



Received

Questionnaire (s78) & (s20)

Planning, Listed Building Consent and Conservation Area consent

Appeal ref: APP/W9300/W/15/3007950

Appeal by: Mr R Walker

Grid ref: SE 90 90

Site address: South Moor Farm, Langdale End, Scarborough

Postcode: YO13 0LW

When you have completed this questionnaire you must send a copy, with attachments, to the appellant/agent and to our case officer, **within 2 weeks** of the 'starting date'. You can send it to us by e-mail. The start date and case officer's details and e-mail address are in our letter.

1	a	Despite our initial letter, do you consider that this appeal can be dealt with by the written representation procedure?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
	b	Or do you wish to be heard by an Inspector at;		
		(i) a hearing? or	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
		(ii) an inquiry?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
	c	How long do you expect an inquiry would last?	_____ days	
	d	How many witnesses do you intend to call?	_____	
e	What are the preferred Hearing dates you have agreed with the appellant/agent? (2 dates should be provided, or more if possible)	<u>September onwards + see attached email dated 12/5/15</u>		
f	What are the preferred Inquiry dates you have agreed with the appellant/agent? (2 dates should be provided, or more if possible)	_____		
2	a	If the written procedure is agreed, can the relevant part of the appeal site be seen from a road, public footpath, bridleway or other public land?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
	b	Is it <i>essential</i> for the Inspector to enter the site to assess the impact of the proposal?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
		If YES, please explain;	_____	
c	Are there any known health and safety issues that would affect the conduct of the site inspection?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	
	If YES, please describe;	_____		

If YES, to (a) or (b), please attach a copy of the relevant listing description from the List of Buildings of Special Architectural or Historic Interest.

Attached

C If YES to (a) or (b), was English Heritage consulted?

YES NO

Please attach a copy of any comments

Attached

13 Has a grant been made under s3A or s4 of the Historic Buildings and Ancient Monuments Act 1953?

YES NO

14 a Would the proposals affect an Ancient Monument (whether scheduled or not)?

YES NO

b If YES, was English Heritage consulted?

YES NO

Please attach a copy of any comments.

Attached

15 Is any part of the site subject to a Tree Preservation Order?

YES NO

If YES, please attach a plan showing the extent of the Order and any relevant details.

Attached

16 Have you made a Local Development Order under s61A to s61C of the Town and Country Planning Act 1990 (as inserted by s40 of the Planning & Compulsory Purchase Act 2004) relating to the application site?

YES NO

If YES, please attach a copy of the relevant order.

Attached

17 Does the appeal involve persons claiming Gypsy/Traveller status, whether or not this is accepted by the planning authority?

YES NO

18 a Is the appeal site in or adjacent to or likely to affect an SSSI and/or an Internationally designated site (ie. cSAC, SAC, pSPA, SPA, Ramsar)?

YES NO

If YES, please attach the comments of Natural England.

Attached

b Are any protected species likely to be affected by the proposals?

YES NO

If YES, please attach details.

Attached

19 Environmental Impact Assessment

Schedule 1

a (i) Is the proposed development Schedule 1 development as described in Schedule 1 of The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?

YES NO

(ii) If YES, under which description of development? (ie Nos 1-21)

Schedule 2

b (i) Is the proposed development Schedule 2 development as described in Column 1, Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?

YES NO

(ii) If YES, under which description of development in Column 1? (ie Nos 1-13)

10 (e)

(iii) Is the applicable threshold/criteria in Column 2 exceeded/met?

YES NO

c Is the development within or partly within a 'sensitive area' as defined by Regulation 2 of the Town and Country planning (Environmental Impact Assessment) (England & Wales) Regulations 1999?

YES NO

If YES, please provide details:

NATIONAL PARK

Screening

d (i) Have you issued a screening opinion (SO)? YES NO
 If YES, please attach a copy of the SO that was placed on the planning register, and any other related correspondence. Attached

(ii) If YES, did the SO state that the proposed development is EIA development as defined by the EIA Regulations? YES NO
 If you decided that the proposed development is not EIA development as defined by the EIA Regulations, please attach brief reasons for your opinion. Attached

Environmental Statement (ES)

e Has the appellant supplied an environmental statement? YES NO
 If YES, please supply any related correspondence from statutory consultees and others that you may have had about the adequacy of the environmental information contained in the ES, having regard to The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 and Circular 2/99. Attached

Publicity

f If applicable, please attach a copy of the site notice and local advertisement published under Article 13 of the DMPO 2010, as required for EIA development. Attached

20 Have all notifications or consultations under any Act, Order or Departmental Circular, necessary before granting permission, taken place? YES NO

If YES, please attach copies of any comments that you received in response. Attached

If NO, please inform the appropriate bodies of the appeal now and ask for any comments to be sent to us within six weeks of the starting date.

21 **Copies of the following documents must, if appropriate, be attached to this questionnaire;** N/A No of docs

a a copy of the letter with which you notified people about the appeal; 1

b a list of the people you notified and the deadline you gave for their comments to be sent to us; 1
 Deadline: 11 June 2015

c all representations received from interested parties about the original application; 44

d the planning officer's report to committee or delegated report on the application and any other relevant documents/minutes; 1

e any representations received as a result of a DMPO 2010 Article 12 (or Regulation 6) notice;

f extracts from any relevant statutory development plan policies (even if you intend to rely more heavily on the emerging plan). You must include the front page, the title and date of approval/adoption, please give the status of the plan. Copies of the policies should include the relevant supporting text. You must provide this even if the appeal is against non-determination;

List of policies: Core Policy A + H, Development Policies 3, 7, 12, 13, 14, 23 of North York Moors Core Strategy + Development Policies 2008

g extracts of any relevant policies which have been 'saved' by way of a Direction.

List of policies: _____

N/A

h extracts from any supplementary planning guidance, that you consider necessary, together with its status, whether it was the subject of public consultation and consequent modification, whether it was formally adopted and if so, when;

NA

i extracts from any supplementary planning document that you consider necessary, together with the date of its adoption. In the case of emerging documents, please state what stage they have reached;

NA

j a comprehensive list of conditions which you consider should be imposed if planning permission is granted. You need not attach this to the other questionnaire papers, but it should reach us within 6 weeks of the starting date. The list must be submitted separately from your appeal statement;

Attached

At 6 weeks

k any other relevant information or correspondence you consider we should know about; NYMNP Management Plan Section 2.04

No of docs

1

22 For appeals dealt with by written representations only.

Do you intend to send a 6 week statement about this appeal?

YES

NO

If NO, please attach the following information now (for all appeals, whether refusal or non-determination);

a a list of the plans submitted with the application;

Attached

b the relevant planning history;

Attached

c any supplementary reasons for the decision on the application or what the decision notice would have said;

Attached

d matters which you want the Inspector to note at the site visit;

Attached

e how the relevant development plan policies relate to the issues of this appeal;

Attached

23 For the Mayor of London cases only

a Was it necessary to notify the Mayor of London about the application?

YES

NO

If YES, please attach a copy of that notification.

Attached

b Did the Mayor of London issue a direction to refuse planning permission?

YES

NO

If YES, please attach a copy of that direction

Attached

Your reference: NYM/2014/0819/FL

I confirm that a copy of this questionnaire and any attachments have been sent to the appellant/agent today.

Name: Wendy STRANGEMAN

On behalf of (LPA): North York Moors National Park Authority

Date: 14 MAY 2015

Please tell us of any changes to the information you have given on this form.

Question 19
Environment Impact Assessment – Screening
Part d (ii)

It is of the opinion of the Authority that having taken into account the criteria in Schedule 3 to the 2011 Regulations, the development would not be likely to have significant effect on the region by virtue of factors such as its nature, size or location.

Hilary Saunders

From: Nash, Chris M ·
Sent: 12 May 2015 11:18
To: louise.gregory@acorus.co.uk
Cc: Hilary Saunders
Subject: FW: Planning Inspectorate: Ref APP/W9500/W/15/3007950: South Moor Farm, Langdale End, YO13 0LW
Attachments: Start letter (AR13) - - 07 May 2015.pdf

Dear Ms Gregory

Please see the below e-mail from North York Moors Council. You will see they have requested this be dealt with by way of an informal hearing.

Before the Planning Inspectorate decides formally which procedure this will follow, we welcome your comments in the first instance.

I would be grateful therefore if you would respond no later than Friday 15 May 2015.

I am coping this e-mail to the LPA for their information.

Chris Nash

Chris Nash
Case Officer
Planning Inspectorate
Room 3/06
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

From: Hilary Saunders [
Sent: 07 May 2015 12:29
To: Team P7
Subject: FW: Planning Inspectorate: Ref APP/W9500/W/15/3007950: South Moor Farm, Langdale End, YO13 0LW

Dear Mr Nash,

Thank you for receipt of the Start Date in relation to the above appeal.

I note that the appellant has requested the Written representations procedure and that the Inspectorate consider that this is appropriate.

I would respectfully request that this be re-considered as this Authority is of the view that the appeal should be heard through the Hearing procedure.

A large number of objections were received, including a petition of over 50 signatures, along with objections from 3 Parish Councils. A number of letters of support were also received, including one from a Parish Council.

Both Parish Councillors and local residents have requested that they are able to speak at an Appeal.

The issues are around not only the visual impact of the building, but the impact on tranquillity and the special qualities of the National Park which are embodied within National Park Purposes and therefore have statutory significance. A similar proposal has previously been dismissed at Appeal (APP/W9500/A/14/2212850) and both Local Residents and the National Park Authority did not consider that the issue of tranquillity was properly explored and considered under the Written Representations procedure.

I understand that we have the opportunity within the Appeal Questionnaire to question the Appeal Procedure, but due to the large amount of local interest it would be better to have established the appropriate procedure before this Authority sends consultation letters to interested parties, as they would have to be sent again if the procedure were to change at a later date.

I look forward to hearing from you at your earliest convenience.

Yours sincerely,



Mrs Hilary Saunders
Planning Team Leader
Development Management

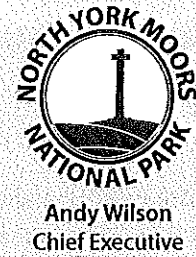
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Tel. no. 01439 772700

Web: www.northyorkmoors.org.uk

North York Moors National Park Authority

The Old Vicarage, Bondgate, Helmsley, York YO62 5BP
Tel: 01439 772700
Email: general@northyorkmoors.org.uk
Planning enquiries: planning@northyorkmoors.org.uk
www.northyorkmoors.org.uk



Allerston & Wilton Parish Council
c/o Lesley Myers
Waterways
Main Street
Allerston
Pickering
YO18 7PG

Your ref:
Our ref: NYM/2014/0819/FL
Date: 12 May 2015

This matter is being dealt with by: Mrs H Saunders

Dear Sir/Madam

Town and Country Planning Act 1990

Land at: South Moor Farm, Langdale End, Scarborough

Proposed development: change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Appeal reference: APP/W9500/W/15/3007950

Appeal starting date: 07 May 2015

Appellant(s) name: Mr R Walker

I am writing to let you know that an appeal has been made to the Secretary of State in respect of the above site. The appeal follows the refusal of planning permission by this Planning Authority for the reasons given on the attached sheet. A copy of the appeal documentation can be seen at, or obtained from, The Old Vicarage, Bondgate, Helmsley and is available to view on the Planning Explorer section of the Authority's website under the application reference number. **The Planning Inspectorate has advised that the appeal is to be decided on the basis of an exchange of written statements by the parties and a site visit by an Inspector; however the Authority has requested that the appeal is the subject of a local Hearing. If the Planning Inspectorate determines that there should be a local Hearing details of the arrangements will be sent to you once a date has been agreed.**

Any comments already made following the original application for planning permission (unless they are expressly confidential) will be forwarded to the Department and copied to the appellant and will be taken into account by the Inspector in deciding the appeal.

Continued.....



Should you wish to withdraw or modify your earlier comments in any way, or request a copy of the appeal decision letter, you should write direct to the Planning Inspectorate, 3/06, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN within five weeks of the appeal start date, quoting the appeal reference number. Three copies of any comments need to be forwarded to the Inspectorate. If they receive representations after the deadline, they will not normally be seen by the Inspector and they will be returned.

The Planning Inspectorate will not acknowledge your letter nor send a copy of the appeal decision unless you specifically ask them to do so. They will, however, ensure that your letter is passed on to the Inspector dealing with the appeal. Once decided a copy of the appeal decision will be published on the Planning Explorer section of the Authority's website under the application reference number and Planning Portal website www.planningportal.gov.uk/pcs. Guidance on the appeal process can be found on the Planning Portal website using the link set out above.

Yours faithfully

Mark Hill

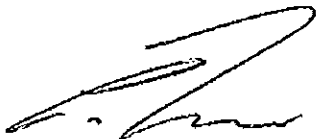
M Hill
Head of Development Management

Enc

1. The Local Planning Authority considers the proposal would not provide a type of recreational activity that would further the understanding of the National Park's special qualities, and would be likely to generate a level of noise and activity that would be detrimental to the amenities of local residents and the experience of visitors as well as harm the tranquillity of the area. The proposal would therefore be contrary to Core Policies A and H and Development Policies 3 and 14 of the NYM Local Development Framework.
2. The proposed new building would be substantial in size and would effectively double the visual bulk of the existing agricultural buildings, which themselves are visually remote. Consequently, in the view of the Local Planning Authority the proposal would have a detrimental impact on the character and appearance of the area contrary to Development Policies 12 and 13 of the North York Moors Local Development Framework.
3. In the view of the Local Planning Authority the proposed development would have an adverse impact on the enjoyment of users of the Public Rights of Way which run through the site, both in terms of noise and disturbance and public safety. The proposal is therefore contrary to Development Policy 23 of the NYM Local Development Framework.
4. The Local Planning Authority considers that the introduction of inappropriate noise, structures or other interventions will have a negative impact on the setting and visitor experience and cause unjustified harm to the significance of designated heritage assets contrary to Development Policy 7 of the NYM Local Development Framework and Section 12 of the NPPF.

Explanation of how the Authority has Worked Positively with the Applicant/Agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and concluded that the scheme represents a form of development so far removed from the vision of the sustainable development supported in the Development Plan that no changes could be negotiated to render the scheme acceptable and thus no changes were requested.



