

## North York Moors National Park Authority

<b>Ryedale District Eberston</b>	<b>App Num. NYM/2013/0435/FL</b>
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**Proposal:** Change of use of land to form 2 no. grass runways, extension to existing access track and construction of storage building and pilot/restroom building

**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:** 04 September 2013

**Grid Ref:** SE 490579 490131

### Director of Planning's Recommendation

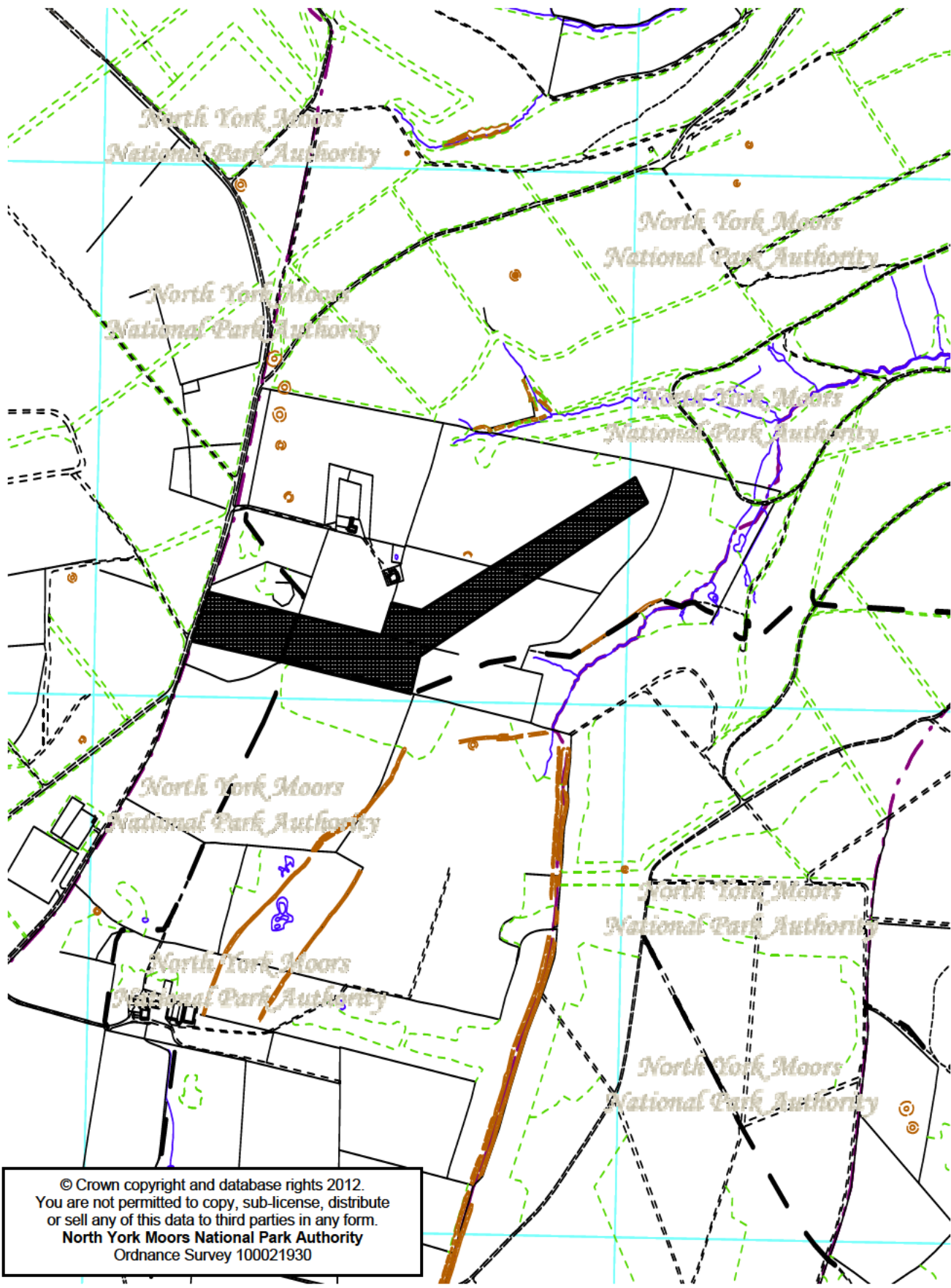
**Refusal** for the following reasons:

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 isolated from existing development on the site and be substantial in size with poor quality materials and design. Consequently, in the view of the Local Planning Authority 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.

