

The Planning Inspectorate

QUESTIONNAIRE (s78) and (s20) PLANNING AND LISTED BUILDING CONSENT (Online Version)

You must ensure that a copy of the completed questionnaire, together with any enclosures, is sent to the appellant/agent. **You must include details of the statutory development plan, even if you intend to rely more heavily on some other emerging plan.** This and any documents which you have indicated as 'To follow' should also be sent to the case officer by the date given in the start letter.

If notification or consultation under an Act, Order or Departmental Circular would have been necessary before granting permission and has not yet taken place, please inform the appropriate bodies of the appeal now and ask for any comments to be sent direct to us by the date your statement is due.

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

PART 1

1.a. Do you consider the written representation procedure to be suitable? Yes No

*Note: If the written procedure is agreed, the Inspector will visit the site **unaccompanied** by either party unless the relevant part of the site cannot be seen from a road or other public land, or it is essential for the Inspector to enter the site to check measurements or other relevant facts.*

1.b. Do you wish to be heard by an Inspector at; Inquiry Hearing

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 No

2.b. Is it essential for the Inspector to enter the site to assess the impact of the proposal? Yes No

2.c. Are there any known health and safety issues that would affect the conduct of the site inspection? Yes No

Please describe

May be livestock in field that Public Right of Way runs through

3.a. Are there any other appeals or matters relating to the same site still being considered by us or the Secretary of State? Yes No

3.b. Are there any other appeals or matters adjacent or close to the site still being considered by us or the Secretary of State? Yes No

PART 2

4. Does the appeal relate to an application for approval of reserved matters? Yes No

5. Was a site ownership certificate submitted with the application? Yes No

6. Did you give publicity to the application in accordance with either Article 15 of the DMPO 2015, Section 67/73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 or Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990? Yes No
- 6.a. Please send a copy of the notice published
 see 'Questionnaire Documents' section
- 6.b. Please send any representations received as a result of that notice
 see 'Questionnaire Documents' section
- Is the appeal site within:
- 7.a. A Green Belt? Yes No
- 7.b. An Area of Outstanding Natural Beauty? Yes No
8. Is there a known surface or underground mineral interest at or within 400 metres of the appeal site which is likely to be a material consideration in determining the appeal? Yes No

PART 3

9. Would the development require the stopping up or diverting of a public right of way? Yes No
- 10.a. Is the site in a Conservation Area? Yes No
- 10.b. Is the site adjacent to a Conservation Area? Yes No
- 10.c. Does the appeal proposal include the demolition of a non-listed building within a conservation area? Yes No
- 11.a. Does the proposed development involve the demolition, alteration or extension of a Grade I / II* / II listed building? Yes No
- 11.b. Would the proposed development affect the setting of a listed building? Yes No
12. Has a grant been made under s3A or s4 of the Historic Buildings and Ancient Monuments Act 1953? Yes No
- 13.a. Would the proposals affect an Ancient Monument (whether scheduled or not)? Yes No
- 13.b. Was Historic England consulted? Yes No
- Please send a copy of any comments
 see 'Questionnaire Documents' section
14. Is any part of the site subject to a Tree Preservation Order? Yes No
15. Have you made a Local Development Order under s61A to 61C 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
16. Does the appeal involve persons claiming Gypsy/Traveller status, whether or not this is accepted by the planning authority? Yes No
- 17.a. Is the appeal site in or adjacent to or likely to affect an SSSI or an Internationally designated site (ie. cSAC, SAC, pSPA, SPA Ramsar)? Yes No
- Please attach the comments of Natural England
 see 'Questionnaire Documents' section
- 17.b. Are any protected species likely to be affected by the proposals? Yes No

Please attach the comments of Natural England or attach details, including relevant extracts of any protected species standing advice that has been considered.

see 'Questionnaire Documents' section

PART 4

Environmental Impact Assessment - Schedule 1

18.a.i. Is the proposed development Schedule 1 development as described in Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011? Yes No

Environmental Impact Assessment - Schedule 2

18.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) Regulations 2011? Yes No

18.b.ii. Under which description of development in Column 1 (ie Nos 1-13) 10

18.b.iii. Is the development within or partly within a 'sensitive area' as defined by Regulation 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011? Yes No

Please provide details:

National Park

18.b.iv. Is the applicable threshold/criteria in Column 2 exceeded/met? Yes No

Environmental Impact Assessment - Screening

18.c.i. Have you issued a screening opinion (SO) Yes No

Please attach a copy of the SO that was placed on the planning register, and any other related correspondence

see 'Questionnaire Documents' section

18.c.ii. Did the SO state that the proposed development is EIA development as defined by the EIA Regulations? Yes No

Environmental Impact Assessment - Environmental Statement (ES)

18.d. Has the appellant supplied an environmental statement? Yes No

Environmental Impact Assessment - Publicity

19. Have all notifications or consultations under any Act, Order or Departmental Circular, necessary before granting permission, taken place? Yes No

Please attach copies of any comments that you have received in response.

see 'Questionnaire Documents' section

PART 5

20. Do you wish to attach your statement of case? Yes No

For appeals dealt with by written representations only

21. If this appeal is not following the written representations expedited procedure, do you intend to send a statement of case about this appeal? Yes No

Copies of the following documents must, if appropriate, be attached to this questionnaire

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

see 'Questionnaire Documents' section

22.b. a list of the people you notified and the deadline you gave for their comments to be sent to us;

see 'Questionnaire Documents' section

Deadline

04/04/2016

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

see 'Questionnaire Documents' section

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

see 'Questionnaire Documents' section

22.e. any representations received as a result of a service of a site ownership notification;

22.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 the 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.

see 'Questionnaire Documents' section

List of policies

Core Policies A, C & H and Development Policies 7, 13, 14 & 23

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

22.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;

22.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.

22.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 by the date your statement is due. This list must be submitted separately from your appeal statement.

22.k. if any Development Plan Document (DPD) or Neighbourhood Plan relevant to this appeal has been examined and found sound/met the basic conditions and passed a referendum, the date the DPD or Neighbourhood Plan is likely to be adopted and, if you consider this date will be before the Inspector's decision on this appeal is issued, an explanation of the Council's policy position in respect of this appeal upon its adoption. You should also include an explanation of the status of existing policies and plans, as they relate to this appeal, upon adoption and which (if any) will be superseded;

22.l. if any DPD or Neighbourhood Plan relevant to this appeal has been submitted for examination, or in the case of a Neighbourhood Plan has been examined and is awaiting a referendum, an explanation of any substantive changes in the progress of the emerging plan, and their relevance to this appeal if it is considered that the plan will not be adopted before the Inspector's decision on this appeal is issued;

- 22.m. your Authority's CIL charging schedule is being/has been examined;
- 22.n. your Authority's CIL charging schedule has been/is likely to be adopted;
- 22.o. any other relevant information or correspondence you consider we should know about.
- see 'Questionnaire Documents' section

For the Mayor of London cases only

- 23.a. Was it necessary to notify the Mayor of London about the application? Yes No
- 23.b. Did the Mayor of London issue a direction to refuse planning permission? Yes No

LPA Details

I certify that a copy of this appeal questionnaire and any enclosures will be sent to the appellant or agent today.

LPA's reference

Completed by

On behalf of

Please provide the details of the officer we can contact for this appeal, if different from the Planning Inspectorate's usual contact for this type of appeal.

Name

Phone no (including dialling code)

Email

Please advise the case officer of any changes in circumstances occurring after the return of the questionnaire.

QUESTIONNAIRE DOCUMENTS

Appeal Reference APP/W9500/W/16/3144478

Appeal By MR R WALKER

Site Address
South Moor Farm
Langdale End
SCARBOROUGH
YO13 0LW

The documents listed below were uploaded with this form:

Relates to Section: PART 2
Document Description: 6.a. A copy of the notice published.
File name: Site Notice and Advertisement in Local Press.pdf

Relates to Section: PART 3
Document Description: 13.b. A copy of any comments from Historic England.
File name: Historic England Response..pdf
File name: Internal Archaeologist Response Final.pdf

Relates to Section: PART 3
Document Description: 17.a. The comments of Natural England.
File name: Natural England Response Final.pdf

Relates to Section: PART 3
Document Description: 17.b. The comments of Natural England or details, including relevant extracts, of any protected species standing advice that has been considered.
File name: Internal Ecologist and RSPB Response Final.pdf

Relates to Section: PART 4
Document Description: 18.c.i. A copy of the screening opinion (SO) that was placed on the planning register, along with any other related correspondence.
File name: Screening Opinion Final.pdf

Relates to Section: PART 4
Document Description: 19. Copies of any comments that you have received in response.
File name: Consultation Responses Final.pdf

Relates to Section: PART 5
Document Description: 22.a. A copy of the letter with which you notified people about the appeal.
File name: Appeal Notification Letter.pdf

Relates to Section: PART 5
Document Description: 22.b. A document containing a list of the people you notified of the appeal.
File name: List of Those Notified.pdf

Relates to Section: PART 5
Document Description: 22.c. Copies of all representations received from interested parties about the original application.
File name: Third Party Representations Final.pdf

Relates to Section: PART 5
Document Description: 22.d. The planning officer's report to committee or delegated report on the

application and any other relevant documents/minutes.
File name: Officer Committee Report.pdf
File name: Planning Committee Minutes.pdf

Relates to Section: PART 5
Document Description: 22.f. Copies of extracts from any relevant statutory development plan policies.
File name: Policies.pdf

Relates to Section: PART 5
Document Description: 22.o. Copies of any other relevant information or correspondence you consider we should know about.
File name: Saving Tranquil Places Report - CPRE.pdf
File name: Give Peace a Chance Document - CPRE.pdf
File name: Site Inspection Note.pdf

The documents listed below were already attached elsewhere with this form:

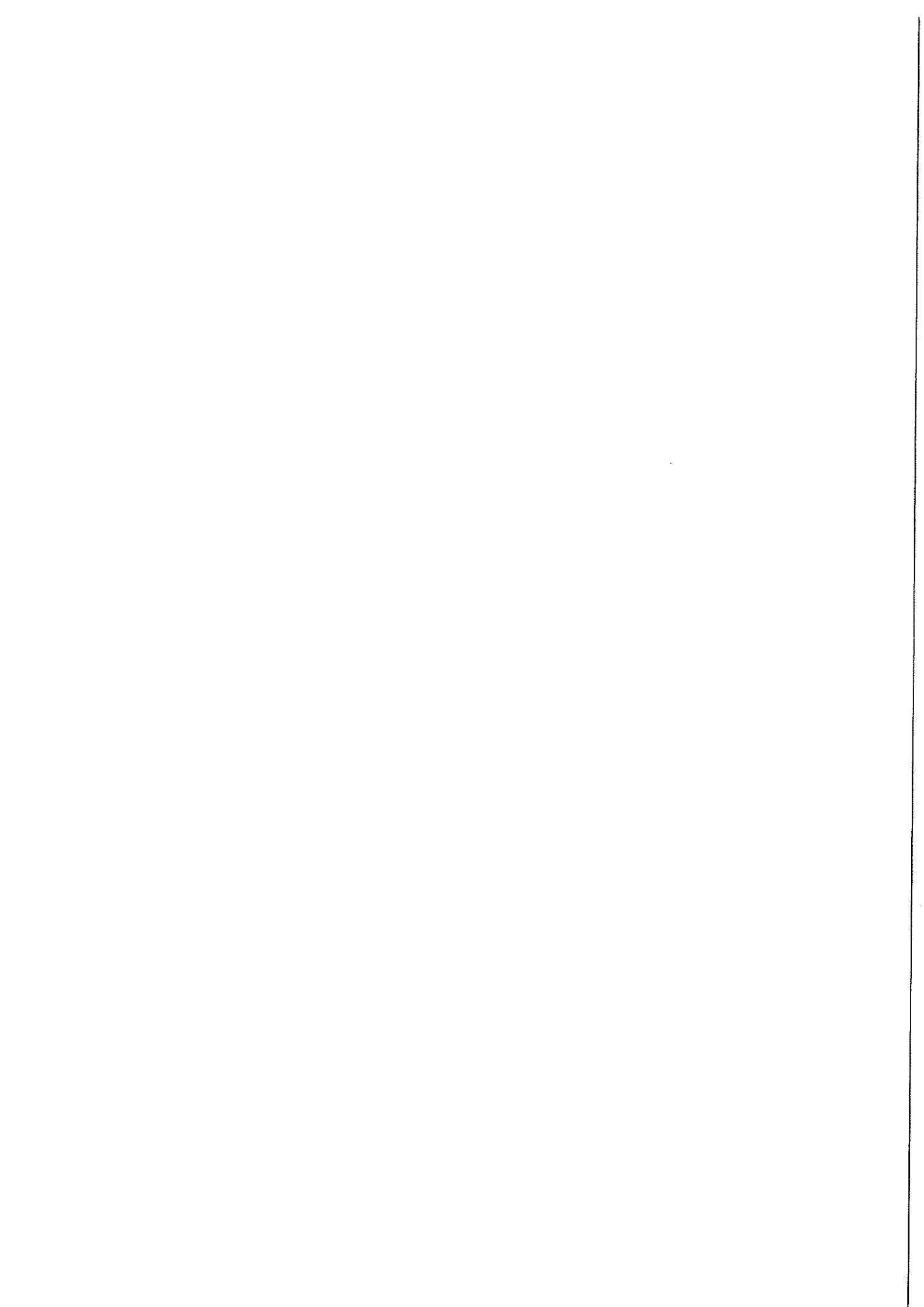
Relates to Section: PART 2
Document Description: 6.b. Any representations received as a result of that notice.
File name: Third Party Representations

PLEASE ENSURE THAT A COPY OF THIS SHEET IS ENCLOSED WHEN POSTING THE ABOVE DOCUMENTS TO US

Completed by

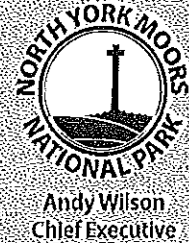
Date

LPA



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



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

Your ref:

Our ref: NYM/2015/0781/FL

Date: 04 March 2016

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 and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Appeal reference: APP/W9500/W/16/3144478

Appeal starting date: 29 February 2016

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 appeal is to be decided on the basis of an exchange of written statements by the parties and a site visit by an Inspector.

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. 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, 3/05, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN within five weeks of the appeal start date, quoting the appeal reference number.

Continued.....



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.

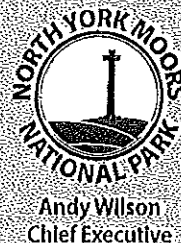
Yours faithfully

Mark Hill

M Hill
Head of Development Management

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



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

Your ref:
Our ref: NYM/2015/0781/FL
Date: 07 March 2016

Dear Sir/Madam

Land at: South Moor Farm, Langdale End, Scarborough

Proposed development: change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Appeal reference: APP/W9500/W/16/3144478

Appeal starting date: 29 February 2016

Appellant(s) name: Mr R Walker

Please find below the reasons for refusal, which were omitted in error from my letter dated 4 March 2016:

1. The Local Planning Authority considers that the proposal would not provide a type of recreational activity that would further the understanding and enjoyment of the National Park's special qualities, and would be likely to generate a level of noise and activity that would seriously harm the tranquillity of the area and be detrimental to the amenities of local residents and the experience of visitors. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan.
2. 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.
3. The Local Planning Authority considers that the cumulative impact of the visible presence of standing aircraft, combined with subsequent aircraft movements and the associated aircraft activity and noise on this exposed agricultural holding would change the character of the site to an airfield rather than a farm holding, to the detriment of the tranquillity of the area. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan.

Continued.....



4. 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) because 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. The proposal is therefore contrary to Core Policy C of the Local Development Plan
5. The context of the application site is that it is surrounded by designated heritage assets of the highest importance. The activity generated by flight movements and the impact of stationary aircraft is likely to have a negative impact on the public experience and enjoyment of, and thus the setting and significance of these designated heritage assets. Whilst the level of harm is considered to be "less than substantial", under policy 134 of the NPPF such harm must be weighed against the public benefits of the proposal. In the case of this proposal the level of public benefits are insufficient to outweigh the resultant harm to these designated heritage assets of the highest importance.

Yours faithfully

Mark Hill

M Hill

Head of Development Management

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

MR Heap and JM Singleton
2 Bickley Cottages
Langdale End
Scarborough
YO13 0LL

Sarah and Geoffrey 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
BN7 3DX

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

Brian Richardson
4 Darncombe
Langdale End
Scarborough
YO13 0LJ

Colin Langley
107 Main Street
Ebberston
Scarborough
YO13 9ND

Ann McCone
Deepdale West
Bickley
Langdale End
Scarborough
YO13 0LL

Margaret and William Farey
Foxwhin
Bickley
Langdale End
Scarborough
YO13 0LL

Ms Dilys V Cluer
19 Alexandra Park
Scarborough
YO12 5JN

Dr Julie E Dixon
Bickley Heights
Bickley
Scarborough
YO13 0LL

Mr and Mrs Marflitt
Howden Farm
Langdale End
Scarborough
YO13 0BN

Graham Cooper and Danielle
Salvadori
9 Castle Terrace
Scarborough
YO11 1QX

Mrs J K Ramage
Northside Barn
Bickley
Scarborough
North Yorkshire
YO13 0LL

Mr John Walker
6 Orchard Close
The Beeches
Uppinghame
Rutland
LE15 9 PF

Mr Mark Appleby
2 Mallard Close
Pickering North Yorkshire
YO18 8TF

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

Chris Levings
Design Cambridge
115 Percy Green Place
Ullswater
Huntington
PE29 6TZ

Peter BVentley
44 Hill Head Road
Fareham
Hampshire
PO14 3JL

Mr Tony Yarnold
7 Sycamore
Close
East Barnet
Herts
EN4 8AQ

Mr Michael Speakman
3 New Road
Brigg
North Lincolnshire
DN20 0PE

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

Nigel and Julie Blades
178 Lionel Road
Bretford
TW8 9QT

Norman Cooper
374 Scalby Road
Scarborough
YO12 6ED

Roger Martin
29 Danes Dyke
Scarborough
YO12 6UG

Third Energy Limited
c/o Mr J Dewar
Knapton Generation Station
East Knapton
North Yorkshire
YO17 8JF

Moorland Energy Limited
c/o Mr A Lambie
3rd Floor
Denham House
20 Piccadilly
London
W1J ODG

L Keeton
Deepdale East
Bickley
Langdale End
Scarborough
YO13 0LL

Mr W D Johnson
Somersby
4 Mill Lane
Ebberstone
YO13 9NL

Ruth James
35 Ryndle Walk
Scarborough
YO12 6JT

Graham Dixon
Bickley Heights
Bickley
Langdale End
Scarborough
YO13 0LL

Ebberston with Yedingham Parish
Council
c/o Mr A 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

Allerston & Wil ton Parish Council
c/a Mrs L Myers
Waterways
Main Street
Allerston
Pickering
YO18 7PG

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

EHO- Ryedale
Via Email

Ministry of Defence (Fylingdales
Safeguard)
DE Safeguarding
Kingstone Road
Sutton Coldfield
West Midlands
B75 7RL

Historic England
37 Tanner Row
York
YO1 6WP

Area Traffic Manager – Ryedale
Melanie Farnham (Improvement
Manager)
Area 4 Pickering Beansheaf
Industrial Park
Tofts Road
Kirby Misperton
Malton
YO17 6BG

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

Ramblers Association
(Scarborough)
Fao: Mr L Atkinson
Via Email

Natural England – Local
Government Team
Via Email

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

North Yorkshire Moors
Association
Tom Chadwick (Chairman)
Via Email

Northern Gas Networks
Via Email

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

Ariqiva
Via Email

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

General Aviation Awareness
Council
c/o Stephen Slate
Via Email
RSPB
16 Hermitage Way
Sleights
North Yorkshire
YO22 5HG

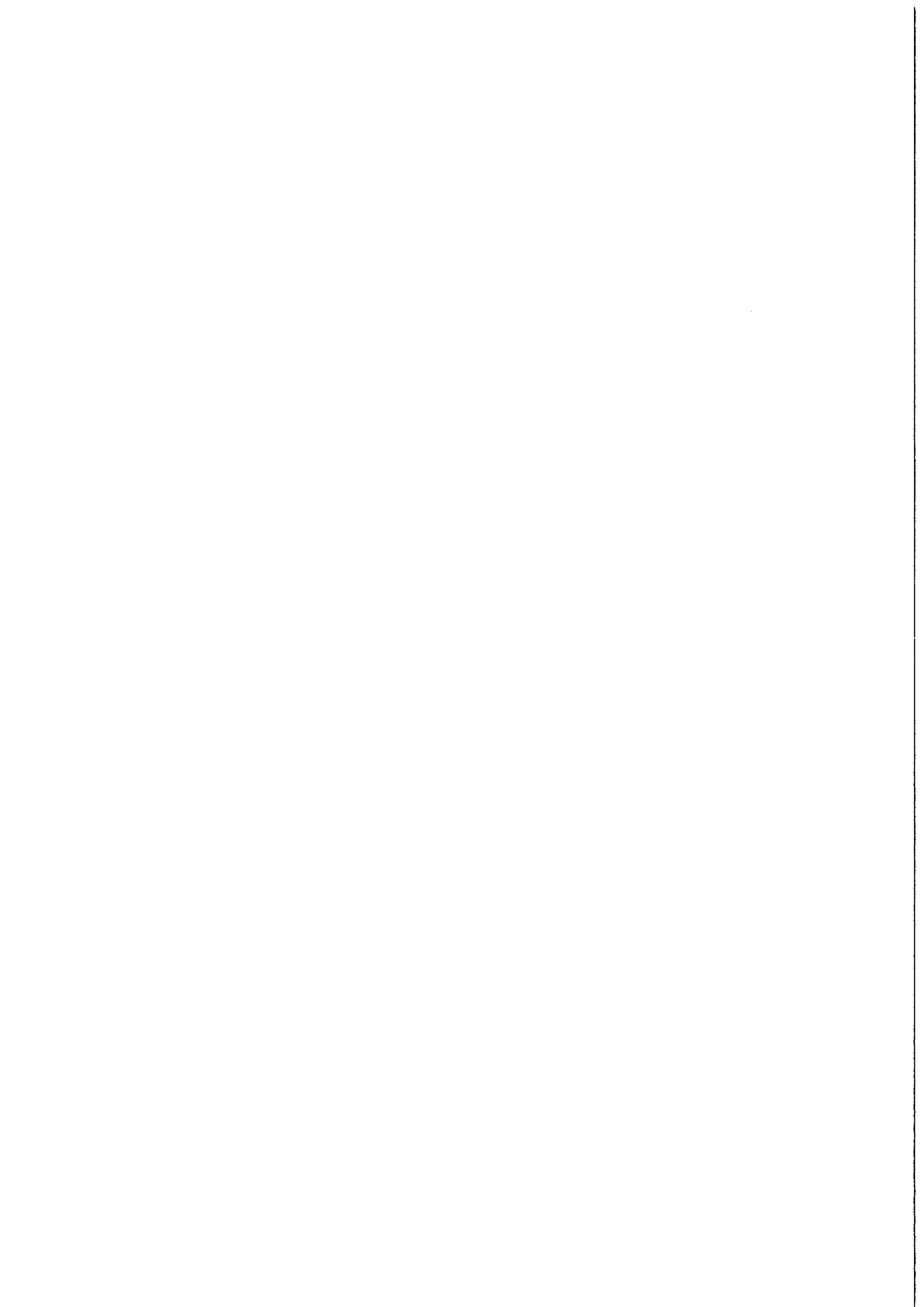
Janet Sanderson
District Councillor for Thornton
Le Dale Ward and County
Councillor for Thornton Le Dale
and the Wolds Division
Via Email

Civil Aviation Authority
Safety Regulations Group
Aviation House
Gatwick Airport South
RH6 OYR

Byways and Bridleways Trust
Fao: Elizabeth Kirk
Mallories
Friars Hill
Sinnington

Ramblers Association (Ryedale
District & Hambleton District)
Fao: Mr C Monson
Via Email

National Grid
Via Email





North York Moors
National Park Authority

Application/
Case No. 781
Pre-application
Inquiry Ref.

