

Woolsington to Dinnington Road : The Route.

1. The claimed route leads from grid reference NZ 196701 at the southern end of Middle Drive Woolsington, it is also the southern end of footpath 10 (Woolsington, Newcastle).



and from there follows footpath 10 in Woolsington to its cul de sac end at grid reference NZ 200709. It then continues east to NZ 215709 where it joins Dinnington Road at a stone gateway.



The route can be seen on the below copy of the OS 1:25,000 map marked in blue.



Evidence:

1. Map dated 1727 signed John Robertson

Northumberland Records Office ref NRO 01219/I/2



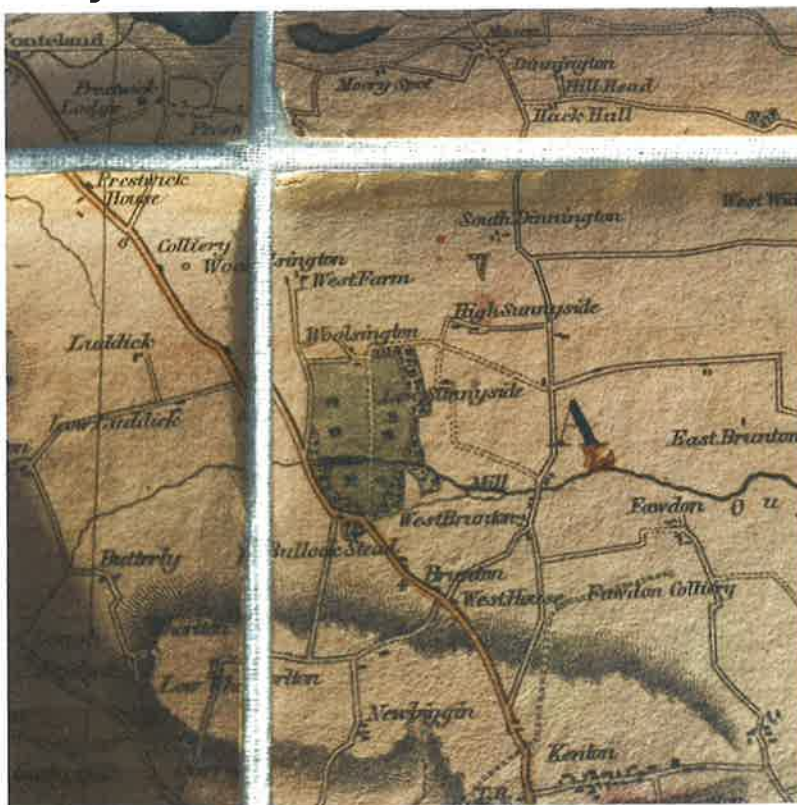
The map is entitled “a plan with the content and boundaries of Woolington in the county of Northumberland.” The claimed Right of Way can be seen clearly marked bounded by a double broken line almost throughout it’s length. The map is recorded by the records office as part of “The Bell family of Woolington: Records”. The map made in 1727 pre dates the purchase by the Bell family of the Woolington estate in 1748.

The exterior outline in red appears to follow the boundary of Woolsington Township and the map represents the entirety of the Township rather than the private estate of Woolsington Hall. The route mainly passes over pasture land and only enters enclosed land at it's eastern end. The map does not include West Brunton Township and therefore does not show the final part of the route.

The map shows that in 1727 the only buildings were: Woolsington Hall and the buildings situated immediately to the North of the Hall. The roads marked on the map would be the Township roads and would have been in daily use by the residents of the Township, their visitors, tradesmen and travellers passing through.

2. Fryers Map 1820

Newcastle City Library ref “L912.2 Northumberland 1820 Fryer”



Fryer's map of 1820 (and Greenwood's map of 1822, see 3. below), were commercial maps produced before the advent of The Ordnance Survey maps. They were sold to the travelling public to aid people who wanted to travel outside the areas within which they had local knowledge. Their financial success was dependant on showing travellers routes to which they had access and would have no interest in informing travellers of routes to which they had no rightful access.

Fryer's map clearly shows the claimed route throughout it's entirety.

