

## PLANNING STATEMENT

### FULL PLANNING APPLICATION FOR THE FORMATION OF A VEHICULAR FARM ACCESS AND ASSOCIATED TRACK

NYMNP/A

13/08/2020

### NEWLANDS FARM CLOUGHTON NORTH YORKSHIRE

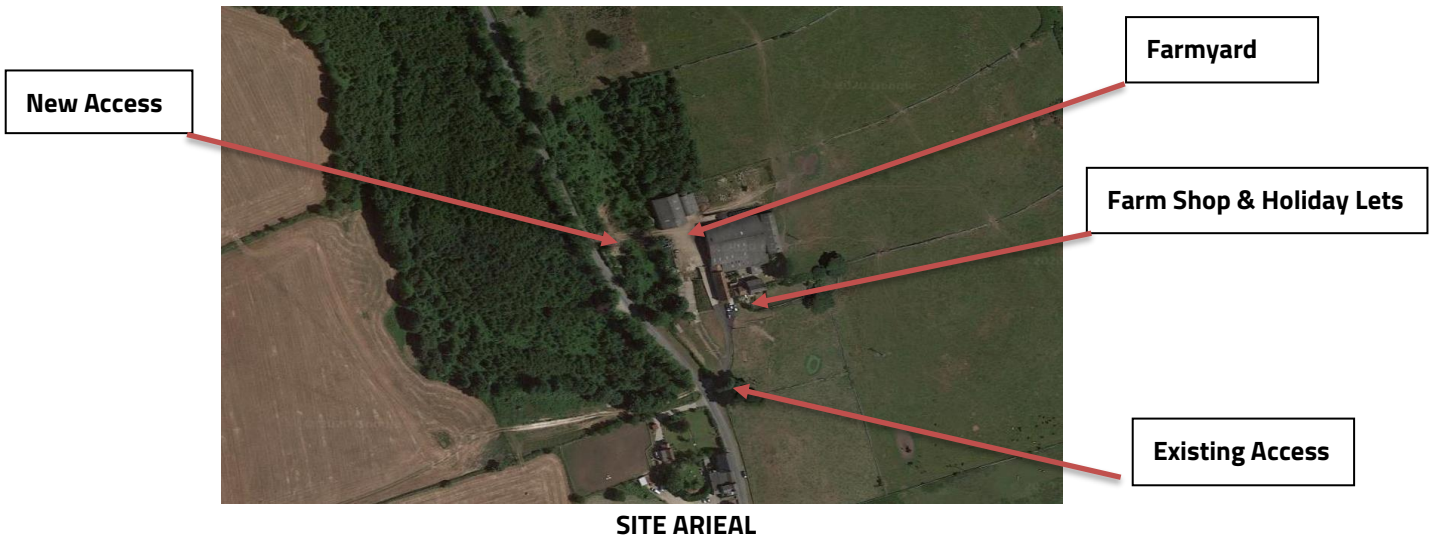
This statement accompanies the above-mentioned full planning application submitted on behalf of Mr & Mrs Morley via the Planning Portal (ref: PP- 08928521) which seeks full planning permission for the formation of a new vehicular access to the highway and provision of associated driveway to serve working agricultural buildings with Newlands Farm.

#### Site Context and Planning History

Permission is sought for the creation of a new means of access for agricultural vehicles to the west of the main cluster of buildings at Newlands Farm. The wider holding is comprised of agricultural (stock) buildings, a farm shop and 3no. holiday lets.

Access to the site is currently gained from the existing shared access to the south, however the mix of agricultural traffic and visitor traffic (vehicle and pedestrian) is considered undesirable, as it jeopardises the safety of the general public visiting the farm shop or those staying in the holiday lets, and also causing some disturbance to the tranquillity/habitability of the holiday lets. As such, the new access is sought to address this issue, and allows agricultural vehicles to bypass/be remote from the residential elements contained within the farm group.

