Nos 35 and 22.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byways Nos 35 and 22. Only the sections north of Low Burradon and in the vicinity of Point J appear to be enclosed.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byways Nos 35 and 22. Only the sections north of Low Burradon and in the vicinity of Point J appear to be enclosed.

Finance Act 1910 plan

There is clear evidence of a partly enclosed road or track over the route of alleged Byways Nos 35 and 22. 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. Unusually, however, in this area, even the tarmac surfaced parts of the ordinary road network are not shown as being separated from the surrounding land by coloured boundaries.

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

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byways Nos 35 and 22. Only the sections north of Low Burradon and in the vicinity of Point J appear to be enclosed.

1932 Rothbury RDC Handover Map

No handover map appears to have survived for the former Rothbury RDC area.

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

No map or schedule for the Rothbury RDC area appears to have survived.

1951 Highways Map

The route of alleged Byways Open to All Traffic Nos 35 & 22 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the "U4029".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byways Open to All Traffic Nos 35 and 22 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 Harbottle Footpath No 25 (at that time identified for inclusion as Sharperton Footpath No 1) the right of way is identified as starting on "Low Burradon Boundary" - the road is not mentioned.

Draft Map

The route of alleged Byway Open to All Traffic No 35 and 22 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), although two public footpaths (numbered "1" and "5") and a public bridleway (numbered "4") are identified connecting with the alleged byway.

Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 35 and 22 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), although two public footpaths (numbered "1" and "5") and a public bridleway (numbered "4") are identified connecting with the alleged byway.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 35 & 22.

1958 County Road Schedule

In this Schedule, the entry for the U4029 road states:

"U4029 Sharperton - Burradon Road  
From C172 east of Sharperton via Sharperton Edge to C179 at Burradon."

The length of the U4029 road is identified as 2.08 miles.

1962 Original Definitive Map

The route of alleged Byways Nos 35 and 22 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 Statements

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

Public Bridleway No 4 (Netherton)

"From BR16 in the parish of Harbottle at that parish boundary in a north-easterly and south-easterly direction to join the Burradon – Sharperton Edge Road."

Public Footpath No 10 (Netherton)

"From FP 25 in the parish of Harbottle at that parish boundary in a north-easterly direction to join the Low Burradon Road west of Greenlish Plantation."

Public Footpath No 25 (Harbottle)

"From the Sharperton – Sharperton Edge Road north-east of Sharperton Edge in a north-easterly direction through Sharperton Edge Plantation to the Netherton Parish Boundary joining FP 10 in that parish."

1964 Highways Map

The route of alleged Byways Open to All Traffic Nos 35 and 22 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the "U4029".

1964 County Road Schedule

In this Schedule, the entry for the U4029 road states:

"U4029 Sharperton – Burradon Road

From C172 east of Sharperton north-eastwards via Sharperton Edge to C179 at Burradon."

The length of the U4029 road is identified as 2.08 miles.

1974 County Road Schedule

In this Schedule, the entry for the U4029 road states:

"U4029 Sharperton – Burradon Road

From C172 east of Sharperton (NT 963037) north-eastwards via Sharperton Edge to C179 at Burradon (NT 980060)."

The length of the U4029 road is identified as 2.08 miles.

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 35 & 22.

2005 Ordnance Survey Explorer OL16 Map: Scale 1:25,000

There is clear evidence of a road / track over the route of alleged Byways Nos 35 and 22. This particular route is not marked with the green dots which would have identified it as 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 byways (the U4029) is clearly identified as publicly maintainable highway.

## **6. SITE INVESTIGATION**

- 6.1 From Point K on the C179 road, 270 metres west of Burradon Hall, a 2.7 to 3 metre wide tarmac road, in a 9.1 metre wide corridor, proceeds in a south-westerly direction for 265 metres. The tarmac road continues, south-easterly, to the farm, but the U4029 / alleged byway continues as a 3 metre wide stone / earth / grass track in a 9.1 to 10.5 metre wide corridor for a further 25 metres. Thereafter, a 3 metre wide stone / earth / grass track proceeds, unenclosed, in a general south-westerly direction for 130 metres to the Thackwell Burn. From this point, a 3 metre wide stone / grass track continues in a southerly direction for 450 metres, crossing the Foxton Burn by means of a ford with adjacent footbridge. Thereafter, a 2 metre wide grass track, in a 12.19 metre wide corridor, proceeds in a westerly direction for a distance of 120 metres to Point J, at the Netherton / Harbottle parish boundary. From here, a 3 metre wide grass track, in what appears to be a 16.75 metre, widening to 25 metre wide corridor, proceeds in a general south-easterly direction for 200 metres, then continues, unenclosed, in a south-westerly direction for 260 metres. Then, a 2.5 metre wide stone / earth / grass track continues in a south-westerly direction for 300 metres. Finally, a 2.7 metre wide stone track in a 12.19 metre wide corridor continues south-westerly for 30 metres to Point H, on the U4019 road. This last 30 metre long section has cattle pens within / across it.

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

- 7.1 In July 2021, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been received.

## **8. DISCUSSION**

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



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

- 8.2 When considering an application / proposal for a modification order, Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byways Open to All Traffic Nos 35 & 22 is identified on the County Council's current List of Streets as being the U4029 road. The route was identified on the Council's 1951 and 1964 Highways Maps and on the 1958, 1964 and 1974 County Road Schedules. No 1932 Handover Maps or Maps and Schedules produced under the Restriction of Ribbon Development Act 1935 appear to have survived for the Rothbury Rural District area.
- 8.5 The route has been consistently identified as a mainly unenclosed road / track on Ordnance Survey maps since 1866. The route would not appear to be shown on Armstrong's County Map of 1769, but is shown on Fryer's and Greenwood's County Maps of 1820 and 1828, and on Cary's Map of 1827. The enclosed part of the route was not separated from the surrounding land by coloured boundaries, on the plans produced in association with the Finance Act 1910, but this is not considered to be significant because, unusually, nor are the acknowledged public roads at either end.
- 8.6 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.
- 8.7 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those

rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.

- 8.8 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.
- 8.9 Of the saving provisions above, the main one (b), will apply to the U4029 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.
- 8.10 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. The northern end of this route, as far as Low Burradon, has a drivable tarmac surface, and is clearly in regular use by the owners of the farm and their visitors. Apart from a relatively short section of concrete road, west of Low Burradon, the remainder of the route is grass / earth / stone surfaced and we would not anticipate this section to be driven by 'normal' motor vehicles. From the consultation responses, it seems clear that public use of the route is primarily on foot, horseback and bicycle, with motor vehicular use being very occasional. Whilst the actual relative proportion of these types of public use isn't known, use by the general public is considered likely to be predominantly non-motor vehicular.
- 8.11 Mr Young supports classification of the route as a public bridleway and, clearly, has significant concerns about motor vehicles being allowed to use this route. Whilst these concerns are entirely understandable, they aren't a factor which can be taken into account when determining what public rights actually exist over a route. Harbottle Parish Council has indicated that it doesn't believe the route has been used by the public, at all, and Netherton & Biddlestone Parish Council is only aware of walkers and horse riders using it. The British Horse Society sees this route as an important part of the local off-road network for horse riders and Cycling UK has offered general support for the process.
- 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. 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. The short section of Byway Open to All Traffic No 22 north of Low Burradon has physical boundaries on both sides, which appear to have been present since at least the 1860s. It is proposed to record this part of the route with a width

varying from 9.1 to 10.5 metres, as identified in paragraph 6.1, above. The section from just north of the Foxton Burn, to the parish boundary, historically, appears to have been enclosed (see c.1865 OS map, in particular). It is proposed to identify this section with a width of 12.19 metres. The section from the parish boundary (Point J) southwards for 200 metres appears to be within a 16.75 metre, widening to 25 metre wide corridor (delineated by an earth bund to the west and a stone wall to the east). The map evidence indicates that these boundaries are long established, though adopting these as highway boundaries would make this section very wide when considered against the remainder of the route. It might be argued that these boundaries were not, in fact, set out with reference to the highway, so shouldn't be used to define its width. Officers would suggest that this section be identified with the same 12.19 metre width as the section immediately east of Point J. With the exception of the 30 metre long section of track within a long established 30 foot (i.e. 12.19 metre) wide corridor immediately east of Point H, the remainder of the route, now and (based on the OS map evidence) historically, would not appear to be enclosed by boundaries. It is proposed that these lengths of unenclosed road also be recorded with the Council's standard default width of 5 metres (i.e. wide enough for two vehicles, travelling in opposite directions, to pass each other).