### Consultations


**Parishes -**

**Darncombe cum Langdale End Parish Council** - Very strongly objects. This is inappropriate development for this very rural area and does little for diversification. The proposed hangar is not in keeping with local agricultural buildings - it appears to be no more than a huge metal shed. Storage of ten aircraft could mean at least ten take offs and landings on a busy day - this would cause considerable noise pollution. Other than the owners of the other planes, it is hard to visualise a significant increase in the numbers of visitors to the North York Moors National Park Authority as a result of this proposal. No mention is made of what acreage is to be taken out of agriculture in order to accommodate this proposal, nor how the airstrips are to be managed (grazing etc). In the event of an incident, access for the emergency services will be seriously protracted due to the property's distance from the public highway. The area is also used by the RAF for low flying training (very often at below 500 feet) and as such there is an increased potential for accidents. There are footpaths and bridleways in the vicinity of the farm, and the users (both human and animal) will be affected by plane manoeuvres.



**North York Moors National Park Authority**  
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 Bondgate  
 Helmsley  
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 YO62 5BP  
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**Ebberston with Yedingham and Bickley Parish Council** - Object and totally opposed to the application. Grave concerns that this application is to create and develop a 'flying club', the utilisation of which will totally change the quiet environment with increased flying over Snainton and Ebberston villages.

**Allerston and Wilton Parish Council** - Strongly object as detrimental to the National Park. It seems a strange way to improve a Bed and Breakfast business. Is this for his own personal use instead of using Wombledon? There are already other landing strips nearby and this would increase air traffic in the National Park.

**Snainton Parish Council** - This is outside Snainton Parish area but support the application as it will increase the diversity of employment opportunities.

**MOD** - No safeguarding objections.

**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.

**The British Horse Society** - Strongly object. Having a runway running so close to a public bridleway and an unsurfaced public road is dangerous. Also concerned that the need for a pilot restroom means that the operations intend to be commercial rather than just private, which would mean far more landings and take offs.

In this case the site is crossed by both a footpath and a bridleway and an unsurfaced unclassified road is very close. The latter can be used by horses and traps and a frightened horse pulling a cart is even more dangerous than a bolting ridden horse.

**Bridlington Rambling Club and Ryedale Group Ramblers Association** - Object as the area is surrounded by trees and close to a bridleway, planes are likely to startle horses which could lead to a serious accident. Walkers and horse riders have enough problems with 4x4 vehicles and motorbikes using the Public Rights of Way network. The development would further detract from our enjoyment of the peace and tranquillity of this beautiful area.

**Scarborough Ramblers Group** - Object as it would affect the Ebberston Bridleway 510202 and the Ebberston Footpath 510509 including the Dalby Forest Drive along the Western boundary. This is used by the Tabular Hills walk, the Pickering to Langdale End part of the Moor to Sea cycle route and near by is the Allerston BOAT 500208 plus the ORPA at the South West end of the bridleway. Imagine ten planes taking off and landing near all these accessible RoW roads and paths and near all the forestry. Imagine horse riders coming along the bridleway and a party of children walking towards them and one of these noisy aeroplanes comes in to land or takes off. The horses could panic and charge into the children and the results could be catastrophic. We understand the desire to build up his B&B business by planes landing, staying the night then moving on to somewhere else but this is the wrong thing in the wrong place. It's not that kind of touristy area. We live near RHB and are plagued by aircraft at times flying round and round. The noise is mind numbing at times, and if this was allowed it would only increase and become worse. The whole point of a National Park is somewhere for people to find peace and tranquillity. There would be no chance if these aeroplanes were allowed to fly in and out all the time. They would be a danger to the public and a fire risk if they crashed into the forestry.

**Environmental Health Officer** -

**Natural England** - No objections.

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**North Yorkshire Moors Association** - Object for the following reasons:

- This is a delightful part of the National Park with a mixture of open landscape with distant views and extensive wooded areas. Its remoteness from any larger settlements makes it a particularly quiet area. The proximity to Dalby Forest and the Dalby Forest Trail makes it a well-used area for cyclists in particular, as well as walkers.
- This would be an inappropriate development in the National Park and especially in this area. The elevated position of South Moor Farm and the exposure of the holding mean that the proposed change of use will make it unmistakably an airfield rather than a farm holding. The change will be made more obvious by the additional aircraft storage building and associated activities. This will be further exacerbated by the subsequent aircraft movements which will change the location from an area in which visitors can enjoy peace and tranquillity to one disturbed by aircraft noise at low levels, particularly that of landing and taking off.
- This seems to be primarily to provide more convenient storage for the Rallye aircraft which is jointly owned by five people including Mr Walker. This development seems to have been prompted by the changes at Wombledon Airfield where Mr Walker's aircraft has been stored.
- It is unclear how the proposed airstrip will be operated in any commercial sense though it is implied that space for storage and maintenance of up to nine aircraft would be subject to a rent. It seems unlikely that local residents would find it necessary to use the South Moor Farm Bed and Breakfast if they are indeed local.
- We are concerned that this will only become a viable operation by an increasing number of aircraft using the facility and this will result in incremental development. It is unlikely that using a second hand agricultural building which will be modified to provide aircraft storage will reduce the visual and environmental impact especially if it involves another wind turbine.