Although the site falls within the North Yorkshire Moors National Park, it nevertheless remains visually enclosed by the established belt of trees which lines Craven's Hill to the west of the site and developed context of the farmstead group, with further development to the south (public house) and so is not in a remote/undeveloped location or context.



### *Planning History*

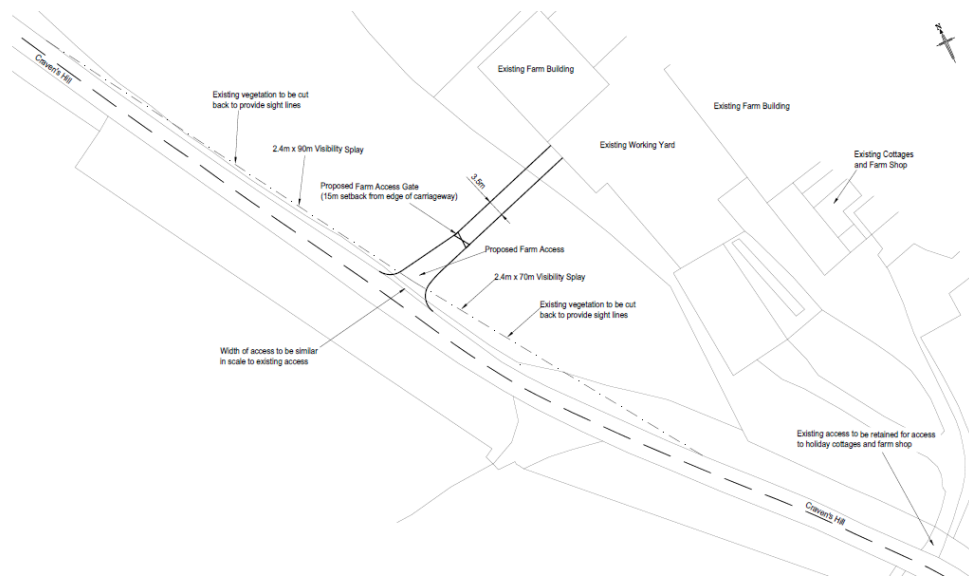
The site has been the subject of various planning applications over years, of varying relevance to the current proposals, including:

- *Ref. No: NYM/2006/0577/FL - Change of use of barn to form 3 no. holiday units incorporating altered access and the provision of car parking;*
- *Ref. No: NYM/2006/0578/CU – Change of use of barn to provide a farm shop;*
- *Ref. No: NYM/2006/0920/FL - Reconstruction of recently demolished agricultural building to form a holiday cottage; and*
- *Ref. No: 4025004PA – Conversion of farm building to dwelling and garage.*

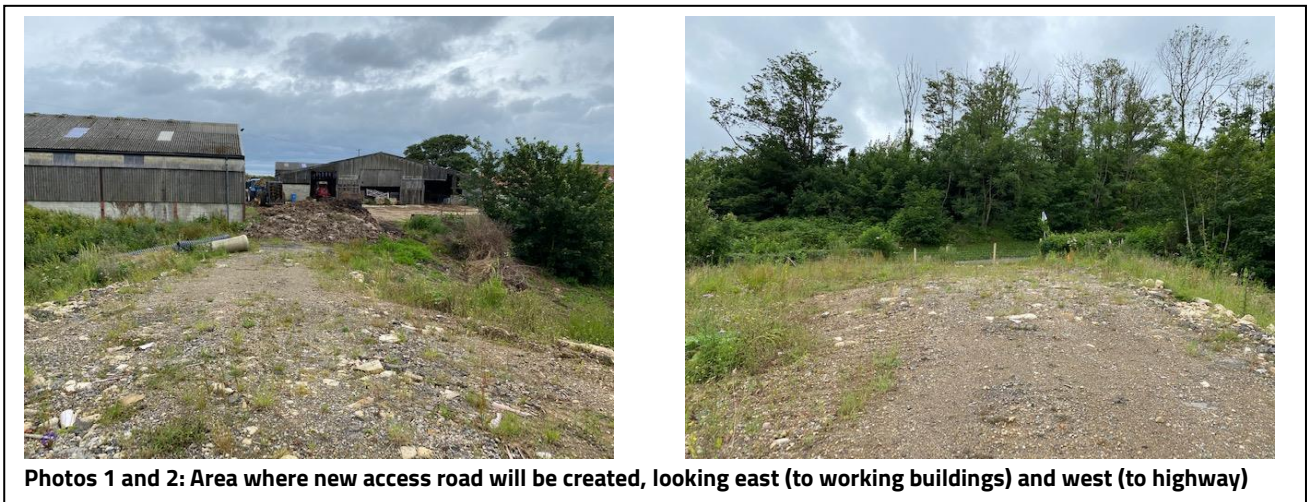
### Background and Development Proposals