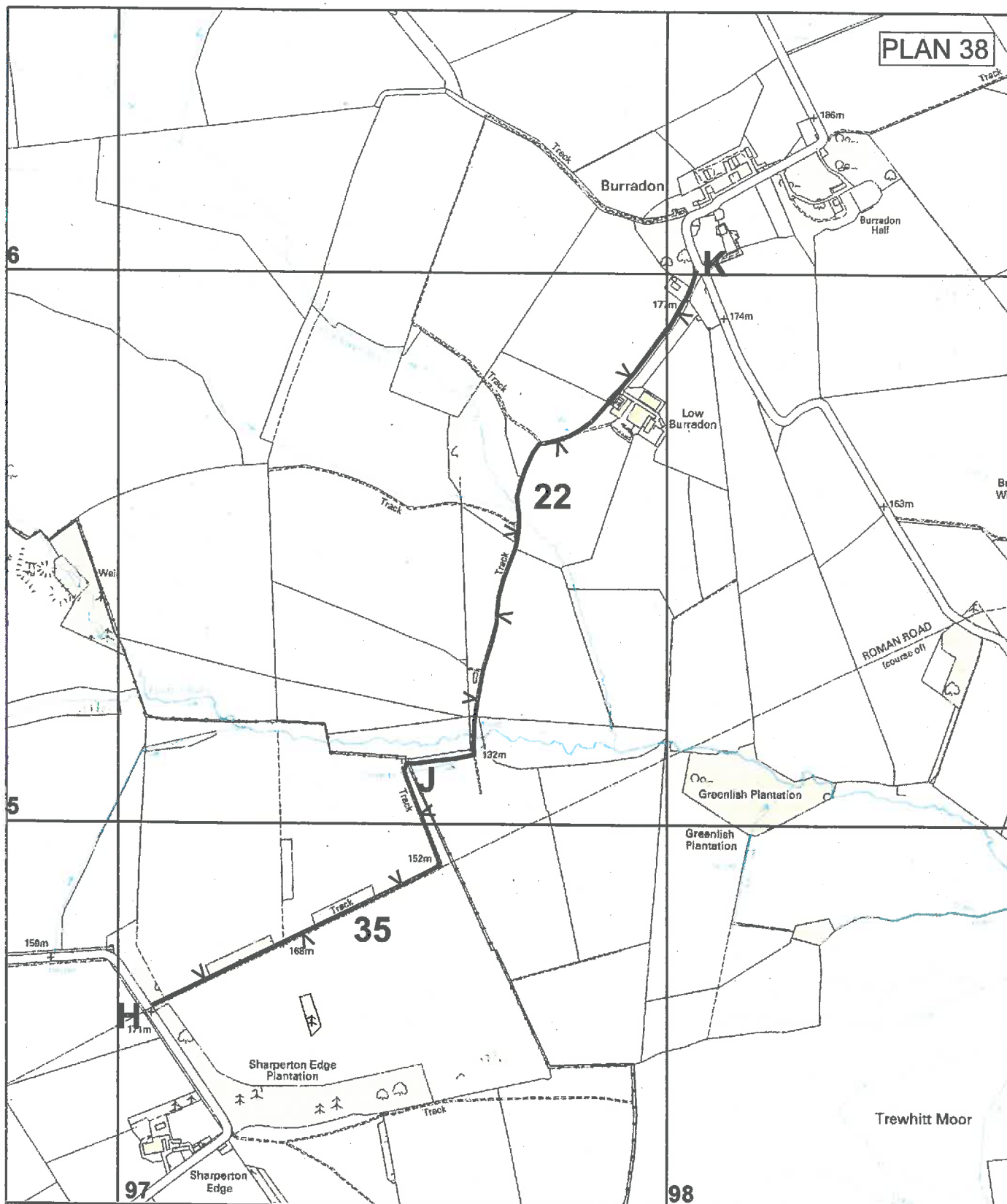
## **9. CONCLUSION**

- 9.1 In light of the documentary evidence available, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byways Open to All Traffic Nos 35 & 22.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route.
- 9.3 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 byways open to all traffic.

## **BACKGROUND PAPERS**

Local Services Group File: A/17/35z & A/25/22z

Report Author	Alex Bell – Definitive Map Officer (01670) 624133 <a href="mailto:Alex.Bell@Northumberland.gov.uk">Alex.Bell@Northumberland.gov.uk</a>
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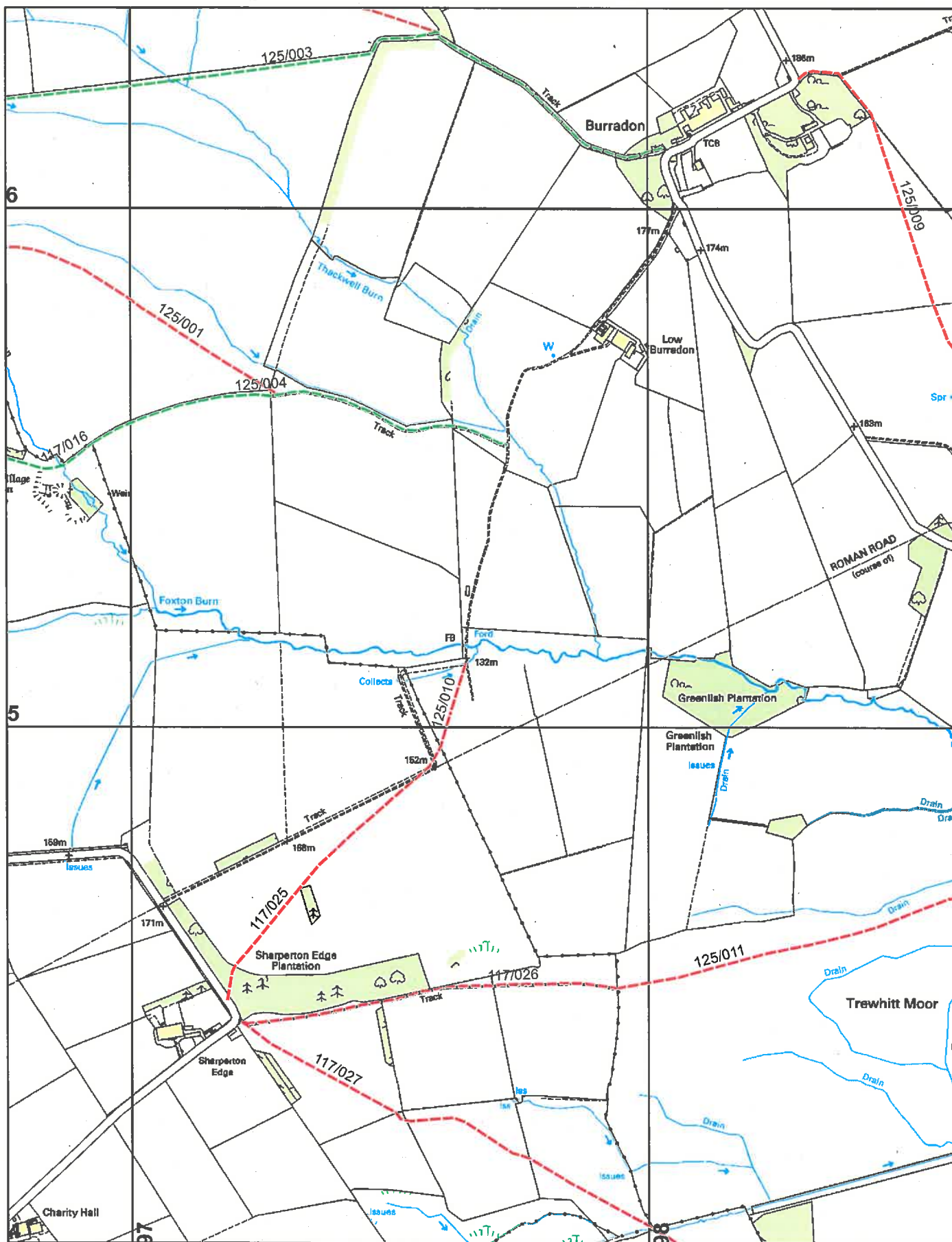
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## Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

