
From: Cathy Edwards
Sent: 01 October 2019 12:39
To: Hilary Saunders
Subject: Re: Highway Comments

Hi Hilary,

Please find attached a letter and plan, in response to the queries raised,

regards

Cathy

From: Hilary Saunders <h.saunders@northyorkmoors.org.uk>
Sent: 30 September 2019 13:28
To:
Subject: Highway Comments

Dear Cathy

Please find attached a letter relating to the above matter

Yours sincerely

H. Saunders

Mrs Hilary Saunders MRTPI
Planning Team Leader
Development Management

Tel.no. 01439 772700



PRINCESS ROYAL
TRAINING AWARD
2018

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Dear Hilary,

Many thanks for your letter, our thoughts are as follows:

The measurements on the turning show that it meets the requirements for general small vehicles, cars and small transit type vans but would not be large enough for some of the larger vehicles which could reasonably be expected, e.g. horse boxes or vehicles with trailers. The turning area should be suitable for a minimum of rigid vehicles, such as a horse box or a vehicle with a horse trailer. There are turning space requirement drawings within the residential highway design guide on our website

We are pleased that our turning area meets the required standard for the vehicles that use it.

There are no problems with larger vehicles because on the very rare occasions on which larger vehicles need to visit by arrangement (to deliver hay or straw) they make use of our original farm entrance, located on Beacon Brow Road approximately 37 metres past our domestic entrance. This has a wide entrance gateway and opens into the original road into the farm, so there is ample turning and manoeuvring space. See purple arrows on the attached plan.

The turning area adjacent to our domestic entrance is normally used for light vehicles. The area below this turning area is normally used for parking, however if a horsebox, trailer or similar was visiting, there is also additional space there for them to easily turn there if we put our own vehicles lower down in the yard.

Please see the attached plan. Visitor parking = orange, original farm entrance road = pink, other vehicle turning area = purple arrows, our own parking areas = blue.

As you know, we operate as a small horse rescue and rehoming centre and because of this (unlike most equestrian premises, such as racing/livery stables/yards etc) there is no commercial element and all horse movements are under our own care and control, and we do not get random or unplanned visits from horseboxes/trailers etc. Ours is not a facility which is open to the public in the normal way. People (including ourselves) do not come and go with horseboxes as a competition or hunting yard would do. Horsebox use here is therefore very infrequent.

As previously advised, the intensification of use of Beacon Brow Road either for the provision of food/bedding or other horse related items or for the supporting web sales business would require passing places for the safety of all highway users, gates to open inwards and for the provision of a suitable sized turning space within the property.

As previously stated, the gate opens inwards.

We accept that most normal "commercial" operations would intensify the use of the road, however the use from our activities is very low impact, less than if the farm were used as a family home, as detailed in our earlier full response. However, it seems to us that two highly relevant facts may have been overlooked here.

1. This is not a normal commercial operation, it exists only in order to assist with our charity fundraising and it is not operated as a profit making business. Because of this its activities will not grow, expand or intensify over time. Our charity annual accounts clearly demonstrate that there has been no measurable growth. The figures, as supplied to our accountants for the latest relevant accounting period, are available to you confidentially if required.

2. This is a retrospective planning application. By operating our charity as we have done since at least 2014, we have described that any increase in the level of traffic (as claimed by some objectors) has not happened. Therefore, it is clear that there will be no intensification of traffic.

If there are any queries about our specific activities which may help address the highways concerns please let us know.

In our last response we also asked how the actual usage could be demonstrated to record true vehicle activity. Presumably traffic information is often needed for planning/highways purposes, so we would appreciate Highways' advice on how this can be done. Unfortunately, we have not benefitted from dialogue with, or advice from, Highways.

There should not be a turning area within the excavated unsurfaced area in the adjacent field which causes vehicles to also use the narrow highway and the opposite driveways and has on a number of occasions deposited significant quantities on mud on the highway.

This area is not required for or used as a turning area. Vehicles visiting our farm have no need to ever use the opposite driveways when entering or leaving our farm. When we go into our field we also have no need or desire to use the opposite driveways, which in any case are not in our ownership.

We would appreciate it if Highways would supply details of the dates on which any verified complaints have been made about mud, and/or the dates of observations made and photographs taken by Highways and the Planning Authority in relation to this. We have no wish to be bad neighbours, and after going in the field we do clean up any mud left on the small tarmac area outside the field by our tractor tyres, so would like to know on which occasions mud has caused concern.

The new widened gateway should be surfaced within the highway to the local highway authority standard as submitted with my recommendation and as previously requested.

Dog walkers and others occasionally park in front of this gateway, blocking it when we need to enter the field, and we feel that a gateway with the gates set back would probably become a parking place for dog walkers, visitors to nearby properties and others, and would therefore aggravate problems when we need access. Our proposed improvements to this gateway were made with the intention of improving its visual appearance and to assist neighbours with their concerns, however we will be happy to leave it as it is, ie. replace the gatepost/fence and retain the existing metal gate if that is preferable.

The attached plan shows a suggested revised stoned area for the field gateway.

I feel that we have addressed all the concerns, but would be grateful for any advice and / or help that you are able to provide.

Regards

Cathy

Silpho Brow Farm East

Field entrance

Barns

Ext storage
Visitor parking

Our own parking area

Turning area

Summerhouse

Original farm entrance

Silpho Brow Farm West

NYMNPA

01/10/2019