Permission is sought for the creation of a dedicated access to serve the working buildings at Newlands Farm. Officers will note that the existing access at the south of the site is to be retained, and this access will serve the farm shop and holiday lets only. The new access point will serve the agricultural land and buildings to the north with no through access to the holiday lets/farm shop.

The purpose of this new access is to definitively separate agricultural and private vehicle movements in the interests of the safety of all users. It is clearly far from ideal to have agricultural traffic traversing directly past the holiday cottages (with windows to habitable rooms along the present farm access route) or a small farm shop which is frequented by members of the general public. This arrangement jeopardises the safety and amenity of visitors and agricultural workers alike, and it is on this basis that permission is sought for the new arrangement at Newlands Farm.



**PROPOSED SITE PLAN**



**Photos 1 and 2: Area where new access road will be created, looking east (to working buildings) and west (to highway)**

Planning Policy Context

The Development Plan for the North York Moors National Park comprises of the North York Moors Local Plan, adopted July 2020.

As confirmed within the North York Moors Policies Map, the site falls wholly outside the defined development limits of Cloughton, and is deemed open countryside in basic planning policy terms. It is also within the North Yorkshire and Cleveland Heritage Coastal Zone. The following policies are considered to be of relevance to the current proposal:

- Strategic Policy A - Achieving National Park Purposes and Sustainable Development;
- Strategic Policy B - The Spatial Strategy;
- Strategic Policy C - Quality and Design of Development;
- Strategic Policy H - Habitats, Wildlife, Biodiversity and Geodiversity;
- Policy ENV2 – Tranquillity;

- Strategic Policy J – Tourism and Recreation; and
- Policy CO2 – Highways;

### *National Planning Policy Framework*

The revised National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. The NPPF must be taken into account in preparing Development Plans and is a material consideration in planning decisions.

The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and, in order to achieve this purpose, the planning system has three overarching objectives, which are interdependent and need to be supported in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- ***An economic objective*** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;*
- ***A social objective*** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being;*
- ***An environmental objective*** – *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Paragraph 9 of the NPPF confirms that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of an area.

At the heart of the NPPF is a presumption in favour of sustainable development and Paragraph 11 confirms that for decision-taking this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission unless:*
  - *The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

- *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole*

Paragraph 108 states that it should be ensured that safe and suitable access to the site can be achieved for all users.

Paragraph 109 goes on to say that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

## Planning Considerations

### *Principle of Development*

NPPF confirms that planning applications must be determined in accordance with the adopted and up to date Development Plan, unless other material considerations indicate otherwise.

Strategic Policy B supports development in open countryside locations where there is an essential need for development to meet the needs of farming, forestry and other rural enterprises or land management activities.

The existing access to the site is located to the south of the existing buildings on site. This arrangement means that all vehicles (agricultural or otherwise) entering the site must pass in the close proximity to the 4no. holiday cottages on site, as well as the farm shop. The holiday cottages and farm shop are visited by members of the general public, typically by private car or bicycle, and the current arrangement often results in a conflict between the two uses on site. This access is formally surfaced and enables access into the visitor parking area and pedestrian route into the units concerned. Access through to the working building runs immediately adjacent to the converted buildings (now holiday accommodation) with windows to habitable rooms looking onto this access with boundary wall and change in levels beyond.