Former District(s) Alnwick	Parish(es) Harbottle/Nethererton	Scale 1:10,000
Def. Map No. 78/92	O.S. Map NT 90 NE/SE	Date October 2016



**Northumberland**  
County Council

Contact: Alex Bell  
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#### Legend

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

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

Scale: 1:10,000

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# Armstrong's County Map 1769



## Fryer's County Map 1820





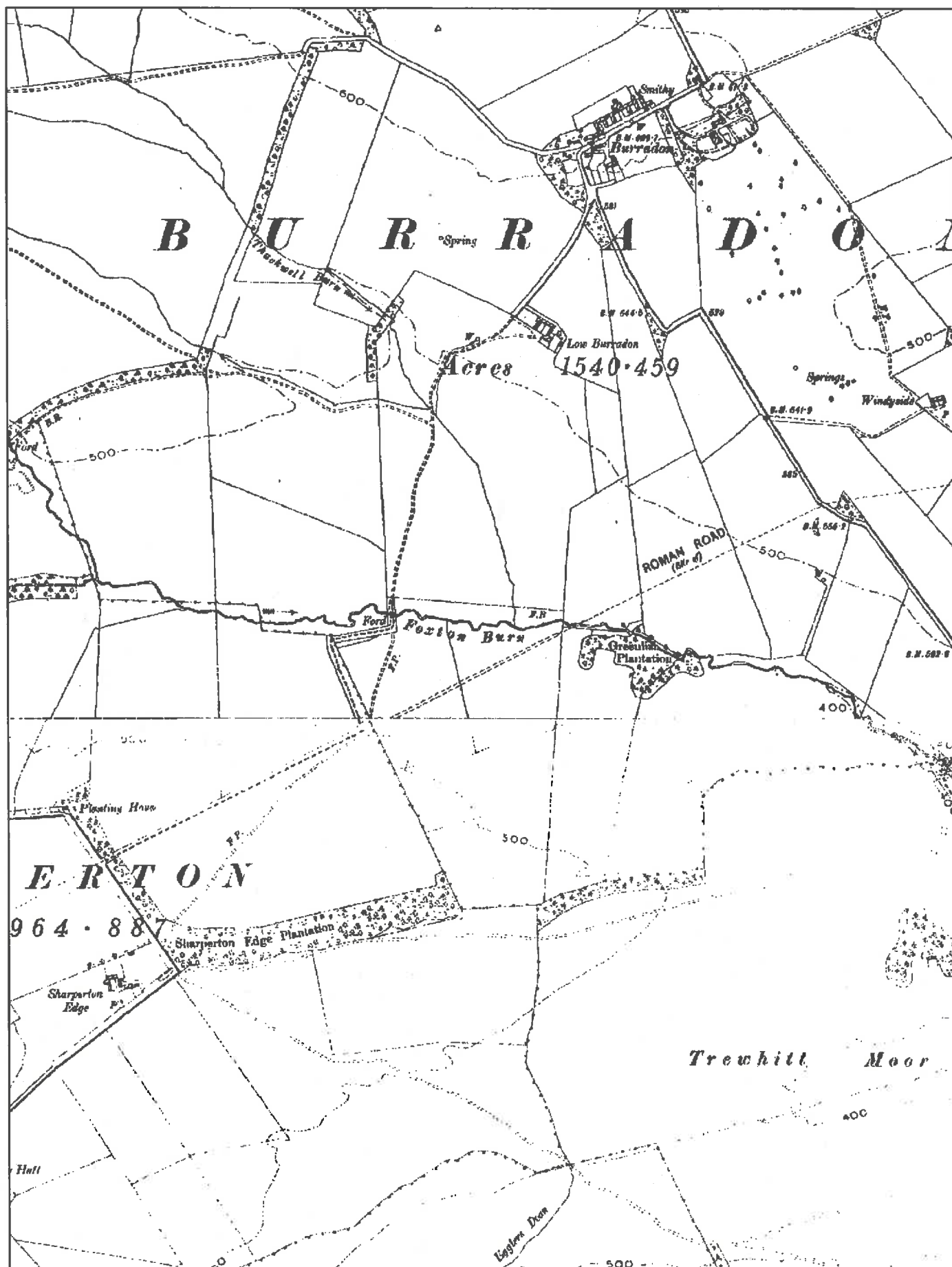




# Greenwood's County Map 1828







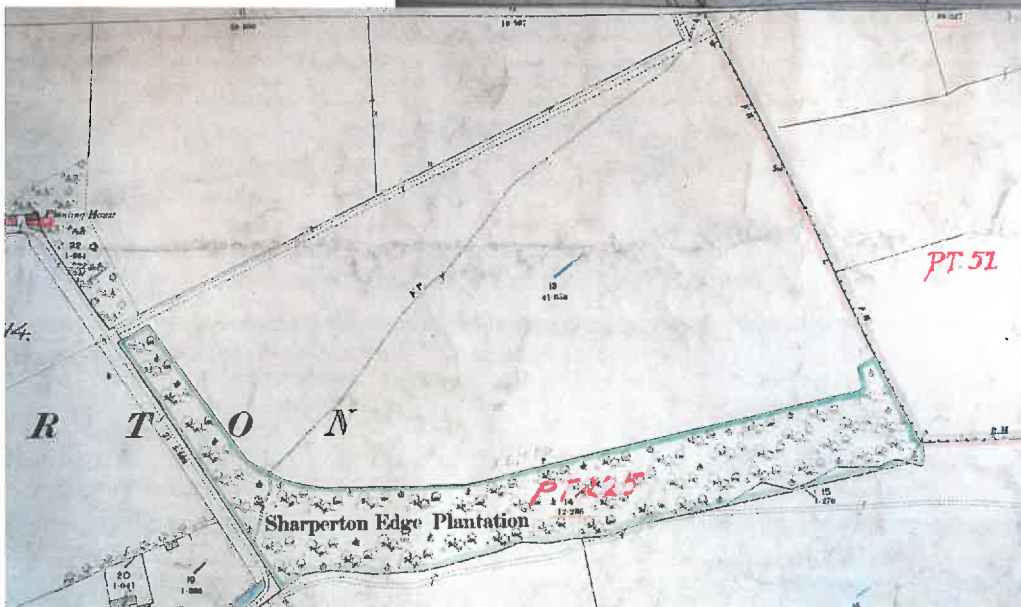
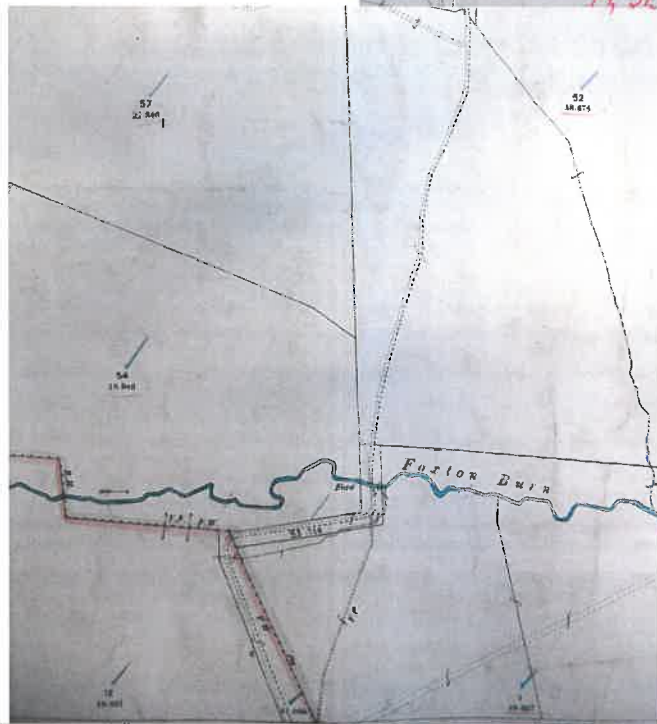
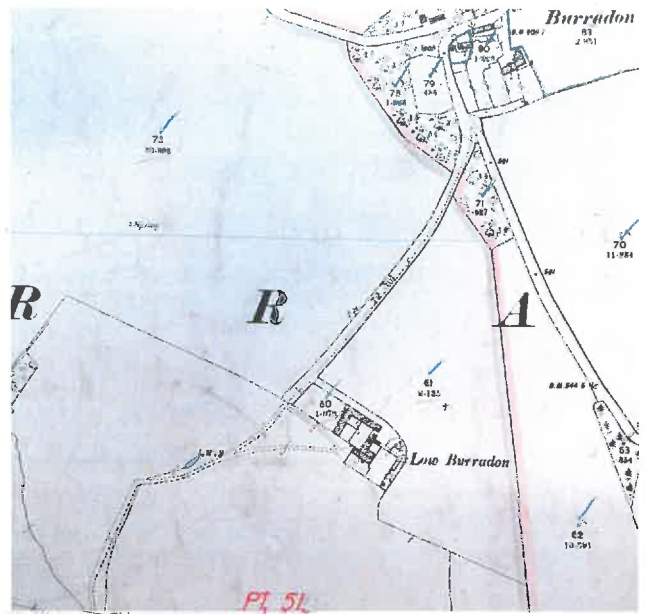
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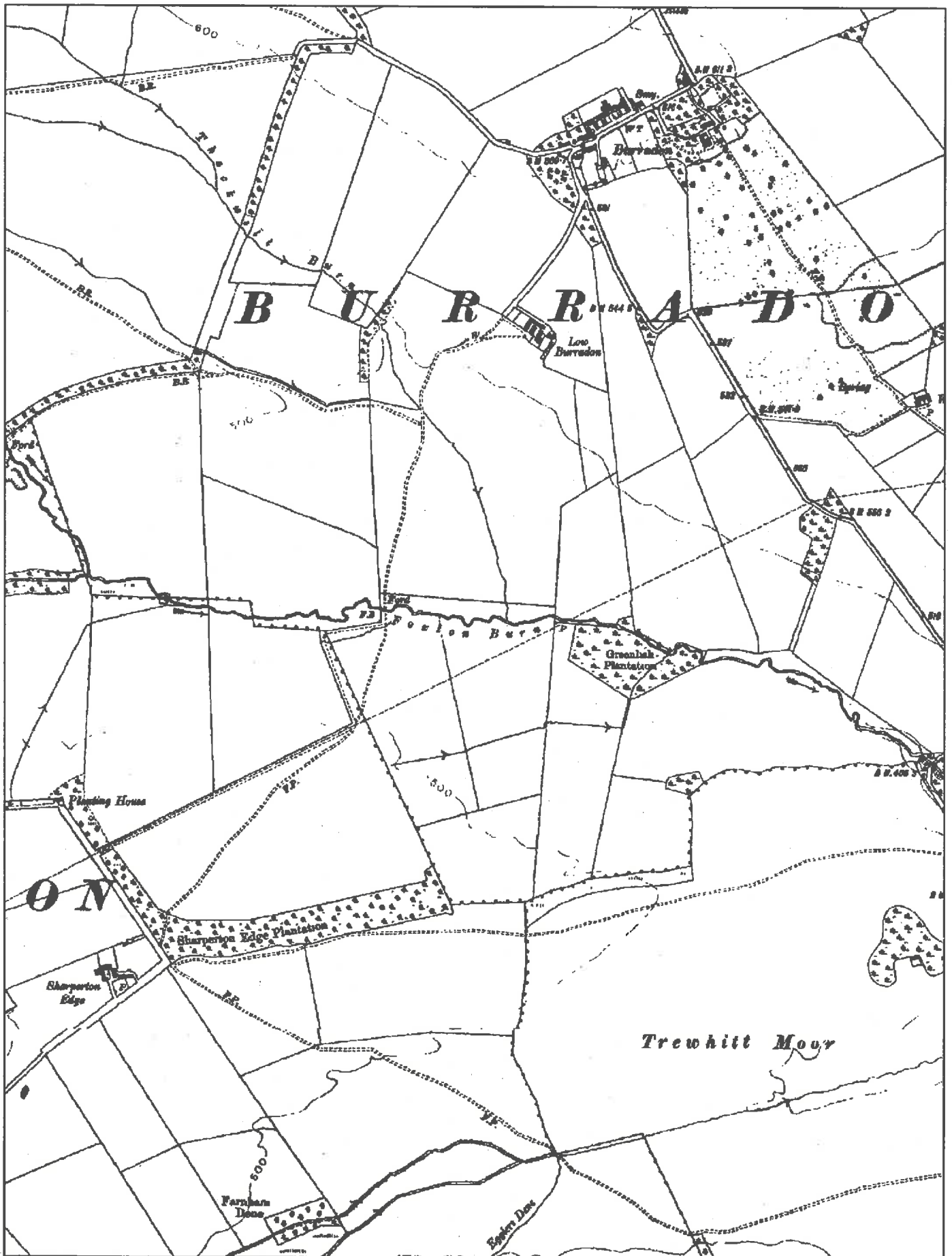
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Ordnance Survey 2nd Edition 6" map (1899)