SITE INSPECTION NOTES

SITE.....

Contact made with (i) Applicant/Agent Yes / No
(ii) Other parties (specify)

Materials: walls, windows, roof etc:	Architectural features/condition of buildings:
Existing buildings on site:	Adjacent dwellings/land/neighbour impact:
Boundary treatment:	Trees:
Landscape/Street Scene/Levels:	Public Rights of Way/Views into site:
Parking/Access:	Structural Stability/Worthy of Retention:
Any other Observations/Assessment: <i>Only change from previous proposals is omission of building. This does not affect issue of tranquillity</i>	

Location of site notice x4.....

Inspected by V. Sauer..... Date



Planning Notice

Town and Country Planning (Development Management Procedure) Order 2015 Notice under Article 15

Application Number NYM/2015/0781/FL

Applicant Mr R Walker

Site Address South Moor Farm, Langdale End, Scarborough

Proposal Change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Members of the public may inspect the application(s), including plans at the National Park Offices during normal office hours by appointment or on the Authority's website www.northyorkmoors.org.uk. You are advised to inspect the plans carefully to assess any impact on you as the description can only cover the main parts of the development. Any comments on the application(s) should be sent to the address below within 21 days of the date of this advertisement, quoting the application reference number. Comments may also be submitted using the online form on the Authority's website. If you have any queries on the application(s) please contact the National Park Office.

Under the provisions of the Freedom of Information, Access to Information and Environmental Information Acts any comments received are available for public inspection. They will also be forwarded to the Secretary of State for Communities and Local Government in the event of an appeal. If you do not wish your views to be treated in this way please make this clear in your reply.

Mr C M France
Director of Planning
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
York, YO62 5BP

website: www.northyorkmoors.org.uk
email: planning@northyorkmoors.org.uk
tel: 01439 772700

Date of Notice: 3 December 2015

This notice may be removed 21 days after the above date.

Planning Notice
Town and Country Planning (Development Management Procedure)
Order 2010 Notice under Article 15

NYM/2015/0781/FL

Mr R Walker

South Moor Farm, Langdale End, Scarborough

Change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

The development is in an isolated location which has resulted in the Authority having difficulty in finding places to put site notices in locations where the wider public will read them. It is considered that the proposal might have an impact on the wider population due to aircraft flight routes.

The application(s) may be inspected at the National Park Offices, by appointment or on the Authority's website www.northyorkmoors.org.uk. Comments on the application(s) should be sent via email, post or submitted using the online form within 21 days of the date of this advertisement, quoting the application reference number.

Mr C M France, North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP
tel: 01439 772700
email: planning@northyorkmoors.org.uk

Date of Notice: 2 December 2015

Planning Notice
Town and Country Planning (Development Management Procedure)
Order 2010 Notice under Article 15

NYM/2015/0781/FL

Mr R Walker

South Moor Farm, Langdale End, Scarborough

change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

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Mr C M France, North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP
tel: 01439 772700
email: planning@northyorkmoors.org.uk

Date of Notice: 3 December 2015

Planning Notice
Town and Country Planning (Development
Management Procedure)
Order 2010 Notice under Article 16
Reference: NYM/2015/0781/FL
Mr R Walker, South Moor Farm, Langdale End,
Scarborough
Change of use of land to form 2 no. grass
runways and construction of pitto/restroom
building (revised scheme to NYM/2014/0818/FL)
The development is in an isolated location which
has resulted in the Authority having difficulty in
finding places to put site notices in locations
where the wider public will read them. It is
considered that the proposal might have an
impact on the wider population due to aircraft
flight routes.
The application(s) may be inspected at the
National Park Offices, by appointment or on the
Authority's website www.northyorkmoors.org.uk.
Comments on the application(s) should be sent
via email, post or submitted using the online form
within 21 days of the date of this advertisement,
quoting the application reference number.
Mr C M France, North York Moors National
Park Authority, The Old Vicarage, Bondgate,
Helmsley, York, YO62 5BP
tel: 01430 772700
email: planning@northyorkmoors.org.uk
Date of Notice: 03 December 2015

Scarborough Evening
News

**Planning Notice
Planning (Listed Buildings and Conservation Areas)**

Act 1990

Reference: NYM/2015/0338
Mr David Malloy, Waterside, Malongate,
Thornton-le-Dale

Installation of replacement UPVC windows to rear
elevation and UPVC door to side elevation to Flat
The application site is considered to affect the character
or appearance of Thornton Dale Conservation Area.

Reference: NYM/2015/0800LB
Mr & Mrs Rajab, Old Bar Cottage, High Street,
Thornton le Dale

Listed Building consent for partial removal of partition
wall to ground floor

The building concerned is a Listed Building.

Reference: NYM/2015/0303/FL

Mr Jonathon Payne, Mydens, Westgate, Thornton Dale
Installation of replacement UPVC windows with
sandstone sills to front and east elevations

The application site is considered to affect the character
or appearance of Thornton Dale Conservation Area

**Town and Country Planning
(Development Management Procedure)
Order 2010 Notice under Article 15**

Reference: NYM/2015/0781/FL
Mr H Walker, South Moor Farm, Langdale End,
Scarborough

Change of use of land to form 2 no. grass runways and
construction of plot/restroom building (revised scheme
to NYM/2014/0818/FL)

The development is in an isolated location which has
resulted in the Authority having difficulty in finding
places to put site notices in locations where the wider
public will read them. It is considered that the proposal
might have an impact on the wider population due to
aircraft flight routes.

The application(s) may be inspected at the National
Park Offices, by appointment or on the Authority's
website www.northyorkmoors.org.uk. Comments
on the application(s) should be sent via email, post
or submitted using the online form within 21 days
of the date of this advertisement, quoting the application
reference number.

Mr G M France, North York Moors National Park
Authority, The Old Vicarage, Bondgate, Helmsley,
York, YO82 5BP

tel: 01439 772700

email: planning@northyorkmoors.org.uk

Date of Notice: 02 December 2015

Malton Gazette

C

Wendy Strangeway

From: Julie Dixon
Sent: 12 January 2016 12:46
To: Planning
Subject: nym/2015/0781/fl

Dear Mrs Saunders,

Unfortunately, we have no-one available to make an oral presentation to the planning committee in regards to the aerodrome application (NYM/2015/0781FL) on Thursday. I would be grateful if you would impress on the committee our continued strong objections, as stated in our written representations. The application conflicts with the core policies of the National Park, as expressed so well by Mrs Joan Roberts at the last meeting. Thank you all for your careful attention to this matter.

Regards, Julie Dixon

Bickley Heights

Bickley

Scarborough

4013 0LL

12 JAN 2016

WS

Fox W
Bickley
Langdale End
Scarborough
YO13 OLL
15 December 2015

Your ref NYM/2015/0781/FL

21 DEC 2015

Dear Mrs Saunders

We strongly object to the latest planning application for change of land use to form 2 grass runways and construction of a pilot restroom at South Moor Farm Bickley.

This introduction of an airfield and associated activities will destroy the peace quiet and tranquillity that makes this area very special and is now extremely rare in this country and is also totally out of keeping with the principles of the NYMNP

This revised application is confusing because the aircraft hangers are to be replaced by a pilot's rest room, does this mean that aircraft will simply land at South Moor and then fly off again or will they be parked on the premises and will they be re-fuelled there?

This appears to us that once any planning permission to fly aircraft in & out of South Moor is granted, then other applications to further develop this site will soon follow.

The area around Bickley offers lovely walks, amazing scenery and a rich variety of wildlife and is much appreciated and enjoyed by both locals and visitors alike. There is so little man made noise that any noise from light aircraft is very noticeable and intrusive.

We know from experience (Langdale Quest) that once permission is granted,, it is very easy for use and numbers to escalate and is extremely difficult to monitor and control'

In 2011 Ebberston Parish Council completed a Parish Plan, all households in the parish received a questionnaire including the residents of Bickley. One of the questions asked what we liked about the Bickley area and overwhelmingly this was the 'peace quiet and wonderful countryside'

We urge the NYMNPA to reject this latest application and help us to protect this very special area from intrusive and unnecessary disturbances.

Yours sincerely

Margaret & William Farey

Christopher Knowles

From:
Sent: 10 December 2015 11:45
To: Planning
Subject: Application NYM/2015/0781/FL

10 DEC 2015

D

Application NYM/2015/0781/FL

Change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

I wish to object to the above proposal for the following reasons.

This is a development which is simply not appropriate to a National Park. This is, to quote, "a special place, forged by nature, shaped over generations -- where peace and beauty rub shoulders with a rich history and a warm welcome" No mention there of noisy and incongruent airfields. The suggested number of aircraft movements of up to 20 per day would have a significant negative impact on the area.

There will be an increase in noise disturbance to the surrounding area and its villages. This unnecessary and should be resisted. Assurances are given that aircraft will "avoid flying directly over neighbouring properties." Having lived approximately 2 miles from a private airfield for some 30 years I can say with certainty that scant regard is paid by pilots to proper flight paths. They are rarely adhered to at the best of times and when wind/weather conditions are adverse they are ignored.

There will not be additional visitors to the area as a result of this proposal. Pilots will fly in, have a cup of coffee and fly out. Indeed the presence of this airfield is likely to have, if anything a negative effect upon visitor numbers.

Please reject this application.

