

**PROPOSED AIRSTRIP INCLUDING 2 GRASS RUNWAYS, HANGER AND PILOT/RESTROOM FACILITY AT SOUTH MOOR FARM, LANGDALE END, SCARBOROUGH, NORTH YORKSHIRE, YO13 0LW
DESIGN AND ACCESS STATEMENT**

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Context

South Moor Farm, Langdale End, Scarborough is located within the North Yorkshire National Park and extends to 40 hectares (100 acres) all of which is down to grass with sheep and cows currently grazing the land.

The applicants, Mr and Mrs Walker, opened a bed and breakfast business ten years ago and have also recently diversified into wind farming. Last year Mr Walker installed equipment for beeline Broadband which provides fast internet connections to residents of local villages, thus benefiting the community as well as South Moor Farm.

In order to make the holding viable as an agricultural unit, significant investment would need to be made in large agricultural buildings to house intensive livestock. By diversifying they have helped to ensure viability.

Mr Walker has held a private pilot's licence since 2005 and is joint owner of a single engine light aircraft currently based at a private strip on part of Wombledon airfield, however there is only room for one aircraft in the hangar on the private strip and others are left outside.

The proposal is to further diversify South Moor Farm into an airfield for Mr Walker's own aircraft as well as other aircraft privately owned by local residents. This would further enhance the prospects for the Bed and Breakfast business as well as providing an additional means for visitors to access the National park.

It is proposed to change the use of the agricultural land at South Moor Farm to provide a General Aviation (GA) airstrip with 2 grass runways, a building for the storage of up to 10 aircraft and owner maintenance, as well as a flight planning/reporting office. There will not be a commercial maintenance facility at the site.

The use of the proposed facilities would be restricted to experienced pilots flying to and from the area. There would be no training flights, practice circuits or aerobatics overhead by pilots based at South Moor Farm.

The proposal has been fully assessed against policy in the Planning Statement accompanying this application.

Planning Policy

Relevant National Planning Policy is contained within the National Planning Policy Framework (NPPF), March 2012 (Ref 'h'). At the heart of the NPPF is a presumption in favour of sustainable development.

Paragraph 28 Supporting a Prosperous Rural Economy states:-

"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:-

- * *support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;*
- * *promote the development and diversification of agricultural and other land based rural businesses;*
- * *support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres"*

Paragraph 33 – Promoting Sustainable Transport states:-

"When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation."

The Government Framework for UK Aviation referred to in the NPPF was formally issued in March 2013 with the title Aviation Policy Framework (Ref 'i'), the following paragraphs are considered relevant:-

Chapter 1 Supporting growth and the benefits of aviation

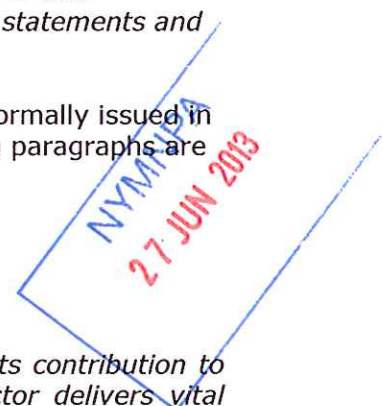
"Value of business and general aviation

1.12 *The business and general aviation (GA) is important to the UK. Its contribution to the economy has been estimated at £1.4 billion per annum. The sector delivers vital services, including search and rescue, mail delivery, life-saving (organ) transport, law enforcement, aerial survey and environmental protection flights, as well as underpinning the training of future pilots, ground-based aircraft engineers and technicians. The sector also covers a wide range of activities, from corporate business jets and commercial helicopter operations through to recreational flying in small private aircraft, including gliders. A Civil Aviation Authority (CAA)-initiated and chaired strategic review of the sector has acknowledged its growing economic importance, particularly for the British and European manufacturing industry.*

Maintaining a viable network of business and general aviation

1.86 *Across the UK there is a network of aerodromes of varying sizes, from airports in Northern Ireland, Scotland, Wales and regional airports in England to small business and general aviation (GA) airfields into which GA aircraft can readily gain access. While almost all of these are privately owned and operated, maintaining access to such a national network is vital to the continuing success of the sector.*

1.87 *Business and general aviation connects many UK and international destinations that do not have, and are unlikely to develop, scheduled air services or other direct transport links. GA aerodromes can also complement commercial air transport and provide increased connectivity at important hubs such as London. These links are particularly important for local businesses. Ninety-six per cent of city pairs served by business aviation have no scheduled connection.*



1.88 Given the importance of this GA network, while recognising that in congested airports this may not be appropriate, we encourage airport operators to ensure that GA aircraft are able to continue to enjoy equitable access to their airports and in doing so take account of the needs of all users, alongside other relevant considerations.

1.89 We will also carefully consider any EU legislative proposals affecting the GA sector that may emerge in the future and will seek to ensure that they are based on the principles of proportionality and subsidiarity and appropriate for the type of aircraft to which they apply. In addition, we support the CAA's review of the regulatory approach to recreational aviation which is also aimed at ensuring that UK safety regulation is proportionate.

1.90 The planning system also has a bearing on the operation of small and medium-sized aerodromes. The National Planning Policy Framework (NPPF) is intended to simplify the Government's overarching planning policy, but the underlying planning principles in respect of airfields remain unaltered. The NPPF states "when planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service need. Plans should take account of this framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation".