Mr C M France
Director of Planning

Date

Scarborough Ramblers Association Group
c/o L M Atkinson
Fulmar Cottage
Stoupe Brow
Ravenscar
Scarborough
North Yorkshire
YO13 0NH

Ebberston with Yedingham Parish Council
c/o Andrew Wyatt
17 Main Street
Ebberston
North Yorkshire
YO13 9NR

Darncombe-cum-Langdale End Parish Council
c/o Mrs J Marley
Annan
41 Scalby Road
Burniston
Scarborough YO13 0HN

Snainton Parish Council
c/o Mr James Ingham CPFA
The Doubles
Main Street
Allerston
North Yorkshire
YO18 7PG

Forestry Commission – Public Forest Estates
fao: Elizabeth Walton
Forestry Commission
Outgang Road
Pickering
YO18 7EL

Ministry of Defence (Fylindales Safeguard)
DE Safeguarding
St Georges House
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

NERL Safeguarding Department
NATS CTC – B1
4000 Parkway
Whiteley
Fareham
PO15 7FL

RSPB
16 Hermitage Way
Whitby
Sleights
North Yorkshire
YO22 5HG

Janet Sanderson
District Councillor for Thornton Dale Ward and County Councillor for Thornton Dale and The
Wolds Division
Walnut Cottage
Priestmans Lane
Thornton Dale
YO18 7RT

Bridlington Rambling Club and Ryedale Group Ramblers Association
c/o Mrs Chris Clark
2 Church Hill
Grindale
Bridlington
YO16 4YE

British Horse Society
c/o Mrs C Cook
Burgate Farm
Harwood Dale
Scarborough
YO13 0DS

Civil Aviation Authority
Safety Regulations Group
Aviation House
Gatwick Airport South
RH6 0YR

Allerston & Wilton Parish Council (via email to
c/o Lesley Myers
Waterways
Main Street
Allerston
Pickering
YO18 7PG

North Yorkshire Moors Association
Tom Chadwick (Chairman)

Area Traffic Manager – Ryedale (via email area4.kirbymisperton@northyorks.gov.uk)
Melanie Farnham, Improvement Manager
Area 4 Pickering Beansheaf Industrial Park
Tofts Road
Kirby Misperton
Malton
YO17 6BG

Ramblers Association

FAO: Colin Monson

Northern Gas Networks

National Grid

Natural England – Local Government Team

Ramblers Association

FAO: Mr B Dell

Arqiva

Environmental Health Officer – Ryedale

Historic England
37 Tanner Row
York
YO1 6WP

Brian Turner & Joan Roberts
1 Bickley Cottages
Bickley
Langdale End
Scarborough
YO13 0LL

M R Heap & J M Singleton
2 Bickley Cottages
Langdale End
Scarborough
YO13 0LL

Geoffrey and Sarah Walker
Brook House Farm
6 Main Street
Ebberston
YO13 9NS

Mr Christopher Sands
Yew Tree Cottage
88 Main Street
Ebberston
Scarborough
YO13 9NH

Glynis Ludkin
Spring Farm
Bickley
Langdale End
Scarborough
YO13 0LL

Jayne and Peter Fountain
School Farm
Crosscliffe
Langdale End
YO13 0LN

William and Raylia Dugmore
Park Feeders Ltd
High Farm
Crosscliffe
Langdale End
YO13 0LN

Brian E Richardson
4 Darncombe
Langdale End
Scarborough
YO13 0LJ

Mr Colin Langley
107 Main Street
Ebberston
Scarborough
YO13 9ND

Ann McCone
Deepdale West
Bickley
Langdale End
Scarborough
YO13 0LL

William and Margaret Farey
Fox Whinn
Bickley
Langdale End
Scarborough
YO13 0LL

Dilys Cluer
19 Alexandra Park
Scarborough
YO12 5JN

L Keetan
Deepdale East
Bickley
Langdale End
YO13 0LL

Mr & Mrs F L Marfitt
Howden Farm
Langdale End
YO13 0BN

Graham Cooper
9 Castle Terrace
Scarborough
YO11 1QX

Mrs J K Ramage
Northside Barn
Bickley
Scarborough
YO13 0LL

Mr John N Walker
6 Orchards Close
The Beeches
Uppingham
Rutland
LE15 9PF

M A Appleby
2 Mallard Close
Pickering
YO18 8TF

Phil Laycock
Squirrels Oak
North Barnes Lane
Plumpton Green
East Sussex
BN7 3DX

Mr Christopher Levings
115 Percy Green Place
Ullswater
Huntingdon
PE29 6TZ

Peter Bentley
44 Hill Head Road
Fareham
Hampshire
PO14 3JL

Tony Yarnold
7 Sycamore Close
East Barnet
EN4 8AQ

M J Speakman
3 New Road
Worlaby
North Lincolnshire
DN20 0PE

M A Hammond
Ebberston Common Farm
Langdale End
Scarborough
YO13 0LW

Nigel and Julia Blades
178 Lionel Road
Brentford
TS8 9QT

Owner/Owner
Bickleygate Farm
Bickley
Langdale End
Scarborough
YO13 0LL

Owner/Occupier
Jingleby Farm
Langdale End
Scarborough
YO13 0LW

Steven Slater
General Aviation Awareness Council
7 Meades Lane
Chesham

Robert Farrell
1 Marsh Green Cottages
Brook Furlong
Marsh Lane
Frodsham
Cheshire
WA6 7BT

Phil Garvey
Whitelodge Farm
Goose Rye Road
Worplesdon

Peter Spencer
111 Westley Road
Bury St Edmunds
Suffolk
IP33 3SA

Martin Petrie
14 Wharf View
Chester
CH1 4GW

Adrian P Hatton
Rectory Farm
Averham
Newark
Notts

J N Walker
6 Orchard Close
The Beeches
Uppingham
Rutland
LE15 9PF

David Hardaker
7 Milford Grove
Cleckheaton
West Yorkshire
BD19 4BB

Mr John Swiers
Broxa Farm
Broxa
Scarborough
YO13 0BP

Dr Julie E Dixon
Bickley Heights
Bickley
Scarborough
YO13 0LL

Viking UK Gas Limited
fao: Mr John Dewar
Knapton Generating Station
East Knapton
Malton
YO17 8JF

Mr Jon Morby
74 Harwoods Road
Watford
WD18 7RE

Jim Jones
High Croft
Sutcliffe Wood Lane
Halifax
HX3 8PS

R A Payne of Bickley Barn
c/o Cllr Graham Dixon
Bickley Heights
Langdale End
Scarborough
YO13 0LL

AIMS Accountants for Business
fao: Steve Goodchild
8 Duchy Avenue
Scalby
Scarborough
YO13 0SE

Mr Keith Stoten
2 Bugh Cotts
New Road
Cliffe
Kent
ME3 7SN

Mr Steve Dooley
8 Old Rectory Green
Aughton
Ormskirk
Lancashire
L39 6TE

Mark Vesey
45 Royal Avenue
Scarborough
YO11 2LS

Mrs Judith Trafford
4 Betton Rise
East Ayton
Scarborough

Alan Staniforth
Darnall
Whitby Road
Robin Hoods Bay
Whitby
YO22 4PE

Trevor Hopkinson
Redhouse Farm
Crosscliffe
Langdale End
Scarborough

Patrick Sinnott
Noddle Farm
Bickley
Langdale End
Scarborough
YO13 0LL

Chris Scholten
21 Marlborough Street
Scarborough
YO12 7HG

Olga Wheatley
18 Albemarle Crescent
Scarborough
YO11 1XS

Anthony Easom
1 Station Close
West Ayton
Scarborough
YO13 9JQ

Amanda Nunns
2 Newby Farm Court
Scarborough
YO12 6UL

Norman R Cooper
29 Danes Dyke
Scarborough
YO12 6UG

Mike Jennings
Wood House
Hackness
Scarborough
YO13 9AA

Ravmond Clarke

Margaret Atkinson
Fulmar Cottage
Stoupe Brow
Ravenscar
YO13 0NH

North York Moors National Park Authority Planning Committee

Public Minutes of the meeting held at The Old Vicarage, Helmsley on Thursday 19 February 2015.

Present: Malcolm Bowes, Alison Fisher, Janet Frank, Bryn Griffiths, David Hugill, David Jeffels, Christopher Massey, Jane Mitchell, Heather Moorhouse, Sarah Oswald, Caroline Patmore, Ted Sanderson, Andrew Scott, Hawson Simpson, Richard Thompson, Herbert Tindall, Jeremy Walker

Apologies: Jim Bailey, David Chance, Bill Suthers

Copies of all Documents Considered are in the Minute Book

10/15 Minutes

Resolved:

That the minutes of the meeting held on 15 January 2015, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

11/15 Members Interests

Members were reminded of their responsibility to declare any personal, prejudicial and/or discloseable interests relating to any agenda item prior to its consideration.

12/15 Emergency Evacuation Procedure

The Chairman informed Members of the Public of the emergency evacuation Procedure.

13/15 Exclusion of the Public

Resolved:

Members resolved that, pursuant to Section 100(A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of Item No 10 on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 1, 2 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972.

14/15 Tree Preservation Order 2014/3 – Elmslac Road and east of the John Atkinson Memorial Playing Fields, Helmsley

Considered:

The report of the Natural Environment Team Leader

Resolved:

That Members authorised the confirmation of Tree Preservation Order 2014/3 at Elmslac Road and east of the John Atkinson Memorial Playing Fields, Helmsley with the modification detailed in paragraph 3.1 of the report.

Plans List Items 7, 8, 9 and 10 – Keith Warters spoke in favour of the applications (max 12 minutes) and Simon Ward, Graham Jones and Gary McQuade spoke against the applications (max 12 minutes)

Plans List Item 11 – Mr Ventress spoke against the application

Plans List Item 12 – Rev'd Andrew Allington spoke in favour of the application and Mrs Palmer spoke against the application

Considered:

The report listing applications and the Director of Planning's recommendations thereon. Members also considered further information circulated on the Members' Update Sheet at the meeting including; updated recommendations from the Director of Planning and comments received after the agenda was printed from: consultees, objectors and supporters.

Resolved:

- (a) That with regard to all applications listed in the report and subject to:
- (i) the amendments specified below; and
 - (ii) the imposition of conditions in accordance with the relevant provisions of Sections 91-94 of the Town and Country Planning Act 1990, except in those instances where an alternative condition is contained in the Director of Planning's recommendation or in an amendment referred to in (i) above;
- decisions be given in accordance with the Director of Planning's recommendations:

List No	Plan No and Description of Proposal
1.	<p data-bbox="325 1151 1380 1285">NYM/2014/0808/FL – Construction of 60 no. dwelling (36 no. open market and 24 no. affordable) with associated garages, parking, access and landscaping works at land off Carlton Road, Helmsley for Wharfedale Homes, fao: Mr Chris Patmore, Unit 5 Whitfield Business Park, Knaresborough, North Yorkshire, HG5 8BS.</p> <p data-bbox="325 1285 1380 1525">Decision Caroline Patmore declared a personal and prejudicial interest in this item as the applicant is a family relation and left the room Approved as recommended subject to the applicant relocating 2 no. dwellings to create open space around the veteran trees and discussions concerning design amendments to porches and to include more chimneys and consideration of incorporating a sustainable drainage system and Public Right of Way provision.</p>
2.	<p data-bbox="325 1525 1380 1693">NYM/2014/0819/FL – Change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End, Scarborough for Mr R Walker, South Moor Farm, Langdale End, Scarborough, North Yorkshire, YO13 0LW.</p> <p data-bbox="325 1693 1380 1765">Decision Refused as recommended</p>
3.	<p data-bbox="325 1765 1380 1933">NYM/ 2014/0842/FL – Construction of two storey extension to provide 8 self-contained units for trainee monks and associated living space together with construction of boiler/storage building (revised scheme to NYM/2013/0639/FL) at St. Athanasius Monastery, Langdale End for Christian Coptic Orthodox Church, 40 Kingston Drive, Whitley Bay, NE26 1J.</p> <p data-bbox="325 1933 1380 2063">Decision Approved as recommended with the Director of Planning to clear additional conditions which require the submission of a Travel Plan for construction and operational movements and to ensure no further caravans are placed on site.</p>

**Town and Country Planning Act 1990
North York Moors National Park Authority**

**Notice of Decision of Planning Authority on Application for
Permission to Carry out Development**

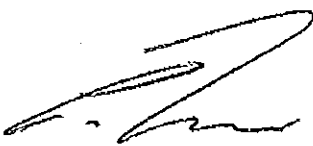
To Mr R Walker
c/o Acorus Rural Property Services
fao: Louise Theobald
Old Market Office
10 Risbygate Street
Bury St Edmunds
Suffolk, IP33 3AA

COPY

The above named Authority being the Planning Authority for the purposes of your application validated 12 December 2014, in respect of **change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)** at **South Moor Farm, Langdale End, Scarborough** has considered your said application and has **refused** permission for the proposed development for the following reasons:

1. The Local Planning Authority considers the proposal would not provide a type of recreational activity that would further the understanding of the National Park's special qualities, and would be likely to generate a level of noise and activity that would be detrimental to the amenities of local residents and the experience of visitors as well as harm the tranquillity of the area. The proposal would therefore be contrary to Core Policies A and H and Development Policies 3 and 14 of the NYM Local Development Framework.
2. The proposed new building would be substantial in size and would effectively double the visual bulk of the existing agricultural buildings, which themselves are visually remote. Consequently, in the view of the Local Planning Authority the proposal would have a detrimental impact on the character and appearance of the area contrary to Development Policies 12 and 13 of the North York Moors Local Development Framework.
3. In the view of the Local Planning Authority the proposed development would have an adverse impact on the enjoyment of users of the Public Rights of Way which run through the site, both in terms of noise and disturbance and public safety. The proposal is therefore contrary to Development Policy 23 of the NYM Local Development Framework.
4. The Local Planning Authority considers that the introduction of inappropriate noise, structures or other interventions will have a negative impact on the setting and visitor experience and cause unjustified harm to the significance of designated heritage assets contrary to Development Policy 7 of the NYM Local Development Framework and Section 12 of the NPPF.

Continued/ Explanation of how the Authority has
Worked Positively with the Applicant/Agent



Mr C M France
Director of Planning

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Date ... 26 FEB 2015

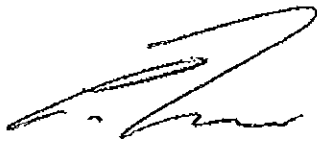
TOWN AND COUNTRY PLANNING ACT 1990

Continuation of Decision No. NYM/2014/0819/FL

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Explanation of how the Authority has Worked Positively with the Applicant/Agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and concluded that the scheme represents a form of development so far removed from the vision of the sustainable development supported in the Development Plan that no changes could be negotiated to render the scheme acceptable and thus no changes were requested.



Mr C M France
Director of Planning

Date .. 26 FEB 2015

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North York Moors
National Park Authority
Local Development Framework

Core Strategy and
Development Policies

Adopted Copy 13th November 2008



Development Policy 3 – Design

To maintain and enhance the distinctive character 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 whether 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 measures 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.

Applicants should refer to:

- Design Guide Supplementary Planning Document
- Secured by Design
- Safer Places: The Planning System and Crime Prevention
- Code for Sustainable Homes

- 7.5 New development should respect existing settlement character, patterns and layouts and the principles of traditional building design in order to ensure that the character and local distinctiveness of the built environment is maintained and the landscape of the Park conserved and enhanced. Most development in the smaller settlements has taken place on infill plots and whilst this will still be permitted under the housing policies, some 'gap' sites may not be suitable for development where they contribute to the amenity, form and character of the settlement.