Mr W. D. Johnson

Somersby,
4 Mill Lane,
Ebberston,
YO13 9NL

Dawn Paton

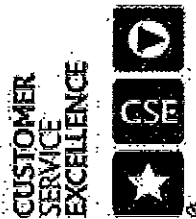
From: Chris Levings <
Sent: 08 December 2015 14:42
To: Dawn Paton
Subject: Re: NYM/2015/0781/FL

Thanks Dawn

My full postal address is

115 Percy Green Place
Ullswater
Huntingdon
Cambridgeshire PE29 6TZ

08 DEC 2015
D



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Wendy Strangeway

From: Donna Magson on behalf of General
Sent: 07 December 2015 11:55
To: Hilary Saunders; Planning
Subject: FW: South Moor Farm Ref NYM/2015/0781/FL
Attachments: Airstrips.pdf

Donna Magson
HR/Administrative Assistant
Corporate Services

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

☎: 01439 772700
✉: d.magson@northyorkmoors.org.uk
🌐: www.northyorkmoors.org.uk

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From: Chris Levings |
Sent: 05 December 2015 11:21
To: General
Subject: Fwd: South Moor Farm Ref NYM/2015/0781/FL

07 DEC 2015
D

Dear Mrs Saunders

I am writing in support of the South Moor Farm Airstrip

I am myself a recreational pilot based in Northampton flying mostly ultralight fixed wing aircraft. Scarborough, Whitby and surrounds are my favourite leisure destinations and have access to a flat in Scarborough

If the airstrip was given permission I would use local bed and breakfast amenities for local cycling and walking holidays in Dalby Forest

The authority may be concerned about the possible impact the airstrip may have on local wildlife and the general peace and quiet of the immediate area to the air strip , as an experienced pilot of many years I would say that due to the short runways , approach and departure restrictions you will find use of the strip limited to short take off and landing aircraft which in themselves are usually small, light and quiet, limited to maximum take off weight of approximately 450 - 550kg

This two seater weight limit is achieved by using ultra light composite construction and noise compliant modern lightweight engines - typically the 4 cylinder horizontally opposed Rotax 912 engine produces EASA certified engine noise of 67.5dB(A) in the take off roll which lasts no more than a few minutes - I understand this is less than a motorised

lawn mower - and much much less than this in the landing, engine idle configuration

In the over head preparing to land the engine is typically at idle which produces virtually no noise at all - a wisper

Many UK and European airstrips have noise abatement and movement restrictions in force

One of my favourite airfields further south is the historic WW1 - Stow Maries Airfield near Southend, famous not just because it is the only remaining operational WW1 airfield but also for its resident wild life conservation - see

<http://www.stowmaries.org.uk/wildlife/>

In its isolated position Stow Maries had become derelict over the years before restoration started a few years ago - during the desolation years from the end of WW1 until a few years ago many rare and protected species of wildlife took up residence there and was a condition of planning to again make the airfield active that the wildlife be protected - this is completely evident from the wonderful wildlife activity which can be watched any and most days at Stow Maries

Being the only WW1 airfield still in use Stow Maries Airfield is visited and used by old historic classic aircraft - these are much heavier and much noisier (unsilenced) than the aircraft I would expect to use South Moor based on landing and take off runway length alone for heavier machines - heavier and thus noisier machines simply would not get airbourn

I have also attached a pdf document giving other examples of airstrips situated in National Parks - albeit in Canada - a country well known for its love and protection of all things natural including wildlife

I do hope you will support and permit this development, I would be happy to demonstrate landing and take off at the strip to alleviate your possible concerns over impact and noise from the small number of aircraft I believe would visit

Yours Sincerely

Chris Levings

07 OCT 2005



Airstrips

Background: Banff & Jasper National Parks

A Need for Change

The Government of Canada recently reversed an earlier decision to close the Jasper and Banff airstrips.

Background

- An independent Air Safety Risk Assessment determined that closing the airstrips in Banff and Jasper jeopardizes safety, increasing the risk to pilots.
- The Government of Canada is not prepared to accept this level of risk and has decided to re-list both airstrips in the *National Parks Air Access Regulations*.
- Banff's airstrip is located in an important and sensitive wildlife corridor. In support of the restoration of the wildlife corridor, Parks Canada will restrict access at the Banff airstrip to emergency and diversionary landings; no recreational landings will be permitted.
- The Jasper airstrip is located in a wider valley and the ecological consequences of recreational aircraft are not as serious. Emergency, diversionary and recreational landings will be allowed in Jasper.
- Ecological restoration near the Jasper airstrip includes prescribed burns to restore forests and grasslands, control of non-native vegetation, and reducing wildlife mortality on roads and the railway.
- Commercial use of both airstrips will continue to be prohibited.
- Parks Canada will complete the regulatory, environmental assessment and other processes required as a result of this decision.

Existing Management Plan Direction

Banff: Section 6.2.2.1 and 2.5.3 Close the airstrip and restore it to its natural condition.

Jasper: Section 6.4.13 Carry out a comprehensive study with the intention of closing the airstrip.

Considerations

- Given the government's decision, public input is not being sought concerning the re-listing and uses of the airstrips.
- Parks Canada is seeking the public's views on managing approved use of the airstrips. This information will help define the parameters for use and provide insight for amending the regulations.
- Future environmental assessments for both airstrips will include public consultation.

Proposed Management Parameters: Banff Airstrip

- Maintain the existing 915 m by 58 m turf runway, the windsocks and the one-metre high pylons and runway markers; replace as required.
- Supply tie-downs in keeping with the use of the airstrip for emergency or diversionary landings.
- Remove the two dilapidated open-front hangars.
- Remove the three unused above-ground fuel tanks, which do not meet current federal or provincial regulatory requirements; clean up any contamination; do not provide on-site fuelling.
- Mow and plow the airstrip as needed for safety.
- Following an environmental assessment, grade the runway as required for safety.

07 DEC 2015

- Limit facilities – no new infrastructure, washrooms or vehicle parking.

Proposed Management Parameters: Jasper Airstrip

- Maintain the existing 1216 m by 46 m turf runway, the windsock and the one-metre high pylons and runway markers.
- Maintain the two existing tie-down systems, with a maximum capacity of 15 aircraft.
- Consider modernizing and more clearly defining the aircraft parking/tie-down area.
- Maintain the current size of the existing vehicle parking lot.
- Remove the unused fuelling facility, which does not meet federal or provincial regulations; reclaim any contaminated land. Fuelling facilities will not be replaced due to cost and environmental considerations.
- Allow current independent on-site refuelling methods to continue.
- Maintain the existing pilot registration building and telephone shelter; consider minor modernization or replacement within a similar footprint to address issues of effectiveness and security.
- Replace existing pit toilets with one unisex, pump-out pit toilet similar to those used in day-use areas.
- Limit facilities - no new infrastructure.
- Mow turf, already heavily grazed by elk and deer, as required for safety.
- Continue winter maintenance on an as-needed basis, to ensure safety; winter recreational use is not proposed.
- Following an environmental assessment, grade the runway as required for safety.
- Restrict private, recreational use to aircraft of 12,500 [metric?] pounds or less.
- Continue to prohibit chartered and/or commercial aircraft, irrespective of class.
- Permit the airstrip to operate only from dawn to dusk.
- In keeping with the *National Parks Air Access Regulations*, require permits for landing and use.
- Determine specific protocols and procedures for administering airstrip use; examine standard practices at northern national park airstrips.
- In addition to requiring a park pass, evaluate the appropriateness of charging a fee that is consistent with the industry standard for each landing, parking and takeoff cycle/sequence, to recover the cost of a service that is of a personal benefit. Any proposal for a user fee would be subject to the *User Fee Act*.
- At the Superintendent's discretion, occasionally close the airstrip as required for environmental protection. For example, the airstrip may be closed for a short time if a wolf pair denned close-by. Pilots would be informed of a closure when they requested permission to land a private aircraft for recreational purposes. Emergency landings would remain available at all times.

Future Directions

Parks Canada welcomes public comments on the following proposed direction for the revised management plan.

Banff National Park

- Re-list the Banff airstrip in the *National Parks Air Access Regulations*.
- Allow emergency and diversionary landings only; no recreational landings will be permitted.
- Continue to prohibit commercial use of the airstrip.

- Include parameters governing emergency and diversionary use of the airstrip in the management plan as appropriate.

Jasper National Park

- Re-list the Jasper airstrip in the *National Parks Air Access Regulations*.
- Allow emergency and diversionary landings and recreational use.
- Continue to prohibit commercial use of the airstrip.
- Include parameters governing emergency and diversionary use of the airstrip in the management plan as appropriate.

07 DEC 2015

- 7 DEC 2015

ON

HOWDEN FARM^{HS}
LANGDALE END
YO13 0BN

DEAR MRS SAUNDERS,

I WISH TO REGISTER OUR
OBJECTIONS TO THE PLANNING
APPLICATION NYM 2015/0781/FL,
WE WERE VERY DISAPPOINTED
THAT THE PREVIOUS APPEAL WAS
TURNED DOWN ON THE SIZE OF
THE BUILDING, AND ALSO THERE
IS A GAS WELL NEAR BY, WHICH
COULD BE DANGEROUS, OUR FARM
IS IN THE FLIGHT PATH, & AND
WE HAVE A LOT OF ANIMALS
& HORSES, & ALSO ONE OR TWO
BRIDLE PATHS, WHICH ARE USED
BY CHILDREN ON PLOVIES. WE
ARE VERY DISAPPOINTED THAT
THE MAN IN QUESTION HAS NOT
BEEN TO EXPLAIN HIS APPLICATION

YOURS

Welby Strangeway

From: C LANGLEY
Sent: 07 December 2015 14:46
To: Planning
Subject: Application NYM/2015/0781/FL In respect of change of use of land to form 2 grass runways and construction of pilot/restroom building at South Moor Farm Langdale End

Dear Sir

07 DEC 2015



Thank you for your letter of 16th November.

I wish to object to the above planning proposal. This proposal has been refused twice and rejected on appeal twice.

I believe it to be a totally inappropriate use within the National Park. It will create noise and disturbance both to users of the National Park including those using the public footpath across the site as well as causing disturbance to residents of adjoining villages such as Bickley and Ebberston. Aircraft approaching or taking off from the airfield will pass over Ebberston thereby adding considerably to noise which we already accept from RAF aircraft training over the area.

Although the applicant states that there will be no more than 20 aircraft movements per day that is not included as part of the application which does not limit the number of movements. If a condition to that effect was to included as part of any approval I would question whether it could be effectively monitored and enforced. The temptation to allow a few more aircraft in would always be there. Further if it was to be limited to 10 landings per day that is hardly going to make a noticeable contribution to visitors to the Park as argued by the applicant.

Moreover whilst the applicant states that there will be no maintenance building as included in previous applications it is still referred to in supporting documents with the application and would still appear to be in the applicant's mind.

Once the principal of having an airfield on this site is established it will be increasingly difficult to control its future development and expansion of activity.

No evidence of a lack of suitable sites outside the National Park has been produced and I would argue that the development at this site is both unnecessary and seriously detrimental to the amenity of the area.

Ebberston Parish Council is objecting to the proposal and I would support them and urge the Park Authority to continue to resist this inappropriate development.

Yours faithfully

Colin G Langley

107 Main Street
Ebberston

Scarborough
YO13 9ND

()

Wendy Strangeway

From: Donna Magson on behalf of General
Sent: 07 December 2015 11:56
To: Hilary Saunders; Planning
Subject: FW: For the attention of Mr M Hill & Mrs H Saunders
Attachments: Local Residents Opposition Plan letter to NYMPA, Forest Enterprise..docx

Donna Magson
HR/Administrative Assistant
Corporate Services

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

☎: 01439 772700

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🌐: www.northyorkmoors.org.uk

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07 DEC 2015



From: Joan Roberts
Sent: 07 December 2015 09:12
To: General
Subject: For the attention of Mr M Hill & Mrs H Saunders

Please find attached our objections to the latest application by Mr R Walker of South Moor Farm, Langdale End, Scarborough.

Mr M Hill

Head of Development Management

NYMPA

The Old Vicarage

Bondgate

Helmsley

York

YO62 5BP

07 DEC 2015

Dear Mr Hill

South Moor Farm Airfield Planning Application NYM/2015/0781/FL

Following the outcome of the previous Applications and the Appeals decisions by the Planning Inspector residents are deeply disappointed about the inability of the North York Moors Planning Authority to stop the detrimental effect the operation of this facility will have upon the peace and tranquillity, flora and fauna in the immediate area and surrounding parishes. Residents are concerned that both Appeals Inspectors failed to recognise the considerable number of objections and evidence provided for the initial Application relating to the Sandford Principle and the requirement for this to be enforced as it was evident that such a development would put that principle to the test. We are particularly concerned that the last Appeals Inspector's report dismisses important issues such as environmental preservation for fauna and flora, and for historic sites as irrelevant to the application. Surely the very role of the Appeals Inspectors is to ensure that such matters are seriously considered and protected.

