

Wendy Strangeway

From: Bill Sanderson
Sent: 14 February 2013 14:20
To: Planning
Cc: Lance Garrard; Tamsyn Naylor; Christine Haddon-Reece
Subject: Objection to planning application NYM/2013/0052/R3

NYM/2013/0052/R3
14 FEB 2013
CB

Dear Sir,

I write to register my objection to the proposed creation of a permissive footpath leading off the existing rail trail and descending a steep bank to the NYMR engine sheds.

My wife and I live in the Old School in Grosmont, immediately adjacent to St Matthew's Church, and we operate a coffee shop on the premises which serves walkers and visitors to Grosmont.

Our objection to the proposed plan is related specifically to the creation of the 'permissive footpath' which would zig-zag from the main path down a steep slope to the engine sheds, with the result for us that many fewer people would continue down the existing route past the church and our coffee shop as they enter the village.

Our business is heavily reliant on people discovering the coffee shop when they walk past our premises as they descend into Grosmont, hungry and thirsty after walking from Goathland or elsewhere on the moor. Our signs are very limited in order to comply with Planning requirements and it was apparent to us in our first season that many people walking along the lower path to the engine sheds did not notice our coffee shop.

We are concerned that any changes that potentially reduce the number of people walking directly past our premises could have a significantly adverse affect on our business. Planning members will be aware that it was a condition of our planning permission for converting the school (which had stood empty for fifteen years) that we establish a cafe or similar business in part of the premises. It seems to us that the negative impact on this new business of the proposal should be considered by the planning committee when reaching its decision.

We are also concerned that a reduced footfall on the existing path would have a negative impact on visitors to the church and the local history exhibitions it contains. The Church has recently improved its facilities for visitors.

We recognise the NYM aspiration to make more areas accessible to wheelchair users, by improving other parts of the trail. Our own premises including our toilets, are accessible to wheelchair users, and we were pleased that these facilities were made use of during our first season.

We hope that the committee will take our concerns into consideration when it considers this application.

Yours faithfully,

Bill Sanderson

Bill Sanderson and Emily Thwaite
Old School Coffee Shop
Grosmont
North Yorkshire
YO22 5QW

Woody Strangeway

From: planning@northyorkmoors.org.uk
Sent: 17 February 2013 18:42
To: Planning
Subject: Comments on NYM/2013/0052/R3 at 12 Institute Row, Grosmont, YO225PQ - Case Officer Mr P Jones

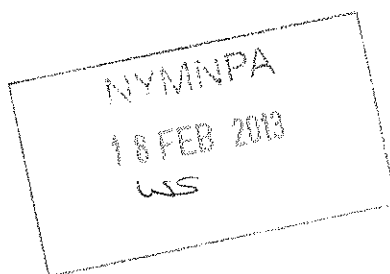
This application raises a number of issues:-

- (1) on a general note, the upgrading of the Rail Trail to a bridleway will almost certainly generate conflict between existing users i.e. walkers including children some with pushchairs and new users i.e. mountain bike and horse riders;
- (2) the proposed new path down the slope which is the subject of this application raises a number of issues :-
 - (2-1) the angle of the slope would make it difficult for horses to negotiate,
 - (2-2) if the new path is designated a bridleway it will lead to mountain bikes and horses using the walkway tunned that links the village with the engine sheds which raises a couple of issues:-
 - (2-2-1) there is little enough room in the tunnel at present when 2 groups of walkers converge from opposite directions in the gloomy interior,
 - (2-2-2) how will horses react in the tunnel if confronted by walkers with noisy children, pushchairs and the like,
 - (2-2-3) who will be responsible for clearing away any horse droppings and the like,
 - (2-2-4) who will be responsible for any problems e.g. injuries, generated by bike riders moving quickly through the tunnel;
 - (3) have the relevant land owners been consulted on this new path ? and do they agree to its creation ? I suspect not;
 - (4) the money to be spent on this path would be better put into projects currently being discussed regarding circular paths around the Grosmont area.