3. Greenwood map of 1822

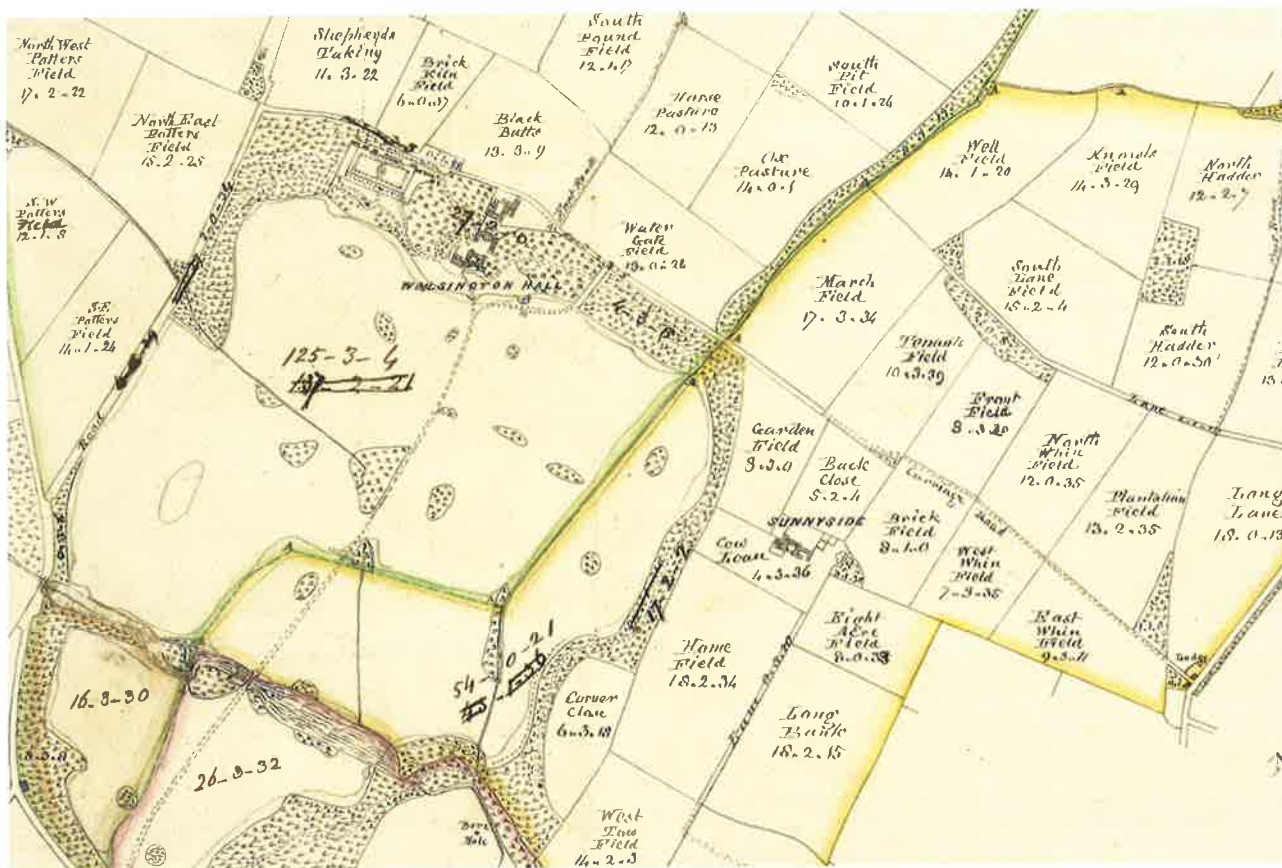
National Library of Scotland : Can be accessed at [View map: Greenwood, John \(fl.1821–1840\). ; Greenwood, C. \(Christopher\), 1786-1855, South-west sheet - A map of the county of Northumberland with that part of the county of Durham that... - Counties of Scotland, 1580-1928](#)



Greenwood’s map was marketed on the same basis as Fryer’s map and again the route is shown in it’s entirety. The “*explanation*” on the map identifies the road as a “cross road”.

4. Map dated C19th Century

Northumberland Records Office: ref NRO 01219/I/3



This map is entitled “*Plan of the Woolsington Estate, Northumberland, giving field names, (coloured)*”. It is contained within the same record file as the map at evidence 1.

