



# HARTLEPOOL BOROUGH COUNCIL

## OFFICER DECISION RECORD

Department: Neighbourhoods and Regulatory Services

Division: Neighbourhood Services – Transportation & Infrastructure Section

Date of Decision: 24<sup>th</sup> November 2020

Officer Making Decision: Tony Hanson

Subject / Description & Reason for Decision: An application has been made pursuant to the Wildlife and Countryside Act 1981 to add a Public Footpath to the Definitive Map & Statement.

Powers of the Council under the Town & Country Planning Act 1990, Wildlife & Countryside Act 1981 and the Highways Act 1980 have been delegated to the Director of Neighbourhoods and Regulatory Services.

The evidence in support of the existence of this public right of way is compelling.

A Definitive Map Modification Order is recommended to be made recording the Public Footpath between Station Road (grid ref NZ 49771:27265) to the junction of Public Footpaths No's 10 and 12, Seaton Parish (grid ref NZ 50184:27130) as shown on **Appendix 1 – Plan 1**

If no objections to the making of the order to add the claimed route to the Definitive Map & Statement are received, or if any objections which are received are subsequently withdrawn, the Order to be passed to the Chief Solicitor for confirmation;

If any objections to the making of the order to add the claimed route to the Definitive Map & Statement are received, and not subsequently withdrawn, the Order be referred to the Secretary of State for confirmation.

Type of Decision: Report and appendices provided for information and reference  
Non Key

Nature of Delegation Being Exercised: Officer Delegated Authority - DRN137 (Part 3 Page 110)

Alternative Options Considered & Rejected: None

Any Declared Register of Interest No

**OFFICER WITH THE DELEGATION**

NAME \_\_\_\_\_

Tony Hanson

POSITION: Director Neighbourhoods and Regulatory Services

DATE: \_\_\_\_\_

**IN CONSULTATION WITH:**

Hayley Martin, Chief Solicitor and Chris Scaife, Countryside Access Officer

**Report to:** Director of Neighbourhoods & Regulatory Services

**Subject:** APPLICATION TO ADD A PUBLIC FOOTPATH, FROM STATION ROAD, GREATHAM TO PUBLIC FOOTPATH NO.10, SEATON PARISH

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**1. TYPE OF DECISION**

1.1 Non Key: requiring decision

**2. PURPOSE OF REPORT**

2.1 To seek the consideration and approval regarding an application to add a public footpath, from Station Lane, Greatham to Public Footpath No's 10 and 12, Seaton Parish, to the Definitive Map and Statement 2017, Wildlife & Countryside Act 1981, section 53 (2) and Highways Act 1980, section 31.

**3. BACKGROUND**

**History**

- 3.1 On 26<sup>th</sup> March 2018 the Highways Authority, known as Hartlepool Borough Council (the Council), received an application to add a public footpath, from Station Lane, Greatham to Public Footpath No's 10 and 12, Seaton Parish, to the Definitive Map and Statement 2017. The plan submitted, as part of the application, is shown in **Appendix 1**.
- 3.2 The application was made by Greatham Parish Council on behalf of the general public.
- 3.3 Schedule 14 of the Wildlife and Countryside Act 1981 enables any person or organisation to apply to the surveying authority, for an Order to modify the Definitive Map and Statement. Accompanying the claim were user evidence forms, completed by people who stated that they had used the way in question, between specific dates and describing the reason why the way was used – e.g. recreation, dog walking etc. Each User Evidence Form was supported by a map, showing the route that the individual had used.
- 3.4 Prior to the application being received; the applicant, in 2016, served notices on adjoining landowners to ascertain whether they owned the land over which the claimed route was located. Notices were served to: DW Dresser & Sons, Tata Steel Ltd and Conoco Phillips Petroleum Company UK Ltd. All companies served replied that they did not own the said land over which the route runs.

- 3.4 The applicant also requested, in 2016, from the Land Registry any title deeds pertaining to the land over which the claimed route runs. The results showed that the majority of the land over which the claimed route runs is unregistered, apart from a section that is owned by Network Rail (see 3.6).
- 3.5 On 22<sup>nd</sup> May 2017, the applicant requested permission, from the Council to post notices and maps at either end of the claimed route requesting any landowners to come forward to claim the land as marked on the said maps, as described in the notices. This was for a period of 8 weeks. No landowner came forward.
- 3.6 On 18<sup>th</sup> February 2019, Chris Scaife, Countryside Access Officer for the Council, emailed Network Rail to ascertain whether they would object to the claim to add an unrecorded public footpath to the Definitive Map & Statement 2017. On 9<sup>th</sup> August 2019 Network Rail finally responded to confirm that they would not object to the afore-mentioned claim.

