

From:
To: [Jill Bastow](#)
Cc:
Subject: NYM/2020/0951/FL: Newgate Farm, Hackness
Date: 09 April 2021 11:26:36
Attachments: [image001.png](#)
[1346_AR10_04_A Footpaths.pdf](#)
[1346_AR10_05_A Access.pdf](#)

REFERENCE EML-OUT/1346/20210409-90346-586

Good morning Jill,

Further to your letter dated 02 March 2021, please find below our response to the specific issues raised by the Highway Authority and the issues raised regarding the footpath extinguishment / diversion.

Highways: Our clients, Mr & Mrs Ramsey, have an alternative access route to the property through their land ownership. This alternate route is shown on attached drawing **1346_AR10_05_A** (shown dashed orange). Access is taken from the highway to the north-east of the property, which is the road from Suffield to Harwood Dale. The access entry point is approximately opposite Reasty Bank car park and is then taken via existing forest roads and tracks to Newgate Farm to the south-west. This access route has already been used without issue for heavy machinery (large 360 excavators and large 6-wheeler dump trucks) to carry out other maintenance and management works elsewhere on the estate. This access route is also used for the ongoing agricultural use of the open grassland areas of the estate under our client's ownership.

Use of this alternative access route from Reasty Bank car park for construction traffic associated with the formation of the lake would mean that no construction vehicles or equipment would need to use the existing narrow highway to the south of the property alongside Lowdales Beck from Hackness village, which is the cause of the concerns raised by the Highways Authority, due to potential damage to the carriageway and verges. As such, it is considered that use of this alternative access route would completely address the concerns raised by the Highway Authority. We would anticipate that use of this alternative access route from Reasty Bank car park would also avoid the need for a Construction Environment Management Plan (CEMP), as suggested in your letter, but perhaps you could confirm on this point?

Footpaths: As noted, the proposed lake will flood part of existing footpath 20, which we therefore propose to extinguish and divert at the southern end of the proposed lake. We have now given further consideration to this, with our clients, and propose the creation of a new public footpaths in the immediate vicinity to compensate for the losses through extinguishment. The attached drawing **1346_AR10_04_A** shows the proposed footpath alterations.

To the south of the lake it is proposed that a new footpath (footpath 1 on plan) diverts existing footpath 20 eastward via an existing track onto the existing Newgate Farm driveway. A further new footpath (footpath 2 on plan) links this to existing footpath 712. New footpath 2 also provides a footpath link to the existing bridleway at this location.

It is proposed that the section of existing footpath 712 that continues northwards along the existing driveway to Newgate Farm, and then beyond Newgate Farm to the north, is extinguished and is diverted to the east on a further new footpath (footpath 3 on plan). This takes footpath users onto the higher ground on the east side of the valley, giving a more elevated view across the valley floor. It also means that footpath users don't have to walk up the driveway to Newgate Farm, where there is a possibility of encountering cars and other vehicles. The new footpath (footpath 3 on plan) then swings round to the west at the northern end of the valley to re-join existing footpath 712 as it enters the existing woodland north of Newgate Farm. A further new footpath (footpath 4 on plan) provides an additional link via an existing track between new footpath 3 and the existing bridleway to the east.

The proposed footpath alterations result in a net gain to the Public Rights of Way network of 108m (966m of existing footpath extinguished versus 1,074m of new footpath created). If the Authority's

Senior Ranger is in agreement with these proposed footpath alterations, I would be grateful if you could advise of the correct process to formalise these as official permanent diversions / re-routing.

We are currently still giving consideration, along with our clients, to the issues raised regarding the woodland to the west of the proposed lake and tree removal, and the required works in this area for the formation of the lake. We will provide a response to you on these matters shortly.

Should you have any queries regarding the above or attached plans, please do not hesitate to contact either myself or Ric. Otherwise, we look forward to receiving your comments on the attached in due course.