Residents are extremely concerned that the operation will be allowed to exceed the stated purpose and the frequency/intensity of the aeronautical activities will quickly get out of hand, irretrievably. It is recognised that the Planning Authorities have no power to control the operation and due to the remote location and because of this residents feel it to be most compelling and urgent to challenge and stop the development from being realised.

We recognise the roles, remits and limitations of those involved in both the NYMPA and Forest Enterprise and feel we, as a residents group, wish to join with the Planning Authority to ensure that we work as a single entity to protect the very special environment we enjoy and to find ways in which we can stop potentially unmonitorable and uncontrollable developments and allow Dalby Forest and its environs to continue to attract many users and visitors who enjoy the peace and tranquillity originally foreseen by Lord Sandford and those responsible for creating the National Parks.

In response to the latest application we resubmit the same objections as were raised before:

07 DEC 2008

We write on behalf of the Bickley Residents Association (BRA) members of which will have submitted individual objections to the above application but in this collective objection we try to convey the strength of feeling this revised application has aroused. We offer below some of the reasons we believe this application does not comply with the *North York Moors National Park Authority Local Development Framework: Core Strategy and Development Policies, Adopted 13th November 2008*.

We particularly note in the *Guidance to reading and using the above document* that at

1:12 'Every relevant criterion in a policy will need to be met in order to comply with the policy'

and it is the clear view of members of BRA that this application does not do that.

2.9 In the section on the *Spatial Portrait of the North York Moors* indicates:

'However, pressures on markets and changes in farm support mechanisms are leading farmers to supplement incomes through diversification activities which can change the character of the traditional farming landscape and that to address this agri-environment schemes are being put in place which seek to halt or reverse the decline of traditional farming practices, loss of habitat and landscape features...'

While the application may be seen as an attempt to diversify and contribute to the B & B business on that farm it cannot claim to add anything to the nature of the habitat or halt or reverse any decline, it will most definitely lead to a loss of habitat and landscape features such as the demolishing of part of a drystone wall to accommodate the airstrip.

Furthermore in the very next point **2.10** the *Spatial Portrait* recognises that

'Tourism is largely based upon the natural attractions of the area, including scenic views.....visitors can make use of 1400 miles of Public Rights of Way for walking, cycling or horse riding.'

In 3: Influences on the Spatial Strategy

3.3. This application can be of no social and economic benefit to the local community, indeed there can only be adverse effect.

In **3.9** the document recommends restraint in the approach to planningin very small settlements and the wider countryside.

3.12 Examines the National Park's Plan and states:

It includes a vision for the Park and lists the special

qualities that have contributed to its designation as a protected landscape and which the Local Development Framework must seek to safeguard. The Management Plan is intended to influence the work of all organisations which operate within the Park, not just the National Park Authority. It sets out the following vision for the Park:

- A place managed with care and concern for future generations.
- A place where the diversity and distinctiveness of the landscape, villages and buildings is cherished.
- A place where biological and cultural diversity, and the special qualities that are valued, are conserved and enhanced.
- A place where the landscape and way of life is respected and understood.
- A place where communities are more self-sustaining, and economic activity engenders environmental and recreational benefits.
- A place that is special to people and that provides pleasure, inspiration and spiritual well being.
- A place where visitors are welcome and cultural and recreational opportunities and experiences are accessible.
- A place that continues to adapt to change whilst National Park purposes continue to be furthered and pursued

Chapter 3 also identifies the special qualities of the North York Moors, among which are:

A rich and diverse countryside for recreation

- An extensive network of public paths and tracks

Strong feeling of remoteness

- A place for spiritual refreshment

07 DEC 2015

Tranquillity

- Dark skies at night and clear unpolluted air

Bickley Residents Association asserts that these qualities exist, enrich and characterise the nature of the area that will be seriously and adversely affected by the proposed development of an unregulated airstrip.

3.22 The natural assets of the Park provide extensive opportunities for outdoor recreation including walking, cycling and horse riding. Some forms of vehicular recreation activity such as trail bikes, off road motorcycling and 4 by 4 vehicle activity can undermine the peace and tranquillity, landscape and natural habitats of the Park unless they are properly managed in appropriate locations.

The Residents Association feel strongly that it will be impossible to manage the development of an airstrip in such a way as NOT to undermine the peace and tranquillity, landscape and natural habitat and feel that this location is entirely inappropriate.

4. Spatial Vision and Objectives

Protecting, Enhancing and Managing the Natural Environment

By 2026, the National Park's special qualities including its diverse landscapes, sense of tranquillity and remoteness, distinctive settlements and buildings and cultural traditions *have been safeguarded and enhanced*. The Park continues to be worthy of designation as a landscape of national importance and sites of international, national and local importance for nature conservation and the National Park as a whole continue to host a diversity of species and habitats.

We uphold and wish to contribute to this important objective, we have chosen to live and work in this area and devote time and energy to this objective. Our strong objection to the application is part of our wish to safeguard and enhance the 2026 vision.

07 DEC 2015

CORE POLICY A. Delivering National Park Purposes and Sustainable Development

Core Policy A: 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.

This principle is reiterated in the Report of Inspector Cliff Hughes BA Hons DipTP MRTPI on the Authority's Core Development Plan in which he writes:

'3.5 In the National Park, the purposes of National Parks are particularly important. Assessment of the effects of a development on the natural beauty, wildlife and cultural heritage has greater prominence in the Park than in other types of local planning authority. It is also the case that a very limited amount of development is likely.

The 1995 Environment Act sets out two purposes for National Park Authorities, as follows:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks; and
- To promote opportunities for the understanding and enjoyment of the special qualities of the Parks by the public.

Section 62 of the 1995 Act also requires all relevant authorities to

"have regard to the statutory purposes in exercising or performing any functions in the National Park and; if it appears that there is a conflict between those purposes, to attach greater weight to the purpose of conserving and enhancing

the natural beauty, wildlife and cultural heritage of the area."

It is clear that the application conflicts with NYMPA Core Policy A1 and Section 62 of the 1995 Environment Act and the group requests that NYMPA rejects the application on these grounds.

As further argument we offer the following areas where the application conflicts with, or fails to meet every criterion.

Core Policy A:2 Providing for development in locations and of a scale which will support the character and function of individual settlements.

The area that will be affected by this development is not designated as a 'Service Centre', a 'Service Village' or even one of the 'Other Villages' as defined by the Authority. It is known and acknowledged as a remote area of outstanding beauty, peace and tranquillity and, as such should be protected from a development of this sort.

Core Policy A:3 Maintaining and enhancing the natural environment and conditions for biodiversity and geodiversity.

The application can only be said to go clearly against the aims of this Core Policy.

CORE POLICY C. Natural Environment, Biodiversity and Geodiversity

Core Policy C: 6.1. Protecting and enhancing the natural environment is a statutory purpose of National Park designation and not only relates to legally protected sites and species but to the Park as a whole.

It was recognised in objections to the original application, and remains so for this application too that this area is home to many species of birds, indigenous and migratory and mammals, some protected and others not.. In addition to Badger, Fox, Muntjac, Otter and Deer, there are Nightjars, Owls, Goshawk, Buzzard as well as a multitude of more common birds and is on the migratory path of many others such as Turtledoves, Waxwings Fieldfare, Redwing and Geese.

Core Policy H:

Development Policy 1 Environmental Protection

1.1. It will not generate unacceptable levels of noise, vibration, activity or light pollution

07 DEC 2015

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, commissioned by the NYMPA and carried out in an impartial way. Evidence has been reported in members own objections to the authority about the large variance noise nuisance created over differing topography, by different aircraft and we request that the topography of the 'Bickley Bowl' is included in any monitoring of noise and nuisance likely to be caused at the sensitive receptors.

07 DEC 2015

Development Policy 14: Tourism and Recreation

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.

It is evident from the amount of local protest, the views of interest groups and the firm view of BRA members that this application will both detract from the experience of visitors and will irreparably affect the quality of life of local residents. On this conflict point alone we expect the NYMPA to reject the application

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.

As has been shown, while we understand the need of one individual to supplement his farming and Bed & Breakfast income, the application attempts this in a way which will cause irreparable harm to the local and wider environment, to the special flora and fauna of the area, will negatively affect the quieter pastimes of walkers, riders and cyclists thus putting at risk loss of existing tourism and recreational facilities, and bring no benefit at all in terms of employment and income to the wider rural economy.

As was recognised before by those objecting to the first application and by the dedicated Planning Committee Members who discussed that application fairly and fully before rejecting it by 100%, Bickley, Langdale End, Broxa, Crosscliffe, Darncombe and Deepdale are very special areas in need of protection to ensure the 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. In considering this application the Planning Department must believe in their capacity to do this, not only for current residents, supporters and interest groups but for the pleasure, inspiration and spiritual well being of generations to come for whom we must safeguard this special part of the North York Moors National Park.

Yours sincerely

Brian Turner & Joan Roberts

1 Bickley Cottages
Langdale End
Scarborough

07 DEC 2015

HS

- 7 DEC 2015

W...dy Strangeway

From: planning@northyorkmoors.org.uk D
Sent: 06 December 2015 22:28
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mr Nigel Blades at 178 Lionel Road, Brentford, Middlesex, TW8 9QT

Dear Sir or Madam,

We wish to repeat our objections from the previous application NYM/2014/0819/FL, for this revised scheme, which is only changed in terms of the storage building being removed.

Our family regularly enjoy walking and visiting the National Park and value it highly as an area of great natural beauty:

While visiting family in Yorkshire or on holiday we regularly walk in the Dalby Forest area of the North Yorkshire Moors National Park. As a family of walkers who enjoy the peace and quiet of the countryside, we are opposed to this planning application, which would lead to an expansion of light aviation in and around the National Park.

Nearer to home, we often walk in the Chiltern Hills in Buckinghamshire. 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 North York Moors National Park is one of the last wilderness areas in England and it would be a great shame if its special qualities of tranquility and wilderness were to be affected in the same way. The impact of even low level aircraft noise on tranquility should not be underestimated and is not captured by studies of decibel levels on landing and take-off.

The maximum 20 take-offs and landings proposed in a single day are likely to occur at holiday times and weekends and would involve flying over the National Park, disturbing the enjoyment of the Dalby Forest area by walkers, cyclists and horseriders, as well as local residents.

The application report asserts that the area is already subject to military flying. We have very rarely heard military jets fly overhead whilst walking in the Dalby Forest area. On the rare occasions this has happened, the noise of the fast-moving aircraft is over in seconds, whereas our experience in south-east England is that the constant buzz of slow-flying light aircraft is far more disturbing to the natural soundscape of the countryside.

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

Yours faithfully,

Nigel and Julia Blades

Comments made by Mr Nigel Blades of 178 Lionel Road, Brentford, Middlesex, TW8 9QT
Preferred Method of Contact is Email

Comment Type is Comment

HS/

Christopher Knowles

From: Front Desk on behalf of General
Sent: 04 December 2015 10:13
To: Planning; Hilary Saunders
Subject: FW: Attn. Mrs.Saunders Planning application NYM/2015/0781/FL

From: Glynis Ludkin
Sent: 04 December 2015 09:52
To: General
Subject: Attn. Mrs.Saunders Planning application NYM/2015/0781/FL

04 DEC 2015
CK

Dear Mrs.Saunders,

I wish to register my objections to the planning application NYM/2015/0781/FL. I was very disappointed that the previous appeal was turned down on the size of buildings only and that the very real impact on the environment and residents of this rural community situated in a National Park are apparently irrelevant.