The map post dates the evidence at 1 and covers a larger area than just Woolsington Township. The Woolsington Hall Parkland has been extended and a new driveway approaches the hall from due south. The surrounding land has now been fully enclosed as fields. These developments have been made after the purchase of the Hall by the Bell family. The claimed right of way is now marked as “*Road*” From its commencement and most southerly point at Grid reference NZ 196701 on the modern Ponteland Road the B 6918. It is also marked “*Road*” after it turns through 90 degrees to run Eastwards these two lengths of road are given an acreage. This part of the route is shown as enclosed by a double unbroken line. At a point almost immediately north of Sunnyside Farm the route passes over four fields to join the Dinnington Road. This part of the route is shown with a double dotted line and here it is marked as a “*Carriage road*”. Although this part of the route is here referred to as “*Carriage Road*”. There is no reason to think that its Right Of Way status would end with its change from “*Road*” to “*Carriage Road*”. Roads did not terminate in the middle of nowhere.

5. Tithe Maps: 1843 (Woolsington Township) , 1841 (West Brunton Township).

National Records Office

ref IR 30/25/489 Woolsington IR/30/25/81 West Brunton

Woolsington Township



enlarged area shown on next page:-

Woolsington Township Enlarged Area



27 3 121 1 2

The National Records Office references above direct you to www.thegenealogist.co.uk/tithe. These copies of tithe maps are downloaded from there.

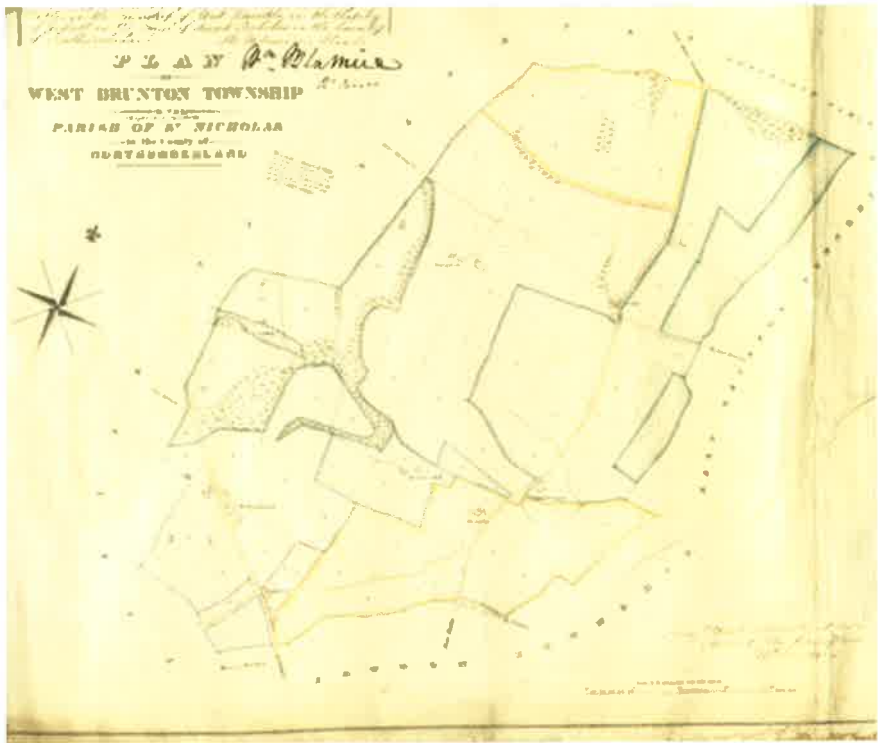
Again the claimed right of way is shown as enclosed. As is standard practice on Tithe maps, enclosed areas are numbered and the numbers refer to a list of owners and occupiers. The enclosed Right of Way does not have a number. It is therefore recorded not as belonging to an individual landowner but included in the category: "Roads" see below.

LANDOWNER	OCCUPIER	Number referring to the Plan	NAME AND DESCRIPTION OF LANDS AND PREMISES	STATE OF CULTIVATION	QUANTITIES IN STATUTE MEASURE	ACRES TO Value of Absence	TABLES for the Purpose of Rating as Assessed
<i>Bell Matthew Esq</i>	<i>Himself John Hobson</i>	2	<i>Woolsington Hall lands</i>		<i>274 3 35</i>	<i>6 3A 7 5</i>	<i>1 10 3</i>
		1	<i>Woolsington Red House Farm</i>		<i>528 3 19</i>		
			<i>Woods</i>		<i>613 3 12</i>		
			<i>Woods</i>		<i>1 2 33</i>		
					<i>3 2</i>		
					<i>621 - 7</i>		