#### **The Claimed Path**

- 3.7 After looking at all the evidence supplied, all of claimants (9) suggested that the constant width varied from between 1.25m (4ft) to 3.0m (9 - 10ft) for the full length of the lane. The claimed route starts at Station Road, grid ref' NZ 49771:27265, running in an south easterly direction for 440 metres to the junction of Public Footpaths No's 10 and 12, Seaton Parish, grid ref' NZ 50184:27130 ends at the emergency rear entrance to the Conoco Phillips Tank Farm. The total length of the claimed route is 440 metres
- 3.8 Along the full length of this route, before and at the time of the claim being submitted; the only restriction was a single bollard restricting the access of vehicular traffic onto Thorn Tree Lane. This was installed some years previously to help prevent flytipping along the lane as well as unrestricted access by unknown traffic, possibly for the remit of theft from Tata Steel and British Steel/Corus before Tata Steel purchased the site some years ago.

#### **Applicants**

- 3.9 The main applicant is Greatham Parish Council and it is acting on behalf of 9 specific users who supplied user evidence. They are: W S Gardner, S Hutchinson, D McCamley, A Merifield, K Proctor, S Smith, B R Walker, E A Wilkinson and L Wilkinson

#### **The Landowner and adjoining Landowners**

- 3.10 As has been stated earlier in 3.4; the specific parcel of land that encompasses Thorn Tree Lane, is unregistered, apart from the section owned by Network Rail, and this is corroborated by the Land Registry.
- 3.11 The adjoining landowners are: The Hospital of God at Greatham Ltd, Tata Steel/Liberty Steel, Network Rail, Conoco Phillips Petroleum Company UK Ltd and D W Dresser & Sons. All of these adjoining landowners have been consulted and place no landownership claim on the land as mentioned above. This is apart from Network Rail who do own a bridge over the railway, over which the claimed route runs. As mentioned in 3.6; Network Rail will not be

objecting to the said claimed route even though the route access and runs over one of their assets.

#### **4. PROPOSALS**

- 4.1 The submitted claim, shown in the attached plan in **Appendix 1**, applies to add a new public footpath to the Definitive Map & Statement:
- The above described claim starts at Station Road, grid ref' NZ 49771:27265, running in an south easterly direction for 440 metres to the junction of Public Footpaths No's 10 and 12, Seaton Parish, grid ref' NZ 50184:27130 ending at the emergency rear entrance to the Conoco Phillips Tank Farm

#### **5. RISK IMPLICATIONS**

- 5.1 There are no risk implications, in relation to this application to claim this unrecorded public footpath and add it to the Definitive Map & Statement.

#### **6. FINANCIAL CONSIDERATIONS**

- 6.1 There are no costs relating to the Definitive Map Modification Order claim

#### **7. LEGAL CONSIDERATIONS**

- 7.1 Under Section 53 (2) of the Wildlife and Countryside Act 1981, the Local Authority is under a duty to keep the Definitive Map and Statement under continuous review:

S53 (2) As regards every definitive map and statement, the surveying authority shall -

- (a) as soon as reasonably practicable after the commencement date, by order make such modifications to the map and statement as appear to them to be requisite in consequence of the occurrence, before that date, of any of the events specified in subsection (3); and
- (b) as from that date, keep the map and statement under continuous review and as soon as reasonably practicable after the occurrence, on or after that date, of any of those events, by order make such modifications to the map and statement as appear to them to be requisite in consequence of the occurrence of that event.

- 7.2 Section 53 (3), as referred to in S53 (2) (a), goes on to look at the relevant legal event, in S53 (3) C (i):

- (c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows -
  - (i) 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 to which this Part applies ;

7.3 Under Section 31 of the Highways Act 1980, dedication may be presumed following use by the public as of right and without interruption for 20 years.

7.4 All the above legislation has been taken into account when considering all the evidence supplied, discovered or researched.