This relationship gives rise to (beyond vehicle conflicts) the unavoidable deposit of mud on the driveway which in inclement weather runs down the driveway and is detrimental to other users. Also, the passing of vehicles adjacent to the accommodation gives rise to noise and disturbance issues and limitation on the practical operation of the farm buildings (especially early morning and late evening). All stock as well as general working vehicle movements have to be via this route. While part of the 'charm' of the location and on farm experience this is far from ideal and a concern for the applicants in safety and practical business terms.



***Photo 3: Access past holiday accommodation into working yard***

It is therefore considered that the new access to the site is necessary to reduce this conflict, therefore improving the safety and amenity of the site for all users and facilitate the operation of the working farmstead. The new access provides direct access for agricultural vehicles from Craven's Hill, into the farmyard at Newlands Farm, bypassing the tourism/commercial area of the holding and also negating the need for vehicles to sweep back on themselves when entering the site from the north.

There is considered a practical and beneficial need for the new access due to the mixed use nature of the site, not only improving the safety of the site for all users, but reducing the amenity impact of the agricultural vehicles on the holiday cottages, allowing guests to better enjoy what the Park has to offer. The proposal is therefore considered to be acceptable in principle subject to compliance with other relevant policies of the adopted Development Plan, and all other material considerations.

### *Highways*

Local Plan Policy CO2 states that new development will be permitted where it is of a scale which the adjacent road network has the capacity to serve, without detriment to highway safety. Paragraph 108 of the NPPF requires that safe and suitable access to the site should be achieved for all users.

The proposed new access road will not result in an intensification of traffic using the site, and the same volume and nature of vehicles will continue to traverse Craven's Hill, and the surrounding highway network. The only difference being that agricultural traffic will make use of the new access point, and the more 'domestic' traffic, guests of the holiday lets, visitors to the farm shop etc., will use the existing southern access, thereby reducing the conflict between the two groups within farmstead. This, if anything, will ensure the safety of highway users with reduce intensity of use of the present access and indeed reduced likelihood of conflicting movements.

The regularity of use by holiday makers gives rise to situations where there are vehicles waiting to enter/leave the site with no ability to accommodate both turning agricultural vehicles (tractor and trailer etc) and private vehicles either within the entrance/radii or beyond. There is limited scope to enhance this arrangement to cater for such degree of conflicting use and a dedicated access is entirely appropriate in this respect. No alterations to the existing access are required/proposed.



**Photo 4: Present shared access**

A radar speed survey has been carried on Craven's Hill at the proposed access point, which calculated the 85%ile wet weather speed travelling southbound was 33.2 mph, and northbound was 29.6 mph (see accompanying information from Bryan G Hall). This speed survey was carried out in February 2020 (pre-lockdown), so traffic levels are considered to be 'normal'. This equates to a safe stopping distance of 90m and 70m respectively. The proposed site plan demonstrates that suitable visibility splays (2.4m x 90m northwards, and 2.4m x 70m southwards) can be provided, with minimal vegetation being removed, as shown by Photos 3 and 4 below. To the north this extends to the crest of the highway where there is some undulation in the highway. The access would not be in the position of the present gap in the boundary wall, but slightly further south, with a driveway into the working yard to the south elevation of the present working building as shown on the proposed plan (to clarify the straight alignment).

It must be noted that this is a dedicated access for the farm and so the nature of vehicles using the access will be larger with a raised viewing position enabling enhanced visibility to the north compared to a private vehicle and associated driver eye level and vehicle bonnet height. Equally, such vehicles will be more evident to approaching traffic. This enhances visibility to the north beyond the undulations in the highway. It is fully appreciated that agricultural vehicles entering/leaving the access may be relatively slow but the prevailing traffic speeds would not give rise to a hazardous situation in this regard with forward visibility onto emerging/turning vehicles being of some considerable

distance. The straight access alignment and set back position of any gates from the highway would also enable clear departure from the highway without any hindrance or delay too.