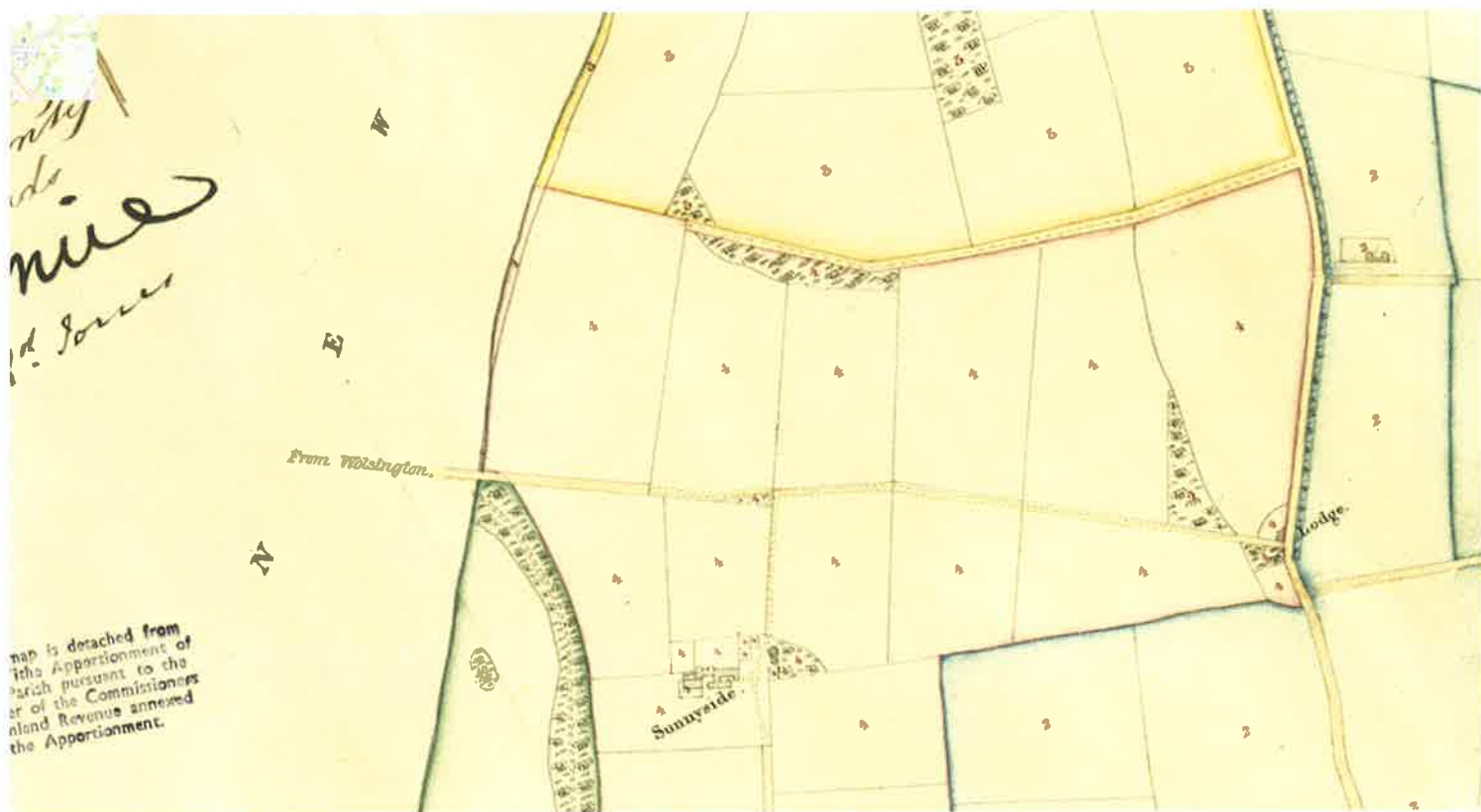
*Signat
John Thomas*

The Eastern end of the road as it crosses into West Brunton township is marked as "To Newcastle". This again reinforces the suggestion that at this time the road is an accepted right of way for travelling to Newcastle.