### **CONSIDERATION OF EVIDENCE – EVIDENCE OF USE AND WITNESS STATEMENTS**

7.5 Section 31 (2) relates to the 20 year rule:

- (2) The period of 20 years referred to in subsection (1) above is to be calculated retrospectively from the date when the right of the public to use the way is brought into question, whether by a notice such as is mentioned in subsection (3) below or otherwise.

7.6 The collection of information dealing with the application and data collated from the user evidence forms can be found in **Appendix 2**. Also a bar chart table, which refers to the periods of claimed use, can be found in **Appendix 3**.

### **SUFFICIENT EVIDENCE THAT THERE WAS NO INTENTION TO DEDICATE, SHOULD THE LANDOWNER BE KNOWN**

7.7 For section 31 (1) Highways Act 1980 to apply and give rise to a presumption of dedication, the following criteria must be satisfied:

- a) The physical nature of the path must be such as is capable of being a public right of way.
- b) The use must be 'brought' into question, i.e. challenged or disputed in some way.
- c) Use must have taken place without interruption over the period of 20 years before the date on which the right is brought into question.
- d) Use must be as of right, i.e. without force, without stealth or without permission.
- e) There must be insufficient evidence that the landowner did not intend to dedicate a right of the type being claimed.
- f) Use must be by the public at large.

- 7.8 (a) *'The physical nature of the path must be such as is capable of being a public right of way'*. The claimed route does appear to be physically capable of being a public right of way.
- 7.9 (b) *'The use must be 'brought' into question'*. The use was brought into question when Greatham Parish Council decided to question whether this route was, in fact, a public footpath by submitting the application on 26<sup>th</sup> March 2018
- 7.10 (c) *'Use must have taken place without interruption over the period of 20 years before the date on which the right is brought into question'*. It is clearly shown, when examining the data provided on the user evidence forms and looking at the Bar chart Table, which can be found in **Appendix 3** that use has taken place over a continuous period of time of up to and including 62 years. No notices or directives were posted or placed along the route claimed, to suggest or proclaim that this claimed route was not in any way a public right of way.
- 7.11 (d) *'Use must be as of right'* All of the users have used the claimed route as of right in the understanding that they have considered the route a public right of way. They have never sought or been granted permission. They have openly used the route without any force (eg having to climb over a fence to access the route) and they have never been hindered by any barrier used to obstruct their passage at any time. At no time have the walkers, using the claimed route, been forced to go back or not access the route.
- 7.12 (e) *'There must be insufficient evidence that the landowner did not intend to dedicate a right of the type being claimed'*. The fact that no notices have been posted or erected along the route or at either end of the route to claim that the route was not a public right of way, supports this criterion that there was no intention not to dedicate this route.
- 7.13 (f) *'Use must be by the public at large'*. At no time has this claimed route not been freely available for the public to use on foot. The user evidence forms support this.
- 7.14 It is the Council's understanding that the criteria for Section 31 Highways Act 1980 are satisfied and that there is sufficient evidence to suggest intention by the owner to dedicate at common law, if a landowner was known, apart from Network Rail, who do not object to the route crossing their bridge, as part of the claimed route.
- 7.15 **Land Registry Records:** As mentioned previously; Land Registry records were obtained on 26<sup>th</sup> May 2016 and show that the majority of this claimed route is unregistered. There is a portion of the route registered as being owned by Network Rail and Network Rail have stated that they do not object to the claimed route running over their asset – a bridge over the railway tracks close to the emergency rear entrance to Conoco Phillips Tank Farm.

## **CONSIDERATION OF EVIDENCE – DOCUMENTARY EVIDENCE**

- 7.16 As part of the process of evaluating the application, the Countryside Access Officer carried out investigations into additional sources of evidence. This evidence includes Historic Maps, Ordnance Survey maps, photographic evidence as well as archived material.

### **Ordnance Survey Maps**

The following maps were carefully examined:

- 7.17 (a) Ordnance Survey Maps Series 1, 2, 3, 4.  
Series 1 – Pre 1895  
Series 2 – 1897  
Series 3 – 1916 to 1922  
Series 4 – 1938 to 1950

The Series 1 map does show evidence of Thorn Tree Lane. It is clearly marked and does route from Greatham village to Thorn Tree buildings (no distinction can be made as to whether these buildings are part of a farm or not, therefore they are described as buildings) and Pudding Nook buildings (no distinction can be made as to whether these buildings are part of a farm or not, therefore they are described as buildings). It is clearly shown crossing the railway line via a bridge. In the Series 2 and 3 maps the same is shown. In the Series 4 map there is part of the map missing which contains the area over which the route runs. It does show that the route is still linking to the two named collections of buildings, namely Thorn Tree and Pudding Nook.