- 7.6 It is important to recognise that new development today represents the cultural heritage of future generations. It should always be of the highest quality and should demonstrate the use of good quality and sustainable design and the Design Guide provides more guidance to help achieve this. The Authority does not wish to simply to replicate the past and stifle innovation or originality. Support will be given to proposals of a more contemporary, modern design where they promote and reinforce local distinctiveness and seek to add variety and interest to the Park's cultural heritage by enhancing and enriching it over time.
- 7.7 The safety and security of potential users of new development are an important consideration which should be taken into account at an early stage in the design process. Incorporating features that address this issue will help to contribute to a high quality and safe environment for all.
- 7.8 In order to encourage a choice in modes of travel within and around the Park alternative modes of transport to the private car should also be considered, particularly when assessing an appropriate location for a development proposal. The accessibility needs of all potential users including the elderly, wheelchair users and those with children should be carefully considered in any proposed design or layout.
- 7.9 It is important to recognise that new development today represents the cultural heritage of future generations. The principles of sustainable design should therefore be applied including measures to reduce energy use and use of resources, the use of sustainable drainage systems and the incorporation of facilities for the sustainable management of waste. Development should facilitate the efficient use of natural resources in construction and make use of recycled materials, land and buildings wherever possible.
- 7.10 The Authority is working with communities to produce Village Design Statements which will be adopted by the Authority as Supplementary Planning Documents and these are included in the Local Development Scheme (September 2007).
- 7.11 A Design and Access Statement must accompany most planning applications in the Park. This should demonstrate how the principles of good design including those set out in this policy have been incorporated into the development and how the development will be accessed by all users.

Development Policy 7 – Archaeological Assets

Proposals for development that would have an unacceptable impact on the integrity or setting of a Scheduled Monument, or other sites or remains considered to be of national archaeological importance will not be permitted.

In the case of sites or remains of regional or local importance, development proposals will only be permitted where the archaeological interest is capable of being preserved in situ. Where this is not justifiable or feasible, permission will only be granted where provision is made for appropriate preservation by record. In all cases, an appropriate assessment and evaluation will be required to be submitted as part of the planning application in areas of known or potential archaeological interest.

Applicants should refer to:

- Planning Policy Guidance 16 – Archaeology and Planning

7.19 The location of the Scheduled Monuments in the Park is shown on the Proposals Maps.

7.20 The archaeological and historical landscape of the North York Moors represents a finite and non-renewable resource that helps us to understand our heritage but can be easily damaged or destroyed by development and once lost cannot be replaced. It includes sites of former industrial workings such as alum mines. Proposals for development that would have an unacceptable impact on the integrity or setting of a Scheduled Monument or other sites or remains considered to be of national archaeological importance will not be permitted.

7.21 In the case of sites or remains of regional or local importance, development proposals will only be permitted where the archaeological interest is capable of being preserved in situ. Where this is not justifiable or feasible, permission will only be granted where provision is made for appropriate preservation by record. In all cases, an appropriate assessment and evaluation will be required to be submitted as part of the planning application in areas of known or potential archaeological interest. Where development affecting an archaeological site is permitted, the Authority will seek to preserve the remains either in situ or by an appropriate level of investigation and recording.

Development Policy 12 – Agriculture

Proposals for new agricultural buildings, tracks and structures or extensions to existing buildings will be permitted where:

1. There is a functional need for the building and its scale is commensurate with that need.
2. The building is designed for the purposes of agriculture.
3. The site is related physically and functionally to existing buildings associated with the business unless there are exceptional circumstances relating to agricultural necessity for a more isolated location.
4. A landscaping scheme which reduces the visual impact of the proposal on the wider landscape and is appropriate to the character of the locality is submitted as part of the proposal.

Applicants should refer to:

- Planning Policy Statement 7 – Sustainable Development in Rural Areas

- 8.12 The Authority will support development proposals that will enable farm businesses to become more competitive, comply with changing legislation and associated guidance, diversify into new agricultural opportunities and to adapt to changing markets. The best and most versatile agricultural land (defined as land in grades 1,2 and 3A of the Agricultural Land Classification) will be safeguarded.
- 8.13 Under the Town and Country (General Permitted Development) Order 1995 applications for a range of buildings/structures can be made through a system of notification, whereby the Authority is only required to approve the details of a scheme relating to its siting, design and external appearance. In considering applications the Authority must be satisfied that the proposal is designed for the purposes of agriculture in terms of its scale and location and will not have an adverse impact on the character of the wider landscape. Investigation of need or other aspects of the agricultural holding may be undertaken if there is cause to doubt the need test, for example where a building is of a substantial size clarification may be sought over the intended use to ensure that the size is justified.
- 8.14 Applicants will need to demonstrate that very special circumstances exist for proposals for new buildings in isolated locations in the open countryside. These circumstances may arise from requirements to comply with changing legislation or for example the siting of slurry stores, which through planning regulations must be sited away from certain farm buildings. Where proposals are in more isolated locations a landscaping scheme, which reduces the impact of the proposal on the wider landscape will be required. Potential impacts upon the natural environment will also need to be addressed.

Amongst other environmental considerations, proposals that could have an adverse effect on the integrity of a European site would not be in accordance with the Development Plan.

- 8.15 The Authority will consider imposing a condition on appropriate planning permissions requiring the removal of the building if it is no longer needed for agricultural purposes.

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 suitably 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.

Applicants should refer to:

- Planning Policy Statement 7 – Sustainable Development in Rural Areas

- 8.16 The farming sector continues to face a period of instability caused by market pressures and changes in farm support mechanisms. For this reason farmers are diversifying their businesses to supplement their income. The Authority supports diversification schemes which will ensure the continued viability of farm businesses as long as they do not generate an increased level of activity which could harm the character, appearance and natural environment of the area. Amongst other environmental considerations, development proposals that could have an adverse effect on the integrity of a European site would not be in accordance with the Development Plan.

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 the expansion or diversification of existing tourism businesses will be supported where:

1. The proposal will provide opportunities for visitors to increase their awareness, understanding and enjoyment of the special qualities of the National Park in a manner that will not undermine 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 network¹ (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.

Applicants should refer to:

- Planning Policy Statement 7 – Sustainable Development in Rural Areas
- Regional Spatial Strategy – Policy E6
- Development Policies 16 & 17

For further reference:

- Good Practice Guide on Planning for Tourism
- Moors and Coast Tourism Strategy 2006-2009
- A Tourism Strategy for the Tees Valley

- 8.17 A statutory purpose of the National Park is to promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public. The Regional Economic Strategy for Yorkshire and Humber 2006 - 2015 aims to create a broader and stronger economic base for rural communities and encourage sustainable tourism. The Yorkshire and Humber Sub-Regional Investment Plan provides the vehicle by which the Regional Economic Strategy will be implemented within York and North Yorkshire and highlights

¹ For the purposes of the Local Development Framework, Category 1, 2 & 3 roads are considered to be those defined on the road hierarchy map contained within the North York Moors National Park Management Plan. Category 1 and 2 roads are also visually illustrated on the accompanying Proposals Maps.

the importance of using heritage and the natural and cultural assets of the region as catalysts for economic activity.

- 8.18 The Authority has adopted the principles of sustainable tourism which is most commonly defined by the World Tourism Organisation as 'meeting the needs of the present tourists and host regions while protecting and enhancing opportunities for the future'. The aim of the Core Strategy and Development Policies is to support tourism based opportunities for visitors and local communities which respect the Park's special qualities. For this reason the Authority will not support development which would adversely impact the integration between social, economic and environmental benefits. Amongst other environmental considerations, development proposals that could have an adverse effect on the integrity of a European site would not be in accordance with the Development Plan.
- 8.19 The Authority also encourages sustainable tourism through encouraging visitors to use Moorsbus, a recreational bus service meeting the needs of visitors to the Park. The Authority is a member of the Moors and Coast Area Tourism Partnership, which is a private and public sector consortium that seeks to support the growth of the tourism economy through the Moors and Coast Tourism Strategy. The vision of the Tees Valley Tourism Strategy is "a sustainable tourism sector that contributes to the social and economic well-being of the Tees Valley, achieving success through delivery". The Strategy's Action Plan includes a number of projects aimed at improving provision in the Cleveland Hills area of the Park.
- 8.20 The management of woodland owned by the Forestry Commission is important for recreation and tourism in the Park and future plans will be set out in the District Strategic Plan to be prepared by Forest Enterprise.
- 8.21 In order to fulfil its purposes the Authority must help to provide opportunities for the enjoyment and understanding of the special qualities of the area. However tourism and recreation facilities can have an adverse impact on the environment, particularly because of traffic generation and it is therefore important to ensure that the special qualities and habitats of the Park are not compromised by new developments. Developers can positively contribute to reducing the impacts of traffic within the Park by encouraging modal shifts, for example through the preparation of green travel plans which will be required for proposals which will have significant transport implications.
- 8.22 The industry can also fluctuate greatly as new types of activity, attractions and areas become more or less popular and this can have a significant impact on the economic stability of the Park.
- 8.23 The Park offers a range of tourist accommodation such as hotels, guesthouses, self catering cottages, hostels, chalets, caravan and camping sites which make it more accessible to a greater number and variety of people. However proposals for new accommodation will only be permitted where the scale and design of the proposed development will not have an adverse impact on the character of the local area. Proposals should be in

locations which can be accessed by public transport, cycling or walking and development should not result in the generation of increased levels of traffic.

- 8.24 Recreational facilities can be both those that serve the local community as in the case of a leisure centre or the needs of visitors to the Park such as specialist activities like mountain bike hire facilities. For the purposes of decision making, proposals for recreational facilities for tourists should be assessed under this Development Policy while proposals for recreation facilities to serve the needs of the local community should be assessed against Core Policy I.

Development Policy 23 - New Development and Transport

In order to effectively minimise the overall need for journeys and reduce the environmental impacts of traffic on the National Park, development will be permitted where:

1. Its location is, or is capable of being, accessed by public transport, walking or cycling.
2. Existing Public Rights of Way, linear routes and other access routes for pedestrians, cyclists and horse riders are protected.
3. The external design and layout and associated surfacing works take into account the needs of all users including cyclists, walkers and horse riders.
4. It is of a scale which the adjacent vehicular road network has the capacity to serve without detriment to highway safety or the environmental characteristics of the locality.
5. Highway detailing, road improvements and street furniture are complementary to the character of the area and are the minimum required to achieve safe access.
6. Existing attractive or historic highway features important to the character of the National Park are preserved.
7. Parking is provided in accordance with the relevant maximum standards adopted by the Authority.

Applicants should refer to:

- Transport Issues and Development – A Guide (for parking standards in North Yorkshire)

- 10.9 Decisions which relate to the location of development in rural areas should, wherever possible, give people the greatest opportunity to access services and facilities by a range of alternative modes of transport, including walking, cycling and public transport. In acknowledging the importance that the private car has to some residents in the Park, opportunities to use cars more innovatively, for example through car sharing schemes or demand based transport services, will also be encouraged.
- 10.10 The protection of Public Rights of Way and linear routes, such as disused railway lines, provides opportunities to encourage walking, cycling and horse riding as safe and attractive alternative modes of transport within the Park - whether for recreational or other purposes. As valuable transport infrastructure, they should be afforded protection from development likely to prejudice their current or future use. The location of protected linear routes is shown on the Proposals Maps.
- 10.11 It is important to recognise that the access needs of all users of development should be catered for. Whilst people need to travel easily and safely their needs also need to be accommodated in terms of the site layout and the internal and external design of new development. More specifically, people with mobility impairments (the partially sighted, wheelchair bound, the elderly and people with young children) face obstacles such as raised kerbs, steps and

untreated surfaces – all of which present barriers to easy access and movement.

- 10.12 Ensuring that the adjacent road network has the capacity to accommodate proposed new development is important. Generating traffic over and above the capacity of the road network has the potential to compromise highway safety and culminate in a damaging impact on the environment, for example, through the degradation of roadside verges as a result of parking.
- 10.13 The road network within the Park has developed over a period of many years. During this time, simple roadside features such as (directional) finger posts, wayside markers and troughs have today become attractive elements of historic value within the landscape. The retention of such features will be encouraged to help retain the integrity of the Park's special landscape character.

Core Policy A – Delivering National Park Purposes and Sustainable Development

The Local Development Framework seeks to further the National Park purposes and duty by encouraging a more sustainable future for the Park and its communities whilst conserving and enhancing the Park's special qualities.

Priority will be given to:

1. Providing a scale of development and level of activity that will not have an unacceptable impact on the wider landscape or the quiet enjoyment, peace and tranquillity of the Park, nor detract from the quality of life of local residents or the experience of visitors.
2. Providing for development in locations and of a scale which will support the character and function of individual settlements.
3. Maintaining and enhancing the natural environment and conditions for biodiversity and geodiversity.
4. Conserving and enhancing the landscape, settlement, building features and historic assets of the landscape character areas.
5. Applying the principles of sustainable design and energy use to new development.
6. Enabling the provision of a choice of housing that will meet the needs of local communities in terms of type, tenure and affordability.
7. Strengthening and diversifying the rural economy and providing tourism based opportunities for the understanding and enjoyment of the Park's special qualities.

Enabling access to services, facilities, jobs and technology whilst minimising the environmental impacts of transport.

Applicants should refer to:

- Planning Policy Statement 1 – Delivering Sustainable Communities
- Planning Policy Statement 7 – Sustainable Development in Rural Areas
- Circular 12/96 (for major developments)
- Regional Spatial Strategy – Policies YH2, YH6, RR1

For further reference:

- North York Moors National Park Management Plan

Sustainability Appraisal

This policy will have a positive contribution towards meeting sustainability objectives through seeking to protect the environment whilst also meeting social and economic objectives.

- 5.1 The designation of the North York Moors as a National Park reflects the quality of its diverse landscape and spiritual and cultural assets such as the sense of remoteness and tranquillity, distinctive skills, dialects and customs. However, the Park is also home to around 25,000 people whose needs to live, work and access services and facilities must be addressed whilst safeguarding its special qualities.
- 5.2 Sustainable development is an important principle in achieving the National Park's twin purposes of conservation and enjoyment of its special qualities and fostering the social and economic well being of the Park's local communities which is carried out through these purposes. The purposes and duty together with sustainability principles also underpin the objectives in the Management Plan for which the Local Development Framework will seek to deliver the spatial elements. Core Policy A sets out the key principles of achieving sustainable communities in the Park whilst pursuing its purposes and social and economic duty.
- 5.3 The Park is not expected to be a location for major development schemes. Planning Policy Statement 7 and Circular 12/96 set out the considerations that will be applied in assessing proposals for major development in National Parks. There is no precise definition of 'major development' but an indication that it includes proposals raising issues of national significance. The guidance indicates that major development should only take place in exceptional circumstances and where it can be shown to be in the public interest. Examples of development that might be classed as major include mineral workings, waste disposal facilities, larger energy generating schemes, water storage reservoirs, high voltage electricity transmission schemes, large scale military development and larger road schemes.