# Finance Act 1910 Plan





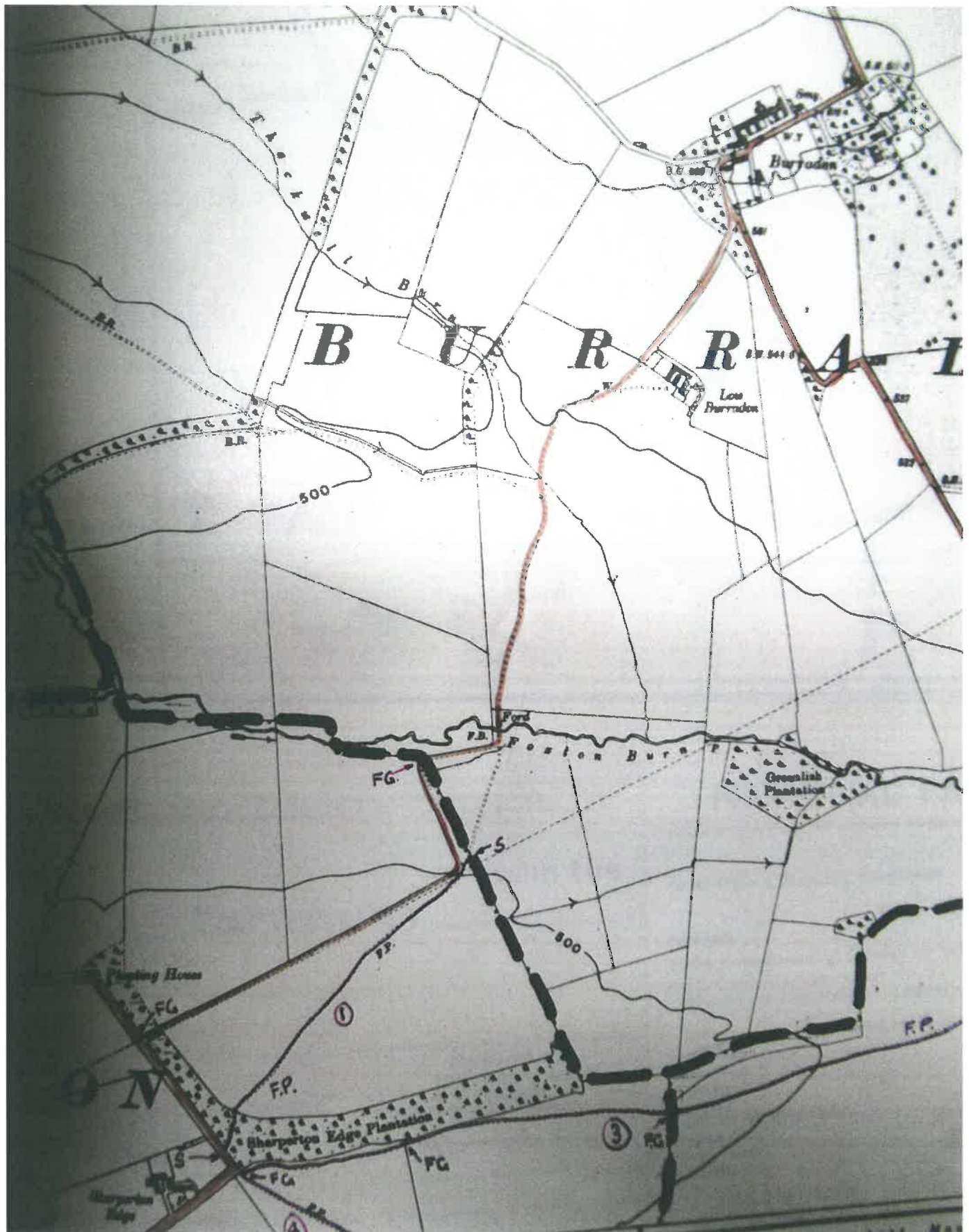
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SCALE 1:10,560

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



This is a detailed map of the Netherton South Side area. The map shows various locations, roads, and water features. Key locations include Netherton South Side, Barradon, Farnham, Flotterton, and Hepple. The map also shows numerous numbered locations (e.g., 172, 176, 179, 181) and specific sites like White Law, Low Iron hill, and High Iron hill. The River is visible in the lower right. The map is overlaid with a grid and includes a scale bar at the bottom.





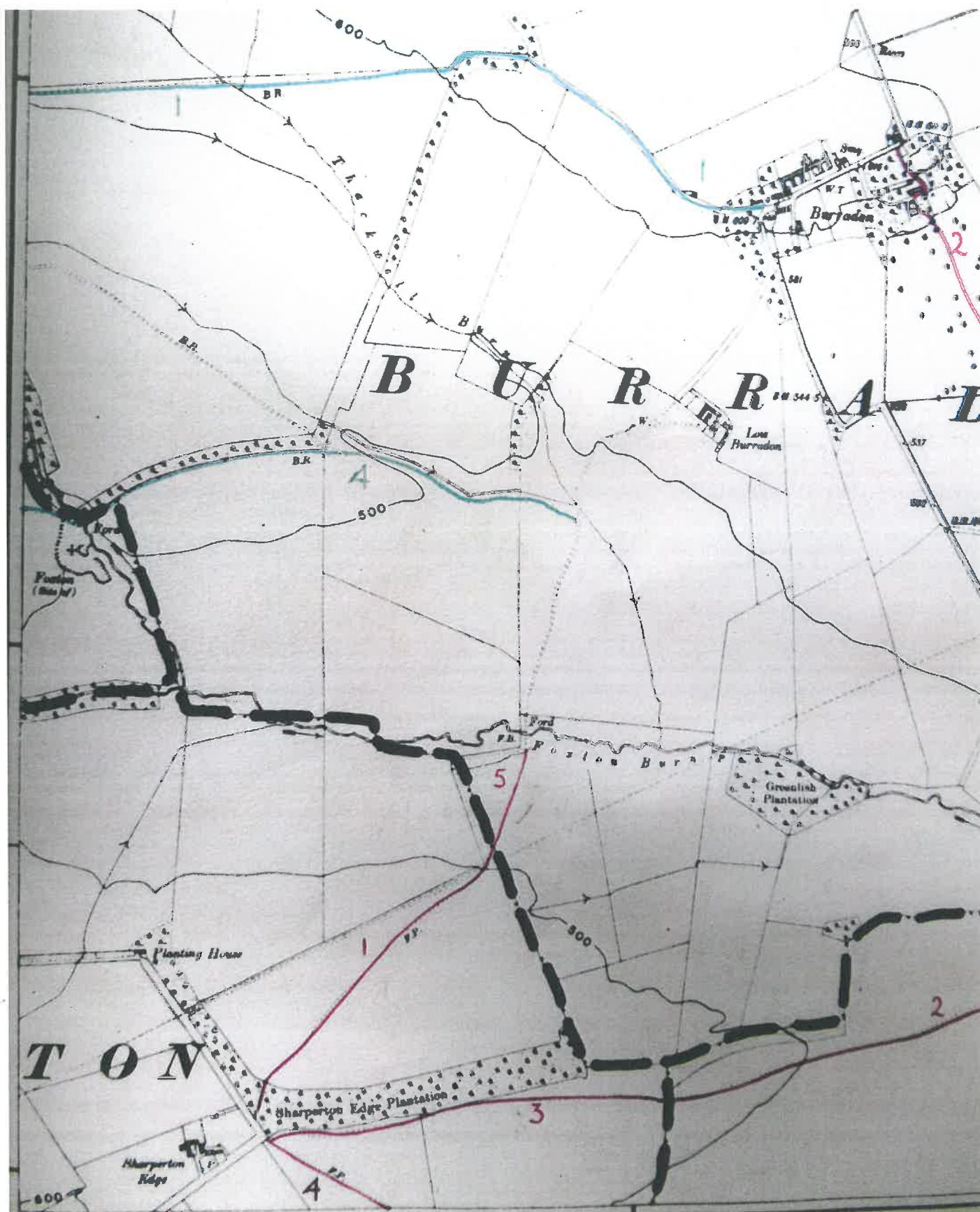
NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
SCHEDULE ACCOMPANYING SURVEY MAPS.Parish of SHARPERTON in the Rural District of RothburyBorough }  
Urban District } of     
(Delete whichever is inapplicable).

