

# Annual General Meeting 2025





# AGENDA

- Trust AGM
- CIC Trust AGM
- Some key updates and statistics
- Open discussion on Cricket Field Lane decision
- Outline options for moving forward
- Open discussion on outline options
- Results of Trust and CIC votes



# Open discussion segments

Only one person to speak at any one time  
(please state your name)

Use the roving microphone so everyone can  
hear your question

Criticism and challenge is welcomed, but  
please be courteous to all



# Question

We would like to record the discussion so we capture all views, this will **NOT** be published anywhere.

Any objections?



# In Memoriam





# Trust AGM



# CIC AGM



# Update on operations and activities



# L&BR in numbers



45,594 passenger trips in 2024 season (up 1756)



3,217 Santa Special trips in 2024 (up 300)



2,163 memberships (individual, couple, family)  
as at 1<sup>st</sup> April 2025 (down 140)



# L&BR in numbers



209 volunteers registered on HOPS



58 people worked 978 turns to operate services  
(controllers, guards, footplate, platform assistants)



10 people worked 120 turns in the shop / ticket office



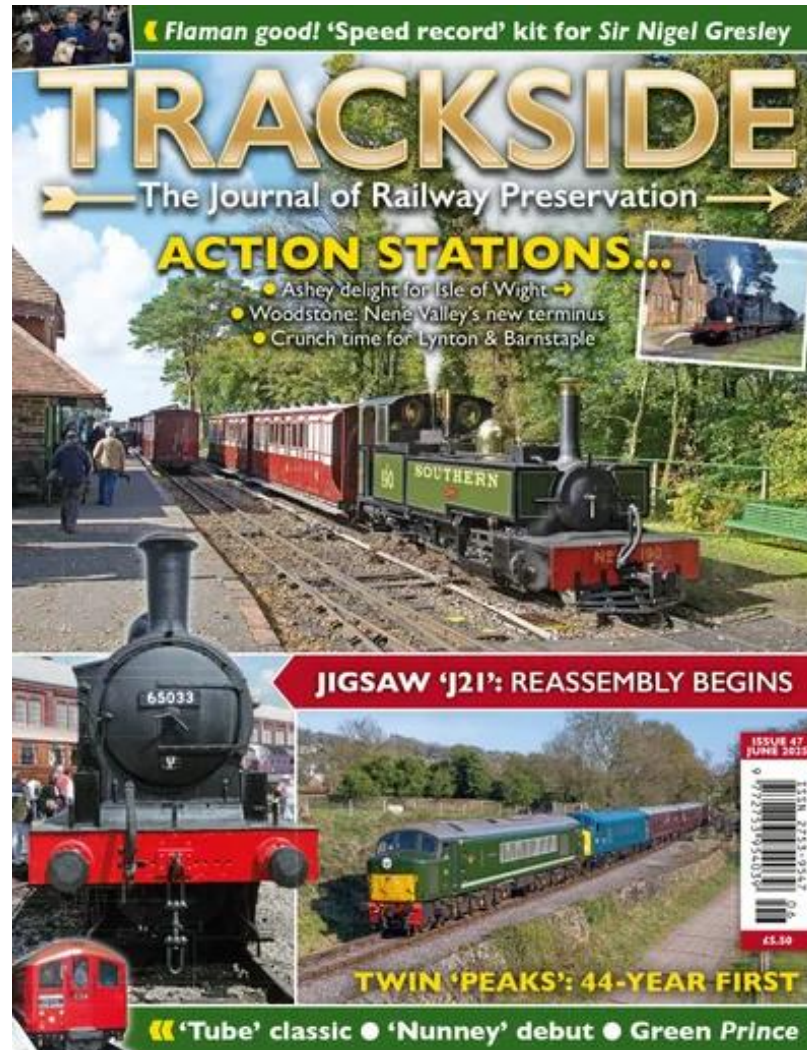
20,452 volunteers hours in total, or 9.83 full time staff



Equals £233,000 at National Living Wage  
or £327,000 at average weekly wage



# Press





# Steam on the Moor



Views

56.9K

947% more than previous 365 days

Impressions

973.7K

>999% more than previous 365 days

Impressions click-through rate

3.4%

Average view duration

2:59



# Henry and John



## Secret Devon

Henry has 2 medals, find out why, and  
where you can meet him



# Carriage Shelter





# Van 23





# Axe



17<sup>th</sup> May 2025



# Mini Museum





# Railway 200 boards

## Brief history of the line

Born in the final years of the Victorian age, this is a railway that died young but refused to fade away.