Core Policy H – Rural Economy

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

1. New employment development in the Local Service Centre of Helmsley, Whitby Business Park, Service Villages and the Local Service Villages.
2. Training and education opportunities in the Local Service Centre of Helmsley, Service Villages and Local Service Villages.
3. Supporting the agricultural sector and opportunities for diversification.
4. Sustainable tourism based on recreation activities and tourism development related to the understanding and enjoyment of the Park.

Applicants should refer to:

- Regional Spatial Strategy – Policies C1, RR1, E1, E6, E7
- Development Policies 10 -18
- Whitby Business Park Development Plan Document (to be prepared)
- Helmsley Joint Area Action Plan (to be prepared)

For further reference:

- The Regional Economic Strategy 2006 – 2015

Sustainability Appraisal

This policy provides a positive contribution towards meeting economic and social sustainability objectives. The effects upon environmental objectives are not as clear but any impacts can be mitigated at the implementation level.

- 8.1 The Northern Way Growth Strategy places emphasis on the significant contribution that rural areas in northern England have on the nearby city regions as they are often a labour market source and can make the city regions more attractive places to live and work. The responses of local people to the Preferred Options consultation reflected the need to provide a range of employment and training opportunities within the Park for its residents, as well as supporting existing industries such as farming and tourism.
- 8.2 The Regional Economic Strategy for Yorkshire and Humber 2006-2015 emphasises the role that the region's nationally important landscapes play in fostering the environmentally led economic development of the region. The emerging Investment Plan for York and North Yorkshire 2004-2009 will be based on a number of themes which will help deliver a sustainable economy for the sub region founded on the area's knowledge base and blend of contemporary, high quality cultural and environmental assets. The Yorkshire

and the Humber Rural Framework identifies rural business development, employment, education and skills training and market towns as priorities for the economic and social regeneration of rural areas. The Core Policies contained in this section aim to deliver the aims and objectives through all these strategies within the constraints of a designated landscape.

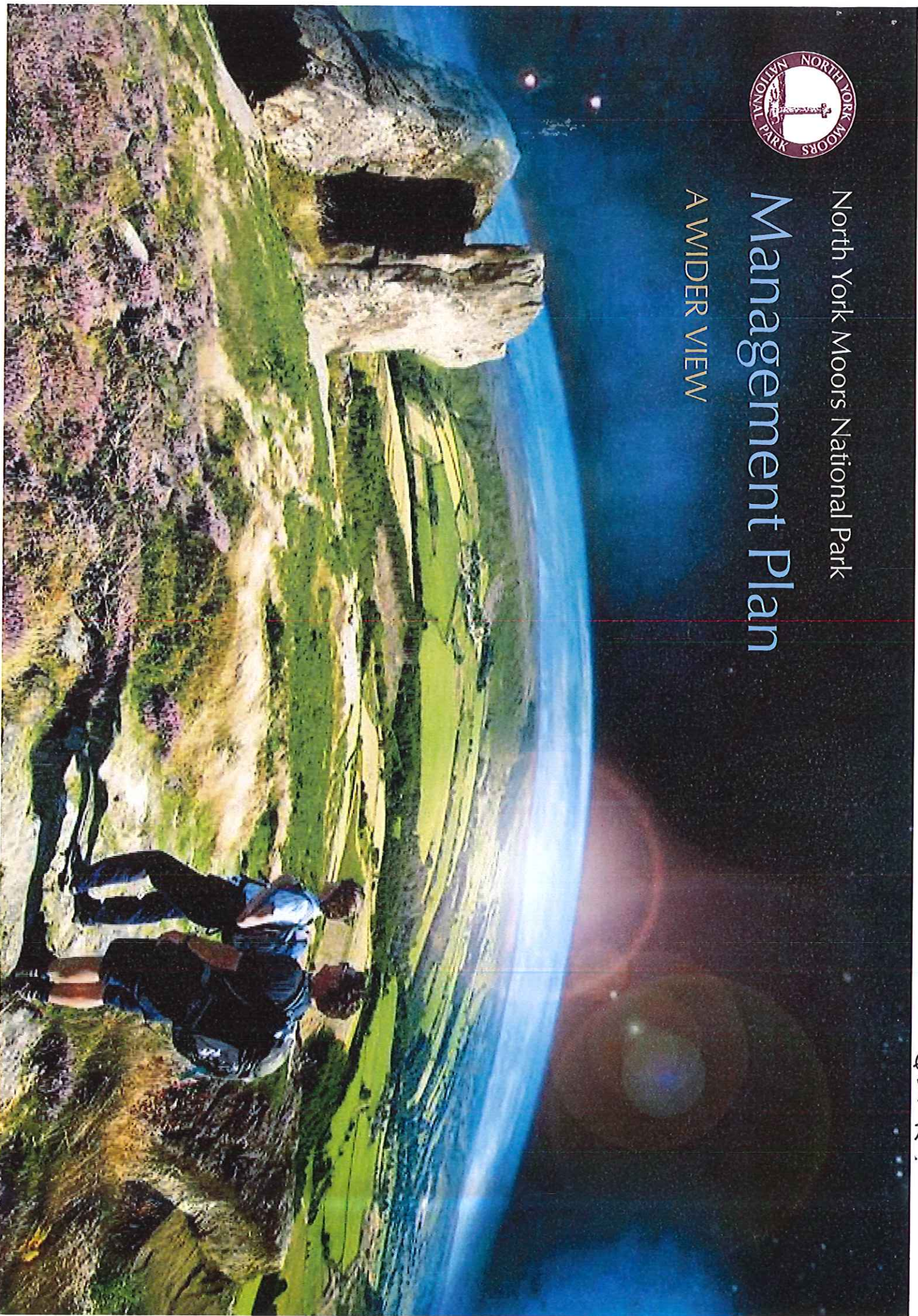
- 8.3 Traditionally farming, forestry and tourism have dominated the economy of the Park. Other employment opportunities in the Park are limited to small businesses and the self employed with the exception of a small number of larger organisations such as Boulby Potash mine and RAF Fylingdales. Further development at Boulby mine is dealt with under Core Policy E. At RAF Fylingdales, development to modernise and improve the existing accommodation and buildings to support and service the existing military use will be permitted in recognition of its role as a military base and employment use.
- 8.4 Access to a range of high quality and long term employment opportunities is a key factor in encouraging young people to stay in the area and help maintain sustainable rural communities. In order to develop the relevant skills required for employment it is essential that local people have access to a range of training and opportunities so that they can develop the relevant skills for employment. The Authority has a duty to foster the economic and social well being of local communities and therefore will encourage and promote opportunities for new employment, training and enterprise in the Park as well as supporting the continued viability of the agriculture and tourism sectors. Facilities for the provision of basic skills training are also needed to address the poor level of basic skills, which has been identified in the North Yorkshire Strategic Partnership Community Strategy as problematic around the coastal town of Scarborough and the upland areas of the County.
- 8.5 Approximately half of the Whitby Business Park lies within the Park boundary. Although development of this scale is not usually acceptable within the Park, due to its position on the edge of Whitby and because of a historical commitment to the site an exception is considered justified. Proposals for the further development of the Business Park will be dealt with in a separate Development Plan Document. This will take into account the wider strategy for Whitby which will be set out in Scarborough's Core Strategy.



North York Moors National Park

Management Plan

A WIDER VIEW



Members Update Sheet

19 February 2015

Plans List

Item 2 NYM/2014/0819/FL

Please see separate circulated information received from Mr Walker in support of the application

General Aviation Awareness Council -

Support the above application as an active light aircraft pilot and vice-Chairman of the GAAC, a national body representing the general and light aviation movement. The applicant will ensure his plans are fully in character and in keeping with the National Park and that the proposal is in line with planning guidelines on supporting more diverse rural leisure and tourism activities. There is historic evidence that a small, lightly-used air strip will have a minimal impact on the local environment and the maintenance of a permanent non-agricultural grass open space has proven benefits for wildlife. The air strip will also enhance local businesses, by offering access to visitors in light sport aircraft.

A well-planned air strip can operate within such a sensitive environment as the North Yorkshire Moors National Park without any adverse effect on other countryside users. The majority of the single-engined light aircraft have a relatively low noise profile and there is no intention to use the flying site for any high intensity form of aerial activity. In addition, newer types of light aircraft have both quieter engines and improved take-off and climb performance, further mitigating potential disturbance.

Recent work in association with English Nature at Stow Maries, an airfield of similar size in Essex, has demonstrated that such a flying site acts as an important insecticide and herbicide-free area in a location which surrounded by relatively intense agricultural activity. The creation of the relatively pure pocket of cropped grassland has, in addition to providing a wide selection of flora and insect life, also become home to wildlife.

The GAAC has assisted Government in preparing policies surrounding light aircraft and general aviation and is currently working with Government in the form of Department of Communities and Local Government and the Department for Transport, in their review of strategies surrounding general aviation and flying sites. I am also a former resident of North Yorkshire and know the local area well.

In policy terms the National Planning Policy Framework states "Local planning authorities should consider the role of small airports and airfields in serving business, recreational and emergency service's needs". "In formulating their planning policies and proposals, and in determining planning applications, local authorities should take into account the economic, environmental and social impacts on local and regional economies."

NPPF Section 3; paragraph 28 also states that: "Planning policies should 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".

Nigel and Julia Blades, 178 Lionel Road, Brentford - Object as will lead to an expansion of light aviation in and around the National Park. As a family we regularly enjoy walking and visiting the National Park and value it highly as an area of great natural beauty. We regularly walk in Dalby Forest and enjoy the peace and quiet of the countryside. Nearer to home, we

often walk in the Chiltern Hills in Buckinghamshire and on a clear day the sound of light aircraft flying overhead is a constant presence, reminding you that you are in busy south-east England.

The NYM National Park is one of the last wilderness areas in England and it would be a great shame if its special qualities of tranquillity and wilderness were to be affected in the same way. The impact of even low level aircraft noise on tranquillity should not be underestimated and is not captured by studies of decibel levels on landing and take-off.

Light aviation may have its place in the countryside but please don't encourage its expansion in the National Park.

Additional Background Information:

The applicant has commissioned Heritage Impact Assessment which has been undertaken by a Historic Environment Specialist and this reaches the following conclusions:

There are two groups of Scheduled Monuments close to the application area, NHLE 1019936 and 1019601, both of which are visually impacted by the proposed runways but will not be harmed by them. Aircraft movement and noise will affect their setting and significance but this may be mitigated by setting controls on numbers of aircraft movements. These effects will need to be weighed against the Inspector's appeal decision dated 28 August 2014 (Gray 2014, 3) for the previous application NYM/2013/0435/FL which states that the technical evidence shows no real likelihood of noise levels that would be harmful to residential amenity or the enjoyment of the area by visitors. Resiting the power line underground across the auxiliary runway will have an impact on designated barrows HER 6289 and 6290 and others as yet unrecorded on the line. This can be mitigated with an Archaeological Watching Brief during excavation of the trench. The proposed aircraft storage building and wind turbine will have no impact on the significance and setting of the monuments. There is no known undesignated archaeology on or close to the footprint and it is too far east to be a likely location for undiscovered archaeology.

In terms of Natural England comments the Natural England comments, these issues were fully assessed at the previous appeal and a screening opinion undertaken in respect of a potential Environmental Impact Assessment. This was deemed not to be necessary and the proposal was deemed not to have any effect on the SPA and SSSI. It was also considered that noise was not an issue. It should also be noted that South Moor Farm has an Entry Level Stewardship Agreement number AG00330987 with Natural England. This agreement terminates on 30 June 2015 when they hope to negotiate another agreement. Under the agreement they are contracted to maintain the glass land, archaeological features and dry stone walls. 300 metres of dry stone walling has been rebuilt under the agreement. If planning permission is obtained, the applicants will liaise with Natural England on the removal and rebuilding of the stone walls indicated on the air strip plans.

Forestry Commission - Comments made previously remain unchanged due to the surrounding tree cover.

The Civil Aviation Authority guidance document refers to the design being such that obstacles such as trees and power lines etc, should not obstruct the approach and take-off paths. The proposed site is surrounded by trees and both runways are orientated so that the take-off and/or landing approach will be over the tree canopy. The guidance refers to the orientation of the runway with regards the prevailing wind and also the potential effect of buildings, trees and other natural features on the local surface wind. The surrounding trees may have a potential impact on the airfields winds through wind roll over etc, thus affecting its safe operation.

Due to the close proximity of the run ways to the surrounding trees, the runways may be regarded as challenging or be classed as unsuitable for some light aircraft/pilots. If a light aircraft were to get into difficulty on take-off or landing, this would potentially occur on/over the surrounding Forestry Commission land, heightening the associated risks such as fire.

During harvesting operations, a Countryside Rights of Way (CROW) closure and Public Rights of Way restrictions are in place. This is for health and safety of the forest users to take into account normal associated risks of felling works, but also the potential risk that a chain could detach from the machine and travel in any direction (including upwards), potentially causing serious injury/damage. This risk would therefore apply to any light aircraft flying above the felling areas.

In addition, one of the runways will have the final take-off landing approach over the Dalby Forest Drive potentially posing as a distraction to road users.

The applicant has emailed to request the Authority recommends approval with conditions and has set out a list of suggested conditions for the Authority to consider.

19 February 2015

List Number 2

North York Moors National Park Authority

Ryedale District Parish: Ebberston & Allerston	App Num. NYM/2014/0819/FL
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Proposal: change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Location: South Moor Farm, Langdale End, Scarborough

Applicant: Mr R Walker, South Moor Farm, Langdale End, Scarborough, North Yorkshire, YO13 0LW

Agent: Acorus Rural Property Services fao: Louise Theobald, Old Market Office, 10 Risbygate Street, Bury St Edmunds, Suffolk, IP33 3AA

Date for Decision: 06 February 2015

Grid Ref: SE 490606 490285

Director of Planning's Recommendation

Refusal for the following reasons:

1. The Local Planning Authority considers the proposal would not provide a type of recreational activity that would further the understanding of the National Park's special qualities, and would be likely to generate a level of noise and activity that would be detrimental to the amenities of local residents and the experience of visitors as well as harm the tranquillity of the area. The proposal would therefore be contrary to Core Policies A and H and Development Policies 3 and 14 of the NYM Local Development Framework.
2. The proposed new building would be substantial in size and would effectively double the visual bulk of the existing agricultural buildings, which themselves are visually remote. Consequently, in the view of the Local Planning Authority the proposal would have a detrimental impact on the character and appearance of the area contrary to Development Policies 12 and 13 of the North York Moors Local Development Framework.
3. In the view of the Local Planning Authority the proposed development would have an adverse impact on the enjoyment of users of the Public Rights of Way which run through the site, both in terms of noise and disturbance and public safety. The proposal is therefore contrary to Development Policy 23 of the NYM Local Development Framework.
4. The Local Planning Authority considers that the introduction of inappropriate noise, structures or other interventions will have a negative impact on the setting and visitor experience and cause unjustified harm to the significance of designated heritage assets contrary to Development Policy 7 of the NYM Local Development Framework and Section 12 of the NPPF.