In summary we feel this is a proposal which will be intrusive both in terms of the runways and buildings and in terms of visual disturbance and noise. We respectfully ask for it to be refused permission.

**Northern Gas Networks** -

**NATS Safeguarding** - No safeguarding objection.

**Arqiva** -

**National Grid** -

**Forestry Commission** -

**Civil Aviation Authority** -

**RSPB** -

**Advertisement Expiry Date** - 4 September 2013.

**Others** - The following people object to the application for some or all of the following reasons:

**Alan Staniforth**, Darnall, Whitby Road, Robin Hoods Bay

**Judith Trafford**, 4 Betton Rise, East Ayton

**Mark Vesey**, 45 Royal Avenue, Scarborough

**Cllr. Dilys Cluer**, 19 Alexandra Park Scarborough

**Brian Turner**, 1 Bickley Cottages, Bickley, Langdale End

**Glynis Ludkin**, Spring Farm, Bickley

**R A Payne** of Bickley Barn, Langdale End c/o Cllr Graham Dixon

**William & Margaret Farey**, Fox Whin, Bickley, Langdale End

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**Dr. Julie Dixon**, Bickley Heights, Bickley

**William Young and Raylia Dugmore**, High Farm, Crosscliffe, Langdale End

**John Swiers**, Broxa Farm, Broxa

**M R Heap & J M Singleton**, 2 Bickley Cottages, Langdale End

**Mr Trevor Hopkinson**, Redhouse Farm, Crosscliffe, Langdale End

**Margaret Atkinson**, Fulmar Cottage, Stoupe Brow, Ravenscar

**Graham Cooper**, 9 Castle Terrace, Scarborough

**Chris Scholten**, 21 Marlborough Street, Scarborough

**Olga Wheatley**, 18 Albemarle Crescent, Scarborough

**Anthony Easom**, 1 Station Close, West Ayton

**Patrick Sinnott**, Noddle Farm, Bickley, Langdale End

- Noise and light associated with the development will be an intrusion into a peaceful area of the countryside.
- Set unacceptable precedent and this and other areas could be spoilt for thousands of walkers and country dwellers simply for the amusement of a handful of aircraft owners.
- There is a public footpath and a bridle path crossing the area of the proposed airstrip.
- The PROWs should be re-routed if this is allowed.
- This is a favourite walking area for many.
- Contrary to North York Moors National Park Development Policy 13 on rural diversification as the proposal is not compatible with existing farming activities including the grazing of livestock.
- Contrary to North York Moors National Park Development Policy 14 as it will not increase the enjoyment of the National Park but will spoil it due to noise disturbance.
- Probably contrary to the National Planning Policy Framework regarding climate change.
- Residential properties will be in the direct flight path of aircraft.
- The North York Moors National Park was formed to preserve the environment for the nation to enjoy its peace and tranquillity.
- Already high level civil aircraft, lower level approach to Teesside airport, lower level helicopter routes and RAF training flights in the area.
- Already two motor rallies, two forest concerns, at least one motor cycle event as well as endless illegal activity of various motor cycle groups.
- Such an aerodrome could expand into light aircraft 'meets' and/or small aircraft shows.
- Would be impossible to control the number of aircraft using the aerodrome at any one time.
- Would increase the already heavy road traffic created by more peaceful use of the area.
- Deepdale would be most negatively affected and is the most beautiful, deeply wooded and peaceful area.
- I write as a former aircraft engineer and an aircraft enthusiast but I feel this application is misplaced within the National Park.
- Concerns regarding noise and safety in relation to the keeping of horses, cattle and poultry.
- Tolerate existing levels of traffic because accept these changes for the greater good and are pleased to see the growing interest in cycling and walking.
- No benefit to the local community or to forest visitors from a fledgling flying club.
- Aerodrome at Sutton Bank pre-dates the National Park so is irrelevant to this planning application.
- The sudden appearance of unscheduled low-flying aircraft is a danger to horse riders especially as the runway would run parallel to the bridleway.
- The runway would be situated very close to Givendale Head gas well-head which seems particularly risky.
- In winter this area frequently becomes dangerous with ice and snow which would limit the usage of the airfield making the locality unsustainable.
- Proposed plans would not benefit other local businesses.
- Proposed plans can only be of benefit to the applicant and those sharing what remains an expensive minority interest.
- There is no obvious local want or need.
- The community or neighbourhood won't gain any advantage from and will be unduly prejudiced by the proposed activity as this is a rich man's pastime.