*As a resident in one of the properties almost under the flightpath of aircraft coming and going I have serious and valid concerns about the noise nuisance. The geography of the valley below Southmoor Farm is such that sound appears to be amplified. I am able to hear cyclists talking as they progress along the road opposite us and the rutting season in the forest across the valley sounds rather like Jurassic Park. I believe that the proposed airfield would be seriously detrimental to our quality of life.

*I do not believe that the proposed airfield has any place in a National Park. My understanding of a National Park is that it aims to protect the environment and landscape against inappropriate development. There is already provision in the NYNP for those interested in flying - the well established centre at the White Horse. This predated the National Park I believe.

*We already have quite high aircraft movement in this area. The RAF often have training aircraft in the area, to which I have no objection. Helicopters can be very noisy and bring one out of the house as they fly low and pass over slowly. The vibrations can also be felt in the house at times. We do not need or deserve to have more inflicted on us.

*Over the year there are a number of potentially disruptive and noisy events in the Park. The pop concerts, car and motor cycle rallies are not our 'cup of tea' but they occur only two or three times a year. Like the wonderful Tour of Yorkshire they are inclusive and can be enjoyed by the general public and residents alike. The proposed airfield would cater only for an exclusive group of hobbyists, whilst having a negative impact on the area.

*As a resident of the National Park I accept the various restrictions which this imposes. In addition we have no mains gas, mains water, streetlighting or Wifi. But in exchange we live in a beautiful and tranquil place and expected that it would remain so. The Park is not a museum, but some activities, such as the proposed airfield are simply inappropriate.

*Many of the residents in the Langdale End area keep horses and are keen and regular riders. The bridle paths criss-cross the forest and a number, one in particular, are very close to the proposed runways. As the airfield would have unscheduled flight times there is a very real possibility of a horse being spooked, resulting in a serious accident. The activities of a number of riders, some having lived here all their lives, would be curtailed.

*The applicant claims that the airfield would benefit the community. This puzzles me and my neighbours who cannot understand how this benefit would manifest itself.

*Finally, we live in a fairly isolated community where neighbours rely on one another. The applicant claims to have informed close neighbours, but we have never been contacted or given any information as to the future plans for development should the application be successful. I believe the applicant must be well aware of the negative impact on neighbours.

When we arrived some years ago we understood this to be the 'quiet area' of the forest where riding, cycling and walking were the main recreational activities. As a result we are at a loss as to why this application was not dismissed by the appeal process.

Mrs.Glynis Ludkin
Spring Farm,
Langdale End
Bickley
YO13 0LL

H5 ✓

Christopher Knowles

From: planning@northyorkmoors.org.uk
Sent: 03 December 2015 15:14
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mrs Ruth James at 35 Ryndle Walk, Scarborough, YO126JT

I oppose this planning application because this is not an appropriate use of land within the national park. I and many others, including tourists, visit this area for quiet recreational activities such as walking, cycling and birdwatching. Aircraft will disturb the area with their inevitable noise. They could also disturb the wildlife.

The moors are already blighted at times by illegal use of vehicles. Please do not allow aircraft to disturb the peace for many miles around.

Comments made by Mrs Ruth James of 35 Ryndle Walk, Scarborough, YO126JT :
Preferred Method of Contact is Email

Comment Type is Comment

03 DEC 2015

CK

Christopher Knowles

From: Julie Dixon
Sent: 03 December 2015 15:09
To: Planning
Subject: NYM/2015/0781/FL

Bickley Heights,
Bickley,
Scarborough,
YO130LL.

03.12.15.

03 DEC 2015

CK

Dear Sir or Madam,

Re: NYM/2015/0781/FL
(revised scheme to NYM/2014/0819/FL)

I am writing to inform you of our strong opposition to the proposed aerodrome at South Moor Farm, YO13 0LW. An aerodrome of any size or description in this neighbourhood is wholly inappropriate. Below are just some pertinent points:

- There is no need of aeroplane service in this area.
- There are no businesses that will benefit from this service.
- The aerodrome and associated flights will be detrimental to this sensitive and unspoilt ecosystem.
- There will be increased traffic in the area. The local infrastructure can barely cope with current demands.
- The increased noise and traffic will be detrimental to both the local residents and tourists, to say nothing of farm and indigenous animals.
- The application absurdly states that the aerodrome would not significantly add to background noise. It may be possible to make this argument of an urban or industrial area. No person who has visited or lived in this area could sensibly or seriously expect to deny the noise pollution and irritation that an aerodrome would cause here.
- There is virtually no background noise in our area and that is precisely why most residents and visitors choose to spend time in this quiet, unspoilt, rural area.

An aerodrome would compromise the peaceful enjoyment of residents and visitors alike. I trust that we can rely upon you to protect both us and this ecologically valuable area from the aerodrome and aeroplane flights.

Yours faithfully,
Julie Dixon

Planning

From: graham.cooper
Sent: 29 November 2015 14:20
To: Planning
Subject: Planning Objection - NYM/2014/0819/FL

Dear Mrs Saunders,

Once again, we wish to object very strongly to the planning application to build an airfield at South Moor Farm, Langdale End (Application number NYM/2014/0819/FL). Our objections are largely the same as before (Application NYM/2013/0435/FL).

As long-term residents of Scarborough, we frequently enjoy walking in this area and believe the proposal is wholly inappropriate for a part of the countryside that is valued highly for its natural beauty and tranquillity.

We believe the revised application should be rejected on the same grounds as the original application, namely, that:

- It "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";
- It "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"; and
- the proposed new building "would have a detrimental impact on the character and appearance of the area" contrary to the North York Moors Local Development Framework.

It is possible that the proposed development would have some economic benefit for the applicant and a small number of aircraft owners. However, the Environment Act says that where such economic benefits are in conflict with the aim of National Park Authorities to protect the natural beauty and wildlife of the Parks, then the authorities should "attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area."

For these reasons, we very much hope that you will reject this revised application.

Yours sincerely,

Graham Cooper
 9 Castle Terrace,
 Scarborough
 YO11 1QX

30 NOV 2015

D

Danielle Salvadori,
 9 Castle Terrace,
 Scarborough
 YO11 1QX

Norman Cooper

374 Scalby Road
Scarborough
YO12 6ED



Planning

From: John Dewar
Sent: 30 November 2015 08:50
To: Planning
Cc: Nigel D'Arcy
Subject: RE: NYMNP A NYM/2015/0781/FL Consultation Letter

Dear Christopher,

I have checked with my project manager and we believe that the risks are extremely low as a) there is considerable between the two sites and b) we are not planning to flare as part of our normal operation. The only flaring that we can envisage is when we production test the well and that is for a limited period of time. This event would be planned well in advance and could be co-ordinated with flight activity. In saying this I would like to check that the flight path of all air traffic should be directed away from the well site, not only because of the flare, but because of the other low probability event of planes potentially crashing into the forest/well pad area.

Regards

John

30 NOV 2015



From: Planning [<mailto:planning@northyorkmoors.org.uk>]
Sent: 25 November 2015 12:39
To: John Dewar
Subject: NYMNP A NYM/2015/0781/FL Consultation Letter

Dear Mr Dewar

Please find attached a Consultation letter for the above application from the North York Moors National Park Authority. The Officer for this application, Mrs Hilary Saunders, has deemed it necessary to contact you as concern is being expressed regarding the over-flying of the Ebberston Moor Well Site and we would be very appreciative of the submission of any comments in relation to this matter.

If you have any questions on the content of the attached letter, please feel free to contact the Authority.

Yours sincerely

Christopher Knowles
 Planning Administration Technician

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

Tel: 01439 772700
 Email: planning@northyorkmoors.org.uk
 Website: www.northyorkmoors.org.uk

HS

Bickley Heights
Bickley, Langdale End
Scarborough
North Yorkshire
YO13 0LL
27 November 2015

Reference; South Moor Farm, Langdale end, Scarborough. Change of use of land to form 2 grass runways, extension to existing access track and construction of and pilot restroom.

Reference No: NYM/2015/0781/FL

Dear Mrs Saunders,

I wish to object most strongly to the above application

✓
Yours faithfully,
Graham Dixon.

30 NOV 2015
D

 ndy Strangeway

From: tony yarnold
Sent: 26 November 2015 12:52
To: Planning
Subject: NYM/2015/0781/FL

Dear Mrs.Saunders,

I write in support of the above application.

I fly a small single engine aircraft purely for recreational purposes & have seen a number of general aviation airfields close over the past few years so it is encouraging to see that someone is prepared to try & reverse the trend, albeit with a very modest airstrip. From my experience flying to similar farmstrips, with consideration from users (which would almost certainly be few), no nuisance is caused & in fact many neighbours are unaware of the activity.

I hope the Committee will give sympathetic consideration to this application & not be over-influenced by the oft heard "nimbyism".

Yours truly,

*Tony Yarnold
7 Sycamore Close,
East Barnet,
Herts.
EN4 8AQ*

26 NOV 2015



Yandy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 26 November 2015 14:31
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mr John Walker at 6 Orchard Close, The Beeches, Uppingham, Rutland, LE15 9PF

I fully support this latest planning application made on behalf of Mr R Walker for an airstrip and flight planning/reporting office at South Moor Farm. For the avoidance of doubt, I am not related to Mr R Walker and my interest in the application stems from a life-long involvement in aviation as a member of the RAF; employment in aerodrome management; as a private pilot as well as being an active member of the Aircraft Owners and Pilots Association.

The current application is a further revised scheme to the previous applications (NYM/2014/0435/FL and NYM/2014/0819/FL) both of which were refused by the Park Authority and then subject in both cases to an appeal (references APP/W9500/A/14/2212850 and APP/W9500/W/15/3007950 respectively). All of the applications in question have two elements; the provision of an airstrip and the provision of related buildings. Although both appeals failed they did not do so in respect of the provision of the airstrip (the details of which have remained unchanged), only in respect of the proposed aircraft storage building. Since both of the Inspectors in their independent capacity and with full knowledge of National and Local Planning Policies have concluded that the aviation aspects of the application are not in conflict with these Policies, the Park Authority has no grounds to refuse the current application from the aviation perspective. In deference to the two Inspector's previous findings, the current application does not include an aircraft storage building but retains the flight planning office which is similar to a garden shed that would ordinarily not require planning permission except that it is not intended for domestic use and is located in a National Park. The Inspector in the second appeal (APP/W9500/W/15/3007950) decision letter at paragraph 7 commented as follows on this building:

"7. Two buildings are proposed. The first is a small shed-like structure that would be used as a flight planning/reporting office. The Authority has raised no concerns regarding this aspect of the proposals and nor did the Inspector in respect to the previous appeal. Given the very limited scale of this proposed structure, I have found no reason to disagree."

In the light of this statement, the Park Authority has no grounds to refuse the current application in respect of the proposed building.

