

to join existing Cartroad/Footpath No. 10B as shown on the plan annexed to the Order in a solid red line and marked c-e.

Public Footpath No. 11. The section of Public Footpath No. 11 to be diverted commences at its junction with existing Footpath No. 12 and Cartroad/Footpath No. 4 and proceeds in an easterly direction for a distance of 160 yards or thereabouts to join existing Footpaths Nos. 16, 10, and 32 as shown on the plan annexed to the Order in a solid red line and marked b-c.

Public Footpath No. 12. The section of Public Footpath No. 12 to be diverted commences at the site boundary at a distance of 33 yards or thereabouts west of the property known as "Ty'r-ywen" and proceeds in an easterly direction for a distance of 40 yards or thereabouts to join existing Footpath No. 11 and Cartroad/Footpath No. 4 as shown on the plan annexed to the Order in a solid red line and marked a-b.

Public Footpath No. 16. The section of Public Footpath No. 16 to be diverted commences at the junction of existing Public Footpaths Nos. 10A and 10C and proceeds in a mainly westerly and southerly direction for a distance of 100 yards or thereabouts to join existing Footpaths Nos. 10, 11 and 32 as shown on the plan annexed to the Order in a solid red line and marked d-c.

Public Footpath No. 32. The section of Public Footpath No. 32 to be diverted commences at its junction with existing Footpaths Nos. 10, 11 and 16 and proceeds in a southerly direction for a distance of 83 yards or thereabouts to join existing Cartroad/Footpath No. 2 and Cartroad/Bridleway No. 3 as shown on the plan annexed to the Order in a solid red line and marked c-h.

Cartroad/Footpath No. 2. The section of Cartroad/Footpath No. 2 to be diverted commences at its junction with existing Cartroad/Footpath No. 4 and Footpath No. 5 and proceeds in an easterly direction for a distance of 80 yards or thereabouts to join existing Footpath No. 32 and Cartroad/Bridleway No. 3 as shown on the plan annexed to the Order in a solid red line and marked g-h.

Cartroad/Footpath No. 4. The section of Cartroad/Footpath No. 4 to be diverted commences at its junction with existing Footpaths Nos. 11 and 12 south of the property known as "Ty'r-ywen" and proceeds in a mainly southerly and easterly direction for a distance of 180 yards or thereabouts to join existing Footpath No. 5 and Cartroad/Footpath No. 2 as shown on the plan annexed to the Order in a solid red line and marked b-g.

Cartroad/Footpath No. 10B. The section of Cartroad/Footpath No. 10B to be diverted commences at its junction with existing Footpath No. 10 and proceeds in an easterly direction for a distance of 50 yards or thereabouts to join the District Road known as Tydfil Road as shown on the plan annexed to the Order in a solid red line and marked e-f.

Cartroad/Bridleway No. 3. The section of Cartroad/Bridleway No. 3 to be diverted commences at its junction with existing Footpath No. 32 and Cartroad/Footpath No. 2 and proceeds in an easterly direction for a distance of 180 yards or thereabouts to join Public Footpath No. 3A at a point 30 yards or thereabouts from its junction with the District Road known as St. Mary's Street as shown on the plan annexed to the Order in a solid red line and marked j-k.

PART II

Description of Site of Alternative Highway

Public Footpath No. 5. The proposed alternative route to replace that section of Public Footpath No. 5 to be diverted commences at a point 140 yards or thereabouts from its junction with County Class III Road Routes No. S.327-1 and proceeds along the line of the proposed estate road in a mainly northerly direction for a distance of 56 yards or thereabouts to the junction of the proposed alternative routes for Cartroad/Footpaths Nos. 2 and 4 as shown on the plan annexed to the Order in a broken red line and marked L-G.

Public Footpath No. 6. The proposed alternative route to replace that section of Public Footpath No. 6 to be diverted commences at a point 200 yards or thereabouts from its junction with existing Public Footpath No. 8 and Cartroad/Footpaths Nos. 7 and 9 and proceeds in a south-westerly, north-westerly, south-westerly and north-westerly direction for a distance of 113 yards or thereabouts along the proposed estate roads to the junction of the proposed alternative routes for Cartroad/Footpath No. 2 and Cartroad/Bridleway No. 3 as shown on the plan annexed to the Order in a broken red line and marked N-M.