West Brunton Township:



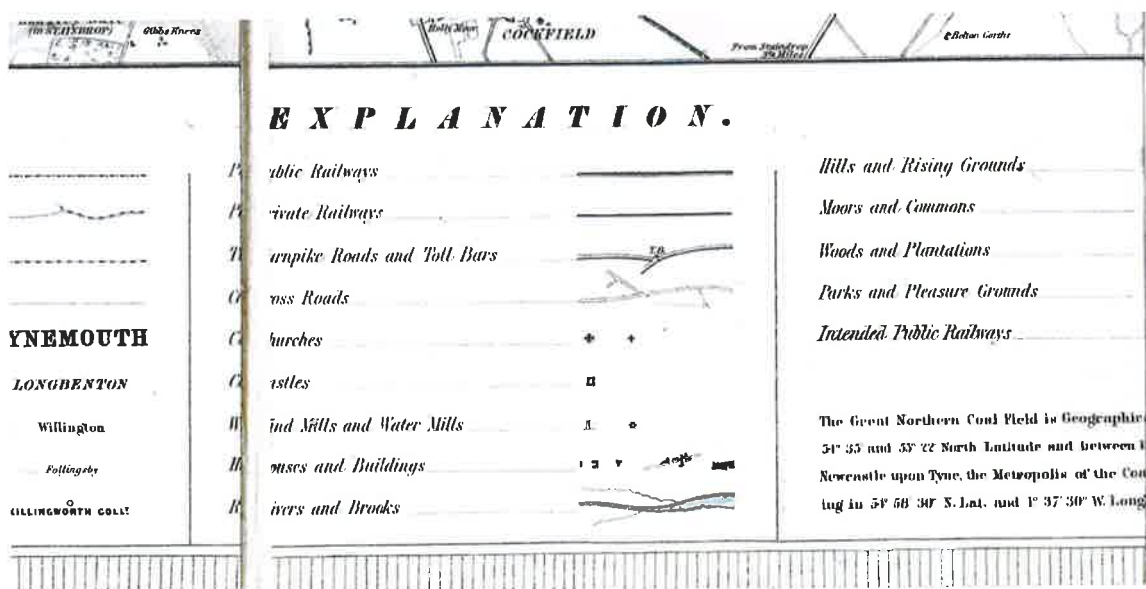
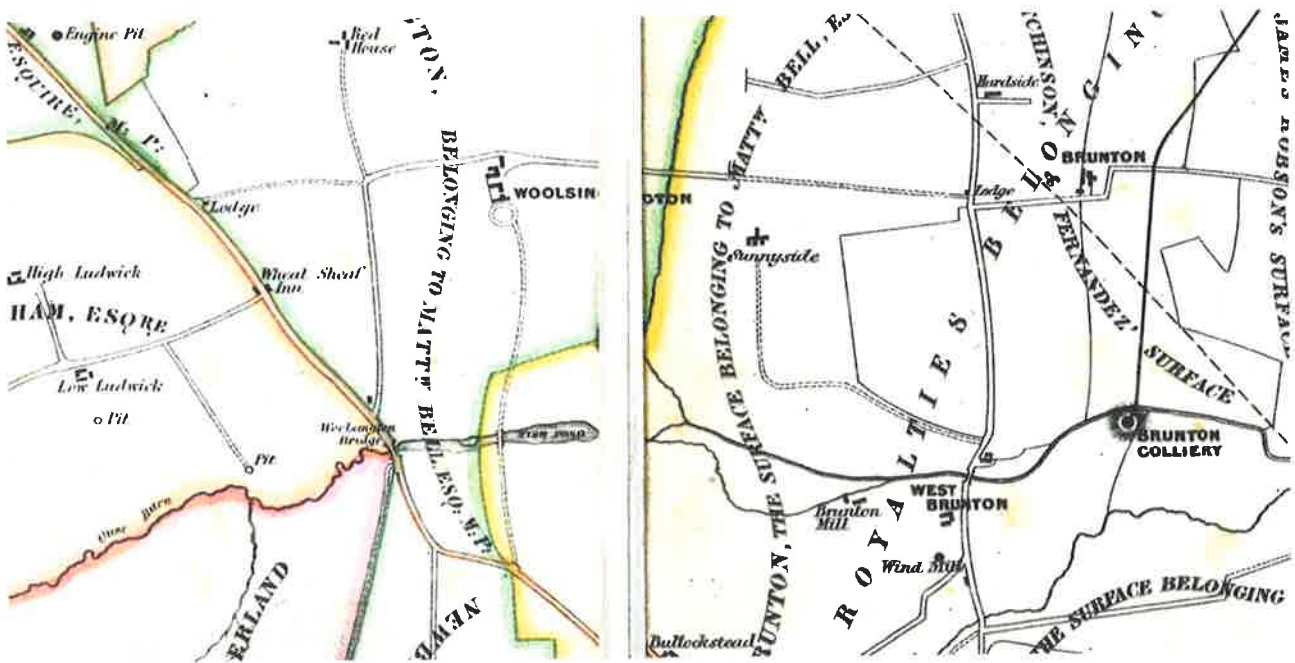
West Brunton Township Enlarged Area:



The western part of the route in West Brunton Township is shown as enclosed but then crosses fields where it is shown between two sets of broken lines. At the Western end the map is marked "From Woolsington" again suggesting the status of the route as being an important right of way linking Woolsington to Newcastle.

6.Coalfield Map 1850

Durham University Library but it can also be seen online at <http://valentine.dur.ac>



"1850 Map of the Great Northern Coalfield in the counties of Northumberland & Durham. From an actual survey by Lt J T W Bell". The original can be seen in

Durham University Library but it can also be seen online at <http://valentine.dur.ac> Bell's maps are said to be the most accurate before the publication of the Ordnance Survey later in the 19th century. It shows the names of the owners of the mineral rights on a base map showing the public roads at that time. The application route is clearly shown as a through route throughout it's entire length. The key or "Explanation" shows it to be a "Cross Road".

8. Ordnance Survey Maps 6 inch to the mile published 1864

National Library of Scotland

Available at [View map: Ordnance Survey, Northumberland Sheet LXXXVIII \(Dinnington; East Brunton; Gosforth; Longbenton; Mason; Newbiggin; New... - Ordnance Survey Six-inch England and Wales, 1842-1952](#)

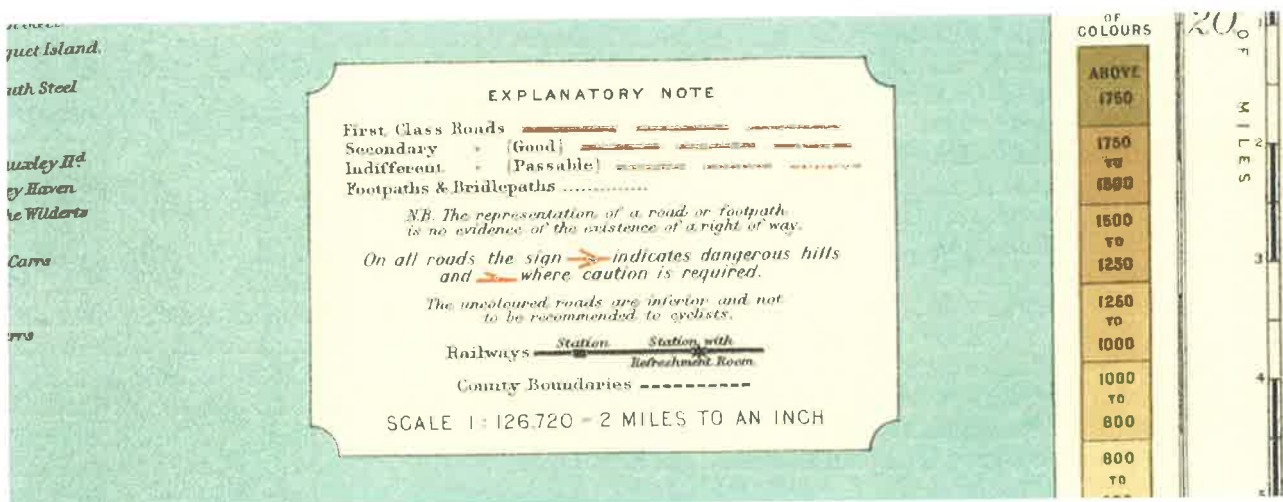
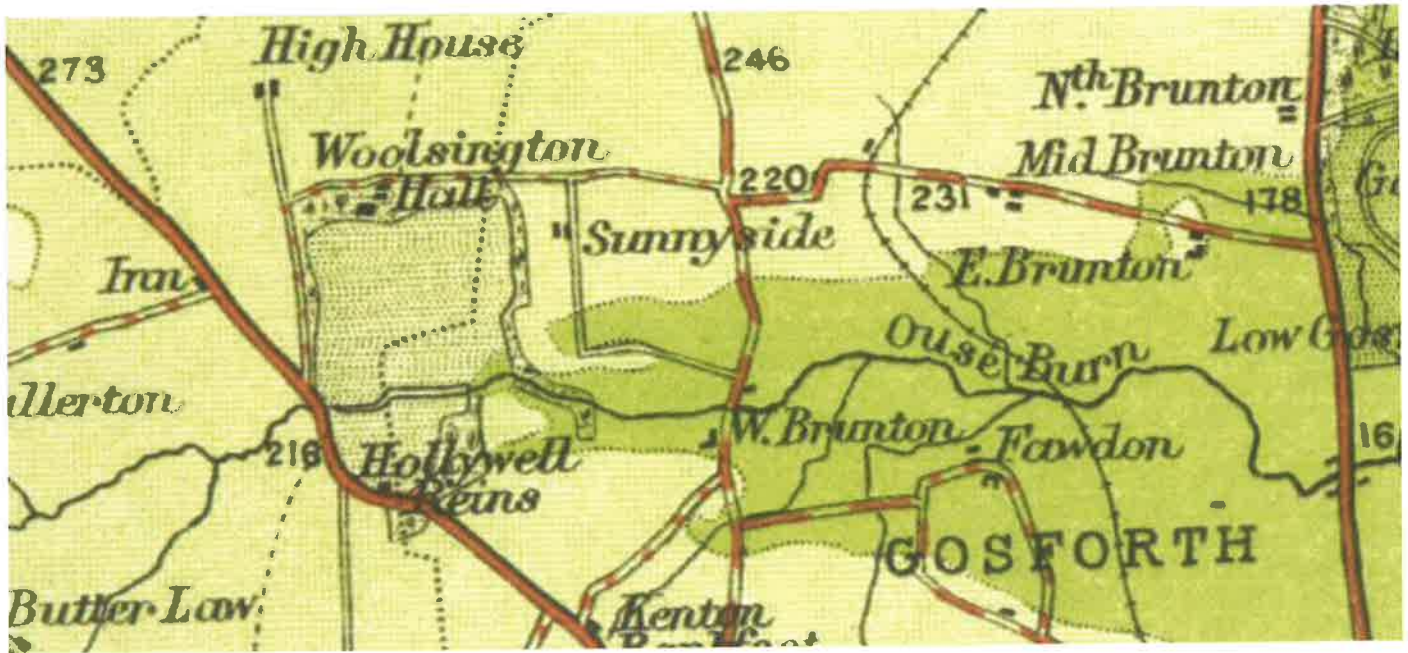


The right of way can be seen in it's entirety on the first publications of the 6inch to the mile publication. Whilst it does not differentiate rights of way from other roads it does show the existence of the track.

9. Bartholomew's Map 1902-1906

National Library of Scotland

