

**NORTH YORKSHIRE COUNTY COUNCIL**

**SUB-COMMITTEE OF  
THE PLANNING AND REGULATORY FUNCTIONS COMMITTEE**

**3 AUGUST 2010**

**APPLICATION FOR A DEFINITIVE MAP MODIFICATION ORDER TO ADD A  
BRIDLEWAY TO THE DEFINITIVE MAP  
AT SKEWKIRK BRIDGE, KIRK HAMMERTON**

**1.0 PURPOSE OF THE REPORT**

- 1.1 To advise Members of the investigation of the evidence relating to the application from the British Horse Society for a Definitive Map Modification Order (DMMO) to add a bridleway to the Definitive Map and Statement at the site of the former Skewkirk Bridge within the parishes of Kirk Hammerton and Tockwith. A location plan is attached to this report as **Plan 1**. The route referred to, is shown by a solid black line and is marked A-B-C on the plan attached to this report as **Plan 2**.
- 1.2 To request Members to authorise the making of a Definitive Map Modification Order that if confirmed will record a public bridleway on the Definitive Map and Statement.

**2.0 THE COMMITTEE'S RESPONSIBILITIES**

- 2.1 The Committee in considering the Definitive Map Modification Order Application acts in a quasi-judicial capacity. It is fundamental that consideration and determination of an issue is based on the evidence before the Committee and the application of law. The merits of a matter have no place in this process and the fact that a decision might benefit or prejudice owners, occupiers or members of the general public, or the Authority, has no relevance to the issues which members have to deal with and address.

- 2.2 The Committee's decision whether to "make" an Order is the first stage of the process. If Members authorise an Order being "made", and there are no objections to the Order, the County Council can "confirm" the Order. However, if there is objection to an Order, that is not subsequently withdrawn, only the Secretary of State would have the power to decide if it should be "confirmed". It would then be likely that a Public Inquiry would be held, and the decision whether or not to confirm the Order would rest with the Secretary of State.

### **3.0 LEGAL ISSUES**

- 3.1 Under Section 53 of the Wildlife and Countryside Act 1981 the County Council has a duty to make a Definitive Map Modification Order to modify the Definitive Map and Statement where evidence is available, which when considered with all other relevant evidence, indicates "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".
- 3.2 Under Section 31 of the Highways Act 1980 a statutory presumption arises that a way has been dedicated as a highway on proof that the way has actually been enjoyed by the public, as of right, and without interruption for a full period of 20 years, unless there is sufficient evidence that there was no intention during that period to dedicate it. That period of 20 years is to be calculated retrospectively from the date when the right of the public to use the way is brought into question.

### **4.0 BACKGROUND TO THIS REPORT**

- 4.1 The matter of Skewkirk Bridge is a longstanding and complicated issue, commencing with the demolition of the bridge by the landowner in 1969 on approval of the former West Riding County Council, followed by disputes as to whether the bridge should be replaced.
- 4.2 In 1987 and 1989 two Court cases were held to establish whether the crossing of the river was a public highway, and if so, to establish who was liable for the replacement of the bridge. Whilst there was some resolution from the courts, the status of the route was not established.
- 4.3 There are two distinct aspects to the overall issue; the first is what public rights if any legally exist across the River Nidd at this location, and the second relates to the responsibility to provide a replacement bridge at this location in the event public rights do exist.

- 4.4 The application for the DMMO received from the British Horse Society, and its determination, relates to whether or not a Public Right of Way exists, and this is solely what Members should give their consideration to, at this meeting.

## **5.0 HISTORIC BACKGROUND TO THE BRIDGE AT SKEWKIRK**

- 5.1 Historic documentation indicates that there has apparently been a bridge at this location at times since at least 1736. On an 1856 Ordnance Survey (OS) map the bridge is annotated as a 'wooden bridge', on an 1893 OS map no bridge is shown at the location, in 1909 OS annotate the bridge as being a 'toll bridge'. The bridge is historically referred to as Hammerton Bridge.
- 5.2 It appears that tolls were collected from persons crossing the bridge until 1961, and that by 1969 the bridge was considered unsafe.
- 5.3 In 1969 the landowner sought permission to demolish the bridge from West Riding County Council (the then Highway Authority). Consent was granted as the Council was not aware of any public rights affecting the bridge.