Kind regards,

Tris Terry *BSc (Hons)*

Associate

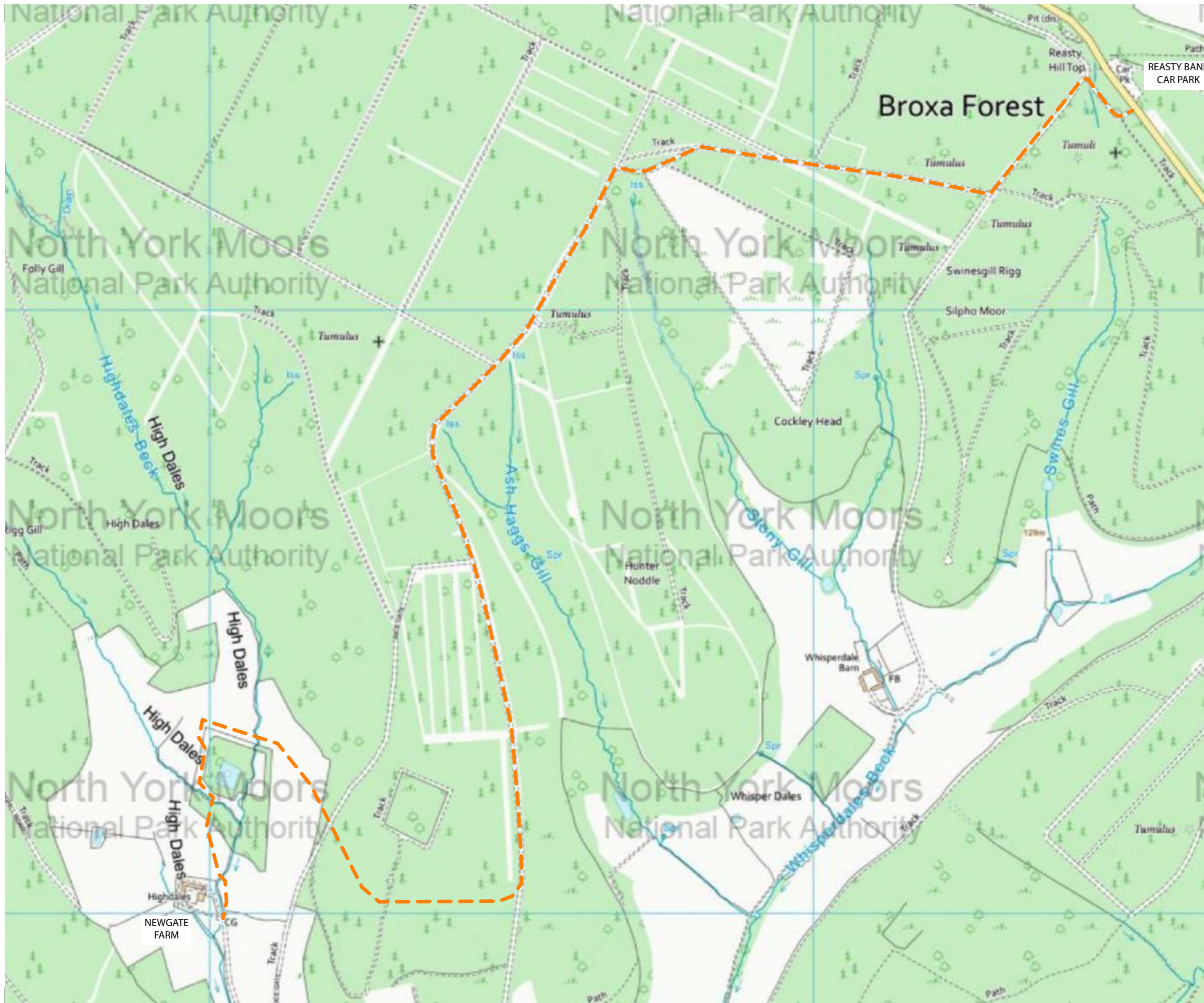
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NYMNP
09/04/2021
AMENDED

- - - - - Proposed access route



ACCESS ROUTE PLAN (1:6000 approx.)
New access route position shown indicatively

Base map extract taken from North York Moors National Park Authority Public Rights of Way online map (<https://www.northyorkmoors.org.uk/about-us/rights-of-way/rights-of-way-map>).

PLANNING ISSUE

Rev	Date	Drawn	Chk'd	Description
A	09/04/21	TJT	RAB	Changed to 'Planning Issue'
P2	01/04/21	TJT	RAB	Revised following client comments