1. Number of highway on Map 1
2. Kind of Path (i.e., F.P., B.R.) FP.
3. Starts at Low Barnada Boundary to Sharperton Edge Plantation
4. Name of Path (if any) None
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 N/A
8. What is the present condition of the path, stiles, etc.? Inadequate
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  
Not known
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.  
Formerly Harbottle Estate: Mrs. M. R. Young
15. What maps have been consulted, and where are they deposited?  
O.S. only.
16. What records have been consulted, and where are they deposited?  
None
17. Any other relevant information None.

Surveyed by	Address	Dates of Survey
<u>P. J. Wilkinson</u>	<u>Chunell, Morpeth.</u>	<u>Dec. 1951.</u>

Important:—Sheet No. of Map on which  
Highway is shown835 942 / N XL1 / NW (1926)





## Provisional Map





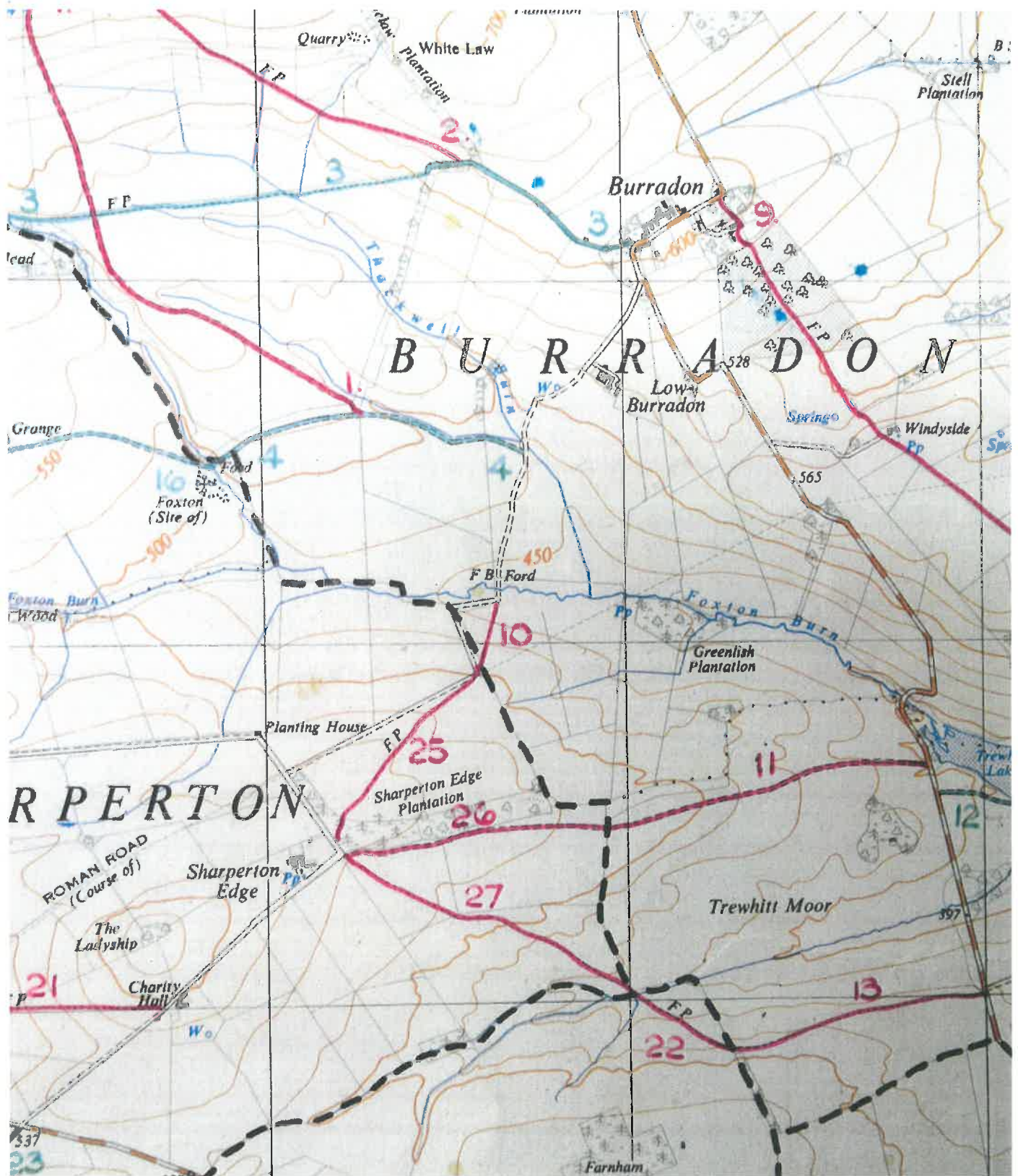


# 1958 County Road Schedule

## ALNWICK DIVISION

### Unclassified Roads in Rothbury Rural District

		Brought Forward	46 430 miles
U.4027	Warton - Snitter Berns Road	From C.179 at Warton to U.4026 west of Snitter Berns.	0.96
U.4028	Burnfoot - Follions Road	From C.176 at Burnfoot to C.175 south of Follions.	0.76
U.4029	Sharperton - Burradon Road	From C.172 east of Sharperton via Sharperton Edge to C.179 at Burradon.	2.08
U.4030	Billsmoor Foot - Rew Farm Road	From B.6341 south of Billsmoor Foot via Pencilford to the entrance of Rew Farm.	0.81
U.4031	Bowershiel - High Carrick Road.	From B.6341 north of Bowershiel north-westwards to the entrance to High Carrick.	1.11
U.4035	Lordenshaw - Great Tosson Road.	From B.6342 south of its crossing with the Lordenshaw Burn north-eastwards to U.4061 at Great Tosson.	2.64
U.4042	North End - Low Hall Road	From C.106 at North End to Low Hall	0.41
U.4043	New Moor Hall Road	From C.106 south of the Swarland Burn to New Moor Hall at U.D. boundary.	0.34
U.4047	Moor Lodge - Snitter Road	From B.6341 at Moor Lodge via South Cartington to C.176 at Snitter.	3.23
U.4056	The Cristron Road	From B.6341 $\frac{3}{4}$ mile south of Flotterton south-eastwards via Cristron to the River Coquet.	0.31
U.4057	Hepple - Wreighill Road	From B.6341 at Hepple Smithy to a point 250 yards south-east of Wreighill	0.83
U.4058	Holystone - Campville Road	From C.180 at Holystone Priory via Holystone School to Campville.	0.375
U.4059	Road in Rothbury	Rothbury Bridge via Croft Road to Rothbury Station, Providence Lane, Brewery Lane, High Street, Church Street, and the road from Market Street Rothbury via The Cross to Church Street.	1.01
U.4060	Haw Hill and Gravelly Bank, Rothbury	Gravelly Bank from its junction with B.6341 and Haw Hill.	0.69
		Forward	<u>62.035 miles</u>



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 ..... ROTHBURY
2. Parish ..... NETHERTON
3. Number of Footpath on Map ..... 4
4. Name of Path .....
5. Kind of Path (i.e. (FP/BR) ..... B.R.
6. General Description of Path ..From B.R. 16 in the parish of Harbottle.....  
at that parish boundary in a north-easterly and south-easterly direction.....  
to join the Burradon - Sharperton Edge Road.  
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7. Other relevant information .....  
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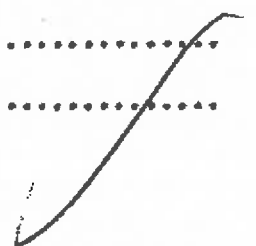
NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949:

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....  
Urban district .....  
Rural district ..... ROTHBURY
2. Parish ..... NETHERTON
3. Number of Footpath on Map ..... 10
4. Name of Path .....
5. Kind of Path (i.e. (FP/BR) ..... F.P.
6. General Description of Path ..... From F.P. 25 in the parish of Harbottle  
..... at that parish boundary in a north-easterly direction to join the Low Burradon  
..... Road west of Greenlish Plantation.  
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7. Other relevant information .....  
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NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

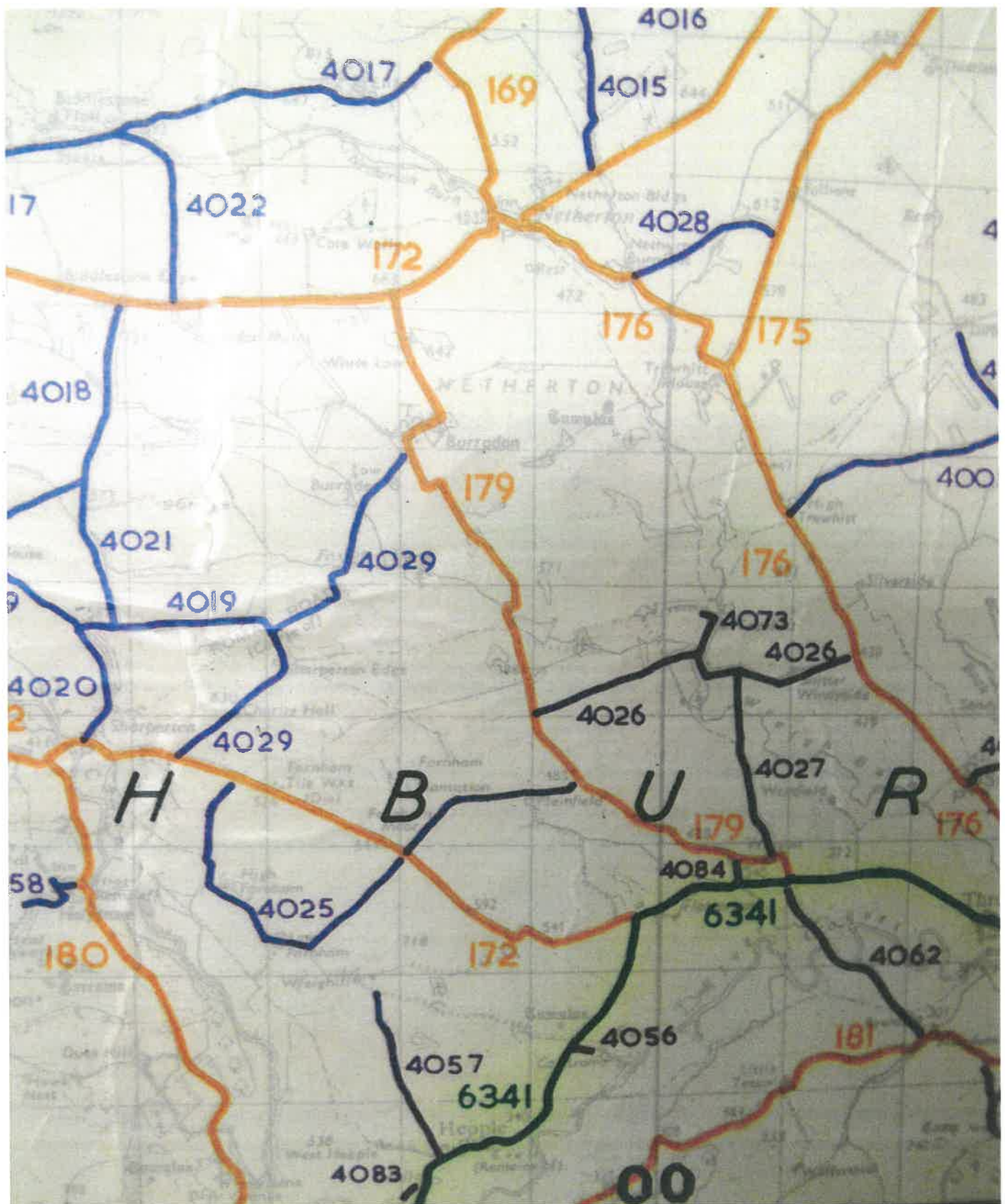
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....  
~~Urban district~~ .....  
Rural district ..... ROTHBURY .....  
HARBOTTLE .....
2. Parish .....
3. Number of Footpath on Map ..... 26 .....
4. Name of Path .....
5. Kind of Path (i.e. (FP/BR) ..... FP .....
6. General Description of Path From the Sharperton-Sharperton Edge Road north-east  
of Sharperton Edge in a north-easterly direction through Sharperton Edge Plantation  
to the Netherton Parish Boundary joining FP 10 in that parish.  
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7. Other relevant information .....  
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### Extract from the Council's 1964 Highways Map