Consultations

Parishes –

Darncombe cum Langdale End Parish Council - Very strongly object. This is not an appropriate development in this very rural area and does little for diversification. There are other private airfields within 20 miles.

Application No: NYM/2014/0819/FL

Consultations (continued)

The proposed hangar is not in keeping with the locality and the planning statement is contradictory, referring to the building being big enough for ten planes and then four planes.

The proposed ten take offs and landings would cause considerable noise pollution and the special nature of the National Park will be compromised.

Also no mention is made of what acreage of agricultural land will be taken out or how the airstrip will be managed. Also concerns about emergency access and users of the Public Rights of Way being affected by plane manoeuvres.

Ebberston with Yedingham and Bickley Parish Council – Object to and is totally opposed to this application. The development is contrary to Core Policies A and H and Development Policies 3, 14, 12, 13 and 23 of the NYM Local Development Framework. The Council expects that due consideration should be given to local groups, associations and residents who object and consideration should be given to the special qualities of tranquillity within this area and the significant efforts made by various parties to make this a recreational area for cyclists, walkers and riders. The imposition of the effects caused by low flying aircraft would be a travesty detrimental to the ethos of the location and the environment.

The application does not include any assessment of vehicle movements and the Noise Survey undertaken at the time of the appeal is discredited by the Bickley Residents. The National Park Authority and the Inspector have completely misunderstood the topography of the area and failed to consider the ambient noise level and "acoustic bowl" effect of aircraft within the area. The Parish strongly request that much more intensive investigation into the environmental impact of the proposed development be undertaken.

This proposal would be a catastrophe with irreversible impact on the local community and we strongly urge the National Park Authority to spare no efforts to prevent this development and refuse the application in its entirety.

Allerston and Wilton Parish Council – This will be detrimental to the National Park and will not encourage visitors but more likely to discourage them because of noise. Mountain bikers and horse riders visit the area to enjoy the peace and quiet of the woods and moors. The size of the building is too large.

Snainton Parish Council – No objection

MOD - No safeguarding objections.

English Heritage – Object The application site is located in an area of dense archaeological activity spanning the majority of the pre-historic period which are scheduled as "nationally important" monuments. The application does not include any assessment of the impact of the proposal on the setting and significance of these monuments.

The sum value of the numerous designated sites and the potential of spaces between the sites indicate that the application site is part of an extensive pre-historic cultural landscape, characterised by high visibility and good preservation levels. The visible relationship between various sites and the archaeological potential of the spaces is part of the "setting" of the designation and therefore a considerable part of their significance.

Application No: NYM/2014/0819/FL

Consultations (continued)

The application site is surrounded by bridleways, public footpaths and the formalised Tabular Hills Walk located to the west of South Moor Farm and the Dalby Forest Drive to the north. This network provides a high level of public access ensuring that they and their landscape can be experienced by a wide range of people. The sense of isolation, remoteness and the drama of the topography also contribute to the setting. The implication of this is that inappropriate noise, structures or other interventions can have a negative impact on setting and visitor experience and cause harm to the significance of the designated heritage asset, without any justification.

The current application has not provided the necessary description of heritage assets and significance as required by the NPPF and should be withdrawn or refused.

Highways – Although no objections it should be noted that the Highway Authority has concerns regarding the proximity of the auxiliary runway to the live carriageway. As this will only be used occasionally it is felt that the distraction of an occasional light aircraft landing or taking off could result in conditions which are prejudicial to highway safety.

Bridlington Rambling Club and Ryedale Group Ramblers Association – Completely out of place in the Park and the only one to benefit would be the applicant to the detriment of all the rest of users of the area. Noise and disruption would detract from the enjoyment of the countryside.

Scarborough Rambler Association Group – Object. This is the wrong scheme in the wrong place. His idea seems to be that planes from other areas will fly there, stay the night then fly on to other areas. Also seems to provide a plane repair service with the accompanying noise which it would produce. Planes flying in and out all day will produce a lot of noise and constant droning noise and a lot depends on which way the wind blows. We are used to RAF planes but to introduce more planes to the area would be a totally wrong thing to do. We are a holiday area where people come to relax with peace and quiet tranquillity. This farm is surrounded by forestry and people come and walk and explore for those very reasons. There is the toll road adjacent and RoW also run across it, one actually crosses the proposed runway! There is no mention of protection of the public by gates each side or of red and green lights for safely crossing or safety of pedestrians at all!. We as a group often walk these RoW in this area. Families often bring their children, dog walkers, plus cyclists and horses riders and if a loud aircraft suddenly appeared it could be mayhem. A crash would be devastating, as a forestry fire would be too much to contemplate. In this area there are many archaeological remains too. Earth works, tumuli etc. that is why this area wasn't planted with trees and should be left as it is.

Environmental Health Officer –

Natural England – The application site is in close proximity to the North York Moors Special Protection Area (SPA) which is a European site. The site is also notified at a national level as North York Moors Site of Special Scientific Interest (SSSI). There is currently not enough information to determine whether the likelihood of significant effects can be ruled out. In our response to the previous application at this site (13 September 2013), we advised that further information should be submitted on the number and direction of flights that would take place, in order to determine the likely level of disturbance to bird species which are interest features of the North York Moors SPA. We note that the information submitted by the applicant states that flight activity will be restricted to 20 movements per day. However, we advise that further information is submitted on the direction of flights and whether these are likely to be towards the SPA boundary to the north-west. We also advise that a suitably worded condition is included in any planning permission to state that aerobatics, or special events which would involve a greater number of flights, do not take place.

Application No: NYM/2014/0819/FL

Consultations (continued)

Our concerns regarding the potential impacts upon the North York Moors SSSI coincide with our concerns regarding the potential impacts upon the North York Moors SPA, and are detailed above.

As advised in our previous response, due to the nature and scale of the proposed storage building, we do not consider that it is likely to significantly impact on landscape character. However, the proposed flight activities are likely to impact on the purposes of designation of the National Park, in particular the sense of tranquillity which is recognised as one of its special qualities. We recommend that the number of flights and related activities is taken into account when determining this application.

Forestry Commission – Comments made previously remain unchanged due to the surrounding tree cover .

The Civil Aviation Authority guidance document refers to the design being such that obstacles such as trees and power lines etc, should not obstruct the approach and take-off paths. The proposed site is surrounded by trees and both runways are orientated so that the take-off and/or landing approach will be over the tree canopy. The guidance refers to the orientation of the runway with regards the prevailing wind and also the potential effect of buildings, trees and other natural features on the local surface wind. The surrounding trees may have a potential impact on the airfields winds through wind roll over etc, thus affecting its safe operation.

Due to the close proximity of the run ways to the surrounding trees, the runways may be regarded as challenging or be classed as unsuitable for some light aircraft/pilots. If a light aircraft were to get into difficulty on take-off or landing, this would potentially occur on/over the surrounding Forestry Commission land, heightening the associated risks such as fire.

During harvesting operations, a Countryside Rights of Way (CROW) closure and Public Rights of Way restrictions are in place. This is for health and safety of the forest users to take into account normal associated risks of felling works, but also the potential risk that a chain could detach from the machine and travel in any direction (including upwards), potentially causing serious injury/damage. This risk would therefore apply to any light aircraft flying above the felling areas.

In addition, one of the runways will have the final take-off/landing approach over the Dalby Forest Drive, potentially posing as a distraction to road users.

North Yorkshire Moors Association – Object as the proposal is contrary to National Park Polices and National Policies. The cumulative effects of the appearance of the aircraft hangar, two aircraft runways, associated aircraft activity and noise, amount to inappropriate development in the National Park. The remoteness of this area from settlements means it's a particularly quiet area, well used for walkers, cyclists and horse riders. The elevated position of South Moor Farm and exposure of the holding means the proposed use and buildings will make it unmistakably an airfield rather than a farm holding. The impact of the physical development will be further exacerbated by the subsequent aircraft movements of up to 20 a day which will result in the existing area of tranquillity being disturbed by aircraft noise.

With regards to noise, it is simplistic to assume that by merely quoting the sound energy level of a noise this describes all the characteristics of that sound and how people are affected by it. It seems that the Inspector when considering the previous appeal did not have a full understanding of the complexities of the effects of noise.

Application No: NYM/2014/0819/FL

Consultations (continued)

The report submitted with the application is misleading because the area of the building is miscalculated and it is actually similar in size to the previous building and irrespective of materials used it is out of scale with the rest of the farm buildings and a dominant construction in the field.

In summary we feel this is a proposal which will be intrusive both in terms of the runway and buildings and in terms of visual disturbance and noise.

Northern Gas Networks –

NATS Safeguarding – No safeguarding objection.

Arqiva – The proposal is unlikely to detrimentally affect BBC and ITV broadcasting signals so no objections.

British Horse Society – Object for the following reasons:

- There are less Equestrian rights of way than footpaths which means that riders do not have the choice of routes to choose from. The proposal would affect the existing bridleway. As it is relatively remote it is not used a great deal, but horse tourism is growing and we must protect these public rights for future generations as well.
- The horse Industry is the second largest land based industry after agriculture and is worth millions of pounds per annum within the National Park. Each local horse contributes some £3,000 per annum to the local economy, which needs protecting.
- The government is trying to tackle obesity by encouraging exercise. Riding is a predominately female sport which attracts teenage girls and the elderly female, both groups which are difficult to stimulate into taking more exercise. 95% of those that hack out are female, and it is very good for stimulating both mental and physical wellbeing.
- The National Park have encouraged cycling on the bridleways at Sutton Bank which are now heavily used by cyclists so local riders can no longer use the bridleways. If the National Park care about the local economy then this application should be refused and the local horse industry be protected.
- Landing of aircraft would frighten the horses and certainly suppress demand by cautious riders. If passed and the airstrip was successful it is likely to expand in the future. A noisy activity such as this should be sited outside the National Park, which is an area of tranquillity.

This application should be turned down for safety, noise and industrial activity reasons.

General Aviation Awareness Council - Stephen Slater, Vice-Chairman

Support the above application as an active light aircraft pilot and vice-Chairman of the GAAC, a national body representing the general and light aviation movement. The applicant will ensure his plans are fully in character and in keeping with the National Park and that the proposal is in line with planning guidelines on supporting more diverse rural leisure and tourism activities. There is historic evidence that a small, lightly-used air strip will have a minimal impact on the local environment and the maintenance of a permanent non-agricultural grass open space has proven benefits for wildlife. The air strip will also enhance local businesses, by offering access to visitors in light sport aircraft.

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Consultations (continued)

A well-planned air strip can operate within such a sensitive environment as the North Yorkshire Moors National Park without any adverse effect on other countryside users. The majority of the single-engined light aircraft have a relatively low noise profile and there is no intention to use the flying site for any high intensity form of aerial activity. In addition, newer types of light aircraft have both quieter engines and improved take-off and climb performance, further mitigating potential disturbance.

Recent work in association with English Nature at Stow Maries, an airfield of similar size in Essex, has demonstrated that such a flying site acts as an important insecticide and herbicide-free area in a location which surrounded by relatively intense agricultural activity. The creation of the relatively pure pocket of cropped grassland has, in addition to providing a wide selection of flora and insect life, also become home to wildlife.

The GAAC has assisted Government in preparing policies surrounding light aircraft and general aviation and is currently working with Government in the form of Department of Communities and Local Government and the Department for Transport, in their review of strategies surrounding general aviation and flying sites. I am also a former resident of North Yorkshire and know the local area well.

In policy terms the National Planning Policy Framework states "Local planning authorities should consider the role of small airports and airfields in serving business, recreational and emergency service's needs". "In formulating their planning policies and proposals, and in determining planning applications, local authorities should take into account the economic, environmental and social impacts on local and regional economies."

NPPF Section 3; paragraph 28 also states that: "Planning policies should 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".

RSPB –

Councillor Janet Sanderson, County Councillor for Thornton Dale and the Wolds Division – As both County and District representative, wish to register my objection to this application for the following reasons:

- Although ambient noise levels were deemed to be low in the recent appeal decision, this type of noise will impact on the "quiet enjoyment, peace and tranquillity of the Park". There is a natural amplification within what local residents call "The Bickley Bowl".
- Low flying aircrafts are alien to the natural landscape and would be visually intrusive onto broader horizons of the Park and in close visual sphere of anyone taking part in equestrian activities.
- Bridleway is very close and there is a risk to rider safety, even the perception of danger would be enough to detract from a rider's enjoyment. Also, visiting riders may not be aware of the activity which would represent further danger.
- Final concern is the proximity of Ebberston Gas well. There is a possible conflict of interest here and safety implications.

Advertisement Expiry Date – 4 February 2015

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Consultations (continued)

Others – Brian Turner & Joan Roberts, 1 Bickley Cottages, Langdale End, Scarborough – Have submitted a **collective objection** in the form of a petition on behalf of the Bickley Residents Association (BRA) which has **53** signatures in addition to Mr. Turner and Ms Roberts. The collective objection has been submitted to try to convey the strength of feeling the revised application has aroused and covers the following issues:-

- Will lead to loss of habitat and landscape features such as dry stone walls and be detrimental to walkers, cyclers and horse riders using the extensive rights of way network.
- Will be of no social or economic benefit to the local community and can only have an adverse effect.
- The BRA agrees with the National Park Authority's statements that the area is a rich and diverse countryside for recreation, has a strong feeling of remoteness and is a place for spiritual refreshment and area of tranquillity. These qualities enrich the nature of the area and will be seriously and adversely affected.
- It will be impossible to manage the airstrip in such a way so as not to undermine the peace and tranquillity, landscape and natural habitat and feel this location is entirely inappropriate.
- The Park is a worthy designation as a landscape of national importance and this should be upheld and safeguarded.
- It's clear that the proposal conflicts with NYMNPA Core Policy A and Section 62 of the Environment Act. This is known and acknowledged as a remote area of outstanding beauty peace and tranquillity and should be protected from this sort of development.
- This area is home to many species of birds and mammals which would be adversely affected by such development.
- It is strongly felt that the previous noise report was not impartial and restricted sound levels to a very small part of the area affected by such an application. It is the urgent request of the group that another, independent noise report is undertaken, commission be the NYMNPA. There is a large variance in noise nuisance created over differing topography by different aircraft and we request that topography of the "Bickley Bowl" is included in any monitoring of noise and nuisance to be caused at the sensitive receptors.
- This proposal will detract from the experience of visitors and will irreparably affect the quality of life of local residents.
- While we understand the need for one individual to supplement their income, this should not result in such irreparable harm to the local and wider environment and will bring no benefit at all in terms of employment and income to the wider rural economy.
- Bickley, Langdale End, Broxa, Crosscliffe, Darncombe and Deepdale are very special areas in need of protection to ensure peace and tranquillity, wilderness, beautiful flora and fauna and dark skies will remain unspoiled and will continue to contribute enormously to the 2026 Vision and beyond.