Comments made by Mr George Morton of 12 Institute Row, Grosmont, YO225PQ

Preferred Method of Contact is Email

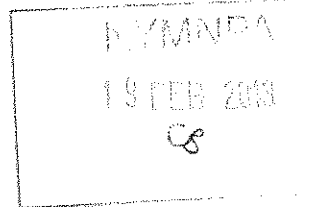
Comment Type is Comment



20 Esk Valley,
Grosmont
WHITBY
YO22 5BG

16 February 2013

Mr C M France
North York Moors National park Authority
The Old Vicarage
Bondgate
HELMSLEY
YO62 5BP



Dear sir,

Planning Application NYM/2013/0052/R3

The Design and Access Statement is headed "*Application for Consent to construct a Stone Surfaced Path that will link the North Yorkshire Moors Railway Offices and Gift Shop with the Rail Trail, where it passes over the Railway Tunnels at Lease Rigg, Grosmont.*"

Is it necessary to link the Offices with the Rail Trail? If not, we are left with linking to the Gift Shop. Linking an existing right of way with a privately owned commercial operation is NOT a reason to spend **public money** on the diversion and creation of footpaths. Such an application should be made by the beneficiary (NYMR) and they should be paying for the project in its entirety.

The proposed new path (B-E on map 2) is only 120 metres long and has a difference in height above sea level of about one third of this. The chances of a not very steep path do not seem to be great. First impressions of the site suggest that this is more akin to jumping off a cliff rather than an easy gradient footpath. I am not convinced that this would be an attractive option to most tourists particularly those with push chairs.

This proposal depends upon the diversion of an existing path. One of the reasons put forward for this is stock control. It would surely be cheaper to modify the gates so that they are self-closing. A recent inspection of the gate at point F on map 2 reveals that a new bottom hinge, similar to that on the gate at Esk Valley, is all that is required, the other gate is already self-closing.

Why is it not necessary for planning consent for the diversion and creation of an existing path? The short section of public footpath between Esk Valley and the next Murk Crossing required public consultation before it could be upgraded and diverted as did the diversion of a short section of public footpath around Blue Beck. This should be treated in exactly the same way. The diversion of the path will also remove one of the features of the existing route – the seat and viewpoint at point F on map 2.

Despite its title, the Design and Access Statement is written in a way that suggests that the major aspect of this proposal is an upgrading of the Rail Trail between Esk Valley and St Matthew's Church, Grosmont from a Public Footpath to a Public Bridleway. There is no mention of the importance of this route as being the **ONLY** pedestrian access to Public Transport for the residents of Esk Valley. Any money that is available for improving this right of way should first be directed towards the improvement of the walking route between Esk Valley and Grosmont, particularly the level section at the Esk Valley end. This route is shared with heavy lorries delivering coal and other fuels and materials to the NYMR and as such requires far more maintenance than ordinary footpaths. Is it not too much to ask that we should be able to walk to public transport at all times of the year without having to wear wellington boots?

Yours faithfully

John M Harrison

Abi Wilson

From: phil naylor
Sent: 21 February 2013 21:33
To: Planning
Subject: NYM/213/0052/R3
Attachments: NYMR SIGNS 019.jpg; NYMR SIGNS 027.jpg; NYMR SIGNS 029.jpg

To: Mr t TtMr C.M France
Director of Planning
N York Moors National Park Authority



To: Mr C.M France
Director Of Planning
N York Moors National Park Authority

Dear Mr France

I wish to object to the granting of planning consent for application no NYM/2013/0052/R3 being the construction of a footpath 120 m long x 1.5m wide to the north of the Engine Sheds at Grosmont. I first became aware of this scheme by chance a couple of months ago. Shortly after doing so I had the opportunity to talk to Mr Fitzgerald who I understand is involved with the planning of the path and raised my concerns which I will detail in this letter. At the time I asked him whose idea the path was to which he said it was his. I was unconvinced by his reasoning for the need for the path during this conversation and in a subsequent email, ending contact with him as there seemed little point in carrying on any further dialogue.