## **6.0 THE DEFINITIVE MAP AND STATEMENT**

- 6.1 The Definitive Map and Statement for this area was issued by the West Riding County Council in 1972 and was compiled from the information collected by the formal processes in the early 1950s.
- 6.2 No public right of way was recorded in the Definitive Map and Statement across or approaching the bridge in the parish of Kirk Hammerton. (A bridleway has since been established by Creation Agreement in 2000 parallel to the river bank.)
- 6.3 Within the parish of Tockwith a bridleway is shown on the Definitive Map to top of the bank of the river, but not to the parish boundary at the centre of the river; however the accompanying Definitive Statement describes the route as proceeding "to the Kirk Hammerton boundary at Skewkirk Toll Bridge", (the parish boundary is at the centre of the river). This description is in conflict with the information on the Definitive Map. A copy of a relevant extract of the Definitive Map, and a copy of the Definitive Statement for Tockwith Bridleway No. 5, are attached to this report as **Appendix 1.**

## **7.0 THE 1987 COURT CASES**

- 7.1 In accordance with Section 56 of the Highways Act 1980 Mr Colin Seymour served Notice on North Yorkshire County Council (the County Council) in 1986, endeavouring to force a bridge to be provided at the Skewkirk crossing of the river. The matter was heard at Leeds Crown Court in 1987.
- 7.2 During the Court case, the County Council admitted that there was a public bridleway over the Skewkirk crossing, but denied that it was liable to maintain and repair a bridge.
- 7.3 The Court held that the County Council was not liable for the maintenance of the bridge. As the County Council had admitted that there was a bridleway over the river, the Court undertook no further steps to establish what rights actually existed.
- 7.4 The County Council commenced legal proceedings in the High Court against the owner of Kirk Hammerton Mill for the replacement of the bridge. Those legal proceedings were curtailed when agreement was reached with the landowners on the Kirk Hammerton (north) side of the river to dedicate a bridleway loop from and to Mill Lane alongside, but not crossing the river, and the County Council undertook in return to provide a bridge.
- 7.5 Negotiations commenced between the County Council and the landowner on the southern side of the river, to provide a footbridge. That landowner then claimed that he owned the riverbank on both sides of the river.
- 7.6 The British Horse Society and other equestrians had expressed concerns that the County Council during their recent negotiations with the landowner were only considering pedestrian access across the river, and had indicated their intention to submit an application claiming existence of a bridleway. The negotiations regarding the footbridge ceased and shortly afterwards the British Horse Society (BHS) submitted their application for the bridleway.

## **8.0 THE APPLICATION FOR A DMMO SUBMITTED BY THE BHS**

- 8.1 In 2008 the BHS submitted their application to the County Council for a DMMO to add a bridleway to the Definitive Map and Statement.
- 8.2 The application was originally only for the section of the route shown as B – C on Plan 2, because the BHS interpreted the Definitive Statement as recording the Tockwith bridleway reaching the parish boundary (at the centre of the river). The BHS was advised by officers that as the Definitive Map did not show the section A – B and that it would avoid confusion if they claimed the full route A – B – C.
- 8.3 The application was amended and re-submitted in November 2008, and the landowners were formally notified by the applicant of the change in the application.
- 8.4 In support of the application the BHS submitted copies of a number of documents including C18<sup>th</sup> and C19<sup>th</sup> maps, the Book of Bridges 1752, early Ordnance Survey maps, Kirk Hammerton Tithe plan 1848, and extract from Drake's Eboracum 1736 (a History and Antiquities of the City of York), an early C20<sup>th</sup> map, a Deed dated 4<sup>th</sup> May 1920, old photographs, correspondence from the County Council and a number of Evidence of Use forms completed by local people between 1986 – 2007.
- 8.5 The County Council also holds a large number of historical documents that comprise evidence relevant to the application which fall to be considered in combination with the application documents. Due to the long running complexities of this case, and the large quantity of documentation your officers decided that the application and supporting evidence should be examined by an external public rights of way consultant.
- 8.6 The consultant's instructions were to examine all of the evidence available, and to produce a report providing the relevant evidential value of the documentation, sufficient to assist the Council in deciding whether or not bridleway rights are reasonably alleged to exist. A copy of the consultant's report and supporting documents are attached to this report as **Appendix 2**.
- 8.7 In addition to the evidence attached to the application, the consultant has examined: a C17<sup>th</sup> Presentment relating to the failure to repair a lane, additional C18<sup>th</sup> and C19<sup>th</sup> maps, Bridge Books 1753, 1847 and 1849, Kirk Hammerton Inclosure Award 1768, Tockwith Inclosure Act 1792, Inclosure Award and Map 1797, Kirk Hammerton Moor Inclosure 1861, Finance Act documents 1909.