- 7.19 (b) Ordnance Survey Maps Definitive Map: 1952, 1957, 1962 and 1967. All four versions of the Definitive Map do show the same route existing. Both the 1957 and 1962 show that the claimed route is already marked as a public footpath – Public Footpath No.10, Greatham Parish. With the changing of the parish boundaries some years later, some of this would have become Public Footpath No.10, Seaton Parish. There is no existing evidence in the more recent Definitive Maps & Statements that corroborate the existence of Thorn Tree Lane being a public footpath. That does not mean that it is not a public right of way but that there is no clear evidence to show that it is recorded as such.
- 7.20 (c) Ordnance Survey Maps: 1951-59, 1960-69, 1970-79 and 1980 to 1994: All four maps show the claimed route but do not identify its legal status.
- 7.21 (d) Ordnance survey base map shapefile for ArcGIS software: Present day base map (Extract from the base map data 2020 accessed by the ESRI ArcGIS Geographical Information System software). The base map shows the full claimed route but does not and cannot indicate legal status of the route.
- 7.22 (e) Based on Ordnance Survey Maps – Property Services (Map showing the adopted highways for the area). This map shows that the route is not adopted highway and that the land, over which the claimed route runs, is not owned by



Hartlepool Borough Council. This is backed up by the Land Registry records (7.15).

#### **7.23 Definitive Map and Statement 2017**

The Definitive Map and Statement was also consulted. No record of any Public Right of Way was recorded on the Definitive Map (Register of all recorded public rights of way) and Statement. This does not mean that this route is not already a public right of way but that there are no records of its status in this version of the Definitive Map & Statement.

#### **7.23 Durham Archive Research**

The Archives at Durham University Library were consulted. As part of the research to look for evidence with regards to the claimed route, the Countryside Access Officer looked at the Tithe Map and Apportionment of Greatham 1840. The claimed route is clearly shown and predates the existence of the railway. Thorn Tree buildings are clearly shown and named.

#### **7.24 Alleged Public Footpath sign**

It has been alleged that there was a Public Footpath sign, in place, at the Station Road end of the claimed route. Photographic evidence supports this and the Countryside Access Officer, Chris Scaife, can attest to its existence as he clearly remembers it being so placed at this location for over 15 years

### **8. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 8.1 There are no Equality and Diversity implications, in relation to this application to claim this unrecorded public footpath and add it to the Definitive Map & Statement.

### **9. STAFF CONSIDERATIONS**

- 9.1 There are no staff considerations, in relation to this application to claim this unrecorded public footpath and add it to the Definitive Map & Statement.

### **10. ASSET MANAGEMENT CONSIDERATIONS**

- 10.1 There are no asset management considerations, in relation to this application to claim this unrecorded public footpath and add it to the Definitive Map & Statement.

### **11. CONSIDERATION OF BIODIVERSITY**

- 11.1 It is believed that there are no biodiversity issues or constraints in relation to this application to claim this unrecorded public footpath and add it to the Definitive Map & Statement.

## 12. CONSULTATIONS

12.1 **Appendix 4** contains the full list of the Consultation and the responses received.

## 13. SECTION 17

13.1 Section 17 of the Crime and Disorder Act 1988 requires Local Authorities and Police Authorities to consider the community safety implications of all their activities.

13.2 Section 17 states:

- *'Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area'.*

13.3 The Community Safety Implications, in respect to this application to claim this unrecorded public footpath and to add it to the Definitive Map & Statement have been taken into account and that all has been reasonably done to prevent crime and disorder.

## 14. TIMESCALES

14.1 If the Director resolves to accept the applicant's claim, an Order should be made within 6 months of it being passed to the Chief Solicitor. In this case the objector to the claim – the Landowner – would have the right of appeal, to the Secretary of State, within a similar time period. However, as the claimed route is not registered with the Land Registry, apart from Network Rail's asset of the bridge over the railway, the appeal would be unlikely to appear or be registered with the Secretary of State.