They have also sent a separate letter reiterating their strongest concern about the previous appeal, stating that the Inspector's report which was a very poor report by any standard as he concentrated on his area of professional background, i.e., architecture.

Our objections to the new application remain exactly the same as those submitted in response to the first. In addition we wish to strengthen our objections on grounds of noise pollution. Concerned how the Planning Authority could measure and monitor noise pollution by aero engines once they are in flight. Also, as far as we are aware the Inspector made no effort to visit nearby properties such as ours or immediate neighbours to assess the impact of sound away from the level surface of the farm and where sound is likely to be increased because of the valley and other topography.

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Others (continued)

MR Heap & JM Singleton, 2 Bickley Cottages, Langdale End –

- Contrary to Core Policies A,C and H and Development Policies 1,3,12,13,14,23 and 24 of the Local Development Framework
- No flight plans accompanying the applicants planning statement so how can flight routes be controlled?
- The applications states that the hangar building will be big enough for four plans and ten planes, which is proposed?
- Would there be weekly or monthly limits as 20 operations a day over the year could mean 7,300 operations a year.
- The number of flights proposed has not been reduced from the previously refused application.
- What restrictions can be placed on the size of planes operating from here, or other types of aircraft such as helicopters, micro lights, balloons
- Impact on the bridleway – more people own horses in the area than light aircraft in the area and an airstrip adjacent a bridleway will be detrimental to safety and enjoyment of equestrians.
- Inadequate noise study – No calibration evidence or statement within the report is provided for either the sound measurement meters or site calibrators. The equipment used has no identifying serial number and has no traceability. Neither does the noise study take account of the tonal effects of light aircraft type engines which are more detrimental and annoying than other noises that are not tonal. Also no account has been made on the dominance a singular noise source can have.
- Do not believe the Planning Inspector undertook a personal, subjective assessment of hearing the aircraft noise at South Moor Farm and sensitive receptors surrounding the facility. Neither was the Inspector presented with a report that accurately measured and predicted noise levels likely to prevail at the sensitive receptors in the locality.

Sarah Walker and Geoffrey Walker, Brook House Farm, Ebberston – Object The large building is inappropriate in an area of natural beauty that is not linked to farming. How many aircraft will the building house and is there the potential for additional buildings to follow? Noise pollution is a key issue, especially as planes will be encouraged to approach from the south or east in order to avoid Fylingdales HIRTA. This will cause substantial noise pollution for those settlements on the approach routes. Also with the exception of a programme of scheduled time-limited events, Dalby Forest is a place of quiet and tranquillity and a haven for wildlife. Aircraft landing and taking off will certainly detract from enjoyment of the forest by visitors and potentially disturb and disrupt local fauna and flora.

There are footpaths, bridle paths and forest roads around the proposed airstrip which may become unsafe. Although this application was originally refused on the issues of noise pollution and building design and the subsequent appeal on the latter, the issue of noise pollution should also be taken into account.

Should permission be granted would urge rigorous limits of use and movement, especially concerning future use by the paying public, as a training club, a storage facility for small planes or helicopter landing pad.

Mr Christopher Sands of Yew Tree Cottage, 88 Main Street, Ebberston – this application is totally inappropriate. Have spent 31 years as an Aircraft engineer in the RAF. If allowed this would create noise pollution in an area much loved for its serenity, wildlife and natural beauty. Hangaring and operating ten Aircraft requires support i.e. there will be petrol, oil and lubricants (POL) storage, use and waste which will also require first aid firefighting equipment. If a large fire was to break out how long

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Others (continued)

would it take for local fire fighters to get to this remote location, and are there any hydrants or emergency water supplies in the area. Also the possibility of waste POL escaping into the environment needs to be addressed. If an aircraft was to crash into the forest or moor the resulting fire could devastate the area. As a local resident of Ebberston I like the peace and quiet of the area and I don't think we need any more air traffic.

Glynis Ludkin, Spring Farm, Langdale End – Object. Remains a totally unsuitable development for a National Park, particularly this area which is designated the 'quiet area'. Will harm, not "conserve or enhance the special qualities" of the local area. The inevitable increase in noise levels will seriously "detract from the quality of life of local residents".

It is not clear if four or ten planes are to be and whilst it will be of financial benefit to the applicant and his B&B but only see noise and nuisance for the local community.

There are many ways to measure sound levels, but we are talking about the quiet area in a National Park. It is a totally unsuitable location. Up to 20 movements a day flying around it will create noise nuisance. Existing low level flying by training aircraft etc are professionals undertaking necessary training & practice. To say that residents living one mile away will not be affected by this development is insulting to our intelligence and patently untrue.

Take issue with the Inspectors remarks about horses. Irregular or infrequent aircraft movements are very likely to startle and upset horses. It is a valid concern 20 movements per day is far more than initially imagined. Is this two or three planes making repeated flights, or a larger number from elsewhere? On looking at the supporting comments for the previous application, they were out of county. If this is purely a small local venture why were they so interested?

Mrs Jayne Fountain, School Farm, Crosscliffe – Object. In addition to previous objections which related specifically to the special qualities of this part of the National Park would comment that the only economic benefit is entirely limited to the applicant himself. Visitors will not have vehicles to take them beyond the aerodrome itself and there are no goods and services within a reasonable walking distance from the site. Also the application is insufficiently detailed and too subjective and factually incorrect as this proposal will not mean that military aircraft cease to overfly or fly close to the aerodrome. Therefore the applicant's activities will be in addition to any military flying. The statement on the issue of noise is vague, subjective and not supported by any robust authority on the technical aspects put forward. The National Park should not be an area to test case the monitoring of this type of development. It is also too vague as to the number and timing of the proposed flights

I do not believe that the Planning Inspector gave sufficient weight to points regarding the special qualities of the National Park and would ask that the Authority guard this National Park against the a dilution of statutory protection by refusing this application.

William Young & Raylia Dugmore, Park Feeders Ltd, High Farm, Crosscliffe, Langdale End, Scarborough – Object. Due to impact on livestock and horses, safety or riders, additional traffic, detrimental impact on residents and on peace of the countryside and also concerns re the proximity of the gas plant and the safety issues if any plane were to come down.

Brian Richardson, 4 Darncombe, Langdale End, Scarborough – I and many other residents believe this application contravenes Park policies as noise will reverberate around the Bickley bowl and other areas as well as pollution from aircraft exhaust. Also will be harmful to the peace and tranquillity enjoyed by walkers, horse riders, cyclists and park visitors. Also have concern for the local community who would have this incursion into their lives all year round.

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Others (continued)

In my opinion, the airfield would lend little to the Park other than it would be a playground for the privileged minority at the expense of the majority who enjoy, live and work in the National Park.

Colin Langley, 107 Main Street, Ebberston – Object. A similar proposal has already been refused. It is an inappropriate use in the National Park. This will result in additional aircraft noise above that from RAF planes and this should not be increased for pure pleasure flying. The approach roads are not suitable for additional traffic and the proposed use will be detrimental to the enjoyment of the countryside by the majority of people.

Ann McCone, Deepdale West, Bickley – Disapprove of the proposal as it would generate noise and traffic and as a horse rider it would be unsafe. It's not the sort of thing that should be encouraged in a National Park.

Margaret & William Farey, Foxwhin, Bickley – Object to this for the same reasons as we objected to the previous application.

Ms Dilys Cluer, 19 Alexandra Park, Scarborough – Continue to object due to noise, climate change due to emissions.

Dr Julie Dixon, Bickley Heights – Strongly oppose the application.

L Keeton, Deepdale East - I chose to live at Deepdale for the peace and quiet and this oasis in an increasingly noisy, polluted and chaotic world would be ruined. The area is meant to be spiritually uplifting and an area as an escape from engine noise.

Mr & Mrs Marflitt, Howden Farm, Langdale End – Object. Having farmed this area for 50 years we feel this is totally unsuitable in a National Park. We are worried about safety of horse riders.

Graham Cooper, 9 Castle Terrace, Scarborough – Has submitted a petition on behalf of himself and three others which states: - Very strongly object to this application. The proposal is wholly inappropriate for a part of the countryside that is valued highly for its natural beauty and tranquillity. This should be rejected on the same grounds as the original application in that it would generate unacceptable levels of noise and activity, it would have an adverse impact on the enjoyment of users of the PROW, both in terms of noise and disturbance, and would have a detrimental impact on the character and appearance of the area. The proposal might have some economic benefit for the applicant and a small number of aircraft owners but these economic benefits are in conflict with the aims of the National Park.

Mrs J K Ramage, Northside Barn, Bickley – None of us in Bickley want this to go through. We have enough noise by the RAF without any more. His runway is too close to the road in the forest, the road from Ebberston and two bridleways as well as the ancient tumuli on his land.

Mr John Walker, 6 Orchard Close, The Beeches, Uppingham, Rutland - Support this planning application. I am not related but have extensive involvement in aviation as a member of the RAF; employment in aerodrome management; as a private pilot and light aircraft owner as well as being an active member of the Aircraft Owners and Pilots Association. The Inspector, in his independent capacity and with full knowledge of both Central Government and Park Authority planning policies, raised no objections on noise, activity, ecological or archaeological grounds to the aviation aspects of the application. The revised scheme in the current application has not changed any of the aviation

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Others (continued)

aspects, including the restrictions on the use of the airstrip, of the proposal and consequently, there cannot be any grounds for refusing the application on these issues.

The size and structure of the storage building has been changed and relocated it next to the existing farm buildings, reducing its visual profile and being similar to an existing agricultural building on an adjoining farm. Given these changes, it is difficult to see how the revised building does not now comply with Park Authority planning policies. The building in this application would receive planning permission if it was applied for as an agricultural building.

Mr Mark Appleby, 2 Mallard Close, Pickering – Support the application. I have recently qualified as a private pilot and bought my first aircraft which is based at Full Sutton. Appreciate that there is concern for the environment but I believe Mr Walker only wants to house four planes with a cap on the amount of take offs and landings. Modern light aircraft are much quieter than they used to be and against a noise background of forestry and farming machinery and low level military aviation, I believe that with considerate flying any aviation movements would pass by practically unnoticed.

There are two light aircraft manufacturers in the locality and these companies do benefit the local economy. My aircraft is maintained by a local self-employed engineer.

Mr P Laycock, Squirrels Oak, North Barnes Lane, Plumpton Green East Sussex – Support. The changes proposed will have a minimal impact on the immediate and surrounding area. The proposal will be limited to a few small light aircraft and will provide easy access to the many delightful and interesting sights and visitor attractions in the area, which will provide economic benefit to a wide range of businesses and residents. Airstrips are a haven for a lot of wildlife and can happily co-exist with equestrian facilities. Operating light aircraft into and out of such strips involves a small amount of engine noise, but for a limited small time which is insignificant.

Chris Levings, 115 Percy Green Place, Ullswater – Support. This airstrip will be an added bonus to the region generally and in terms of tourism. Modern light aircraft are also not silent and difficult to hear when airborne.

Peter Bentley, 44 Hill Head Road, Fareham, Hampshire – Support. Small light aircraft operating from grass strips are surprisingly unobtrusive and bring economic benefits. I choose to spend my weekends and do business close to places that have operational airfields.

Tony Yarnold, 7 Sycamore Close, East Barnet, Herts – Support as objections on the grounds of noise nuisance are rarely more than nimbyism as the activity can be virtually "invisible".

Mr Michael Speakman, 3 New Road, Brigg, N. Lincolnshire – Support as not out of keeping with a National Park. Little aircraft are unobtrusive and have little environmental impact. There is a lack of small airfields in North Yorkshire and such a facility will increase visitors.

Mr Mark Hammond, Eberston Common Farm, Langdale End, Scarborough – Support for the following reasons:

- Aircraft using the main runway will pass between Eberston Common Farm and Jingleby Thorn Farm at low height as they are climbing away or descending.
- There will be no more than ten aircraft using the facility on any one day. I believe this condition can be imposed by the Planning Authority.

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Others (continued)

- We have a variety of aircraft, military and civilian, including gas pipe line and electricity line helicopters, flying overhead which do not cause any problems.
- Light aircraft passing overhead are generally only heard for two or three minutes. I do not think a few extra from South Moor Farm will cause any problems.
- The National Park was created, and is maintained largely by farmers. Although South Moor Farm is a small farm Mr Walker has sheep and cattle grazing the fields which help to maintain them and he has repaired many of the dry stone walls.
- The National Park supports many recreational activities including flying and I see no reason why a small farm air strip could not be used for limited number of flights.

Nigel and Julia Blades, 178 Lionel Road, Brentford - Object as will lead to an expansion of light aviation in and around the National Park. As a family we regularly enjoy walking and visiting the National Park and value it highly as an area of great natural beauty. We regularly walk in Dalby Forest and enjoy the peace and quiet of the countryside. Nearer to home, we often walk in the Chiltern Hills in Buckinghamshire and on a clear day the sound of light aircraft flying overhead is a constant presence, reminding you that you are in busy south-east England.

The NYM National Park is one of the last wilderness areas in England and it would be a great shame if its special qualities of tranquillity and wilderness were to be affected in the same way.

The impact of even low level aircraft noise on tranquillity should not be underestimated and is not captured by studies of decibel levels on landing and take-off.

Light aviation may have its place in the countryside but please don't encourage its expansion in the National Park.

Background

South Moor Farm is located on Dalby Forest Drive, approximately 1.5km to the south west of the Dalby Forest toll gate at Bickley and approximately 5.5km to the north east of the Dalby Forest Visitor Centre. The farm is situated within a large clearing within the forest on undulating land with the existing farm buildings visible from the Forest Drive.

The farm is run as a small agricultural business with 40 hectares of grazing land for sheep and cows and a Bed and Breakfast facility comprising four rooms (one twin, one double, one family and one single) operating from the main farmhouse.

Planning permission was refused and then dismissed at appeal last year to change the use of the agricultural land to provide a general aviation airstrip with two grass runways, a hangar building for the storage of up to ten aircraft and owner maintenance, and a small building which was to be used as a flight planning/reporting office. It was proposed that the main runway would be a 600 metre grass strip aligned south west to north east with the auxiliary runway only being used when the cross winds are too strong for the main runway. This would be a 400 metre grass strip aligned west to east. A bridleway runs adjacent to both the proposed runways and a public highway and public footpath cross over the auxiliary runway.

It was also proposed to construct a hangar building located to the south of both the farmhouse and existing traditional agricultural buildings. This building would measure 36.7 metres long by 10 metres deep with a monopitch roof measuring 3.35 metres high on the south elevation and 4.57 metres high

Application No: NYM/2014/0819/FL

Background (continued)

on the north elevation. It was proposed that the elevations and roof of the building would be clad in coloured box profile steel sheet cladding, with three sets of four sliding doors on the north elevation.

The proposed pilot's rest room building was to be a removable timber shed structure measuring 2.4 metres long by 1.8 metres wide with a height to the highest point of 2.2 metres. This building would also have two solar panels to the roof and a 51cm diameter wind charger on a 3 metres pole sited adjacent to the building to power a security camera and a kettle.