## **9.0 SUMMARY OF THE CONSULTANT'S REPORT ON THE EVIDENCE**

9.1 The consultant notes that there is a considerable amount of evidence to consider in relation to the DMMO application, that the evidence is contradictory and in some cases is inconclusive. For clarity the evidence has been presented in four time periods:-

- Evidence prior to the Tockwith Inclosure Award of 1797
- Evidence of the Tockwith Inclosure Award
- Evidence post the Tockwith Award but prior to c 1900
- Evidence post c 1900

9.2 Evidence prior to the Tockwith Inclosure Award of 1797

9.2.1 No one piece of evidence before 1797 is conclusive as to the existence or otherwise of a public highway over the claimed route.

9.2.2 The two presentments are supportive of a public highway, Foullas/Fowles Lane, which must have lead from Tockwith into Kirk Hammerton. However there is no mention of a bridge and it is not certain that the highway crossed the river on the line of the application route. On a balance of probabilities, the descriptions of Foullas/Fowles Lane point to it being a public highway over the River Nidd in the vicinity of Skewkirk crossing.

9.2.3 Drake's Eboracum mentions Hammerton Bridge in a context that suggests that this is a bridge within a public highway, although the evidence is not completely consistent (no route is shown as connecting to the bridge) with a through route.

9.2.4 In the consultant's view the Quarter Sessions bridge records of 1752 and 1753 are consistent with Hammerton Bridge being within a public highway.

9.2.5 Francis White's Map of Ainsty of 1785 also shows a bridge or river crossing in the vicinity of the application route with connecting paths from Tockwith to the south and to the water mill in Kirk Hammerton to the north of the river.

- 9.2.6 The Jeffries map 1771 and the Tukes maps 1787 and 1816, do not show through routes, but do appear to show a bridge across the River Nidd.
- 9.2.7 There is no conclusive evidence from these documents of the status of the highway. In general footpaths do not tend to feature very prominently in records of this time. The description of Foullas/Fowles Lane as a 'lane' tends to suggest a highway of at least bridleway status, equally the route may have been a public road.
- 9.2.8 Overall it is the consultant's view that the evidence prior to the Tockwith Inclosure Award is that a public highway of at least bridleway status existed from Tockwith to at least the water mill at Kirk Hammerton. This is probably on, or very near to, the line of the application route.

### 9.3 Evidence of the Tockwith Inclosure Award

- 9.3.1 The Tockwith Inclosure Award in laying out a new network of roads has the effect of stopping up the section of the public highway in Tockwith.
- 9.3.2 The Award map shows a bridge at the Skewkirk crossing and the Award text suggests the physical existence of the bridge, but does not provide the legal status of the 'road' leading to the bridge.
- 9.3.3 It is surprising to find that no route of any status, public or private was set out in the Tockwith Award; but it is undoubtedly the case that no such route was set out and therefore the legal effect of the Award was to stop up any pre-existing highway in Tockwith.
- 9.3.4 The effect of the Tockwith Award is that any route in Kirk Hammerton became a dead end public highway terminating in the middle of the River Nidd.

### 9.4 Evidence post the Tockwith Award and prior to c 1900.

- 9.4.1 Although the legal effect of the Tockwith Award was to stop up any pre-existing highway in Tockwith, it would not, in your officer's view, prevent the re-dedication of a highway over the previous route.
- 9.4.2 There is no evidence of overt dedication by or on behalf of the landowner over that section of the route.