# 1964 County Road Schedule

- 90 -

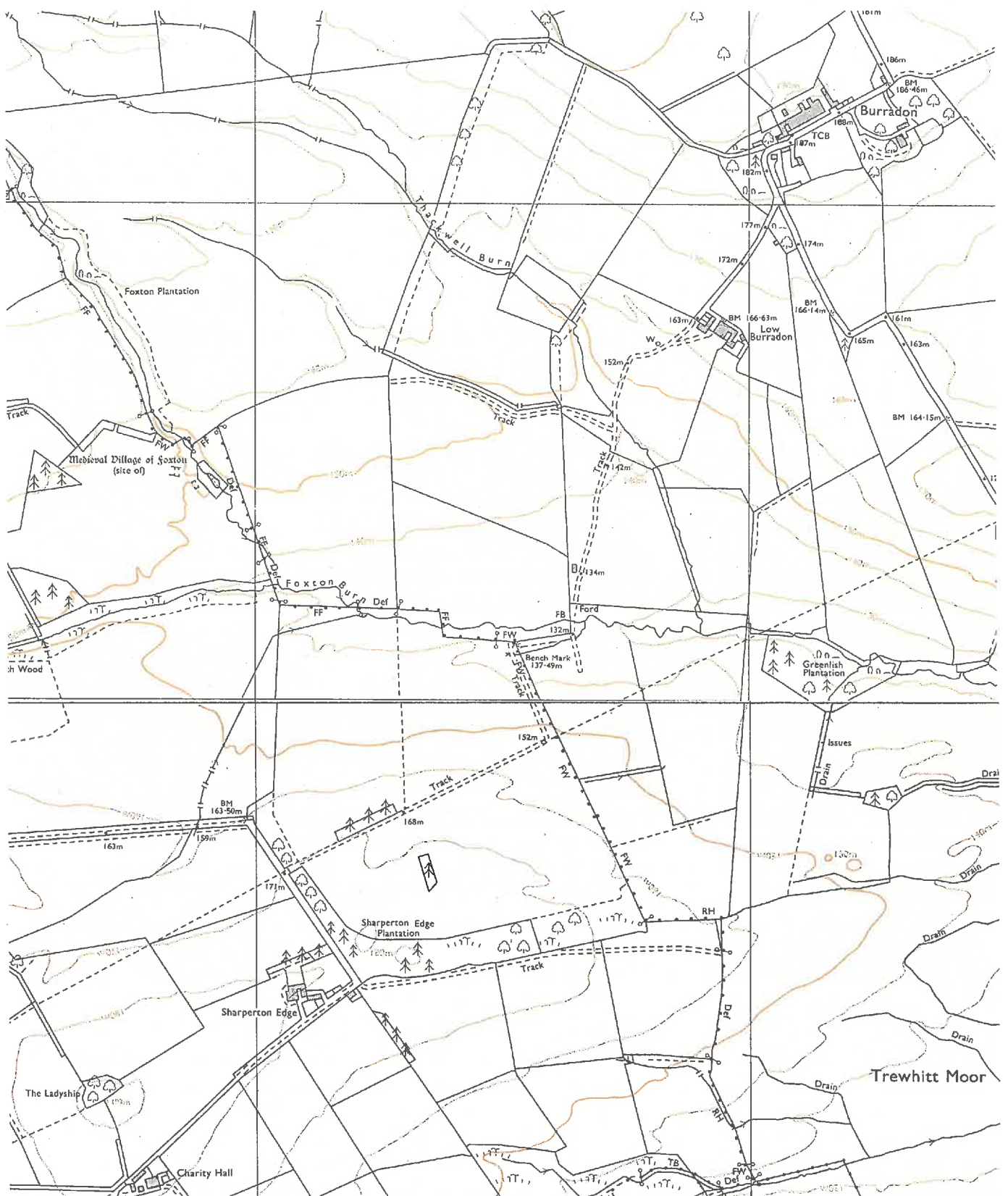
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C.172 at Farnham Tile Works via High Farnham and Low Farnham, recrossing C.172 at Farnham Moor to join C.179 east of Plainfield.	Alnwick.	2.78	
U.4026	Snitter Windyside Road.	From C.179 north of Plainfield eastwards via Snitter Windyside to join C.176 south of Silverside.	Alnwick.	1.76	
U.4027	Warton-Snitter Windyside Road.	From C.179 at Warton northwards to U.4026 west of Snitter Windyside.	Alnwick.	0.96	
U.4028	Netherton Burnfoot-Follions Road.	From C.176 at Netherton Burnfoot to C.175 south of Follions.	Alnwick.	0.76	
U.4029	Sharperton-Burradon Road.	From C.172 east of Sharperton north-eastwards via Sharperton Edge to C.179 at Burradon.	Alnwick.	2.08	
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot via Pencilford and Raw Farm to the entrance to Highshaw Farm.	Alnwick.	1.21	
U.4031	Bowersfield-High Carrick Road.	From B.6341 north of Bowersfield north-westwards to the entrance to High Carrick.	Morpeth.	1.11	
U.4032	Bowersfield Road.	From B.6341 south of the entrance to North Riding via Bowersfield to a point approximately 330 yards east of Bowersfield.	Morpeth.	0.42	
U.4033	Elsdon-Eastnook Road.	From B.6341 at Elsdon via Landshot to Eastnook, including branch road to Hudspeth.	Morpeth.	3.33	
U.4034	Folly Road.	From B.6341 west of the Bird in the Bush (Public House), northwards for a distance of 550 yards towards the Folly.	Morpeth.	0.32	
U.4035	Lordenshaw-Great Tosson Road.	From B.6342 south of its crossing with the Lordenshaw Burn north-eastwards to U.4061 at Great Tosson.	Alnwick.	2.64	
U.4036	Rothley Village Road.	From C.161 north of Scots Gap to Rothley Village.	Morpeth.	0.20	

# 1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U.4022	Burradon-Biddlestone Hall.	From C.172 at Burradon Mains (NT. 963070) northwards to U.4017 at Biddlestone Hall (NT. 960082).	Alnwick Division.		0.80
U.4023	Alwinton-Coquet Valley Road.	From C.172 at Alwinton (NT. 923060) north-westwards and westwards via Shillmoor, Barrowburn to Makendon (NT. 804094) including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Alnwick Division.		11.78
U.4024	Alwinton-Clennell Road.	From U.4023 south-east of Alwinton (NT. 923060) north-eastwards to Clennell (NT. 929070).	Alnwick Division.		0.79
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C.172 at Farnham Tile Works (NT. 967036) southwards, eastwards and north-eastwards via High Farnham and Low Farnham, recrossing C.172 at Farnham Moor to join C.179 east of Plainfield (NT. 993034).	Alnwick Division.		2.78
U.4026	Snitter Windyside Road.	From C.179 north of Plainfield (NT. 990040) eastwards via Snitter Windyside to join C.176 south of Silverside (NU. 015045).	Alnwick Division.		1.76
U.4027	Warton-Snitter Windyside Road.	From C.179 at Warton (NU. 009029) northwards to U.4026 west of Snitter Windyside (NU. 006044).	Alnwick Division.		0.96
U.4028	Netherton Burnfoot-Follions Road.	From C.176 at Netherton Burnfoot (NT. 997073) north-eastwards to C.175 south of Follions (NU. 007076).	Alnwick Division.		0.76
U.4029	Sharperton-Burradon Road.	From C.172 east of Sharperton (NT. 963037) north-eastwards via Sharperton Edge to C.179 at Burradon (NT. 980060).	Alnwick Division.		2.08
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot (NY. 943967) northwards via Fenchford and Haw Farm to the entrance to Highshaw Farm (NY. 941982).	Alnwick Division.		1.21



## 1979 / 1980



**NETHERTON CP**  
**Ordnance Survey Explorer Map OL 16**  
**1:25,000**  
**(2005)**

Sheep Pens  
 188  
 191  
 Foxton Head  
 Foxton Plantation  
 Gate Plantation  
 Harbottle Grange  
 Medieval Dillage of Foxton (site of)  
 Beech Wood  
 Black Moss  
 168  
 174  
 Resr  
 North Sharperton  
 The Ladyship  
 193  
 Charity Hall  
 Farnham Dene  
 Sharperton Edge  
 Sharperton Edge Plantation  
 171  
 Farnham Plantation  
 Farnham Moor  
 The Dog Leg Wood  
 Rabbit Wood  
 Postage Stamp  
 Pond Wood  
 High Farnham Cottage  
 High Farnham  
 Cattle Grid  
 Low Farnham  
 Low Farnham Cottages  
 Quarry Wood  
 Wreighill  
 192  
 177  
 104  
 102  
 Bickerton Wood  
 Bickerton  
 Cote Hill  
 Black Brae  
 The Crutch  
 Hall  
 Hepple  
 West Hepple  
 Kirk Hill  
 Quarry Moor Plantation  
 Holystone Grange  
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**HARBOTTLE CP**  
**HEPPLE CP**  
**ALNWICK DISTRICT**  
**NORTHUMBERLAND**

2° 00'



**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>U4024</b>		
	U4023 TO CLENNELL CATTLE GRID	1,275
	<i>Total length for U4024</i>	<i>1,275</i>
<b>U4025</b>		
	C172 (WEST) TO C172 (EAST)	2,921
	C172 CROSSROADS TO C179	1,539
	<i>Total length for U4025</i>	<i>4,460</i>
<b>U4026</b>		
	U4027 TO C176	969
	C179 TO U4073 LOW TREWITT	1,416
	U4073 TO U4027	419
	<i>Total length for U4026</i>	<i>2,803</i>
<b>U4027</b>		
	FORD TO U4026	317
	C179 TO FORD	1,249
	<i>Total length for U4027</i>	<i>1,565</i>
<b>U4028</b>		
	C176 JCT TO C175 JCT	1,209
	<i>Total length for U4028</i>	<i>1,209</i>
<b>U4029</b>		
	C172 TO U4019	1,409
	U4019 TO C179 VIA LOW BURRADON FAR	1,951
	<i>Total length for U4029</i>	<i>3,360</i>
<b>U4030</b>		
	B6341 JCT TO HIGH SHAW FARM	1,872
	<i>Total length for U4030</i>	<i>1,872</i>
<b>U4031</b>		