My reason for objecting is that I believe the sole purpose of the new path is to enable the gift shop at the North Yorkshire Moors Railway (N Y M R) Locomotive Depot at Grosmont to gain a commercial advantage over other undertakings within the village. The new path will branch off from the footpath (known as the Rail Trail) between Goathland and Grosmont giving an alternate route via a steep zig zag path, passing the N Y M Rs gift shop before going through the foot tunnel to Grosmont. In the opposite direction from Grosmont to Goathland the alternative route will once again pass the gift shop.

Over the past few years with the complete support of the church members my wife and myself have created a display of local history within St Matthew's Church, Grosmont. The display is free to view, the hope being that donations towards the upkeep of the church may be made by visitors enjoying learning a little of our villages history. This has proved to be the case with an increase in donations to the church since the start of the exhibition. There is no hall or other community space within Grosmont now the Institute and Methodist School room are both closed. With this in mind the church Parocial Council are actively looking at other ways in which it can be used to benefit our community. A disabled toilet has recently been installed and plans are well advanced for a kitchen. These all need money and donations left by passing visitors are a welcome contribution. The church is very fortunate in that one of the buisiest footpaths in North Yorkshire (The Rail Trail) passes its door. Should the new path be built a proportion of the footfall will without any doubt divert away from the church and past the NYMRs gift shop instead.

On being told of this concern Mr Fitzgerald said that the National Park would help with signage to the church to encourage visitors to walk back uphill to it.

I doubt if this signage would have any effect bearing in mind that the NYMR has fourteen bright orange ones (presumably erected with planning permission) directing visitors to the sheds and shop, otherwise there would be no need for the path to be built. (Examples of signs attached)

It is not really my place to put forward the case of potential damage to other concerns within Grosmont if the path is built, but I will anyway.

The Old School Tea Room situated just below the church will lose a proportion of its footfall.

Recently opened, I would be very surprised if the owners had not taken into account its location on the Railtrail when working out their financial plan.

Grosmont is very fortunate in being able to retain its village general stores when many have been lost in recent years.

The CO OP provides excellent service to the community, particularly in bad weather as well as a dividend for its members and has in recent years also subsidised the Post Office counter.

To help meet its running costs the CO OP lets out surplus building space to other retail outlets, these being a gift shop and a book shop.

The NYMR gift shop sells general fancy goods, books, sweets and ice cream all of which are sold in the CO OP or its let shops.

If visitors pass the NYMR shop first by way of the new path they will not spend their money in the village shops thus impacting on their viability.

I am also mystified why this application has been put in by the Parks when clearly the only beneficiary is the railway. Surely they should have applied instead.

Mr Fitzgerald when defending the proposed path said the intention was to create a circular path for visitors and not to access the gift shop. He has far greater faith in the desire of people to climb up a steep hill for no apparent reason than I or anyone else who has heard this reasoning have.

I note that the planning application gives the destination of the path as the railway offices and gift shop which at least clears that up.

In closing I would like to say these words are not written by someone who is anti railway as many in Grosmont are. I am employed by the railway at the loco shed and helped set up and build the gift shop some years ago to raise money to fund work at the shed.

I believe that there is a bigger picture and would ask you to give serious consideration to the points I have made.

Please confirm receipt of this email.

Yours sincerely

P.J.Naylor

Oak Tree House
Esk Valley
Grosmont
N Yorks
yo225bg



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NYMR
22 FEB 2013



NORTH YORKSHIRE
MOORS RAILWAY

FOOTPATH



TO SHED SHOP AND
LOCOMOTIVE VIEWING AREA

THE SHOP ALWAYS REQUIRES
MODEL RAILWAY ITEMS,
BOOKS & RAILWAYANIA.

