

# North York Moors National Park Authority

District/Borough: Ryedale District  
Parish: Allerston

Application No. NYM/2018/0708/FL

**Proposal: Construction of new section of cycle trail**

**Location: Dalby Forest Visitor Centre Low Dalby Road**

**Decision Date: 26 December 2018**

## Consultations

**Thornton le Dale Parish** – No objections

**Allerston and Wilton Parish** – No objections

**Ramblers Association** – Express concerns that the existing trail takes cyclists along a bridleway to which walkers and horse riders have right of access. The encouragement of cyclists to move along this path at speed represents a clear danger to other users, and so we are pleased that it is proposed to re-route the trail away from the PROW. Information is needed about the steps being proposed to safeguard walkers and riders where it is proposed that the trail will cross the bridleway. Access to the site is likely to interfere with the existing PROW, but no steps have been specified to safeguard users of the PROW while work is in progress therefore object to the proposal on the grounds that there are no plans for safeguarding the safety of walkers while the work is in progress.

**British Horse Society** – Expresses concerns about the crossing of the public bridleway by the trail and objects unless sufficient notices and physical construction are put in place to lower the speed of cyclists approaching and crossing the bridleway. It should be compulsory that cyclists stop and look both ways before crossing the bridleway. Also expresses concerns at the lack of educational material over the whole site regarding the fact that in law cyclists must give way to walkers and riders of horses on all bridleways. With education and toleration all users can enjoy the facilities but cyclists must not be encouraged to think that these trails are for their sole enjoyment.

**Police (Traffic)** -

**Site Notice/Advertisement Expiry Date** – 12 December 2018

**Others** - Alison Fuller, 98 Outgang Road, Pickering - Endorses the comments made by the Authority's Senior Ranger regarding the need to slow cyclists down when they cross the public bridleway.

## Director of Planning's Recommendation

**Approval** subject to the following condition(s):

1.	TIME01	The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
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2.	PLAN01	<p>The development hereby permitted shall not be carried out other than in strict accordance with the following documents:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Document Description</th> <th style="text-align: left;">Document No.</th> <th style="text-align: left;">Date Rec'd</th> </tr> </thead> <tbody> <tr> <td>A3</td> <td></td> <td>4 Dec 2018</td> </tr> <tr> <td>Site Location Plan</td> <td>DRR/01</td> <td>26 Oct 2018</td> </tr> <tr> <td>Location plan - Sand Dale Red Route</td> <td></td> <td>26 Oct 2018</td> </tr> <tr> <td>Standard Details</td> <td>FEE/FC2015/11/Dalbyred2018</td> <td>26 Oct 2018</td> </tr> </tbody> </table> <p>or in accordance with any minor variation thereof that may be approved in writing by the Local Planning Authority.</p>	Document Description	Document No.	Date Rec'd	A3		4 Dec 2018	Site Location Plan	DRR/01	26 Oct 2018	Location plan - Sand Dale Red Route		26 Oct 2018	Standard Details	FEE/FC2015/11/Dalbyred2018	26 Oct 2018
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3.	HWAY00	<p>Throughout the duration of the proposed construction works, the public bridleway must remain unobstructed and safe to use at all times and temporary warning signs shall be erected in the vicinity of the site with a site safety plan in place and shall be maintained until the completion of construction works on the site.</p>															

**Informative(s)**

1.	HWAYINF12C	<p>No works are to be undertaken which will create an obstruction, either permanent or temporary, to the Public Right of Way adjacent to the proposed development.</p> <p>Applicants are advised to contact the County Council's Access and Public Rights of Way Manager at County Hall, Northallerton on 0845 8 727374 to obtain up-to-date information regarding the line of the route of the way. The applicant should discuss with the Highway Authority any proposals for altering the route.</p>
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**Reason for Condition(s)**

1.	RSNTIME01	To ensure compliance with Sections 91 to 94 of the Town and Country Planning Act 1990 as amended.
2.	RSNPLAN01	For the avoidance of doubt and to ensure that the details of the development comply with the provisions of NYM Core Policy A and NYM Development Policy 3, which seek to conserve and enhance the special qualities of the NYM National Park.
3.	RSNHWAY21	In accordance with NYM Development Policy 23 and in the interests of highway safety and the general amenity of the area.