- 9.4.3 Looking at the documentary evidence of this period, Greenwood's map of 1817 shows a through route between Tockwith and Kirk Hammerton over the Skewkirk crossing. Cary's map of 1832 shows the same route at Skewkirk crossing as a 'parochial road'. The Kirk Hammerton Tithe Map of 1848 shows the bridge and the OS map of 1856 shows a track from Kirk Hammerton mill to the northern bank of the river. There is a bridge marked "Mill Bridge wooden", no track is shown leading from the bridge to the south on the Tockwith side of the river.
- 9.4.4 Of themselves none of these pieces of evidence are conclusive of highway status having arisen after the Tockwith Award, it seems that:
- the bridge or a river crossing existed in 1771, 1797, 1816, 1817, 1846, 1848 and 1856, and
  - there is evidence of a route leading to the sand bed in the Tockwith Award,
  - there continued to be a public route in Kirk Hammerton
  - the bulk of the post Tockwith Award map evidence points to a public highway over the application route.
- 9.4.5 On balance the evidence suggests that despite the legal stopping up of the public highway in Tockwith in 1797 a route including the application route was in use by the public very shortly thereafter. The evidence of Cary's map in particular suggests that it later became a public highway again, possibly of public road status.
- 9.4.6 By 1893, the OS map shows no bridge at the Skewkirk crossing. The evidence from the 1894 guidebook and Mr Shillitoe's statutory declaration is that the bridge washed away and was for a short time replaced by a ferry. Evidence from some early user evidence forms also supports the existence of a ferry for a short period of time.
- 9.4.7 The removal of the bridge by natural or other causes would not act to legally stop up any highway that existed.



## 9.5 Evidence post c 1900

### The effect of the toll

- 9.5.1 It appears that Mr Montagu, the landowner, built the iron bridge in or around 1900. There is no evidence prior to this that a toll was charged but it seems likely that with the provision of the new iron bridge the toll was probably subsequently imposed. Certainly it was being charged by 1905.
- 9.5.2 There appears to be no record of public complaint about the toll and it appears that a toll was charged on all classes of traffic. There is no evidence that the toll was an instance of a toll bridge with a toll being legitimately charged on a public highway bridge.
- 9.5.3 The evidence of the toll charges on the bridge has been adduced in support of the private, rather than public nature of the bridge. It is clear that WRYCC considered that the toll rendered not only the bridge, but also the joining section of road in Kirk Hammerton private.
- 9.5.4 In 1966 Mr Stanley Price Q.C., in Counsel's Opinion, advised Mr Edward Fattorini as follows:
- “Skewkirk Bridge as a toll bridge seems to go no further back than the mid 19<sup>th</sup> century; its closure by Mr. Fattorini has evoked no protests. There is no trace of any earlier charter granting a right of toll, and no act of Parliament bearing on it, if these had ever existed, some evidence of them must have come to light, and I think it is safe to conclude that Skewkirk Bridge was a private estate bridge, not crossed by a public highway, and that the tolls were charged by the private owners to emphasis its private nature. The absence of any protest on its closure seems to be a stronger indication of this.*
- 9.5.5 In fact there is no positive evidence that a toll was charged prior to the erection of the iron bridge c 1900. Whilst this advice was given in good faith and acted on in good faith, it was almost certainly given without the benefit of the breadth of historical evidence now available to the County Council and other parties.
- 9.5.6 The issue of whether the imposition of a toll in or around 1900 until the closure of the bridge in or around 1963 was legitimate or not, comes down to the question of whether or not the bridge was within a public highway. If the bridge was not within a public highway the

toll was legitimate, conversely if it was with a public highway there is no evidence that it was authorised and it was therefore not legitimate.

## 9.6 The effect of the 'one day a year' closure

9.6.1 Mr Shillitoe states that to the best of his knowledge and belief the Montagu family closed the bridge once a year. Although Mr Shillitoe's knowledge does not extend as far back as c 1900, it is reasonable to assume that this practice was probably adopted at the same time as the toll charge. There is evidence from other local people that the bridge was reputedly closed once a year.

9.6.2 The practice of 'one day a year closure' with or without accompanying notices to the effect that a route would be closed once a year, was commonplace throughout the country. The intention was to ensure that dedication could not be inferred from public user. One of the aspects of the closure would be to render the user 'precario' (that is to make the use permissive, not as of right) and in that sense the legal effect would be similar to charging a toll.

9.6.3 The question about the actual effect of this practice essentially therefore is the same as the question relating to the practice of charging a toll. If there was no highway dedicated prior to 1900 or the bridge was not part of the highway then closure would be legitimate and would have the intended effect of preventing dedication of the highway or of the bridge as part of the highway. Conversely, if the bridge is part of the highway and the highway was dedicated prior to c 1900 then closing the bridge would be illegitimate, irrespective of whether or not any person complained about the closure.