14.2 If the Director resolves not to make an Order, a letter 'advising of decision not to make the Order' will be sent out to the applicant with carbon copies sent out to supporting applicants. The Applicant has a right to appeal to the Secretary of State against the decision, within 28 days of receiving formal notification of the Council's decision. A similar letter would normally be sent out to the Landowner stating that the application had been rejected, however, as the claimed route is not registered with the Land Registry, apart from Network Rail's asset of the bridge over the railway, this could not happen.

## 15. SUMMARY

15.1 The Director is requested to determine, having considered all of the available evidence, whether a public right of way does or does not exist along the route shown on **Appendix 1**. The Director should note that a decision must be made, based on the balance of probabilities, whether there is sufficient

evidence to suggest that public rights are reasonably alleged to exist or not. No other factors should be considered.

15.2 The available evidence does lend support to the claim, that a public right of way exists between Station Road (grid ref' NZ 49771:27265) to the junction of Public Footpaths No's 10 and 12, Seaton Parish (grid ref' NZ 50184:27130) as shown on **Appendix 1** – Plan 1. The evidence suggests that rights do exist over the width and route of the path, as claimed, due to the fact that it has been available for public use for an uninterrupted period of 20 years or more.

15.3 As discussed before Section 53 (3) (c) (i) Wildlife and Countryside Act 1981 has to show that:

S53 (3)(c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows -

- (i) 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 to which this Part applies ;

15.4 In this case this does follow as there is ample evidence supplied to suggest that the claimed route exists and may have already been recorded as a public right of way, in the past.

## 16 OPTIONS

16.1 Two options are available to the Director when determining this issue:

16.2 **Option 1:** If after considering all of the available evidence the Director decides that a right of way does exist, he should resolve that:

- He instruct the Chief Solicitor to make a Definitive Map Modification Order to add a public footpath, along the route as claimed and shown on **Appendix 1**, to the Definitive Map & Statement. The path width would subsequently be recorded as being 3.0 metres, with a limitation of a vehicle barrier and a motorbike inhibitor being present next to the start of the claimed route at Station Road end

16.2 **Option 2:** If after considering all of the available evidence the Director decides that a right of way does not exist, he should resolve that:

- The application for a Definitive Map Modification Order to add the route as shown on **Appendix 1** to the Definitive Map be refused and that the applicant be advised of their right to appeal to the Secretary of State.

## 14. RECOMMENDATIONS

14.1 That the Director:

- Accepts the evidence in support of the claim and approves the making of the order, so that the claimed route along Thorn Tree Lane is recorded as a Public Footpath shown in the plans shown in **Appendix 1**. This according to
- No objections to the making of the order to add the claimed route to the Definitive Map & Statement are received, or if any objections which are received are subsequently withdrawn, the Order to be placed with the Chief Solicitor for confirmation; and,
- If any objections to the making of the order to add the claimed route to the Definitive Map & Statement are received, and not subsequently withdrawn, the Order be referred to the Secretary of State for confirmation

**15. REASONS FOR RECOMMENDATIONS**

- 15.1 Section 53 (3) (c) (i) Wildlife and Countryside Act 1981 requires 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 to which this Part applies

**16. BACKGROUND PAPERS**

- 16.1 There are no background papers, in relation to this application, to add the route as shown on **Appendix 1** to the Definitive Map & Statement.