It was proposed that the facilities would be restricted to experienced pilots flying to and from the area with no training flights, practice circuits or aerobatics.

This application was refused on the grounds of unacceptable levels of noise and activity that would be detrimental to the amenities of local residents and the experience of visitors as well as harm the tranquillity of the area, that the building would be substantial in size with poor quality materials and design and that the proposed development would have an adverse impact on the enjoyment of users of the Public Rights of Way. The proposal was dismissed at appeal, but the Planning Inspector found the greatest harm to be the size, design, material and location of the proposed hangar building and was of the view that disturbance to users of the rights of way network and noise disturbance might not be unacceptable.

Consequently a revised application has been submitted which differs from the previous scheme in terms of the size, design, materials and location of the proposed hangar building.

It is now proposed to site the proposed hangar building immediately to the east of an existing range of traditional stone and modern agricultural buildings, approximately 80m to the south west of the main house. The building would measure 20m long x 18.3m wide and would have full width timber clad folding doors on either side. The building would have a pitched roof (rather than mon-pitch as before) with fibre cement roof sheets and roof lights with the side walls being constructed with pre-cast concrete blocks at lower height with Yorkshire boarding above.

The previous building was much longer and narrower than the building now proposed but the proposed scheme would actually have a floor area of only 2 square metres less than the previous building with a higher ridge height of 5.99m (1.42m higher than before).

All other aspects of the proposal remain the same as the previous proposal, and although in some parts of the supporting statement it refers to the building being for four planes, other parts of the statement refer to it being for ten planes.

The applicant has submitted a Noise Report from MAS Environmental in support of the application. This states that a Norsonic 140 sound level meter utilising an all-weather microphone enclosure was installed at South Moor Farm between 7 and 9 November 2013 November to measure ambient noise levels. Measurements were also taken of the applicant's aircraft performing take-off and landing manoeuvres at Sherbern in Elmet. In addition, measurements of the applicant's light aircraft flying over South Moor arm were also taken. It states that the findings of this study indicate that the proposed development can operate without materially detracting from residential amenity and with appropriate mitigation on the bridleway, such as signage and wind socks, this would allow horse riders to anticipate the presence of aircraft and engine. MAS also recommend that a condition limiting aircraft movements to no more than ten take offs and ten landings a day and a recommended weekly limit of 40 take offs and landings to ensure the extent of impact is limited.

Application No: NYM/2014/0819/FL

Background (continued)

This application was the subject of pre-application discussions where the applicant was advised that, notwithstanding the appeal Inspectors comments strong concerns remained regarding the nature of the use and any re-application should ensure any building had an agricultural dual use function and appearance to enable agricultural use.

Main Issues**Policy Context**

Core Policy A of the NYM Local Development Framework seeks to ensure that new development conserves and enhances the Park's special qualities; with priority being given to ensuring development does not detract from the quality of life of local residents and supports the character of a settlement.

Core Policy H of the NYM Local Development Framework seeks to strengthen and support the rural economy by providing local communities with a range of opportunities for entrepreneurship, education and training in various ways, including allowing new employment development in Whitby Business Park, Service Villages and Local Service Villages. Development Policy 3 of the NYM Local Development Framework seeks to maintain and enhance the distinctive character of the National Park by ensuring

that the siting, layout and density of development preserves or enhances views into and out of the site; that the scale, height, massing and design are compatible with surrounding buildings; that the standards of design are high; that there is satisfactory landscaping and that the design takes into account the safety, security and access needs for all potential users of the development.

Development Policy 7 of the NYM Local Development Framework states that proposals for development that would have an unacceptable impact on the integrity or setting of a Scheduled Ancient Monument or other sites or remains considered to be of national archaeological importance will not be permitted.

Development Policy 12 of the NYM Local Development Framework seeks to permit proposals for new agricultural buildings, where, amongst other criteria the site is related physically and functionally to existing buildings associated with the business.

Development Policy 13 of the Core Strategy and Development Policies seeks to support proposals for the diversification of existing agricultural businesses where the scheme will make use of existing buildings and the proposed scheme is compatible with the existing farm activity and is of a scale and nature which will not harm the character and appearance of the locality, and where the existing access arrangements are appropriate for the proposed use.

Development Policy 14 of the NYM Local Development Framework seeks to ensure that new tourism development and the expansion or diversification of existing tourism businesses will be supported where the proposal will provide opportunities for visitors to increase their understanding, awareness and enjoyment of the special qualities of the National Park; where the development can be satisfactorily accessed from the road network (by classified roads) or by other sustainable modes of transport including public transport, walking, cycling or horse riding; where the development will not generate an increased level of activity and where it will make use of existing buildings.

Development Policy 23 of the NYM Local Development Framework seeks to ensure that existing Public Rights of Way, linear routes and other access routes for pedestrians, cyclists and horse riders are protected.

Application No: NYM/2014/0819/FL

Main Issues (continued)**National Planning Policy Framework**

The National Planning Policy Framework sets out that economic growth should be supported in rural areas to promote a strong rural economy, rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors and which respect the character of the countryside. This however should be considered in the context of policy relating to National Parks which gives great

weight to be given to conserving landscape and scenic beauty and respecting their statutory purposes following designation.

It is considered that whilst the proposal might be of financial benefit to the applicant and provide a facility for private pilots across the country, it is not considered that this proposed development would significantly benefit the wider rural economy or the local community and would not respect the peaceful character of this part of the National Park and thus conflicts with the National Planning Policy Framework.

Tourism

Dalby Forest is a regional visitor attraction, as well as being a place where people live. The forest is promoted as being a place for non-motorised recreational activity which furthers the understanding of the Park's special qualities and it is well visited by both the local population and tourists from further afield.

It is considered that the proposed airfield and associated new buildings which could house up to ten planes would be very likely to generate a level of noise and activity that would detract from the experience of other visitors as well as local residents. The level of activity generated by planes taking off, landing and flying overhead would be extremely difficult to control by means of conditions if this application were allowed.

Furthermore, it is not considered that the contribution that the additional visitors arriving by plane to South Moor Farm might make to the local economy would outweigh the likely harm caused to amenity which could as a consequence; result in the reduction of other visitors to the forest.

In these respects it is considered that the proposal is contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Framework (which also resists the requirement for new building).

Tranquillity

The national mapping of tranquillity undertaken in 2006 shows the North York Moors National Park as being an important and extensive tranquil area. The mapping undertaken by the Campaign to Protect Rural England shows that almost 90% of the National Park can be classed as relatively tranquil to a greater or lesser degree. Consequently, tranquillity is one of the Park's most appreciated special qualities and in resident and visitor surveys it is repeatedly identified as something that people value and concern is expressed over its erosion and loss.

The sense of remoteness engendered by the extensive, open, undeveloped spaces is a valued quality, contributing to people's enjoyment of 'getting away from it all'. These qualities have led people to come

Application No: NYM/2014/0819/FL

Main Issues (continued)

to the North York Moors National Park seeking spiritual refreshment for many centuries and the North York Moors National Park Management Plan 2012 sets out its aim to protect and increase tranquillity. Much of the National Park is generally considered to be semi-natural, remote, wild and free from obvious human impact. Other elements of the National Park that contribute towards its sense of tranquillity include running water, and particularly in the south of the National Park (including Dalby Forest), the presence of native trees and woodland and dark night skies.

The aims and policies set out within the Management Plan seek to protect, expand and improve existing tranquil areas and dark skies and resist new development in the National Park which will cause unacceptable light or noise pollution.

It is considered that the noise of light aircraft generated from the proposed development would have a detrimental impact on the tranquillity of this part of the National Park.

In view of the harmful impact on tranquillity that is inevitable, this proposal would be detrimental to the enjoyment of local residents and visitors alike and contrary to Core Policy A of the NYM Local Development Framework and the objectives of the management plan. The online National Planning Practice Guidance (NPPG) which came into force on 6 March 2014 confirms that National Park Management Plans can be material considerations in making decisions on individual planning applications, where they raise relevant issues. The NPPG also emphasises the importance of tranquillity in protected areas:

“for an area to be protected for its tranquillity it is likely to be relatively undisturbed by noise from human caused sources that undermine the intrinsic character of the area. Such areas are likely to be already valued for their tranquillity including the ability to perceive and enjoy the natural soundscape and are quite likely to be seen as special for other reasons including their landscape.”

Public Right of Way

The farmland in this locality is a relatively quiet area of the National Park for recreational access despite being within and adjacent to Dalby Forest. However, there is a public bridleway abutting the proposed runways and a public footpath and a Highway Ratione Tenurae (repairs by tenants of the lands) which both cross the western runway.

The footpaths are used by the Tabular Hills walk, the Pickering to Langdale End part of the Moor to Sea cycle route and nearby is the Allerston BOAT (Byway open to all traffic) 500208.

It is considered that if the proposed development were to be allowed, there would be an adverse effect on the enjoyment of users of these Public Rights of Way, both in terms of noise, disturbance and public safety. Furthermore, it is considered that the dangers, be they either real or perceived, for horesriders, cyclists and walkers, of planes taking off and landing either in such close proximity to these routes would significantly detract from their enjoyment of the area. This would be contrary to Development Policy 23 of the NYM Local Development Framework.

Impact on Neighbouring Properties

The development site is not bounded by immediate residential neighbours, however, there are numerous residential properties in the locality that would suffer from loss of amenity, peace and tranquillity as a result of noise disturbance that will result from aircraft landings and take offs numerous

Application No: NYM/2014/0819/FL

Main Issues (continued)

times a day and incoming and outgoing flights overhead. The proposal would therefore be contrary to Core Policy A and Development Policy 3 of the NYM Local Development Framework.

Scale and Siting of Proposed Building

Albeit in a revised location and better associated with existing buildings, the proposed new building would still be substantial in size (only 2 square metres smaller and over 1m higher) and considered to have an adverse impact on the character of the local area. It would double the visual bulk of the

existing agricultural buildings, which themselves are visually remote in the landscape and whilst designed to appear as an agricultural building, it does not have the associated agricultural justification which might outweigh the visual impact on the landscape.

Archaeology

There are a number of archaeological concerns in relation to the appeal proposal. The site lies within an area rich in prehistoric archaeology, surrounded by Early Bronze Age burial mounds (although many of these have been reduced or levelled by past cultivation) and with a complex of prehistoric boundaries (which appear to predate the burial mounds) within 100 metres of the proposed runways. Two of the latter boundaries can be seen running towards the intersection of the runways before they are lost to sight.

The potential for there being levelled but previously unrecorded archaeology within this general area is very high. In addition there are the sites of two round barrows and any ground disturbance could damage the buried remains. Consequently, the proposal is likely to cause unacceptable damage to the archaeology in the locality.

English Heritage has also been consulted on these proposals and strongly object to the proposal due to the detrimental impact the development and associated activity would have on the setting of the scheduled ancient monuments.

Wildlife

Light aircraft are known to cause disturbance to birds and this is believed to be due to visual disturbance and noise both from the aircraft themselves and possibly personnel movements. Dalby Forest is an important area for several bird species of conservation importance that are legally protected from or potentially sensitive to disturbance, such as Goshawk and Nightjar.

It is considered that insufficient information has been submitted to determine whether the proposal will have a likely significant effect on the interest features of the North York Moors Special Protection Area (SPAs). Flights from the proposed airstrip could potentially cause disturbance to SPA birds, which may use offsite feeding areas closer to the proposal site, as well as the SPA itself. Further information would need to be submitted about the number and direction of flights that would take place throughout the year. These same concerns also apply to the SSSI.

Weight to be Given to Previous Appeal Decision

Core Policy A seeks to further the National Park purposes and duty by encouraging a more sustainable future for the Park and its communities whilst conserving and enhancing the Park's special qualities.

Application No: NYM/2014/0819/FL

Main Issues (continued)

The special qualities of the North York Moors are set out in Management Plan and include a strong feeling of remoteness and tranquillity. Despite the views of the Planning Inspector it is considered that the proposed grass runways would introduce a level of aircraft noise albeit on a limited basis to a tranquil area of the National Park, thereby undermining these special qualities and is therefore contrary to Core Policy A and Policy E19 of the National Park Management Plan. Development Policy 14 is supportive of new tourism development and the expansion or diversification of existing tourism businesses where the proposal provides opportunities for visitors to increase the awareness, understanding and enjoyment of the special qualities of the National Park in a manner that will not undermine the special qualities of the National Park or in a way that conserves and enhances the special qualities and will not generate increase activity including noise, which would be likely to detract from the experience of visitors and the quality of life of local residents. The proposal is also considered to be contrary to Development Policy 14 in that it does not provide a type of recreational activity that would further the understanding of the special qualities of the National Park.

Recommendation

In view of the above considerations it is considered that the proposal would have significant detrimental impact on the peace and tranquillity of the locality to the detriment of the amenities of local residents, the enjoyment of the area by visitors and the character of the area and thus conflicting significantly with National Park purposes. The harm likely to be caused by the development is considered to outweigh any benefits to the economic viability of the applicant's business of the desire of pilots across the country to fly to South Moor Farm. Consequently refusal is recommended

Explanation of how the Authority has Worked Positively with the Applicant/Agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and concluded that the scheme represents a form of development so far removed from the vision of the sustainable development supported in the Development Plan that no changes could be negotiated to render the scheme acceptable and thus no changes were requested.

Additional Background Information Received since the Agenda was Prepared

The applicant has commissioned Heritage Impact Assessment which has been undertaken by a Historic Environment Specialist and this reaches the following conclusions:

There are two groups of scheduled monuments close to the application area, NHLE 1019936 and 1019601, both of which are visually impacted by the proposed runways but will not be harmed by them. Aircraft movement and noise will affect their setting and significance but this may be mitigated by setting controls on numbers of aircraft movements. These effects will need to be weighed against the Inspector's appeal decision dated 28 August 2014 (Gray 2014, 3) for the previous application NYM/2013/0435/FL which states that the technical evidence shows no real likelihood of noise levels that would be harmful to residential amenity or the enjoyment of the area by visitors. Resiting the power line underground across the auxiliary runway will have an impact on designated barrows HER 6289 and 6290 and others as yet unrecorded on the line. This can be mitigated with an archaeological watching brief during excavation of the trench. The proposed aircraft storage building and wind turbine will have no impact on the significance and setting of the monuments. There is no known undesignated archaeology on or close to the footprint and it is too far east to be a likely location for undiscovered archaeology.

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Main Issues (continued)

In terms of Natural England comments the Natural England comments, these issues were fully assessed at the previous appeal and a screening opinion undertaken in respect of a potential Environmental Impact Assessment. This was deemed not to be necessary and the proposal was deemed not to have any effect on the SPA and SSSI. It was also considered that noise was not an issue. It should also be noted that South Moor Farm has an "Entry Level Stewardship Agreement number AG00330987 with Natural England. This agreement terminates on 30 June 2015 when they hope to negotiate another agreement. Under the agreement they are contracted to maintain the grass land, archaeological features and dry stone walls. 300 metres of dry stone walling has been rebuilt under the agreement. If planning permission is obtained the applicants will liaise with Natural England on the removal and rebuilding of the stone walls indicated on the air strip plans.