## 9.7 The effect of the closure of the bridge in 1963

9.7.1 In England and Wales it has long been accepted that the maxim 'once a highway always a highway' applies. Whilst it appears to be the case that local people did not protest when the bridge was first closed and then removed, it does not follow that if public rights existed over the bridge the lack of protestation amounted to a legal stopping up of the public right, or the relinquishment of a public right.

9.7.2 It is the consultant's view that in 1900 a highway existed over the river at the Skewkirk crossing; it had never been stopped up in Kirk Hammerton parish and, it seems that the evidence is that it had

been rededicated in the Tockwith parish. It is not completely clear whether or not the bridge was within this highway, but on balance it seems that it was and therefore that the toll and the one day a year closure were not legitimate. Therefore it would follow that the permanent closure of the bridge to the public was not legitimate, however this was not opposed by the highway authority at the time, and was carried out in good faith.

## 9.8 User evidence

- 9.8.1 Although there are a large number of Evidence of Use forms completed by local people mostly in 1986, and a number of returned questionnaires provided by the County Council to residents of Tockwith and Kirk Hammerton to complete in 1987, demonstrating use of the route by the public, use of the route was mainly subject to the payment of a toll, and possibly during a period when there was 'one day a year closure'. Without the supporting historical evidence use would not be 'as of right' at common law, the user evidence is therefore of little assistance to the application.

## 10.0 **OBJECTIONS AND REPRESENTATIONS TO THE PROPOSAL**

- 10.1 In accordance with standard practice in investigating applications an informal consultation was undertaken in April 2010 with the statutory consultees, landowners and other interested parties. Ten responses were received, and copies of the responses are attached in Appendix 3.

- 10.2 Of the 10 responses received 3 responses constituted objections. These letters were from:-

- Karan Main (adjacent landowner)
- Michael Orlik (on behalf of Mr Fattorini, landowner)
- David Pick (adjacent landowner)

The representations and officer's comments are summarised below.

- 10.3 Karan Main objects to the proposal on the grounds that she believes that a right of way does not and has never existed, and therefore the proposed addition of the bridleway should be rejected. She also has concerns that the erection of a bridge may cause increased flooding.

Comment:

The current process and the extensive examination of the evidence is part of the lengthy formal process to establish whether or not rights exist. If a bridge is deemed necessary, any issues relating to potential

flooding risks will be taken into consideration in the design of the bridge and the siting of the bridge.

10.4 Michael Orlik, on behalf of the main landowner objects on the grounds that:-

- no highway is recorded across Skewkirk Bridge
- although the bridge may be recorded on the 1752 Bridges Book this does not necessarily mean that the bridge carried a highway
- Dr Hodson and Professor Kain in their respective reports agreed that the Tockwith Inclosure Act and the Tockwith Award extinguished any rights which may predate the Award
- tolls were paid for the crossing of the bridge until 1961
- no private Act of Parliament was made therefore the bridge was a private arrangement to link 2 private roads
- the previous wooden bridge was closed one day a year to prevent public rights being acquired
- when the wooden bridge was destroyed by flooding there was a gap of 20 years before it was replaced and no attempt had been made to make the landowner replace the bridge

A highway is not currently recorded across the river at the position of the former Skewkirk Bridge, however this does not preclude the possibility that public rights could exist. The closure of a route one day a year is an act that can prevent public rights being acquired, and there is limited evidence that this action was undertaken by one owner of the bridge for one period of time. Whilst it is agreed that the Tockwith Act and Award extinguished rights on the Tockwith side of the river, this was not the case on the Kirk Hammerton side of the river, in addition it would be possible for rights to be re-acquired at a later date. If highway rights existed prior to the loss of the wooden bridge these rights would continue to have existed despite the structure being absent.

10.5 David Pick objects on the grounds that he does not want a further bridleway on his land nor does he want engineering work to take place on his land during the erection of a bridge. He does not want more people passing along Mill Lane, nor any disturbance of the river or his pasture. He recollects his father telling him that a previous landowner had made it clear that a bridleway only existed across the bridge for his own private use.

