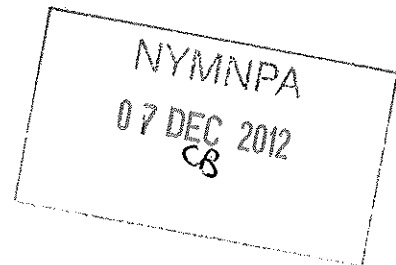


Dawn Paton

From: MacBook
Sent: 06 December 2012 22:03
To: Planning
Subject: Park and Ride



Planning Application NYM/201/0757/EIA

Dear Mr. Jones,

I should like to make a formal objection to the above planning application for the following reasons:

1. The application represents a clear breach of the National Park's duty to protect the rural environment. This application augments and amplifies the urbanisation of our natural resources, by means of extending artificial surfaces and creating superfluous lighting and signage. Consent will surely set an unfortunate precedent.
2. The rationale for this scheme is to provide parking spaces for vehicular traffic visiting Whitby. As I am sure your traffic survey illustrates, traffic flow into Whitby at peak times exceeds 800 vehicles per hour. There can be a degree of congestion at these times at key junctions in the town, however these seldom exceed a five minutes delay; for example, from the site to the town centre. It is my opinion therefore that the proposal for a 450 space parking area is insufficient to satisfy peak demand and the argument that it will reduce congestion is redundant. The Park and Ride proposal is partnered by the Local Authority's intention to introduce "Resident's Parking" in Whitby. This is of course a misnomer; residents will have a much reduced number of parking spaces, as they will be confined to "Parking Zones". Residents will be paying for less than they have now! They are for the most part unaware of this problem as the consultation process undertaken was severely flawed. It is my contention that far from satisfying any aspect of the aims of the Local Transport Plan, this proposal will exacerbate transport problems for residents and provide an inadequate resource for visitors.
3. I was informed at the traffic partnership meeting in October that the cost to the Tax Payer for this scheme is £5,000,000. The costs have escalated since the first proposal from an initial figure of £1,500,000. This is an outrageous amount for 450 parking places.
4. I am also aware that Park and Ride schemes do not make profit, or indeed break even. It is almost certain that this project will require on-going and substantial support from local tax payers.

In conclusion this an ill considered, expensive and ineffectual project which many people hope will not proceed.

Ian Havelock

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1st December 2012



Attn: Mr. M Hill & Mr. P Jones

Ref: - NYM/2012/0757/EIA - Park & Ride Whitby – Resubmission 2012.

I have studied the re-submission of planning application for the above 'Park & Ride' scheme, together with supplementary supporting statements.

I objected to the original plans (NYM/2008/0621/EIA) and having read the resubmission documents I remain firmly opposed to the development of a Park & Ride scheme on land situated within the National Park boundary. This resubmission by NYCC & SBC has also incurred a substantial additional cost to local council taxpayers at a time when other services are being cut back.

My reasons for objecting to this plan are the same as before:

- The proposed site lies wholly within the National Park boundary.
- The site is situated in an elevated & prominent position and is highly visible from the main road & other areas & villages surrounding. This can not be considered an infill development and any alteration to the land will be to the severe detriment of the surrounding area and against all the objectives of the NYMNP for preserving the natural beauty within the National Park.
- Developments of this scale within the National Park boundary are prohibited unless they are of national importance & no other reasonable alternatives exist. This development proposal is not of national importance and it has been proved that other very viable alternatives do exist outside of the National Park boundaries.

Very little consideration seems to have been given to the actual residents of the National Park by SBC & NYCC in the proposal of this development & in particular the villages of Newholm, Dunsley, Aislaby & Sleights and Castle Park all of who will be drastically affected in terms of noise air & light pollution and also in increased traffic and road congestion which will be to the severe detriment of people living locally.

The lane that runs to the rear of this proposed development (Barkers Lane) between Newholm & the B1460 Castle road is single track. This single track lane is a 'rat run' at times when the main A171 road is busy or congested. In addition it is also a local accident black-spot. Traffic on Barkers lane is bound to increase if this development is allowed & with it the potential for serious accidents as motorists travelling both towards and away from Whitby will use Barkers Lane to avoid congestion on the main A171 road.

We have experienced flooding recently in this area & I do not believe the proposed pond overflow in the P&R will be adequate to offset the effect of building on this land. There is a strong possibility that surface rainwater from this land will flood the site making up to 200 of the parking spaces designated for grass parking unusable. Furthermore it will increase the likelihood of flooding onto the main A171 road & the B1460 Castle Lane & Barkers Lane.

The ongoing costs to the local taxpayer to run the scheme are prohibitive. The 450 parking spaces proposed are grossly inadequate & with 200 of the spaces allocated to grass and no overnight parking many motorists will opt not to use the P&R. In addition the lack of overnight parking will lead to an increase of day trippers which will add to Whitby's congestion problems. The estimated cost of 4.6 million is excessive and likely to escalate & possibly double once approval is given and work started. This was proved by a similar Park & Ride scheme in Scarborough with residents being told "such cost increases are not uncommon in major highway schemes of this size".

The one stakeholder steering group selected by Cllr Kenyon to give views on this application consists of members of The Whitby and District Tourism Association, The Whitby Hospitality Association and Whitby Town Council. This single steering group is over-represented in favour of tourism & commerce in Whitby. The tourist associations are bound to be in favour of any development that appears to benefit trade & economic growth. However, their reasoning is biased & seriously flawed. Most potential short term benefits suggested by this steering group with regards to the P&R are far outweighed by the long term problems faced by local people living in & around Whitby & The National Park if this scheme is allowed to go ahead.

Once this land is developed it is lost forever. The National Park will have been eroded & spoiled for visitors and people who have chosen to live in nearby villages. The impact could also have a knock on effect in many detrimental ways including challenges by house-builders & developers always on the look out for a precedent being set in order to exploit planning regulations & legal loopholes to build on otherwise protected land.

This is the last chance for this part of the North Yorkshire landscape to be preserved for present & future generations and a halt put to the erosion of our National Parks. I would ask that the committee considers my views and rejects this application when it is heard at the next sitting of the NYMNP planning committee on 13th December 2012.

Yours Sincerely

H. Baker

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