

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 –

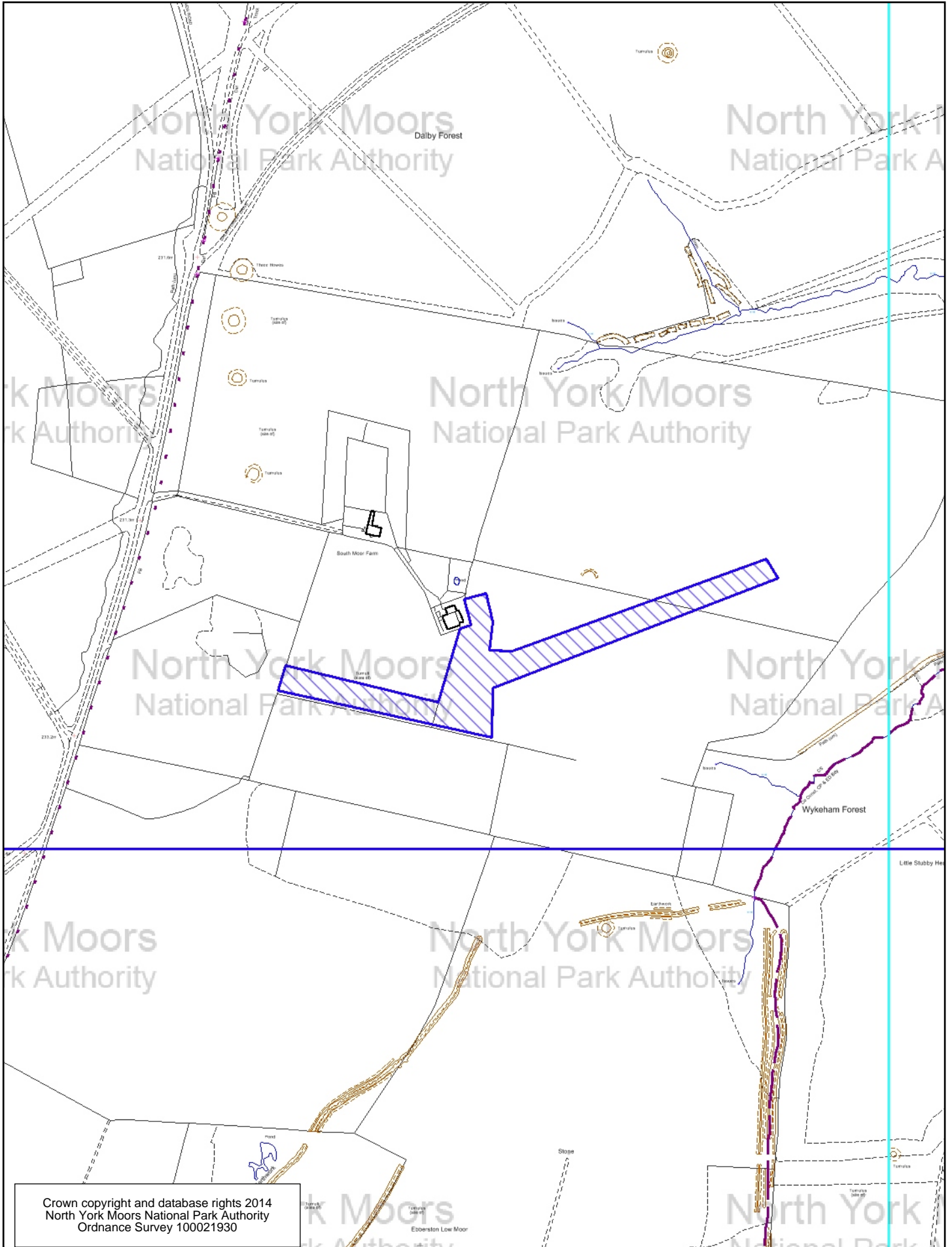
Darncombe cum Langdale End Parish Council - Very strongly object. This is not an appropriate development in this very rural area and does little for diversification. There are other private airfields within 20 miles.



North York Moors National Park
 Authority
 The Old Vicarage
 Bondgate
 Helmsley YO62 5BP
 01439 772700

Application Number: NYM/2014/0819/FL

Scale: 1:5000



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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 –

North Yorkshire Moors Association – Object as the proposal is contrary to National Park Policies 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.

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.

Application No: NYM/2014/0819/FL

Consultations (continued)

- 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.

Civil Aviation Society –**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

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

Application No: NYM/2014/0819/FL

Consultations (continued)

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.

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 planes 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.

Application No: NYM/2014/0819/FL

Others (continued)

- 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 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".

Application No: NYM/2014/0819/FL

Others (continued)

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.

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, Eberston – 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.

Application No: NYM/2014/0819/FL

Others (conditions)

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 form 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 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

Application No: NYM/2014/0819/FL

Others (continued)

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, Ebberston Common Farm, Langdale End, Scarborough – Support for the following reasons:

- Aircraft using the main runway will pass between Ebberston 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.
- 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.

Application No: NYM/2014/0819/FL

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 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)

Application No: NYM/2014/0819/FL

Background (continued)

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.

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.

Application No: NYM/2014/0819/FL

Main Issues (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 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.

Application No: NYM/2014/0819/FL

Main Issues (continued)

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 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

Application No: NYM/2014/0819/FL

Main Issues (continued)

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 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.

Application No: NYM/2014/0819/FL

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. 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.