**Construction:** In the Victorian era, North Devon began to attract tourists. With horse and carriage the only transport, prominent residents launched the project to link Lynton with the main line at Barnstaple. 600mm narrow gauge was selected to navigate better the curving valleys and hills. Construction began in March 1896 and despite delays due to rocky terrain and wet weather, the Lynton and Barnstaple Railway opened on 11th May 1898, to great fanfare.

**Independent Years:** The line struggled financially for most of its existence, and in the early 1920s the company entered discussions with the London and South Western Railway to take over the line. These discussions were interrupted by the consolidation of many independent railway companies into one of the "Big Four" (Great Western Railway, Southern Railway, London Midland and Scottish Railway and London and North Eastern Railway).

**Southern Railway Years:** In 1923, the Southern Railway Company took over the line, repainting stations and rolling stock in their corporate green livery. Despite numerous investments, including a new engine named "Lew" and improvements to the track and wagon fleet, the line continued to lose money. It closed on 29th September 1935.

**Closure:** Following the closure, most equipment was put up for auction. The track was removed, and the line became farmland once more. One engine survived and was shipped to Brazil but has since disappeared. Carriages were repurposed as summerhouses and sheds or scrapped. The Lynton and Barnstaple Railway faded into memory.

**Rebirth: Perchance "it is not dead, but sleepeth"** Photographs of quaint engines running through scenic landscapes have captivated railway enthusiasts for years. In 1979, an association was formed. Woody Bay station was acquired and restored and by 2004 the first trains were running. The goal remains to rebuild the line, creating a valuable transport, heritage and educational asset for Exmoor and North Devon.



Locomotive "Lew" waits at Lynton station for some well-deserved passengers to board - L&BR Trust Collection

The new Lynton words and with a wreath upon closure of the line in 1935 - L&BR Trust Collection



A steam locomotive on the track - L&BR Trust Collection



The Lynton and Barnstaple Railway® is a Registered Charity, No. 1082564

You can support us by becoming a member, volunteering or by donating today or online

To find out more about "the last great narrow-gauge adventure" visit [www.lynton-rail.co.uk](http://www.lynton-rail.co.uk)

This board was enabled by our sponsor, SKF as part of the Railway 200 celebrations in 2025



SKF

200  
Years of Steam Transport  
Since 1825



17th May 2025



# Barnstaple signal box





# Chelfham





# Fencing BG to WP





# Blackmoor plans





NORTH DEVON COUNCIL  
Planning, Housing and Health  
Lynton House  
Commercial Road  
Barnstaple  
EX31 1DG

Town and Country Planning Act 1990

### APPROVAL OF PLANNING PERMISSION

<b>Applicant::</b>	Mr John Barton	<b>Application No:</b>	79416
<b>Address:</b>	Old Station Inn Blackmoor Gate Kentisbury Barnstaple Devon EX31 4NW	<b>Application Type:</b>	Variation of Condition(s)
<b>Agent:</b>	Mr Mike Kelly	<b>Date of Registration:</b>	25 November 2024
<b>Address:</b>	[REDACTED]	<b>Date of Decision:</b>	15 May 2025
<b>Proposal:</b>	Variation of Conditions 6 and 7 attached to planning permission 66617 (variation of conditions 6, 7, 11, 12, 16 17 attached to planning permission 60676 (reinstatement of Railway Line & Ancillary Development, Change of use of agricultural land to temporary pub & station car Park) to facilitate works to bridges 54 & 55)) to allow variation to the wording of conditions 6 and 7 (EIA Addendum provided)		
<b>Location:</b>	Lynton & Barnstaple Railway Blackmoore Gate (SS 64677 43188) to Wistlandpound Reservoir (SS 64684 42080) Parracombe Barnstaple Devon EX31 4NP		

The North Devon District Council in pursuance of powers under the above mentioned Act hereby **APPROVES** planning permission subject to the following condition(s):

#### CONDITIONS:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date 16 June 2016 on which planning permission 60676 was granted.