Whilst the landowners concerns are understood, for objections to a DMMO to be considered valid they need to relate to evidence on whether rights exist or not. Inconvenience or the perception that the

recording of rights would cause inconvenience, cannot be considered as valid objections.

10.6 Six further representations were made in response to the consultation. These letters were from:-

- Catriona Cook (BHS)
- Colin Seymour (on behalf of the BHS)
- Colin Seymour (interested party)
- Penny Cole (interested party)
- Tockwith Parish Council
- Steven Wood (Ramblers Association)
- Pat Whelan (British Driving Society)

10.7 Catriona Cook's representation relates to her belief that the bridleway on the Tockwith side of the river ends at the parish boundary and therefore, an Order should only be made from the centre of river on the Kirk Hammerton side of the river, and not as claimed in the application.

It is true that the bridleway in Tockwith is described in the Definitive Statement as going to 'the Kirk Hammerton boundary at Skewkirk Toll Bridge', however the route is not shown to the Kirk Hammerton boundary on the Definitive Map. The route terminates at the footpath approximately 25 metres south west of the parish boundary. This cannot be explained by suggesting a drafting error on the Definitive Map as this is also how the route is represented on the Draft Map. The Definitive Map is therefore in conflict with the Definitive Statement, and if an Order were to be made for the whole section this conflict could be resolved.

10.8 Colin Seymour, on behalf of the BHS, comments that there should not be further delay in determining the BHS's application, and expresses concern that there is a lack of understanding by officers regarding what has already been undertaken in relation to this case.

There is a huge amount of information and evidence within the County Council's possession relating to this case which has accumulated over the last 50 years, all of which has been very closely examined in relation to determining this application.

10.9 Colin Seymour, whilst not objecting to the proposal to add a bridleway to the Definitive Map at this location comments that the County Council should have replaced the bridge following the Court cases in the 1980s. He also expresses a view that that the BHS's application is flawed

because part of the route that has been claimed is already recorded on the Definitive Map and Statement.

Negotiations were being undertaken to replace the bridge following in the light of the outcome of the Court cases, however there were a number of difficulties to overcome, one difficulty being the lack of clarity on what rights legally existed. The determination of this application and the final establishment of what rights actually exist at this location will facilitate the process of providing the right bridge, if indeed a bridge is required. His second point relates to the information within the Definitive Map and Statement and that the application seeks an incorrect section of bridleway to be recorded. This point was also made by Mrs Cook and the point is addressed above.

10.10 Penny Cole, Tockwith Parish Council, Steven Wood and Pat Whelan had no objections to the proposal.

## **11.0 CONCLUSIONS**

11.1 There is conflicting evidence as to whether or not public rights exist over the route. Having regard to the criteria within the Wildlife and Countryside Act 1981, a view has been reached that:-

- a highway is reasonably alleged to subsist in Kirk Hammerton parish over the application route. This highway has probably existed since 1647, if not before and no overt legal event has occurred since then to extinguish the highway.
- a highway is reasonably alleged to subsist in Tockwith parish over the application route. This highway has been dedicated since the Tockwith Inclosure Award.
- the status is reasonably alleged to be that of a bridleway.