Available at [View map: Bartholomew, John G., 1860-1920, sheet 2 - Northumberland, South - Bartholomew's 'Half Inch to the Mile Maps' of England and Wales, 1902-1906](#)



These maps were produced for sale to the public at a time when OS maps were produced mainly for government and military use. They indicate the public road network and its suitability for cycling at a time when the public were beginning to enjoy the pleasures of exploring the countryside beyond their home parish. The application route is shown as suitable for cycling, The “*explanatory note*” identifying the route as “*Indifferent Roads (passable)*”. There would have been no point it being on this map at all if it was just a private access road. There would also be a risk of the publishers being taken to court for providing the public with false information so it is most unlikely that any private roads would have been included on this map series.

Note that the access track to the hall approaching from the South and shown on The Ordnance Survey map and other earlier maps is not shown.

The route is also shown on the second publication of Bartholomew’s map in 1919-1924 in the same manner as above.

Conclusion:

The claimed route can be consistently found on this long series of maps covering the period of 1727-1919 a period of nearly 200 years. The route is variously described as "Road", "Cross Road", "Carriage Road" and "Indifferent Road". All these terms indicate the importance of the Route as a Right of Way connecting Woolsington to settlements at Brunton, Gosforth and onwards to Newcastle.

I therefore ask that the route be added to the definitive map as a Bridleway throughout it's length.

I am in possession of electronic copies of all maps used above and can supply enlarged versions if required.