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27th February 2024

Ms Z McPhail
The Planning Inspectorate
Temple Quay House
2 The Square
BRISTOL BS1 6PN

VIA EMAIL

Dear Ms McPhail,

DISPUTED BRIDAL WAY – SKELTON 12 MODIFICATION ORDER 2021

PLANNING INSPECTORATE REFERENCE: ROW/3318409

I am writing to refute the suggestion made by Mr Jackson that there is a Bridle Road starting at Hurns Bridge on the A19 south of Shipton by Beningbrough, that crosses land belonging to Hall Moor Farm in order to reach Moorlands.

One of the documents used by Mr Jackson to support his suggestion that a bridleway exists at this location, is a copy of the Enclosures Act map covering the area that was Shipton Moor. This legal document in fact does anything but support Mr Jackson's case.

The map created at the time of the Enclosures shows that various parcels of land were created by dividing up the moor into areas of ownership, with the new owners' names being written across their new parcels of fields on the map. Then, in order to ensure that Mr Edward Place (the owner of Hall Moor Farm land and buildings, that already existed at this time and are clearly shown on the Enclosure map) can access his otherwise land-locked farm, a legal access route to his land and buildings was created and set into law in perpetuity as part of the Enclosure Act.

Usually, ancient trackways run in straight, direct lines wherever feasible in order to make a journey as quick and short as possible. Readers looking at the Enclosure map will notice that the route to Hall Moor Farm Buildings from Hurns Bridge does not slash its way across the fields as an ancient trackway would be seen to do, but carefully follows the edges of the newly-created fields, before turning north into the farmstead of Hall Moor Farm.

The conclusion must be that this route was only ever the entrance to Hall Moor Farm, created at the time of the Enclosures to ensure Mr Edward Place could reach his otherwise landlocked farm. This legal right of access to Hall Moor Farm is noted in the 1939 sale agreement of the field being purchased by Mr Blacker, ensuring that the route is respected. It is not a Public Bridal Way nor a Public Footpath. Neither does this refuted path continue eastwards from the entrance to Hall Moor Farmstead – what can be seen on old maps is the last part of a footpath that came from Shipton to Moorlands, which was rerouted in 1977.

One must surely ask where travellers coming from the north would be going to if they chose to use this suggested route only to travel north again and, similarly, where would they be going to if coming from the south. From both directions travellers would have gone past more suitable routes to other locations before they reached Hurns Bridge. Coming from the South they would have passed Skelton, from where they could have used the road to Wigginton and Haxby and, if they were travelling from the North there are footpaths and Corban Lane from Shipton that they would have used to get to the same villages.

If there is ever a suggestion that the refuted route once continued across what is now the A19, going towards the south west, looking back over all the available old maps, there is only evidence of

- 1.) a short stretch of track about 200 yards to the south of Hurns Bridge, giving access to four small fields that abutted Hurns Gutter. Neither the small fields or the access track on the map now exist; and,
- 2.) further south is a short lane that was and still is the entrance to New Farm which again goes no further.

Once again, I would assert that the route suggested by Mr Jackson was only ever a private access road to Hall Moor Farm.

Yours sincerely

Wendy Davis

Wendy J. Davis (Mrs)