Footpaths Nos. 12, 11, 10 and Cartroad/Footpath No. 10B. The proposed routes to replace those sections of Public Footpaths Nos. 12, 11, 10 and Cartroad/Footpath No. 10B to be diverted commences at the side boundary at a distance of 33 yards or thereabouts west of the property known as "Ty'r-ywen" and proceeds in an easterly direction along the proposed estate road for a distance of 350 yards or thereabouts to join the District Road known as Tydfil Road as shown on the plan annexed to the Order in a broken red line and marked A-B-E-F.

Public Footpath No. 16. The proposed alternative route to replace that section of Public Footpath No. 16 to be diverted commences at the junction of existing Public Footpaths Nos. 10A and 10C and proceeds in a mainly southerly, easterly and southerly direction for a distance of 80 yards or thereabouts to join the proposed alternative route for Footpath No. 32 and the proposed connecting path to the proposed Public Open Space (Amenity Area) as shown on the plan annexed to the Order in a broken red line and marked D-C.

Public Footpath No. 32. The proposed alternative route to replace that section of Public Footpath No. 32 to be diverted commences at the junction of the proposed alternative route for Footpath No. 16 and the proposed connecting path to the proposed Public Open Space (Amenity Area) and proceeds in a mainly southerly, westerly and southerly direction for a distance of 250 yards or thereabouts to the junction of the proposed alternative routes for Footpath No. 6 and Cartroad/Bridleway No. 3 as shown on the plan annexed to the Order in a broken red line and marked C-H-J-M.

Cartroad/Footpath No. 2. The proposed alternative route to replace that section of Cartroad/Footpath No. 2 to be diverted commences at the junction of the proposed alternative routes for Cartroad/Footpath No. 4 and Footpath No. 5 and proceeds in an easterly direction for a distance of 60 yards or thereabouts to join the proposed alternative route for Footpath No. 32 as shown on the plan annexed to the Order in a broken red line and marked G-H.

Cartroad/Footpath No. 4. The proposed alternative route to replace that section of Cartroad/Footpath No. 4 to be diverted commences at the site boundary at a distance of 33 yards or thereabouts west of the property known as "Ty'r-ywen" and proceeds along the District Road known as Ty'r-ywen Lane and along the proposed estate roads in a mainly southerly, south-easterly and southerly direction for a distance of 183 yards or thereabouts to join the proposed alternative routes for Footpath No. 5 and Cartroad/Footpath No. 2 as shown on the plan annexed to the Order in a broken red line and marked A-G.

Cartroad/Bridleway No. 3. The proposed alternative route to replace that section of Cartroad/Bridleway No. 3 to be diverted commences at its junction with the proposed alternative routes for Footpath No. 6 and Footpath No. 32 and proceeds in a north-easterly and south-easterly direction for a distance of 193 yards or thereabouts to join Public Footpath No. 3A at a point 30 yards or thereabouts from its junction with the District Road known as St. Mary's Street and as shown on the plan annexed to the Order in a broken red line and marked M-K. (729)

MONMOUTHSHIRE COUNTY COUNCIL

NOTICE OF PUBLIC PATHS ORDER

TOWN AND COUNTRY PLANNING ACT 1971, SECTION 210

Monmouthshire County Council (Urban District of Pontypool—Footpath No. 81 and Cartroad/Footpaths Nos. 190/191) Public Paths Diversion Order 1973.

Notice is hereby given that the above-named Order (hereinafter referred to as "the Order") made on the 3rd December 1973 is about to be submitted to the Secretary of State for Wales for confirmation or to be confirmed by the County Council of the Administrative County of Monmouth as an unopposed Order.

The effect of the Order, if confirmed without modification, will be to divert the public rights of way F.P. No. 81 and Cartroad/Footpaths Nos. 190/191 running across land in the Urban District of Pontypool and more particularly described in the Schedule hereto.

A copy of the Order and the map contained in it has been deposited at the Pontypool Urban District Council Offices, Pontypool, and at the County Hall, Newport, and may be inspected free of charge at those offices during normal office hours.