**17. CONTACT OFFICERS**

- 17.1 Kieran Bostock  
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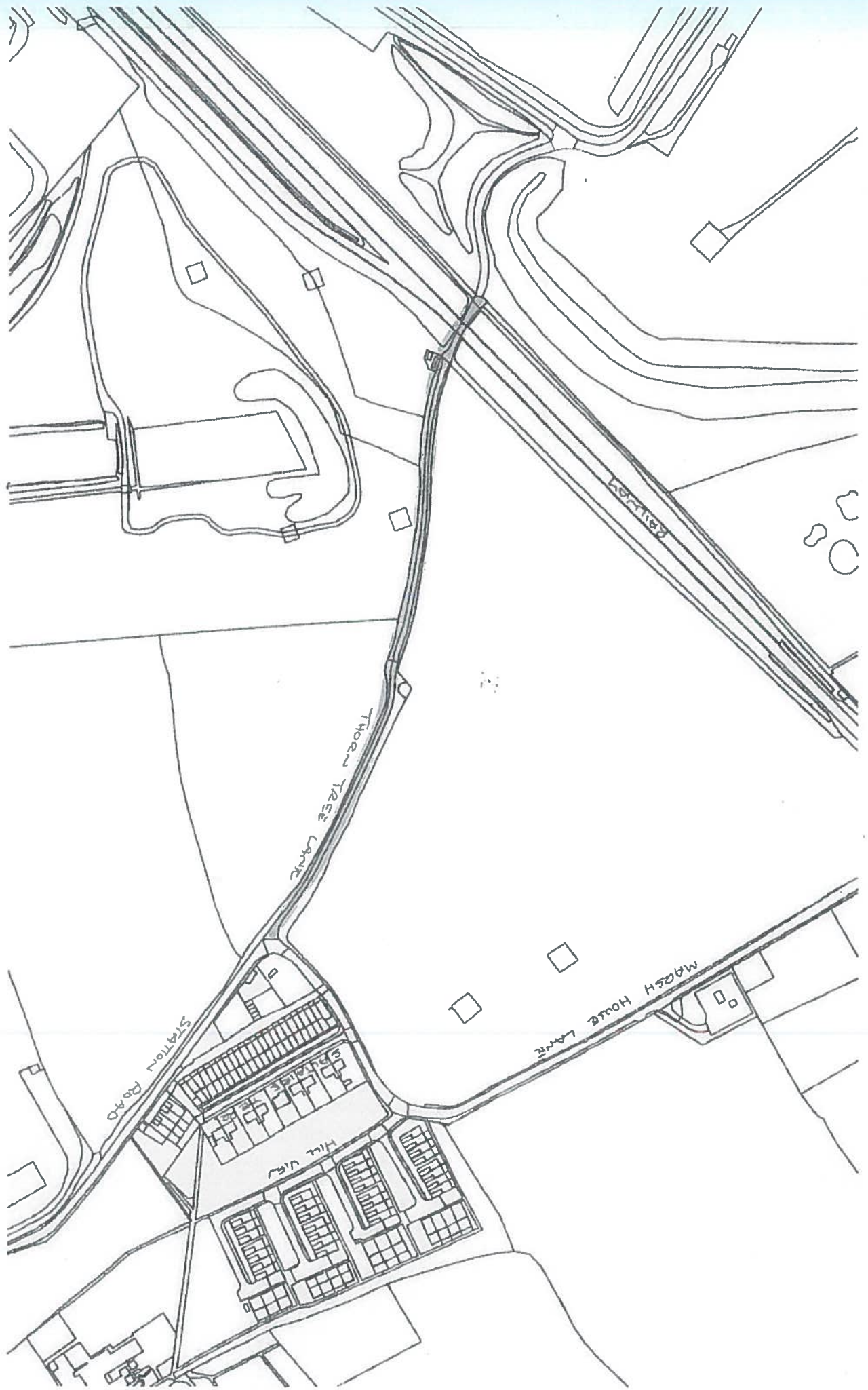
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## APPENDIX 2 – Data from User Evidence Forms

The following section is the collection of information dealing with the application and information collated from the user evidence forms

1. 9 user evidence forms were filled in by individual members of the public. Each one recorded any relevant information that could be used in making the determination of the application.
2. There was varying usage periods recorded.
  - 1 x 5 years
  - 2 x 30 years
  - 1 x 35 years
  - 2 x 40 years
  - 1 x 49 years
  - 1 x 50 years
  - 1 x 62 years
3. 6 users claimed the path as a footpath status, 1 user claimed it as a 'Service Road to Conoco Tank Farm', 1 claimed it as Thorn Tree Lane, Greatham and 1 user didn't claim a status. All the users regarded it as a public right of way
4. The type of usage. 8 users claimed foot usage and one user claimed using the path whilst using a mobility scooter.
5. When asked about the width of the claimed path, the answers were again varied.
  - 4 x 9 to 10 feet (3 metres)
  - 1 x 8 feet (2.5 metres)
  - 2 x 7 feet (2 metres)
  - 1 x 5 feet (1.5 metres)
  - 1 x 4 feet (1.25 metres)
6. There was a diverse range of answers with regards to where the users were going from and to.
  - Three said that it was from Greatham to Graythorp
  - One used the path: from start to finish of entire lane and along track adjacent to railway and back
  - One described the route: Greatham Station to Graythorp
  - One described the route: My house to the end of the footpath.
  - One described the route: Hill View to Greatham Creek
  - and one used it to go from Hill View to Marsh House Lane