# Trust and YVT





[Picture of an elephant]



# We are guided by our MAAs...

3. The Charity's objects ('the Objects') are

(1) **To acquire preserve and restore for the public benefit items of historical, architectural, engineering or scientific value** in connection with railways;

and

(2) **To advance the education of the public in the history sociology and technology of narrow-gauge railways** and railways in general by the locomotives carriages, rolling stock, equipment artefacts, documents and records, together with any appropriate land, buildings and structures in particular but not exclusively those of the former Lynton & Barnstaple Railway in Devonshire ('the railway') and to provide educational and training facilities to those engaged in the restoration and operation of the railway or railways generally. (Amended by Special Resolution dated 24th March 2007)



## ...our MAAs...

4. In furtherance of the Objects but not otherwise the Charity may exercise the following powers.

**(1) To study, compile records on and acquire, build, restore, reinstate, rebuild, create, reconstruct, preserve and maintain railway lines, trackbed, locomotives, rolling stock and other items of railway interest, and to provide training** and instruction in such activities and in particular but without prejudice to the generality of the foregoing those associated with the former Lynton & Barnstaple Railway, the former Southern Railway and other railways and to enter into such agreements and to take all such steps as may be necessary for these purposes, and to organise, sponsor and support displays and such other shows and events for the provision and stimulation of information, education and interest in such vehicles and other items of railway interest. (Amended by Special Resolution dated 24" March 2007)



...and critically



**CHARITY COMMISSION**  
FOR ENGLAND AND WALES

HERITAGE  
RAILWAY  
ASSOCIATION



FUNDRAISING  
**REGULATOR**



17<sup>th</sup> May 2025



# ENPA reasons for refusal of CFL

Letter, Joe White, Development Manager 7<sup>th</sup> May 2025 - available on ENPA website

Planning Permission is **REFUSED** for the following reasons: -

1. The development proposed, by virtue of the scale, mass, relative level, alignment and position of the proposed halt is considered to harm the scenic beauty and character of this part of the National Park. The development would not therefore accord with the National Park's first purpose, policies GP1, CE-S1, CE-D1 and RT-S2 of the Local Plan or accord with Paragraph 189 of the National Planning Policy Framework.
2. The development proposed, by virtue of the scale, mass, relative level, alignment and position of the proposed embankment and halt would cause harm to the significance of Parracombe Conservation Area and the listed buildings of Heddon Hall and its kitchen garden wall. This harm, whilst less than substantial, would not be outweighed by the public benefits of the scheme. As such, the proposal is contrary to the National Park's first purpose, policies CE-S4, CE-D3 and RT-S2 of the Local Plan or accord with Paragraphs 189, 212, 213 or 215 of the National Planning Policy Framework.



# Outline options

- The Trust proposes to put options to a members' vote
- Any preferred options will be fully worked up (business plan and supporting documentation) and brought back to members for final decision before any planning / substantive works
- These are expansive in nature recognising the wider L&B family
- The format consists of two interlinked questions



# Question 1

**Given the views of ENPA expressed in their refusal (as earlier) do you wish us to appeal the decision?**

A: Do not appeal

B: Submit an appeal against the decision for the current planning application.

***Single response A or B***



## Question 2

**What is your preferred option to progress the railway if we do not appeal against the decision for Cricket Field Lane?**

- C. Resubmit the Cricket Field Lane extension proposal but with alternative arrangements to mitigate the setting concerns.
- D: Submit a new planning application to extend the line to the original Parracombe Halt.
- E: Plan for an extension from Woody Bay to Caffyns.
- F: Establish the Blackmoor to Wistlandpound as a second operational line.
- G: Establish Chelfham as a second operational line going north and / or south
- H: Concentrate only on the Woody Bay site.

***Single response or dual (paired response)***



## Next steps

- Take feedback from today
- Refine the choices and supporting documentation
- Membership vote via mail (with suitable time allowance)
- Publish the results to the membership via website & newsletter
- Establish working groups to support multi-disciplinary effort
- Publish regular updates to members
- Consult with members for final decision before any planning submission or substantive works



# Thank you!