

**Bridleway No. 11**

Commencing from its junction with the existing Bridleway No. 11; then proceeding north-westerly for a distance of approximately 230 metres. With a minimum width throughout of approximately 3.95 metres.

**Bridleway No. 26**

Commencing from its junction with Bridleway No. 27; then proceeding south for a distance of approximately 15 metres; then turning west-north-west for a distance of approximately 280 metres; to its junction with the public highway. With a minimum width throughout of approximately 3.95 metres.

**Order No. 2***Description of Sites of Existing Paths or Ways***Footpath No. 10**

Commencing from its entrance adjacent to The Orchard View off the Hillesden-Gawcott Road; then, continuing north-easterly for a distance of approximately 45 metres; then turning north for a distance of approximately 90 metres; then, bearing north-easterly for a distance of approximately 125 metres. Then, lastly, north-north-easterly to the metalled carriageway for a distance of approximately 50 metres. With a minimum width throughout of approximately 1 metre.

**Footpath No. 9**

Commencing at its junction with the existing footpath No. 10 at the metalled carriageway; then proceeding in a north-north-easterly direction for a distance of approximately 220 metres. With a minimum width throughout of approximately 1 metre.

*Description of Sites of Alternative Highways***Footpath No. 10**

Commencing from a point between Numbers 6 and 7 The Orchard View off the Hillesden-Gawcott Road; then proceeding easterly for a distance of approximately 40 metres; then turning northerly for a distance of approximately 75 metres; then, proceeding east-north-easterly for a distance of approximately 110 metres; then, lastly northerly diverging from the existing footpath for a distance of approximately 50 metres to join the metalled carriageway. With a minimum width throughout of approximately 1.8 metres.

**Footpath No. 9**

Commencing at its junction with footpath No. 10; then proceeding northerly diverging slightly from the line of the existing footpath for a distance of approximately 220 metres; then, lastly, turning easterly for a distance of approximately 25 metres to where it rejoins the existing footpath. With a minimum width throughout of approximately 1.8 metres.

**Order No. 3***Description of Sites of Existing Path or Ways***Footpath No. 11**

Commencing from its junction with the existing footpath No. 12; then proceeding southerly turning gradually to an easterly direction for a distance of approximately 280 metres to where it joins the existing footpath No. 11A. With a minimum width throughout of approximately 1.8 metre.

**Footpath No. 11A**

Commencing from its junction with the existing footpath No. 12; then continuing in a southerly direction for a distance of approximately 210 metres; then, lastly, proceeding south-south-easterly for a distance of approximately 60 metres to where it joins the existing footpath No. 11. With a minimum width throughout of approximately 1 metre.

**Footpath No. 12**

Commencing from the south-easterly point of All Saints Churchyard; then proceeding southerly for a distance of approximately 520 metres; then bearing south-easterly for a distance of approximately 380 metres. With a minimum width throughout of approximately 1 metre.

*Descriptions of Sites of Alternative Highways***Footpath Nos. 11 and 11A (Combined)**

Commencing approximately 265 metres north-west of the Claydon Plank footbridge, then proceeding in a northerly direction for a distance of approximately 260 metres; then, lastly, turning north-west for a distance of approximately 35 metres to where it meets the existing footpath No. 12. With a minimum width throughout approximately 1.8 metres.

**Footpath No. 12**

Commencing from its junction with the existing footpath No. 33 then proceeding southerly for a distance of approximately 475 metres; then bearing in a south-easterly direction for a distance of approximately 115 metres; then proceeding easterly for a distance of approximately 360 metres; then, lastly, turning in a west-south-westerly direction for a distance of approximately 190 metres to where it joins the existing undiverted part of footpath No. 12. With a minimum width throughout of approximately 1.8 metres. (490)

**BRENT LONDON BOROUGH COUNCIL****RIGHTS OF WAY***The Public Path Orders and Extinguishment of Public Right of way Orders Regulations 1969***NOTICE OF PUBLIC PATH ORDER****HIGHWAYS ACT, 1959****COUNTRYSIDE ACT, 1968****LONDON BOROUGH OF BRENT***Park Lawns Public Path Extinguishment Order 1978*

Notice is hereby given that the above-named Order, made on 15th February 1978, is about to be submitted to the Secretary of State for the Environment for confirmation, or to be confirmed, as an unopposed Order, by the London Borough of Brent.

The effect of the Order, if confirmed without modification, will be to extinguish the public right of way to the rear of Nos. 127-159 Park Lane known as Park Lawns that extends from its junction with Lea Gardens northwards for a distance of 560 feet.

A copy of the Order and the map contained in it has been deposited and may be inspected free of charge at Brent Town Hall, Forty Lane, Wembley, and Brent House, High Road, Wembley, between 8.45 a.m. and 5 p.m. Monday to Thursday, and between 8.45 a.m. and 3.45 p.m. Friday.

Compensation for depreciation or damage in consequence of the coming into operation of the Order is payable in accordance with section 113 (2) of the 1959 Act, to which reference should be made.

Any representation or objection with regard to the Order may be sent in writing to the Chief Engineer, London Borough of Brent, Department of Development, Brent House, 349 High Road, Wembley, before 27th March 1978, and should state the grounds on which it is made.

If no representations or objections are duly made, or if any so made are withdrawn, the London Borough of Brent may instead of submitting the Order to the Secretary of State for the Environment, themselves confirm the Order. If the Order is submitted to the Secretary of State for the Environment any representations and objections which have been duly made and not withdrawn will be transmitted with the Order.

*Kenneth B. Betts, Town Clerk & Chief Executive.*

Brent Town Hall,  
Forty Lane, Wembley, Middlesex.  
24th February 1978.

(784)

**DERBYSHIRE COUNTY COUNCIL****HIGHWAYS ACT, 1959—SECTION 108***The Derbyshire County Council Notice of Application to Stop-Up Highways at Bonds Main, Temple Normanton*

Notice is hereby given that the Derbyshire County Council, being the Highway Authority for the highways hereinafter described, intends to apply to the Magistrates' Court sitting at the Courthouse, West Bars, Chesterfield, on Friday, 31st March 1978 at 10 a.m. for an Order under section 108 of the Highways Act 1959, authorising the stopping-up of the highways detailed in the Schedule to this Notice, and comprising an area of 5560 square metres or thereabouts, on the grounds that they are unnecessary. If such an Order is obtained the said land will cease to be part of the highway and will revert to the adjoining landowner.

The effect of the proposed Order is shown on the plan which may be inspected free of charge at the County Offices, Matlock (Room 108) between 9 a.m. and 5 p.m. Monday to Friday and by prior appointment (telephone no. Chesterfield 850291) at the home of Mr. J. W. Handbury, Chairman to Temple Normanton Parish Council, Hillcrest Nurseries, Temple Normanton.