**12.0 RECOMMENDATION**

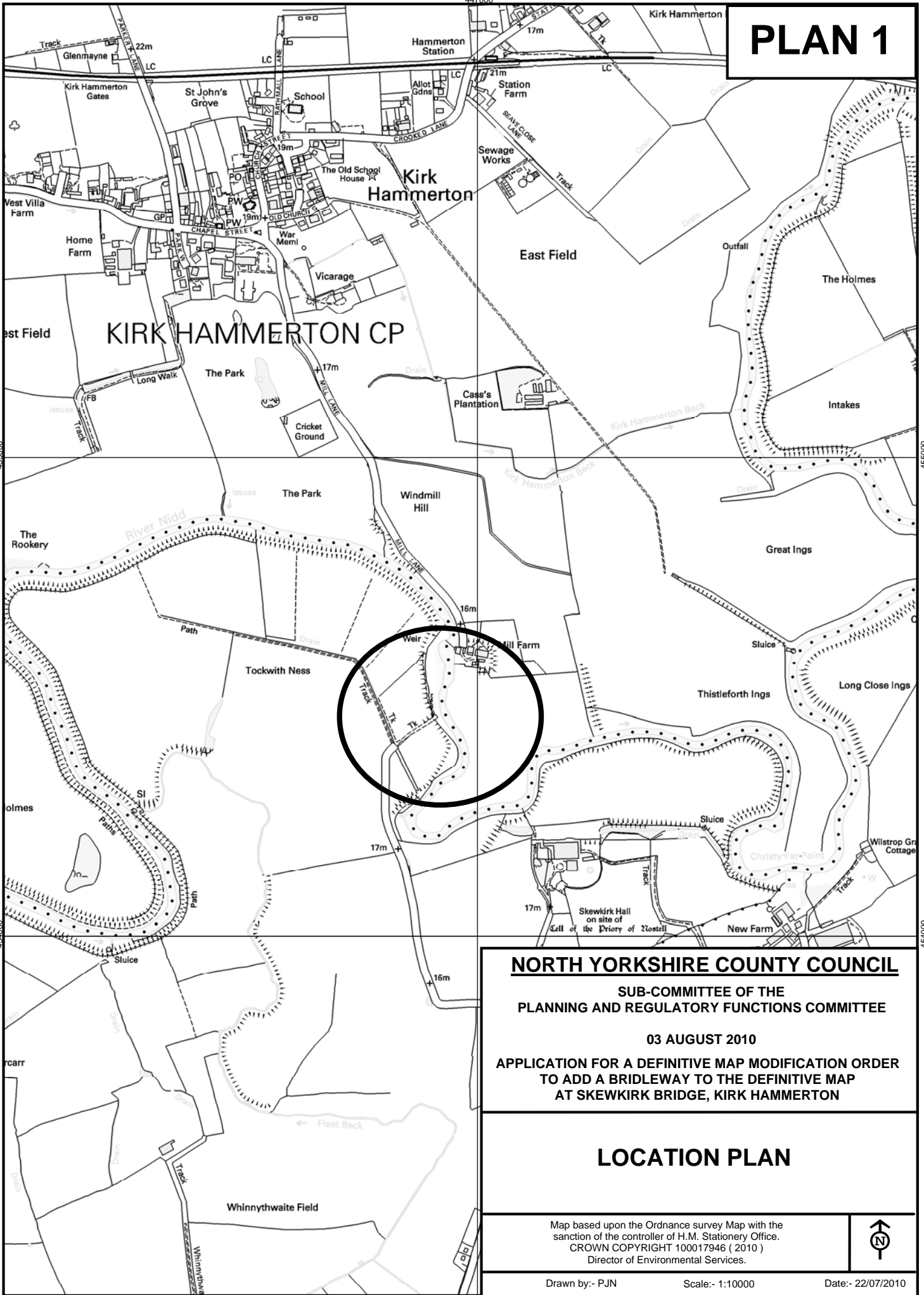
12.1 That the Committee authorise the Corporate Director Business and Environmental Services to make a Definitive Map Modification Order for the claimed route to be shown on and described in the Definitive Map & Statement as a bridleway. In the event that formal objections to that Order are made, and are not subsequently withdrawn, to refer the Order to the Secretary of State for determination, and in doing so to exercise powers delegated to him under the County Council's Constitution in deciding whether or not the County Council can support confirmation of the Order.

ANDREW HARPER  
Assistant Director of Economic and Rural Services

County Hall  
Northallerton

3 August 2010

# PLAN 1



**NORTH YORKSHIRE COUNTY COUNCIL**  
 SUB-COMMITTEE OF THE  
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 03 AUGUST 2010  
 APPLICATION FOR A DEFINITIVE MAP MODIFICATION ORDER  
 TO ADD A BRIDLEWAY TO THE DEFINITIVE MAP  
 AT SKEWKIRK BRIDGE, KIRK HAMMERTON