Comments made by Mr John Walker of 6 Orchard Close The Beeches, Uppingham, Rutland, LE15 9PF
 Preferred Method of Contact is Email

Comment Type is Comment

26 NOV 2015

J



North York Moors National Park Authority

Case Officer: SAT HS

Application No: 2015/0781/FZ

PROPOSED DEVELOPMENT Allerton 3/04
Parish: Ebbwston & Yeldingham 3/34
Applicant: Mr R Walker
Development: CHANGE OF USE OF LAND TO FARM
2 NO GRASS RUNWAYS AND CONSTRUCTION OF
PILOT/RESTROOM BUILDING (REQUIRED SCHEME
TO NYM/2014/0819/FZ)
At: South Moss Farm,
hospice End, Scarborough
Grid Ref: SE 490586, 490218
Road class:

PROCEDURE
Date of Receipt: 2 November 15
Date of Validation: 10 November 15
DATE FOR DECISION: 5 JANUARY 2016
DoE Code: 20
Major Application: NO (13 wks)
EIA: NO (16 wks)

CONSTRAINTS
Flood plain: Zone 1
PROW: Bradleyway, Footpath
Conservation Area:
Listed Building: Grade:
TPO/Hedgerow: Source Protection zone
Monuments, PSR, CSAC, Section 3 Coast, SAC,
Section 3 Woodland, Section 3 Moorland, Historic P&G,
Registered Common Land, Mining Hazards,
Heritage Coast, Ancient Woodland, Dev't low risk
(coal referral), Dev't high risk (coal consultation)
Forestry Commission Boundary / Roads ETON
County Matter: NO
If Schedule 2, is statement required: Yes NO
Net change to no. of dwellings: NO
10% Renewables: M

DEVELOPMENT PLAN POLICIES / SCREENING OPINION
Relevant RSS/EU Dirs/HRA:
Core/Development Policies: DP12, DP13, CP1, CP2, CP3, DP7
NMD/Bat/Structural/Free Survey/FRA/Ag Workers Report: NE
Departure: NO
EIA Schedule 1/Schedule 2: 1oe
Brownfield/Greenfield/Ag conversion/Non Ag conversion:
More than 5 houses or 200 sqm? NO

SITE NOTICE / ADVERTISEMENT
Site Notice Required: ✓ x 4 Date Posted: MG 2 DEC 2015 Expiry Date: 25 DEC 2015
Advertisement Required: YES - see Date Posted: SEN 3 DEC 2015 Expiry Date: 24 DEC 2015
woods & trees setting

Table with columns: CONSULTATIONS, Date consulted, Reply by, Re-consulted, Reply by, In the Authority's opinion would the development - affect the setting or appearance of a Conservation Area? YES NO NA

DECISION
Date of Decision: 15 JAN 2016
Date of Expiry:
Application Type: Refused

northside Barn,
Birkley,
Scarborough.

N. JAMES YOUBOLL CK

20 NOV 2015

17 Nov. 2015

Dear Mrs Saunders.

How many more times
is this wretched man going
to be allowed to present
plans for his runways and
huge plots building up on
South Moor?

Because I have no computer,
I cannot share in the rest of
Birkley Association's protest against
this man's plans. However I
will reiterate my objections.

① He dares to have the backing
of Birkley Residents Association, which

is rubbish, no one in Birkley^H
(13 houses) wants him or his air
field, so he's lying.

② I don't want any planes
taking off over me when I drive
along the forest drive past South
Moor Farm.

③ I don't want planes taking off
overhead when I am working
the fields around South Moor Farm

④ Having the planes being tested
above the vale of Birkley is
rowdy enough, I don't want
any more noise created by him
and his mates or jay notes.

⑤ 'Viking' do not want to reopen
the gas plant along the Birkley
Eborston road so there is no need
for a landing strip bringing
Viking executives to the plant.

Yours very sincerely

C

Wendy Strangeway

From: Allerston & Wilton Parish Council
Sent: 12 January 2016 16:29
To: Planning
Subject: NYM/2015/0781/FL

Dear sirs

Unfortunately no one from Allerston and Wilton Parish Council is able to attend the meeting on the 14th January. The councillors have concerns about this development and feel it is not a suitable development for this area of the National Park or Dalby Forest. They can see no benefit to the general communities by this development and only personal gain by the property holder at the expense of others. It seems a very strange way to expand a B & B business in Ryedale. Sorry for the late reply but I have no broadband since Christmas and had to go to my daughters to sent this!

Regards

Lesley Myers
Clerk to Allerston and Wilton Parish Council
Waterways
Main Street
Allerston
Pickering
North Yorkshire
YO18 7PG

12 JAN 2016

WS

Dawn Paton

From: Hilary Saunders
Sent: 08 January 2016 09:44
To: Planning
Subject: FW: NYM/2015/0781/FL

H. Saunders

**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

From: Elizabeth Kirk
Sent: 08 January 2016 09:41
To: Hilary Saunders
Cc:
Subject: NYM/2015/0781/FL

Dear Ms Saunders,

On behalf of the Byways and Bridleways Trust, I support the objection of the British Horse Society to the application for a runway at South Moor Farm. Even light aircraft can spook a horse, seriously endangering the rider, and to have the runway crossing the bridleway is a gross interference with the public right.

Elizabeth Kirk, Trustee, Byways and Bridleways Trust, Mallorie's, Friars Hill, Sninnington

Dawn Paton

From: Elizabeth Kirk
Sent: 08 January 2016 10:29
To: Dawn Paton
Subject: Re: NYM/2015/0781/FL

Sorry: my address is:-
Mallories
Friars Hill,
Sinnington,
YO62 6SL.

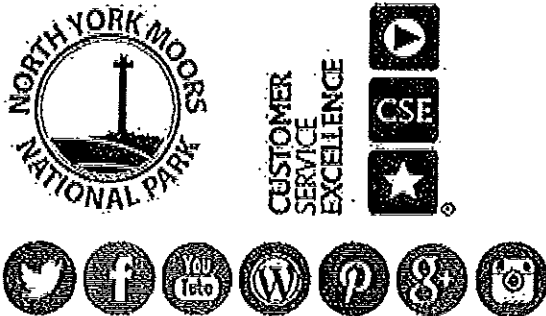
Please add to my objection as follows:-

The fact that two runways and a pilot's rest room are planned shows an anticipated level of noise and air traffic wholly unsuitable to the location in a National Park.

Elizabeth Kirk

-----Original Message-----

From: Dawn Paton <d.paton@northyorkmoors.org.uk>
To:
Sent: Fri, 8 Jan 2016 10:17
Subject: NYM/2015/0781/FL



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www.northyorkmoors.org.uk

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2015/0781/FL C
HS

Dawn Paton

From: Hilary Saunders
Sent: 07 January 2016 14:27
To: Planning
Subject: FW: NYM/2015/0781/FL

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

-----Original Message-----

From: John Cook
Sent: 07 January 2016 14:17
To: Hilary Saunders
Cc:
Subject: NYM/2015/0781/FL

2016
-7 JAN 2016
D

Burgate Farm, Harwood Dale, Scarborough, YO13 0DS Tel: 01723 870333

Your ref: NYM/2015/0781/FL

Dear Ms Saunders,

PLANNING APPLICATION AT SOUTH MOOR FARM, for RUNWAY FOR LIGHT AIRCRAFT etc.

The British Horse Society objects strongly to the above application, for the following reasons:

1. Horses are a fright and flight animal and large noisy aeroplanes approaching from above are very similar to prey animals. Which means that to have planes descending and taking off near the bridleway which crosses the site is extremely dangerous for the safety of any riders and their horses.

Riders have been killed when their horses reacted to over head low flying aircraft; and this is why the BHS and the RAF have been jointly working together to encourage riders to wear high viz jackets etc. at all times, so as to allow the pilots to see them from a safe distance.

2. Riders both local and tourists bringing their own horses on holiday to this area, expect to enjoy the peace and quiet of the natural environment and not to encounter industrial objects with their associated noises.

3. I am aware that similar applications for the intended industrialisation of the area by aircraft have been before the Inspectorate twice before. But on neither occasion did the Inspector address the effect of the application upon the users of the minor public highways, both the bridleway and the unclassified road.

I must repeat that we think the effect of the aircraft upon this area is against National Park purposes and dangerous for any member of the public who wishes to quietly enjoy the natural environment on horseback.

I would be grateful to know the decision on this matter, and if it is turned down, whether the applicant makes an appeal.

Yours sincerely,

Catriona Cook MBE (Mrs)

BHS Regional Access Officer

7 JAN 2016



North York Moors National Park Authority
Planning Consultation Form

Case Officer: Mrs H Saunders

Application Number: NYM/2015/0781/FL3

DEC 2015

Site: South Moor Farm, Langdale End, Scarborough

Development Description: change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Applicant: Mr R Walker

(Please Tick One Box Only)

The Parish/Town Council has no objection to this application

The Parish/Town Council objects to this application
(A reason must be given)

see attached copy letter confirmation of earlier email.

The Parish/Town Council supports this application
(A reason must be given)

Signed _____
On behalf of Eberston with Yedingham Parish/Town Council

Date 11th December 2015

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

2015/0781/FL

HS

Ebberston with Yedingham Parish Council

Andrew Wyatt 17, Main St, Ebberston, N. Yorks YO13 9NR

C

Website <http://ryedale.myzen.co.uk/ebberston/>

8th December 2015

Mrs H Saunders
Planning Officer
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP

23 DEC 2015

D

Dear Mrs Saunders
NYM/2014/0819/FL -- Revised Scheme South Moor Farm Langdale End Scarborough

I have been asked by the Parish Council to advise you that we remain opposed to the revised application for this scheme. In addition, following the change of some of the Councillors at the recent election, further issues and concerns have been identified to support our objection.

Objection Summary

Ebberston Parish Councils previous objections were based around the impact the proposed installation would have upon the local environment and the people living within and visiting this area.

Our continued objection is based upon this and also the following issues:-

1. The flight path from stated main runway passes directly over two natural gas installations located approximately 350 metres from the south facing end of the main airstrip
2. The installation of any ancillary equipment at these sites, including gas flare system etc, would present additional significant risk of a major incident with low flying aircraft.
3. The easterly end of the ancillary runway (East - West) lies approximately 20 metres from the very popular Tabular Hills Walk and the Dolby Forest drive.
4. The applicant quotes minimal additional buildings or infrastructure and benefits to local tourism and employment. These statements are contradicted by associated documentation included in the application.
5. The application states no additional facilities required; including car parking, storage of aircrafts and utilities / waste products required for its operation.
6. The supporting documentation for this revised application is at best confusing, containing repetitive and irrelevant statements and elements that directly contradict the planning application
7. The application references "approval by local neighbours" within 1 mile of the proposed facility, this is clearly based upon a selective sampling procedure as Ebberston PC, in representing local residents, is aware of strong opposition from the residents of Bickley and the surrounding areas.
8. The planning application site notice was not posted until 03.12.15 thus providing reduced opportunity for public comment

Supporting information and Notes

- 1.1 Third Energy North Moor gas well A has recently received approval to commence commercial operation for the extraction, processing and distribution of natural gas from the site.
- 1.2 Northern Gas has an installation adjacent to the third energy site that forms part of the gas national grid system
- 1.3 Light aircraft are at greatest risk of incident during takeoff / landing, and whilst the probability of an incident involving an aircraft using this proposed facility is relatively low, a weighting of the risk against the consequences is such that a detailed Hazop* type risk assessment should be conducted prior to any planning approval.*(A hazard & operability study)
- 2.1 Whilst we have no documentation to confirm the installation of a flare stack they are commonly used within gas processing installations to safely dispose of excess gas during normal operations and process disruptions. The operation of flare stacks presents a significant risk to low flying aircraft approaching or departing the proposed air strip. Again this risk requires further investigation
- 3.1 The applications accompanying documentation states the majority of visitors to Dalby Forest park cars at the visitor centre located some 5 miles from the site. The proposed site lies adjacent to the Tabular Hills Walk the Dolby Forest Drive, is close to local view points, walks and picnic areas.
- 4.1 The completed NYMNP application states:-
 - No provision of storage of waste materials
 - No provision for car parking
 - No changes to existing residential / none residential floor space
 - No employment existing or new
 - No storage hazardous materials (fuel lubricants etc)
- 6.1 Planning Statement – Rural Planning Consultants
This document is confusing and extremely difficult to follow. It is repetitive and contains numerous irrelevant references. Statements made within this document contradict the NYMNP application and other accompanying documentation:-
 - The proposed use is by the applicant and local residents - therefore no uplift to the applicants B&B and other local business
 - States that footpaths and bridleways are not generally used by forest visitors
 - States provision for the storage of and waste management with all buildings being compatible with the surroundings
 - The airstrip design takes into consideration access and car parking
 - Several reference aircraft maintenance and storage of 10 light aircraft
- 6.2 Mass environmental report states storage for 10 aircraft.