7. The reasons for using it were stated as:

- Exercise and dog walking x 1
- Walking x 1
- Visits and walking x 1
- Pleasure x 1
- Dog walking and taking grandchildren for walks x 1
- Walks with grandchildren x 1
- Dog walking x 3

8. Seven of the users said that the path had always run over the same route, one stated; 'when tank farm was built route was changed' and one had no answer for this question.

9.1 When asked about Barriers (stiles gates etc) there were two answers.

- 6 x No barriers
- 3 x Gates near Conoco Philips

9.2 The next three parts of the evidence supplied is to do with notices and what was written on them.

- 3 x said that there were no notices
- 4x said there was a public footpath sign at the Greatham end of the path
- 1 x said that there was a 'No Tipping' sign
- 1 x said there was a notice stating; 'Dogs keep out of wild life park'

10. When asked as to whether the users worked for the owner/occupier or were tenants of the afore-mentioned:

- 9 x said no

11. All of the users said that they had not been turned away when using the way or path. None had heard of anyone being turned away or stopped when using the way and all said that they had not been told that the way was not public.

12. The question 'was there any locked gates or obstructions along the route', was asked of the users. All users (x 9) said No

13. Were there any notices seen: 9 said No

14. Are you a friend or acquaintance of the landowner: 9 said No

15. All users stated that they had not asked for permission to use the claimed route
  
16. Finally the users were asked if they had any extra relevant information regarding the route. They answered as follows:
  - 1 x 'Constantly used by flytippers. Barrier Pole [lockable bollard] in situ but there needs to be an extra one to prevent illegal vehicles flytipping (mainly at night times)'
  - 1 x 'Reference to Ordnance survey Map explorer 306'
  - 1 x 'Route signposted as Footpath at Station Road entrance'
  - 1 x 'Always been a Footpath, Nice walk with grandchildren, dog always on lead near any wildlife, eg sheep, cattle, ducks and swan'
  - 1 x 'I have lived in Greatham for 60 years and now we have grandchildren, it's a nice walk'
  - 4 x had no extra information







## **APPENDIX 4**

### **Consultation**

The following persons and bodies were consulted with regards to the claim:

#### **Adjoining landowners:**

Hospital of God at Greatham Ltd  
Tata Steel  
Liberty Steel  
Conoco Phillips Petroleum Company UK Ltd  
D W Dresser

#### **Landowner of section of thorn Tree Lane**

Network Rail

#### **Councillors:**

G Morris  
B Loynes  
M Young  
S Little  
L Smith

#### **Statutory Consultee**

Ramblers Association

#### **Hartlepool Borough Council**

Legal Services  
Property Services  
Community Safety Team  
Transport & Highways  
Planning Section  
Tees Archaeology

#### **Statutory Undertakers**

Hartlepool Water Authority  
National Grids  
Northern Gas Networks  
Northern Power Grid  
Northumbrian Water Ltd  
Open Reach  
Virgin Media

### **The following responses were received.**

#### **Adjoining Landowners**

Hospital of God at Greatham Ltd had no objections

#### **Landowner**

Network Rail had no objections to the path using the bridge as part of the route claimed by the applicant

### **Ward councillors**

Two of the three Councillors had no comments to make. The third, Councillor B Loynes "...have no problem with this application."

### **Hartlepool Borough Council**

Legal: No legal considerations with this request

Planning: No concerns

Tees Archaeology: No problem with application

### **Statutory Undertakers**

Hartlepool Water Authority: No objections

National Grid: Overhead lines, cable uses bridge to cross railway, below ground + above ground installations in vicinity

Northern Gas Networks: Do not object, Gas pipe crosses path (underground) close to bridge

Northern Power Grid: No objection to lane becoming a PROW

Northumbrian Water Ltd: No apparatus in area – not affected

Virgin Media: No assets affected by DMMO claim

**NB: If not referred to above then the consultee provided no response.**