OPEN EVERYDAY
THROUGHOUT THE SEASON

IT'S DAN
S RAILWAY & PERSONS
BE PROSECUTED

NYMNPA
22 FEB 2013



North Yorkshire Moors Railway

**FOOTPATH THROUGH
TUNNEL FOR:**

LOCOMOTIVE DEPOT,
WORKSHOP VIEWING AREA
& RAILWAY SHOP



NYMNPA
22 FEB 2013

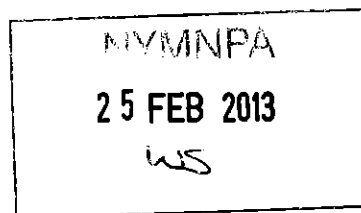
THIS WAY TO THE
ENGINE SHEDS
&
SIR NIGEL GRESLEY
WORKSHOP
VIEWING GALLERY
THOMAS
MODEL RAILWAY



Wendy Strangeway

From: MICHAEL MEASOR
Sent: 23 February 2013 15:18
To: Planning
Cc: Tamsyn Naylor
Subject: NYM/213/0052/R3

To MR CM France
Director of planning,
N Yorkshire Moors National Park Authority



Dear Mr France,

I am contacting you to voice my concerns over the proposed changes of the footpath running between Esk Valley and Grosmont Village.

There are at least six residents in Esk Valley who don't drive and many visitors who use this path as a means to access the village for shopping and transport.

Before the steps were put in, it was difficult to descend the slope as it became quite slippery, this made carrying shopping home really difficult.

The steps are a good idea as many people use the footpath (some not so fit) some with children in buggies which can easily manage the shallow steps.

This path is really well used and is especially busy during weekends and holidays when hundreds of people enjoy the rail trail.

The changes you propose, may attract a few horse riders and perhaps some mountain bikes but it would adversely affect the walkers

by making the path too steep and slippery in the winter or wet weather.

I was a bit dismayed to see that there has been a lot of work done on the path already it looks like a fait accompli, though it would appear it is still open to discussion.

I don't really see how the proposal will be beneficial to the local community, it will surely take trade away from the new School Room Cafe who must have invested

a lot of money in their business. The Church could also suffer as the new footpath would direct people through the tunnel and not past the church gates.

They have been encouraging the community to use the church for different events and have invested time and money to improve the facilities to this end.

The more people who visit the church to see various displays the better, as their donations make a difference.

As well as being a place of worship the Church is important to the community, having no village hall it is used for many purposes.

Anyone with an interest in the railway seems to go through the tunnel to the engine sheds anyway as they enjoy this as part of their trip to Grosmont.

Some people come to see the countryside and to explore the rail trail enjoying the viewpoint over Grosmont before going on to Beck Hole and Goathland

I feel there is little to be gained for a lot of expenditure. In these times of cutbacks it seems a waste of money.

Yours Sincerely

Lynn Measor
14, Esk Valley
Grosmont

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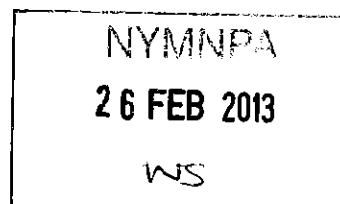
Wendy Strangeway

From: Tamsyn Naylor
Sent: 25 February 2013 17:52
To: Planning
Subject: Proposed footpaths around Grosmont

Follow Up Flag: Follow up
Flag Status: Completed

----- Forwarded Message -----

From: Tamsyn Naylor
To: "planning@northyorkmoors.org.uk" <planning@northyorkmoors.org.uk>
Sent: Sunday, 24 February 2013, 9:15
Subject: Proposed footpaths around Grosmont



Re planning notice NYM/2013/0052/R3

Dear Mr. France

I would just like to put some points across regarding proposed footpaths over Lease Rigg at Grosmont. Firstly it is proposed to alter the line of the path to a lower contour and lay some hardcore over the surface. I work in the building below the proposed new track, at Armstrong Oilers, for the North Yorkshire Moors Railway. There is a history of this bankside slipping even before the foundations were cut into it for the building. It is shaley, overlain with heavy clays, which are notorious for slippage. Water collects above this bankside now and I feel that if all of the vegetation is removed and stone put down, it is a recipe for disaster. We constantly monitor for any movement behind the building, water collects in pools there and it is not enough vegetation to hold it together.