It is also relevant that this route is not heavily trafficked and also frequented more by local users of the highway network familiar with the area and prevalence of entrances along the route of the highway. The main highway corridor is along the A171 with higher traffic speeds and volumes reflecting the higher status of that route. Newlands Road through to Crowdon and Staintondale serves a more local function in comparison as a service/loop road and is more meandering in comparison; which is reflect in the speed survey results.

The above reinforces the appropriateness of the proposed access location in highway safety terms.

As such, it is considered that a safe and suitable access can be achieved, in line Paragraph 108 of the NPPF, and the new access will not result in increased vehicles movements, or be detrimental to highway safety, therefore complying with Local Plan Policy CO2 and Paragraph 109 of the NPPF.

#### *Amenity*

The proposed new access will facilitate the re-directing of farm traffic away from existing route which traverses in close proximity to the approved holiday cottages on site, as well as the farm shop, which is visited by members of the general public. The motivation behind the proposals principally relates to the operational requirements of the enterprise, and desire to separate the farm traffic from commercial enterprise, thereby improving the safety and amenity of the guests staying in the holiday lets, who typically visit the North York Moors National Park for its tranquillity.

Local Plan Policy ENV2 states that the tranquillity of the National Park should be maintained and enhanced, and all proposals should be assessed in terms of visual intrusion, noise, activity levels and traffic generation. As discussed above, the proposals will not lead to an increase in activity levels or traffic generation to the site. In terms of visual intrusion, the scale of the access and associated drive is small, and due to the enclosed nature of the surrounding landscape and topography, it is considered that there will be no adverse impact on the surrounding landscape as a result. This is in line with Strategic Policy 3 which seeks to maintain or enhance the appearance and distinctive character of the National Park.

It is however considered that the proposals will reduce the noise impact from the agricultural uses on the site, as the farm vehicles will no longer be passing in close proximity to the holiday lets. This will ensure that guests of the holiday cottages will have peaceful stays and can enjoy the tranquillity that the National Park offers and repeat visits. It is therefore considered that the proposals are in compliance with Local Plan Policy ENV2, and also will support the local economy, by enhancing the offering on site, which is encouraged by both the NPPF, and Objective 11 of the Local Plan.

#### Conclusions

This statement accompanies the above-mentioned full planning application submitted on behalf of Mr & Mrs Morley, which seeks full planning permission for the laying of a new agricultural access to serve working buildings and land associated with Newlands Farm.



It has been demonstrated that the proposals amount to an appropriate form of the development within the National Park, and the proposals give rise to no issues with respect of highway safety or amenity. If anything, it has been demonstrated that the proposals will result in an overall enhancement in both respects, as they will ensure that no conflict will occur between agricultural vehicles or visitors to the holiday lets or farm shop nor undue impact upon the local highway network. Furthermore, the proposals will reduce the noise impact on the holiday lets, ensuring that guests can enjoy the tranquillity that the National Park has to offer. This will in turn lead to a more desirable offering from the holiday lets, resulting in good reviews and repeat guests, which supports the local economy.

On this basis, it is evident that the development proposals are wholly consistent with the provisions of the adopted Development Plan, wider National Policy, and that permission should not be withheld in this instance.

# BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Our Ref: 19-263/DB

please reply to Leeds office

10 August 2020

NYMNP

13/08/2020

Mr D Boulton  
ELG Town Planning  
Princes House  
8 Princess Street  
Harrogate HG1 1HN

Dear David

## NEWLANDS FARM, CLOUGHTON, NR SCARBOROUGH

I write regarding the findings of our investigations into the existing traffic speeds on Craven Hill in relation to the recommended visibility sight lines for a proposed new access to serve the existing farm operations at Newlands Farm, Cloughton, nr Scarborough

The results of the attached radar speed survey show that the calculated 85%ile wet weather journey speed for vehicles travelling southbound on Craven Hill over the crest at the top of the hill was 33.2 mph. For vehicles travelling northbound approaching the existing access on the west side of Craven Hill the calculated 85%ile wet weather journey speed was 29.6 mph. The observed and calculated approach vehicle speeds in both directions are significantly lower than the 60 mph speed limit. The horizontal and vertical alignment of Craven Hill in the vicinity of Newlands Farm restricts the approach speeds of vehicles.

For rural roads, generally Design Manual for Roads and Bridges (DMRB) guidance is used in assessing the recommended stopping sight distances (SSD) for visibility purposes. For the 85%ile wet weather journey speeds calculated from the speed measurements the desirable minimum SSD for approaching vehicles travelling southbound is 90.0 metres and for those travelling northbound is 70.0 metres. The proposed access should therefore provide minimum visibility splays of 2.4 m x 90.0 metres to the right for emerging vehicles and 2.4 x 70.0 meters to the left. These visibility splays are shown on Drawing No19/263/TR/001.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Enc – Results of Radar Speed Survey Undertaken on 27<sup>th</sup> February 2020

Bryan G Hall Ltd  
Registered in England & Wales  
Co No: 4104802  
VAT No: 399 4601 07

Registered Office  
Suite E15, Joseph's Well  
Hanover Walk, Leeds LS3 1AB



Leeds Office  
Suite E15  
Joseph's Well  
Hanover Walk  
Leeds  
LS3 1AB

Also in Newcastle and London:

# B R Y A N G H A L L

*consulting civil & transportation planning engineers*

NYMNP

13/08/2020

| Location: Cloughton                 | Date: 27-02-2020 10:00 - 12:00 |            |
|-------------------------------------|--------------------------------|------------|
| Road: Craven's Hill                 | Weather: Dry / Sunny           |            |
| Speed (mph)                         | Southbound                     | Northbound |
| 66+                                 |                                |            |
| 65                                  |                                |            |
| 64                                  |                                |            |
| 63                                  |                                |            |
| 62                                  |                                |            |
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| 51                                  |                                |            |
| 50                                  | 1                              |            |
| 49                                  | 1                              |            |
| 48                                  | 3                              |            |
| 47                                  |                                |            |
| 46                                  | 1                              | 1          |
| 45                                  | 2                              | 1          |
| 44                                  |                                | 1          |
| 43                                  |                                | 1          |
| 42                                  | 2                              | 1          |
| 41                                  | 5                              | 4          |
| 40                                  | 2                              | 5          |
| 39                                  | 4                              | 2          |
| 38                                  | 4                              | 3          |
| 37                                  | 4                              | 2          |
| 36                                  | 2                              | 3          |
| 35                                  | 5                              | 1          |
| 34                                  | 4                              | 3          |
| 33                                  | 6                              | 4          |
| 32                                  | 5                              | 2          |
| 31                                  | 4                              | 3          |
| 30                                  |                                | 2          |
| 29                                  |                                | 2          |
| 28                                  | 2                              | 2          |
| 27                                  |                                | 1          |
| 26                                  | 1                              |            |
| 25                                  |                                | 1          |
| 24                                  | 1                              | 1          |
| 23                                  | 1                              |            |
| 22                                  |                                |            |
| 21                                  |                                |            |
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| 19                                  |                                |            |
| 18                                  |                                |            |
| 17                                  |                                |            |
| 16                                  |                                |            |
| 15                                  |                                |            |
| No. of readings                     | 60                             | 46         |
| Dry Weather Mean speed              | 36.6                           | 35.5       |
| 85th %ile dry weather spot speed    | 42.0                           | 41.0       |
| 85th %ile wet weather journey speed | 33.2                           | 29.6       |