## LOCATION PLAN

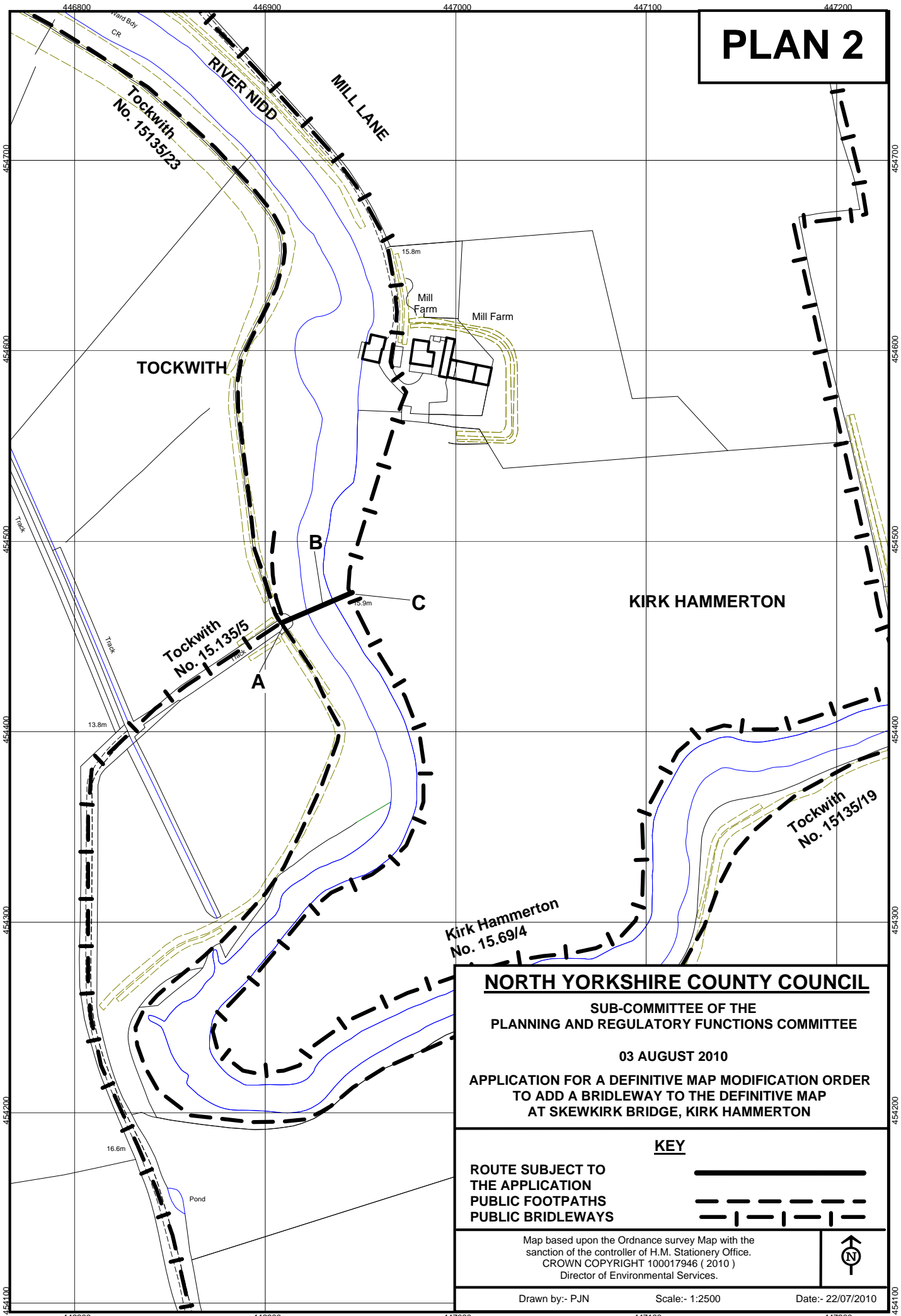
Map based upon the Ordnance survey Map with the sanction of the controller of H.M. Stationery Office.  
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 Director of Environmental Services.



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# PLAN 2



## **NORTH YORKSHIRE COUNTY COUNCIL**

SUB-COMMITTEE OF THE  
PLANNING AND REGULATORY FUNCTIONS COMMITTEE

03 AUGUST 2010

APPLICATION FOR A DEFINITIVE MAP MODIFICATION ORDER  
TO ADD A BRIDLEWAY TO THE DEFINITIVE MAP  
AT SKEWKIRK BRIDGE, KIRK HAMMERTON

### KEY

ROUTE SUBJECT TO  
THE APPLICATION  
PUBLIC FOOTPATHS  
PUBLIC BRIDLEWAYS



Map based upon the Ordnance survey Map with the  
sanction of the controller of H.M. Stationery Office.  
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Director of Environmental Services.



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Date:- 22/07/2010