In regards to altering the direction of the path from the water tank area to finish at the other end of the tunnel - why? I cannot see a reason for wasting money in putting this path down the bankside to the engine sheds. There is already an established route, very scenic, which takes people directly into the village, all with fine views of the railway. A new route down a steep bankside will also be prone to movements for many of the same reasons for the other section of path. It would certainly not be suitable for push chairs or wheel chairs.

I get an incling, judging by the width of the path and the amount of stone you propose to set down, that you possibly intend to make some of these routes into bridleways. I know that the new footbridge and associated link onto the rail trail will be a bridleway - and rightly so, to re-instate the old route as close as practically possible, but am concerned about any more bridleways in this area. At present there is regularly scrambler bikes, which use the bridleway down Lease Rigg and Crag Cliff wood. I cannot describe the condition of the track after they have been through.

The local bridleways currently link in from along the old Roman road near Swinsty Cross, across to High Burrows and down into Esk Valley. The new link across the bridge will give access up the original bridleway to Green End. If there are any proposals to 'upgrade' any of the rail trail to bridleway status this will be very detrimental to the area. If the National Parks wish for family groups to use the track as a pleasant leisure cycle ride or local people to exercise their horses, then leave it well alone. This is what happens at present, it has never caused a problem and no serious erosion has happened to the track, which is in as good a condition as I have ever known it, due to your work on spreading ash.

I hope common sense will prevail in future footpath proposals, after all there are many good paths in terrible condition at present.

Regards
Tammy Naylor

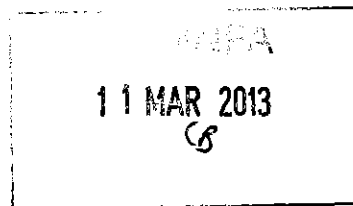
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NYMNP
26 FEB 2013

Wendy Strangeway

From: Barbara Cowie
Sent: 10 March 2013 19:58
To: Planning
Subject: Re: NYM/213/0052/R3



Dear Mr France

I have lived in Grosmont for more than thirty years and was previously a horse owner and rider, now at 69 merely a dog walker.

I am dismayed at your arrogance in posting a planning notice re the changes to the footpath at Grosmont when the works started several months ago. It is now nearly completed and you have presented a 'fait accompli'. Surely any private individual doing this would be censured?

Your planning notice is also displayed in a very misleading place. Not on the gate to the path in question but on a post outside the old school. I have asked several walkers that I have met walking past the church in the last two weeks what they thought of it, one couple had seen it but didn't think that it would apply to them, the others had missed it altogether. This is a very disingenuous tactic. I suppose that you thought that no one could object to the path being widened, but the hidden agenda of the bridleway is not mentioned. I realise that this is a separate application but it would colour people's perception of the widening if they were to know.

I hope that I am not a NIMBY, but I do feel that your cycling/horse riding agenda will spoil the enjoyment of this walk for the summer casual walkers particularly, who do not come in rambling gear, they want a stroll with or without children and do it in trainers at best, sandals at worst. Also horses can be very frightening at close quarters if you are on the ground and not 'horsey'. My husband, a solicitor, had a case a few years ago of a child walking with her father in the Guisborough forest, on a much wider ride than you are proposing, who was kicked. The rider did not have a permit to ride there so the Forestry Commission were not involved, but if you have varied the use of this path what will be the legal implication if there is an accident?

Although I wrote to the NYMP several times to try and get the bridle way from Green End opened, I would have been quite happy to go up the bank from Esk Valley, it would still have been a good circular ride from Grosmont. I do not see the necessity of bringing it along to the engine sheds and up to the Lease Rigg county road. Cyclists will not follow the road down to the ford, they will ride down past the church and school, which will also be very difficult for walkers. Please reconsider.

Yours

Barbara Cowie
Park Villa
Grosmont
YO22 5PF

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