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**Background**

Dalby Forest lies on the southern slopes of the National Park, and is both a popular visitor attraction and important habitat for wildlife. This application proposes to construct a short length of technical single track cycle trail parallel to a forest road/public bridleway currently used as part of the existing red grade cycle trail at Dalby Forest. The proposed trail will be an average of 1m wide and 300m long, constructed of mainly locally available materials: sandstone won from the site for the sub base and locally quarried limestone for the wearing surface. Culverts where required will be twin wall plastic.

The objectives of the project are to provide more technical grade single track cycle trail to continue the opportunity for riders to progress their skills from beginner to technical rider; to remove the Red cycle trail from the forest road/public bridleway and create a safer riding route in the plantation; and to allow these visitors to enjoy the landscape and the health benefits of exercise outdoors.

In support of the application and in response to the concerns raised by the Authority's Senior Ranger, the Ramblers Association and the British Horse Society, the applicant advises that the existing MTB trail exits onto the bridleway by way of a corral to control the speed of cyclists to a slow pace not only for the safety of other bridleway users but for cyclists safety exiting onto a forest road used for forestry traffic. The proposed trail will take the MTB traffic off the public bridleway into the adjacent wood and at this point there will be a control. This is to control access speed and define the cycle trail. The trail then does not re-join the public bridleway. We see this as a benefit to other users by removing potentially fast bikes from a section of descending forest road/bridleway onto a purpose built trail.

**Main Issues**

The most relevant policy of the Core Strategy and Development Policies Document is considered to be Development Policy 14 which seeks to maintain and improve the quality of the tourism and recreation product in the National Park. It supports new tourism development and the expansion of existing tourism businesses where it will provide opportunities for visitors to increase their awareness, understanding and enjoyment of the special qualities of the National Park in a manner that will not undermine the special qualities of the National Park. In addition it requires that the development can be satisfactorily accessed from the road network or by other sustainable modes of transport including public transport, walking, cycling or horse riding, and will not generate an increased level of activity, including noise, which would be likely to detract from the experience of visitors and the quality of life of local residents.

Dalby Forest is an important visitor attraction within the National Park with good vehicular access and visitor facilities. The proposed length of technical single track cycle trail will improve the quality of the existing cycle trail whilst also removing a length of the trail from the public bridleway. This will improve the experience of mountain bikers to the area and also benefit other users of the public bridleway by separating cyclists from horse riders and walkers. It is considered that this short length of cycle trail will not detract from the special qualities of the National Park and will improve the quality of the recreation facilities on offer at Dalby Forest without generating a significant increased level of activity which would otherwise be likely to detract from the experience of visitors and the quality of life of local residents.

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The Authority's Senior Ranger for the area initially raised concerns that where the proposed new section of trail crosses the public bridleway it should be designed and constructed in such a way that the approach speed of cyclists is reduced and controlled to eliminate any danger to users of the bridleway. In addition during the construction phase, the bridleway must remain unobstructed and safe to use at all times and the section affected will need to be appropriately signed with a site safety plan in place. However in response to the amended plans which show a proposed control where the trail meets the bridleway, the Ranger is satisfied that the existing and proposed infrastructure will help to control the speed of cyclists on this section of the new cycle trail.

The concerns of the Ramblers Association regarding access to the site during construction work and the potential danger to users of the PROW while work is in progress have been addressed by a proposed condition requiring the submission of details of warning signs and an informative advising that the PROW should remain open at all times during the works.

Equally the concerns of the British Horse Society regarding the need for sufficient notices and physical construction to lower the speed of cyclists approaching and crossing the bridleway have been addressed by the receipt of amended plans which propose a control where the trail meets the public bridleway.

In view of the above it is considered that the proposal meets the criteria of Development Policy 14 and that the concerns of statutory consultees have been addressed by either the amended plans or the proposed conditions. As such approval is recommended.

**Explanation of how the Authority has Worked Positively with the Applicant/Agent**

The Local Planning Authority has acted positively in determining this application by assessing the scheme against the Development Plan and other material considerations and subsequently granting planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.