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- The runways are too close to the road, casing danger.
- The proposed hangar would be large and ugly and on a principle route into an area of beauty
- The applicants should be asked to demonstrate that they can comply with the requirements of other bodies i.e. highways, health and safety and the Civil Aviation Authority.
- Light aircrafts are noisy.
- A more inappropriate activity in a National Park would be difficult to imagine.
- Aeroplanes flying overhead can cause panic in birds/hens that can result in mass smothers and/or knock birds off lay.
- Question any economic benefit as any aeroplane landing at the site would not have any other means of transport to leave the site in order to contribute to the local economy – this is emphasised by no parking places being proposed.
- What is the planned disposal route for effluent and waste or to transport and store fuel.
- If people are going to relocate from Wombledon this will only result in a loss of economic benefit to that area.
- Who will monitor noise emissions?
- Given the applicants ability to jointly own and operate a light aircraft, the argument to demonstrate the need to diversify for economic success appears bizarre.

**The following people have written in support of the application for some or all of the following reasons and all have stated they are pilots or own light aircraft:**

**Mr Steve Dooley**, 8 Old Rectory Green, Ormskirk, Lancashire

**Mr Keith Stoten**, 2 Bugh Cotts, New Road, Cliffe, Kent

**Jim Jones**, High Croft, Sutcliffe Wood Lane, Halifax

**Mr Jon Morby**, 74 Harwoods Road, Watford

**Tony Yarnold**, 7 Sycamore Close, East Barnet

**Mark Appleby**, 2 Mallard Close, Pickering

**Steve Goodchild**, AIMS Accountants for Business, Scalby, Scarborough

**Phil Laycock**, Squirrels Oak, North Barnes Lane, Plumpton Green, East Sussex

**J N Walker (not related)**, 6 Orchard Close, The Beeches, Uppingham, Rutland

**Adrian Hatton**, Rectory Farm, Averham, Newark, Notts

**David Hardaker**, 7 Milford Grove, Cleckheaton, W Yorks

**Peter Spencer**, **Secretary Festfield Flying Group**, 111 Westley Road, Bury St Edmunds

**M J Speakman**, 3 New Road, Worlaby, North Lincs

**Martin Petrie**, 14 Wharf View, Chester

**Robert Farrell**, 1 Marsh Green Cottages, Brook Furlong, Frodsman, Cheshire

**Steven Slater**, **General Aviation Awareness Council**, 7 Meades Lane, Chesham

**Phil Garvey**, Whitelodge Farm, Goose Rye Road, Worplesdon

- Would provide a convenient location to visit the area and family from other airfields.
- Small light aircraft would not be a source of undue noise.
- Would be appealing to the eye.
- Will add an important resource in support of tourism in the National Park without requiring surface travel infrastructure to be developed.
- General Aviation has a low ecological and low noise impact on surrounding areas.
- The presence of a runway can be a life line for small rural communities.
- The potential revenue from visitors who travel in their own private aircraft is going to be considerably higher than that of other types of tourist.
- Private pilots are incredibly responsible individuals with a reasonable net worth.
- Airfields in the UK are dwindling as they are having housing built on them. Councils which act to preserve or build airfields now will have a head start in the future when it is realised that more are needed.
- There is a notable absence of facilities for general aviation in this area and the proposed site is away from significant areas of population and in a place where there are diverse leisure activities.

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- Travelling by light aircraft uses less energy resources and gives rise to less overall pollution than by surface transport.
- I take a fold up bike in the rear of my aircraft and often stop the night away locally bringing economy to the region.
- The proposal would allow us to open an office in Scarborough to service our northern clients and employ four/five local people.

**Mark Hammond, Ebberston Common Farm, Langdale End** - Support the application as one of the applicant's closest neighbours. Aircraft using the main runway will pass between Ebberston Common Farm and Jingleby Thorn Farm at low height but I have been assured by the applicant that there will be no more than ten aircraft using the facility on any one day. We already have a variety of aircraft, military and civilian, including gas pipeline and electricity line helicopters flying overhead which do not cause any problems. The noise usually lasts only two to three minutes. 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 a limited number of flights.

### **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.

This application seeks planning permission 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 to be used as a flight planning/reporting office.