Chapter 3 Noise and other local environmental impacts

"General aviation and helicopters

3.42 The Government recognises that aviation noise is not confined to large commercial airports and that annoyance can also be caused by smaller aerodromes used for business and general aviation (GA) purposes, especially at times of intensive activity. However, it would not be appropriate for the Government to intervene by exercising powers under section 78 of the Civil Aviation Act 1982 to set noise controls at small aerodromes. Industry has developed codes of practice and the CAA has produced guidance. We would encourage the GA sector and the CAA to review their respective best practice and guidance to reflect the policy adopted in this Policy Framework. We would also encourage the sector to monitor compliance with its codes of practice."

Chapter 5 Planning

5.6 In preparing their local plans, local authorities are required to have regard to policies and advice issued by the Secretary of State. This includes the Aviation Policy Framework, to the extent it is relevant to a particular local authority area, along with other relevant planning policy and guidance. The Aviation Policy Framework may also be a material consideration in planning decisions depending on the circumstances of a particular application."

Local Planning policy is contained within the North York Moors Local Development Framework, November 2008 with policies relevant to this proposal outlined below:-

Core Policy H – Rural Economy

"The rural economy will be strengthened and supporting by providing local communities with a range of opportunities for entrepreneurship, education and training. This will be achieved through:-

- * New employment development in the Local Service Centre of Helmsley, Whitby Business Park, Service villages and the Local Service Villages.

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- * *Training and education opportunities in the Local Service Centre of Helmsley, Service Villages and Local Service Villages.*
- * *Supporting the agricultural sector and opportunities for diversification.*
- * *Sustainable tourism based on recreation activities and tourism development related to the understanding and enjoyment of the Park.*

Development Policy 13 – Rural Diversification

"Proposals for the diversification of existing agricultural businesses will be supported where:

- 1) *The scheme will make use of an existing building and complies with Development Policy 8. New buildings will only be permitted if the diversified use cannot be suitable accommodated through the conversion or alteration of an existing building.*
- 2) *The proposed scheme is compatible with the existing farming activity and is of a scale and nature which will not harm the character or appearance of the locality.*
- 3) *The existing access arrangements are appropriate for the proposed use."*

Development Policy 14 – Tourism and Recreation

"The quality of the tourism and recreation product in the National Park will be maintained and improved through adopting the principles of sustainable tourism. New tourism development and expansion or diversification of existing tourism buildings will be supported where:

1. *The proposal will provide opportunities for visitors to increase awareness, understanding and enjoyment of the special qualities of the National Park or in a way that conserves and enhances the special qualities.*
2. *The development can be satisfactorily accessed from the road network (categories 1, 2 or 3) or by other sustainable modes of transport including public transport, walking, cycling or horse riding.*
3. *The development will not generate an increased level of activity including noise, which would be likely to detract from the experience of visitors and the quality of life of local residents.*
4. *It will make use of an existing building. Proposals for new buildings will be expected to demonstrate that the facility cannot be satisfactorily accommodated within an existing building in that location."*

Development Policy 3 – Design

"To maintain and enhance the distinctive nature of the National Park, development will be permitted where:

1. *The siting, orientation, layout and density preserves or enhances views into and out of the site, spaces about and between buildings and other features that contribute to the character and quality of the environment and will not result in the loss of an open space which contributes to the amenity, character and setting of a settlement.*

2. *The scale, height, massing, proportion, form, size, materials and design features of the proposal are compatible with surrounding buildings, and will not have an adverse effect upon the amenities of adjoining occupiers.*
3. *A high standard of design detailing is used where traditional or contemporary, which reflects or complements that of the local vernacular.*
4. *Provision is made for adequate storage and waste management facilities.*
5. *Good quality sustainable design and construction techniques are incorporated in the development including measurements to minimise energy use and where possible use energy from renewable sources.*
6. *A satisfactory landscaping scheme forms an integral part of the proposal.*
7. *The design takes account of the safety, security and access needs for all potential users of the development and provides car parking provision in line with the standards adopted by the Authority."*

Consultation

None undertaken.



Use

Change of use of land for a proposed airstrip including 2 grass runways, erection of storage building and pilot/restroom facility.

Amount

- 2 x grass runways
- 1 x storage building for the housing of up to 10 light aircraft
- 1 x pilot/restroom facility

Layout

The main runway will be aligned South West to North East as the prevailing wind is South Westerly. The auxiliary runway will only be used when cross winds are too strong for the main runway and will be aligned West to East.

The proposed storage building will be sited adjacent to the main runway.

Landscaping

There will be landscaping around the proposed new building to mitigate its impact and will consist of a new hawthorn hedge. There is already an existing hawthorn hedge to the south east and a dry stone wall to the west.

Scale

Main runway – 600 metres x 30 metres
Auxiliary runway – 400 metres x 30 metres
Storage building – 37.5 metres x 10 metres

Appearance

The runways will be grass.

The storage building will be a recycled agricultural building, similar in construction to modern farm buildings with a steel portal frame and metal cladding. Agricultural buildings are considered appropriate development in the countryside, therefore this design will mitigate the impact.

Access

As existing.