The applicant has emailed to request the Authority recommends approval with conditions and has set out suggested conditions for the Authority to consider.



Forestry Commission
England

Yorkshire Forest District
Outgang Road
Pickering
North Yorkshire
YO18 7EL

North Yorkshire Moors National Park Authority,
The Old Vicarage,
Bondgate,
Helmsley,
North Yorkshire,
YO62 5BP.

18th February 2015

Dear Mrs. H Saunders,

RE: Planning application NYM/2014/0819/FL

The following comments were previously submitted in response to the consultation for planning application NYM/2013/0435/FL. The comments remain relevant due to the surrounding tree cover and consideration/mitigation would need to be applied regarding the potential implications of each of the following comments.

The applicant's agent refers to the Civil Aviation Authority (CAA) guidance document on the Safe Operating Practices at Unlicensed Aerodomes. Within this document, 3.6 refers to the design being such that obstacles such as trees and power lines etc, should not obstruct the approach and take-off paths. The proposed site is surrounded by trees and both runways are orientated so that the take-off and/or landing approach will be over the tree canopy.

3.7 of the CAA guidance refers to the orientation of the runway with regards the prevailing wind and also the potential effect of buildings, trees and other natural features on the local surface wind. The surrounding trees may have a potential impact on the airfields winds through wind roll over etc, thus affecting its safe operation.

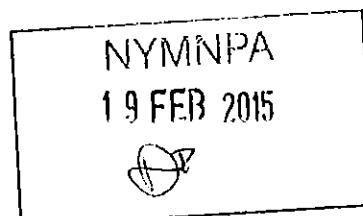
Due to the close proximity of the run ways to the surrounding trees, the runways may be regarded as challenging or be classed as unsuitable for some light aircraft/pilots. If a light aircraft were to get into difficulty on take-off or landing, this would potentially occur on/over the surrounding Forestry Commission land, heightening the associated risks such as fire.

During harvesting operations, a Countryside Rights of Way (CROW) closure and Public Rights of Way restrictions are in place. This is for health and safety of the forest users to take into account normal associated risks of felling works, but also the potential risk that a chain could detach from the machine and travel in any direction (including upwards), potentially causing serious injury/damage. This risk would therefore apply to any light aircraft flying above the felling areas.

In addition, one of the runways will have the final take-off/landing approach over the Dalby Forest Drive, potentially posing as a distraction to road users.

Yours sincerely

Mrs. Elizabeth Walton MRICS
Area Land Agent
Yorkshire Forest District




Special Qualities of the North York Moors

Great diversity of landscape; sudden dramatic contrasts associated with this. **Wide sweeps of open heather moorland; distinctive dales, valley and inland headlands. An abundance of forest and woodland; ancient trees and woodland rich in wildlife. Special landforms from the Ice Age; exceptional coastal geology. Majestic coastal cliffs and sheltered harbours; distinctive coastal headlands. A special mix of upland, lowland and coastal habitats; a wide variety of wildlife dependent on these. Settlements which reflect their agricultural, fishing or mining past; locally distinctive buildings and building materials. Long imprint of human activity; a wealth of archaeology from prehistory to the 20th Century. A rich and diverse countryside for recreation; an extensive network of public paths and tracks. Strong religious past and present; ruined abbeys and ancient churches. Strong feeling of remoteness; a place for spiritual refreshment. Tranquility; dark skies at night and clear unpolluted air. Distinctive skills, dialects, songs and customs; strong sense of community and friendly people. A place of artistic, scientific and literary inspiration; a heritage of authors, artists, scientists and explorers.**

Welcome...

...to the North York Moors National Park – a special landscape rich in character and distinctiveness, wildlife history and heritage. Cared for and about equally by those who live or work here, those who visit, and also by those who don't, but just want to know that it is alive and well.

The sea breeze and heather; the curlew's rallying call above yellow daffodils; the smell of damp leaves underfoot upon the earth in autumn. A place where, after 60 years as a National Park, the ethos of harvesting the wonders, enjoying the productivity, and planning for the needs of future generations whilst still respecting the limits and rhythm of nature, has become a culture and a special quality in itself. A careful way of working. A code for sustainability. Something I hope you can use and carry with you when you leave for wherever you are going.



Jim Bailey
Chairman, North York Moors National Park Authority

66 This National Park takes a wider view 99



66 Ambitious positive outcomes 99

66 Production while caring 99

Preface

16



The National Park Management Plan is the strategic framework for the future of the National Park. The high quality environment and friendly communities that exist today are a reflection of the way in which this unique place has been looked after over the years. Without the care of its communities, farmers, land managers and visitors the National Park would not be the place it is now, and the future of the Park is dependent on continuing this careful way of working.

This Management Plan is pursuing a new and innovative approach by looking at the pressures facing the National Park and society as a whole and the services that the Park can provide. These services include the production of food, the provision of opportunities for improving health and wellbeing and responding to the effects of a changing climate, as well as the more traditional ones of wildlife and landscape. Responding to the challenges of climate change will include ensuring that the Park's important habitats are well connected. The public and partners have been involved in considering how we should address these wide ranging issues. The Plan contains the results of new research and investigation into what the Park currently provides and we have tried to answer the question: what should the Park be producing?

This Plan is for everyone whether they live in, work in, visit or simply value the National Park. It is hoped that in five years time, through the dedication of everyone involved in looking after the Park and those who live in and visit the Park, we will be well on the way to meeting the long term aims set by the Plan. There will be more woodland in the Park, more food will be being produced and more people will be experiencing the opportunities for leisure and recreation that the Park has to offer. Importantly, the North York Moors will still be valued by many for its remoteness and tranquillity and the environment will still be as exceptional as it is today, continuing to justify its existence as a National Park.

2.4 Tranquillity

Tranquillity is one of the National Park's most appreciated special qualities. In resident and visitor surveys it is repeatedly identified as something that people value and concern is expressed over its erosion and loss. The sense of remoteness engendered by the extensive, open, undeveloped spaces is a valued quality, contributing to people's enjoyment of 'getting away from it all'. These qualities have led people to come to the North York Moors seeking spiritual refreshment for many centuries as shown by the long and continuing tradition of monastic houses.

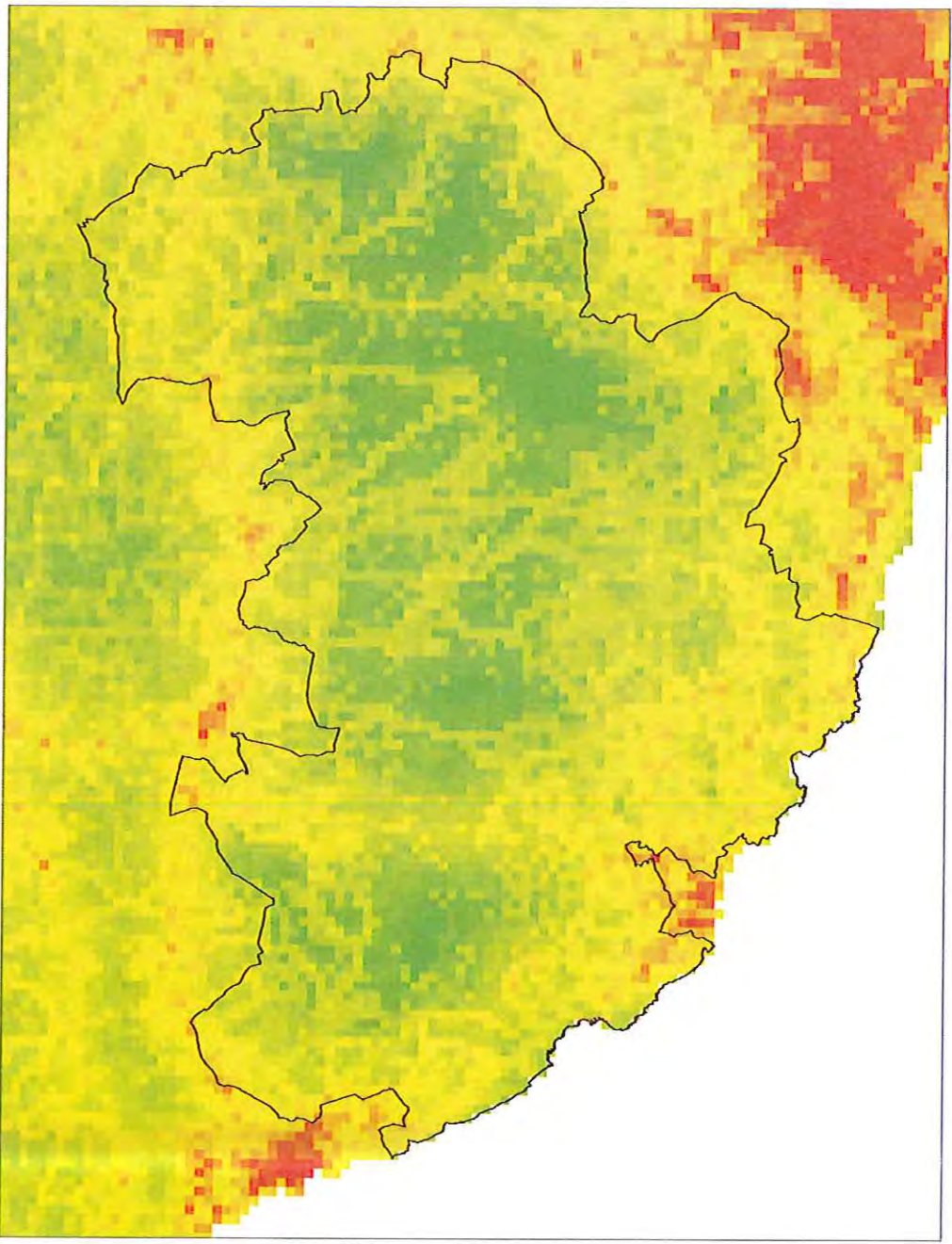
Tranquillity is difficult to define exactly as it is a combination of factors but it could be described as 'the quality of calmness experienced in places with mainly natural features and activities, free from disturbance from man-made ones'²⁸.

The national mapping of tranquillity undertaken in 2006²⁹ is based on a complex modelling process assessing and weighting a wide range of factors based upon what can be heard or seen. This includes positive factors such as remote and wild landscapes, streams and rivers and native trees, and those that are considered to be negative such as urban development, people, powerlines and traffic noise.

The tranquillity map shows the uplands, including the North York Moors, as being important and extensive tranquil areas in northern England. The mapping undertaken by the Campaign to Protect Rural England shows that almost 90% of the National Park can be classed as relatively tranquil to a greater or lesser degree.

The map shows the varying levels of tranquillity within and around the National Park, with green areas being the most tranquil, yellow being less tranquil and red being the least tranquil.

Map 3: Tranquillity within and around the National Park



Source: National Tranquillity Mapping Data 2007 developed for the Campaign to Protect Rural England and Natural England by the University of Northumbria. OS Licence number 100018881

²⁸ Saving Tranquil Places – How to Protect and Promote a Vital Asset (Campaign to Protect Rural England, 2006)

²⁹ Undertaken by Northumbria University for Campaign to Protect Rural England and Natural England

Most of the National Park is generally considered to be natural, remote, wild and free from human impact, with the most tranquil areas of the National Park being the moorland and dales. Other elements of the National Park that contribute towards its sense of tranquility include running water and, particularly in the south of the National Park, the presence of native trees and woodland. With the exception of some small pockets close to built up areas on the fringes of the National Park, the ability to see stars at night features highly across the area.

The less tranquil areas of the National Park are broadly correlated to the road network and the fringes which are close to urban areas. Most of the National Park would appear to suffer from at least occasional noise from roads. Noise from motorcycles and aircraft including helicopters can also detract from tranquility. In the Esk Valley, central areas, the coast, fringes and roads of the National Park, tranquility is reduced due to the concentration of people.

The tranquility of the National Park is also known to be affected by the use of off-road motorised vehicles for recreational purposes. In addition to noise, the accumulation of non-natural items can also impact upon the perception of tranquility, such as signs, tracks and structures associated with recreational shooting and large structures such as wind turbines.

Dark night skies mapping produced by CPRE shows that the area of skies classed as 'dark' declined between 1993 and 2000. It is unknown to what extent this trend has continued. Dark skies are diminished by road and street lighting, domestic security lighting, sports grounds, mast lights and other large premises particularly where they are

located in open countryside. In the case of the North York Moors intrusion of light into the dark night skies is thought to be generally a result of its proximity to large urban areas, particularly Teesside to the north. The Authority has worked with the Ministry of Defence over training proposals and issues such as security lighting at Fylingdales which has resulted in significant improvements. Generally though the National Park's night skies are considered to be dark and Sutton Bank Visitor Centre has recently been identified as a Dark Sky Discovery Centre.

Challenges

- The potential for increases in levels of light pollution, noise and disturbance from both within and beyond the National Park.
- Increasing levels of traffic.
- Managing the potential increase in the number of visitors.
- Pressure for large scale developments, particularly wind farms, outside but close to the National Park.

In 15 Years Time...

Most of the National Park is considered to be a tranquil place. Increases in visitor numbers and new development do not undermine the tranquility of the National Park.



AIM
 ■ The North York Moors will continue to be a place of tranquillity, remoteness and dark night skies, providing opportunities for spiritual refreshment.



POLICIES	MEANS TO ACHIEVE	KEY PARTNERS
E19. Existing tranquil areas will be protected, and expanded where possible	Individual projects as resources allow Interpretation and promotion material Local Development Framework Core Policy A	National Park Authority Natural England Yorkshire Dales National Park Authority National Park Authority National Park Authority
E20. Dark skies will be protected and improved. New development in the National Park will not cause unacceptable light or noise pollution	Local Development Framework Core Policy A North Yorkshire Local Transport Plan	National Park Authority North Yorkshire County Council National Park Authority
E21. Noise from the use of recreational motorised vehicles will be minimised	Recreation and Access Strategy for the North York Moors National Park Continual liaison	National Park Authority Police National Park Authority Ministry of Defence
E22. Noise from all types of military aircraft will be kept within acceptable levels		
E23. New development outside the National Park will not affect tranquillity within the National Park	Consultations on planning applications	National Park Authority and adjoining local planning authorities
E24. The impacts of traffic on the tranquillity of the National Park will be minimised, and alternatives to the private car will be promoted	North Yorkshire Local Transport Plan	North Yorkshire County Council National Park Authority
	Redcar and Cleveland Local Transport Plan	Redcar and Cleveland Borough Council National Park Authority

How Management Plan progress will be reported

INDICATOR	TARGET / DESIRED DIRECTION OF CHANGE
Percentage of the area of the National Park classed as tranquil ³⁰	No decline in the level of tranquility



³⁰ Future measures of tranquility may not be directly comparable with previous measures