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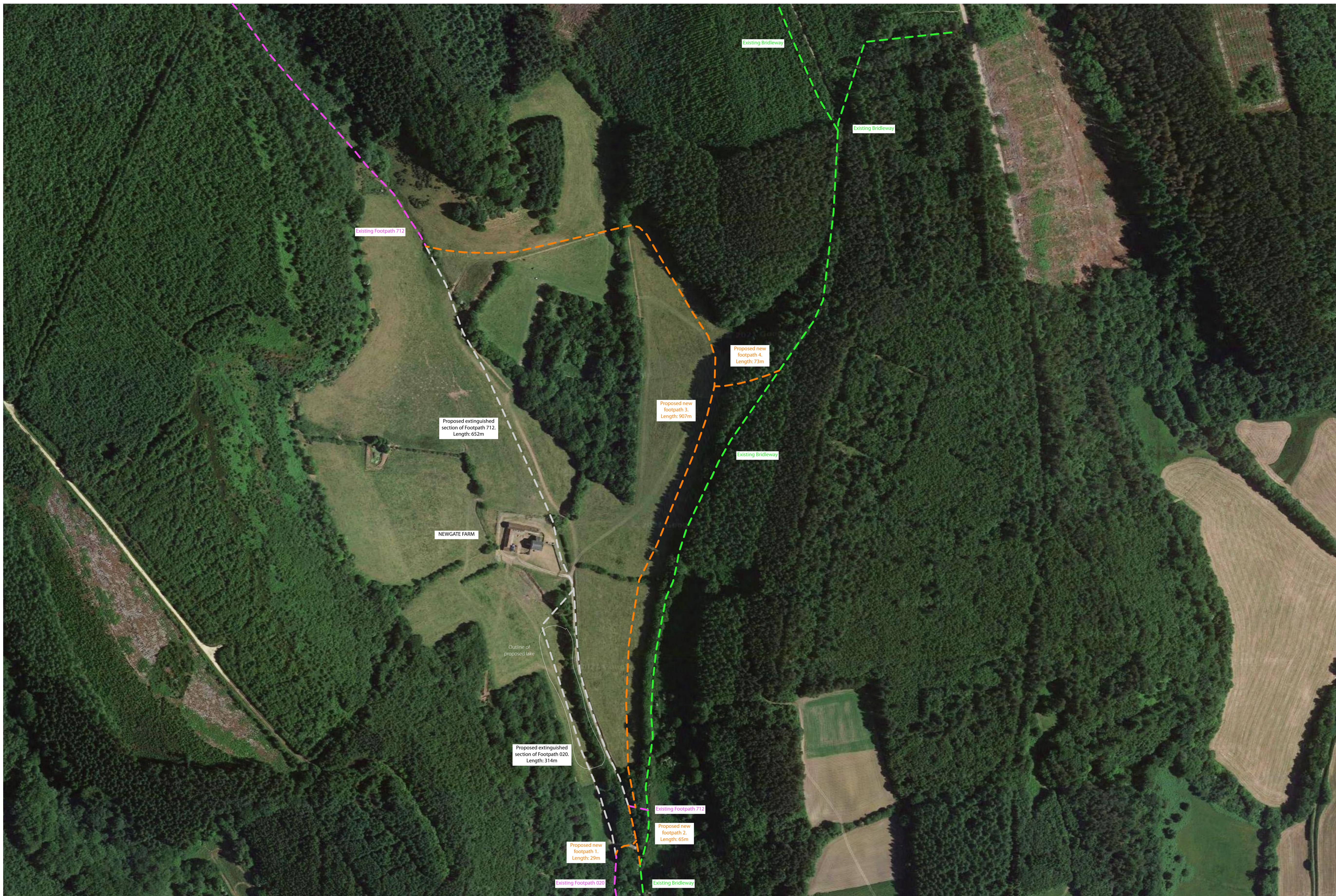
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Address
Highdales, Hackness, Scarborough, YO13 0JU
Client
The Ramsey Family

Drawing
PROPOSED CONSTRUCTION ACCESS ROUTE

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Sheet Size	Drawn	First Issue Date	DM/Y
A3	TJT	30/03/2021	
Scale	Checked	Drawing No.	Rev.
1:6000	RAB	1346_AR10_05_A	



FOOTPATH PLAN (1:2000 approx.)
Aerial photograph extract taken from Google Earth
Footpath positions shown indicatively

Existing footpath and bridleway positions taken from North York Moors National Park Authority Rights of Way Location Plan - Newgate Farm, dated 05 November 2019 and North York Moors National Park Authority Public Rights of Way online map (<https://www.northyorkmoors.org.uk/about-us/rights-of-way/rights-of-way-map/>).

- - - - - Proposed new footpath
- - - - - Existing footpath
- - - - - Existing footpath to be extinguished
- - - - - Existing bridleway

Length of existing footpaths extinguished:
Footpath 020 314m
Footpath 712 652m
Total: 966m

Length of new footpaths created:
Footpath 1 29m
Footpath 2 65m
Footpath 3 907m
Footpath 4 73m
Total: 1,074m

Length of footpath gained: 108m

AMENDED

NYMNPA
09/04/2021

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Drawing
FOOTPATH PLAN AS PROPOSED

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Sheet Size	Drawn	First Issue Date	D/M/Y
A1	TJT	26/03/2021	
Scale	Checked	Drawing No. Rev	
1:2000	RAB	1346_AR10_04_A	