



Grosmont Parish Council

20 March 2013

Application NYM/2013/0052/R3

Proposal by NYM National Park for Construction of Footpath to NYMR Gift Shop and Picnic Area

Further Comment by Grosmont Parish Council

There is a feeling expressed in the letters of objection to the above proposal that it is being driven through without local involvement other than that of the NYMR, the main beneficiary; many see it as a 'fait accompli' as some of the related works are already underway.

Therefore, in support of this expressed local opinion, the Parish Council would like to add the following comments to those it made on 13 February:

- **Is the proposed steep path sustainable?** Its creation is likely to involve disproportionate expense and works with a potential onerous ongoing and expensive maintenance programme to safeguard against erosion, slippage, drainage and safety issues, particularly if also to be used by bicycles (*reference National Park Framework Core Policy A regarding sustainability and the reduction in problems on the right of way network*).
- No detailed plans have been presented of how the proposed route is to be achieved other than an indicative alignment and standard profile; we suggest **detailed plans and cross sections are required in order to understand whether the proposal is workable and affordable.**
- **The proposed path and related bridleway proposals will bring cyclists into conflict with pedestrians in an area close to the village where pedestrian visitors and strollers should have preference; this conflict will detract from visitor experience (reference National Park Framework Core Policy A)**
- Given that the proposed path will directly commercially benefit the NYM Railway, objectors have rightly expressed concerns about its **impact on other local business**; this concern is dismissed by the Park Authority as not being of planning concern – however consideration should be given to *Core Policy H which aims to ensure that development contributes to the local economy (not detracts)*.
- **The proposal for the new path is part of an overall package which includes diverting part of a well-liked and well-used existing local path and its change to bridleway (although the report to Committee surprisingly states there is no diversion) – all components should therefore be considered as one. It is convenient for the Park Authority to separate the two components and only accept comment on the planning application for a new path. Full consultation on the footpath diversion and upgrading to bridleway referred to in the Report to Committee is looked**

forward to. Should this not have taken place before applying for permission for the new path?

- Several have expressed the view that **the diversion will remove one of the main features of the existing route** – its culmination at a popular viewpoint overlooking the village (an image of which has even featured on the NYMNP website) **and the diversion from its current scenic route closer to the noise and mess of the railway yards. *This is detrimental to the amenity of users and will detract from the visitor experience (reference Core Policy A).*** The proposed footpath down to the railway could be achieved without the diversion of the existing path.

Forwarded on behalf of GPC

W Norman