The main runway would be a 600 metre grass strip aligned south west to north east. The auxiliary runway would only be used when the cross winds are too strong for the main runway and would be a 400 metre grass strip aligned west to east. A bridleway runs adjacent to both proposed runways and a public highway and public footpath cross over the auxiliary runway.

The proposed hangar building would be located to the south of both the farmhouse and existing traditional agricultural buildings and 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 on the north elevation. 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 pilots rest room building would 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 is proposed that the facilities would be restricted to experienced pilots flying to and from the area with no training flights, practice circuits or aerobatics.

The applicant has previously housed his light aircraft at Wombleton Airfield but following a change in ownership, this hangar is no longer available.

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**Background (continued)**

The applicant has stated in support of his application that:

The development would further enhance his Bed and Breakfast business and further diversify the farm, provide an additional means of access for visitors to the National Park and provide a storage facility for other aircraft privately owned by local residents. Pilots using the airstrip would be asked to approach from the south or east to avoid Fylingdales and Bickley. If approved, the fields will still be used by grazing animals. The members of the Flying Farmers Association operate on grass strips near sheep, cattle and horses.

The airspace over the North Yorkshire Moors is designated as an 'Area of Intense Aerial Activity' due to military flying activities. A few small private aircraft flying in the area will not make a great deal of difference. Any aircraft flying overhead will only be heard for two or three minutes. The four properties nearest the airfield should not experience more than thirty minutes of noise on any one day.

There are very few incidents involving light aircraft and horses. Most incidents are in relation to military low flying by jet aircraft and helicopters. The British Horse Society has information on safeguarding you and your horse. This facility will be for qualified pilots not for training new pilots so they will not be flying in circles. The pilots of small single engine aircraft are trained so that in the event of an engine failure they will glide into the nearest available field away from houses. Many airfields become a haven for wildlife as there are large areas which are not disturbed. The wildlife in the forest is used to traffic on Dalby Forest Drive, the existing air activity and noisy forest operations.

The applicant has also sent in a letter from the secretary of the General Aviation Council which states that:

One of the joys of flying is the ability to visit parts of the country that would otherwise involve too many hours of travelling over congested roads. Small strips are especially welcome as they are inevitably friendly and do not involve fighting for space with large commercial traffic. The other valuable attributes of small grass strips are a safe haven for wildlife, protection from unsightly development, a destination for visitors to this most attractive part of the country and a small but useful addition to the national transport infrastructure.

## **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.



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**Policy Context (continued)**

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.

**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 is somewhat tempered in National Parks by the 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 proposal development would 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**

The proposal is contrary to Development Policy 14 in that it is not providing for the type of recreational activity that would further the understanding of the Park's special qualities, and it could generate a level of noise and activity that would detract from the experience of other visitors. Furthermore, the development does not make use of existing buildings but requires the construction of a substantial new building. In these respects it is considered that the proposal is contrary to Core Policies A and H of the NYM Local Development Framework.

**Tranquillity – National Park Management Plan**

The North York Moors National Park Authority Management Plan states that tranquillity is one of the Parks 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 national mapping of tranquillity undertaken in 2006 shows the North York Moors as being an important and extensive tranquil area and the management plan sets out its aim to protect and increase tranquillity.

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**Tranquillity – National Park Management Plan (continued)**

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, to the detriment of local residents and visitors alike and contrary to Core Policy A of the NYM Local Development Framework.

**Public Right of Way**

The farmland is a relatively quiet area of the National Park for recreational accesses despite it having the popular Dalby Forest abutting its northern and western boundaries. However, there is a public bridleway abutting the runways and a public footpath and a Highway Ratione Tenurae (repairs by tenants of the lands) which both cross the western runway. The proposed development would have an adverse effect on the enjoyment of users of these Public Rights of Way, both in terms of noise and disturbance and public safety.

**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 be affected by the proposal as a result of noise disturbance that is likely to result from aircraft landings and take offs up to ten times a day. 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**

The proposed new building would be substantial in size and would not contribute to the character of the area in terms of its design and materials. The applicant states that it has been designed to appear as an agricultural building, however, its location so far away from the farmhouse and other buildings on the site mean that even if it were for agricultural purposes, its isolated location would render it contrary to Development Policy 12. The proposal is also contrary to Development Policy 13 which only permits rural diversification proposal where they re-use existing buildings.

**Archaeology**

There are a number of archaeological concerns. 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 thus very high. In addition there are the sites of two round barrows and any ground disturbance could damage the buried remains.

Consequently, without very carefully archaeological monitoring unacceptable damage would be likely to occur.

**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 applicants business of the desire of pilots across the country to fly to South Moor Farm. Consequently refusal is recommended.

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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.