23 DEC 2015

Concluding comments

As you will note from the above there are a number of unconsidered risks with regard to adjacent gas facilities and a significant number of anomalies within the presentation. The Council would like to have each point clarified, as clearly it would not be correct to progress unaddressed. Most of the points in this response are due to a diligent analysis by a Parish Councilor. It would have been better if these points had been qualified prior to circulation in fact the presentation is flawed.

Yours sincerely

Andrew Wyatt
Clerk to the Council

23 DEC 2015

C

Dawn Paton

From: Walsh, James (NE)
Sent: 18 December 2015 13:00
To: Planning
Subject: RE: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL
Attachments: 140207 South Moor Farm aerodrome revised application.pdf; ATT00001.txt

Thank you for consulting Natural England on the above. In our previous response (attached), we advised that further information should be submitted on the direction of flights and whether they would be towards the North York Moors Special Protection Area (SPA). This information does not appear to have been provided in the October 2015 report. We therefore do not have any additional comments to make at this stage.

Kind regards

James Walsh
Lead Adviser
Yorkshire & Northern Lincolnshire Team
Natural England
Lateral
8 City Walk
Leeds
LS11 9AT

18 DEC 2015
DJ

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

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From: planning@northyorkmoors.org.uk [mailto:planning@northyorkmoors.org.uk]
Sent: 16 November 2015 12:38
To: Consultations (NE)
Subject: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL

You have received this email from North York Moors National Park Authority (Planning Service) in relation to a planning matter at South Moor Farm, Langdale End, Scarborough.

The attached correspondence contains important information; please retain it for your records.

If this is a consultation/re-consultation please click the link
<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&ReturnUrl=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx>

In any correspondence, please quote the Council reference number, which is included in the attached letter.

If you have received this email in error, please forward it to planning@northyorkmoors.org.uk.

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- Microsoft Word Viewer for Word attachments.
- Adobe Reader for PDF attachments.



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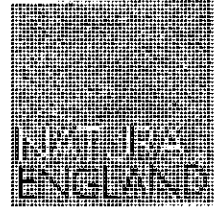
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For more information please visit <http://www.mimecast.com>

18 DEC 2018

Date: 04 February 2015
Our ref: 140207
Your ref: NYM/2014/0819/FL



Mrs H Saunders
Planning Officer
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

NYM
18 DEC 2015

BY EMAIL ONLY

Dear Mrs Saunders

Planning consultation: Application 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)

Location: South Moor Farm, Langdale End, Scarborough

Thank you for your consultation on the above dated 27 January 2015.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**PLANNING AND COMPULSORY PURCHASE ACT 2004
CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2010 (AS AMENDED)
WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)**

Internationally and nationally designated sites

The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). 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). Please see the subsequent sections of this letter for our advice relating to SSSI features.

In considering the European site interest, Natural England advises that you, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have¹. The Conservation objectives for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

¹ Requirements are set out within Regulations 61 and 62 of the Habitats Regulations, where a series of steps and tests are followed for plans or projects that could potentially affect a European site. The steps and tests set out within Regulations 61 and 62 are commonly referred to as the 'Habitats Regulations Assessment' process. The Government has produced core guidance for competent authorities and developers to assist with the Habitats Regulations Assessment process. This can be found on the Defra website. <http://www.defra.gov.uk/habitats-review/implementation/process-guidance/guidance/sites/>

Further Information required

The consultation documents provided by your authority do not include information to demonstrate that the requirements of Regulations 61 and 62 of the Habitats Regulations have been considered by your authority, i.e. the consultation does not include a Habitats Regulations Assessment.

- In advising your authority on the requirements relating to Habitats Regulations Assessment, it is Natural England's advice that the proposal is not necessary for the management of the European site. Your authority should therefore determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out. Natural England advises that 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 (13th 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.

SSSI

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.

Should the application change, or if the applicant submits further information relating to the impact of this proposal on the SSSI aimed at reducing the damage likely to be caused, Natural England will be happy to consider it, and amend our position as appropriate.

If your Authority is minded to grant consent for this application contrary to the advice relating to the North York Moors contained in this letter, we refer you to Section 281 (6) of the *Wildlife and Countryside Act 1981* (as amended), specifically the duty placed upon your authority, requiring that your Authority;

- Provide notice to Natural England of the permission, and of its terms, the notice to include a statement of how (if at all) your authority has taken account of Natural England's advice, and
- Shall not grant a permission which would allow the operations to start before the end of a period of 21 days beginning with the date of that notice.

Designated landscapes

The proposal is located within the North York Moors National Park. 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.

Protected Species

We have not assessed this application and associated documents for impacts on protected species. If the LPA is aware of, or representations from other parties highlight the possible presence of a protected or priority species on the site, the authority should request survey information from the applicant before determining the application. The Government has provided advice² on priority and protected species and their consideration in the planning system.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often

² Paragraph 98 and 99 of ODPM Circular 06/2005

affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application, please contact us with details at consultations@naturalengland.org.uk.

Other advice

We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character
- local or national biodiversity priority habitats and species.

Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies (which may include the local records centre, your local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document) in order to ensure the LPA has sufficient information to fully understand the impact of the proposal before it determines the application. A more comprehensive list of local groups can be found at [Wildlife and Countryside link](#).

We would be happy to comment further should the need arise but if in the meantime you have any queries, please contact James Walsh on consultations@naturalengland.org.uk For any new consultations or issues, please contact consultations@naturalengland.org.uk.

Yours sincerely

James Walsh
Yorkshire & Northern Lincolnshire Team

RECEIVED

10 DEC 2015

2015/0781/fl

C

Wandy Strangeway

From: Hilary Saunders
Sent: 17 December 2015 12:00
To: Planning
Subject: Fwd: South Moor Farm Langdale End - Runway proposals
Attachments: Grass runway application comments 16.12.15 (1) PL.docx

Sent from Samsung Mobile

----- Original message -----

From: Andrew Wyatt
Date: 16/12/2015 19:36 (GMT+00:00)
To: Hilary Saunders <h.saunders@northyorkmoors.org.uk>
Subject: South Moor Farm Langdale End - Runway proposals

17 DEC 2015

B

Dear Mrs Saunders

I am attaching the response to this planning application on behalf of the Parish Council.
I will post to you the reply form duly completed.

Thank you for your help and assistance in allowing a delay in replying.

Yours sincerely
Andrew Wyatt
Clerk to the Council

Ebberston with Yedingham Parish Council

Andrew Wyatt 17, Main St, Ebberston, N. Yorks YO13 9NR

Website <http://ryedale.myzen.co.uk/ebberston/>

8th December 2015

Mrs H Saunders
Planning Officer
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP

17 DEC 2015

Dear Mrs Saunders
NYM/2014/0819/FL – Revised Scheme South Moor Farm Langdale End Scarborough

I have been asked by the Parish Council to advise you that we remain opposed to the revised application for this scheme. In addition, following the change of some of the Councillors at the recent election, further issues and concerns have been identified to support our objection.

Objection Summary

Ebberston Parish Councils previous objections were based around the impact the proposed installation would have upon the local environment and the people living within and visiting this area.

Our continued objection is based upon this and also the following issues:-

1. The flight path from stated main runway passes directly over two natural gas installations located approximately 350 metres from the south facing end of the main airstrip
2. The installation of any ancillary equipment at these sites, including gas flare system etc, would present additional significant risk of a major incident with low flying aircraft.
3. The easterly end of the ancillary runway (East – West) lies approximately 20 metres from the very popular Tabular Hills Walk and the Dolby Forest drive.
4. The applicant quotes minimal additional buildings or infrastructure and benefits to local tourism and employment. These statements are contradicted by associated documentation included in the application.
5. The application states no additional facilities required; including car parking, storage of aircrafts and utilities / waste products required for its operation.
6. The supporting documentation for this revised application is at best confusing, containing repetitive and irrelevant statements and elements that directly contradict the planning application
7. The application references "approval by local neighbours" within 1 mile of the proposed facility, this is clearly based upon a selective sampling procedure as Ebberston PC, in representing local residents, is aware of strong opposition from the residents of Bickley and the surrounding areas.
8. The planning application site notice was not posted until 03.12.15 thus providing reduced opportunity for public comment

Supporting Information and Notes

- 1.1 Third Energy North Moor gas well A has recently received approval to commence commercial operation for the extraction, processing and distribution of natural gas from the site.
- 1.2 Northern Gas has an Installation adjacent to the third energy site that forms part of the gas national grid system
- 1.3 Light aircraft are at greatest risk of incident during takeoff / landing, and whilst the probability of an incident involving an aircraft using this proposed facility is relatively low, a weighting of the risk against the consequences is such that a detailed Hazop* type risk assessment should be conducted prior to any planning approval. *(A hazard & operability study)
- 2.1 Whilst we have no documentation to confirm the installation of a flare stack they are commonly used within gas processing installations to safely dispose of excess gas during normal operations and process disruptions. The operation of flare stacks presents a significant risk to low flying aircraft approaching or departing the proposed air strip. Again this risk requires further investigation
- 3.1 The applications accompanying documentation states the majority of visitors to Dalby Forest park cars at the visitor centre located some 5 miles from the site. The proposed site lies adjacent to the Tabular Hills Walk the Dolby Forest Drive, is close to local view points, walks and picnic areas.
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 - The proposed use is by the applicant and local residents - therefore no uplift to the applicants B&B and other local business
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- 6.2 Mass environmental report states storage for 10 aircraft.

17 DEC 2015

Concluding comments

As you will note from the above there are a number of unconsidered risks with regard to adjacent gas facilities and a significant number of anomalies within the presentation. The Council would like to have each point clarified, as clearly it would not be correct to progress unaddressed. Most of the points in this response are due to a diligent analysis by a Parish Councillor. It would have been better if these points had been qualified prior to circulation in fact the presentation is flawed.

Yours sincerely
Andrew Wyatt
Clerk to the Council

17 DEC 2015

Wendy Strangeway

From: Hilary Saunders
Sent: 09 December 2015 17:13
To: Planning
Subject: FW: NYM/2015/0781 South Moor Farm revised airstrip etc

H. Saunders

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

From: Rona Charles
Sent: 09 December 2015 17:06
To: Hilary Saunders
Cc: Rachel Smith
Subject: NYM/2015/0781 South Moor Farm revised airstrip etc

10 DEC 2015

10

Hilary

I am aware that it seems the ecology advice has not been clear enough for previous applications at this site, so am keen that it is expressed unambiguously this time. The following is based on the initial advice given to us by RSPB in September 2013 (at the foot of this message).

I consider that the report by Acorus may be mistaken in saying that there are no ecology issues from the proposed development. In 6.6 Ecology, it is correct in saying that there are no SPAs or SSSIs within 2km. However there are two bird species of particular concern breeding in the adjacent forest and either could be within that distance of the application boundary. Goshawk is specially protected under Schedule 1 of the Wildlife and Countryside Act. To avoid the risk of illegal persecution, goshawk nest sites are kept confidential. The second is nightjar, where important concentrations of this species breed in forest clearfell sites and young plantations, to the extent that this area may qualify as a Special Protection Area for this species. Both could be very vulnerable to disturbance if nesting close by when construction commences or if aircraft subsequently fly close to their nests, such as when taking off or landing.

To avoid the risk of damaging disturbance, the potential impact on these birds, and possibly others of which I am not aware, should be properly considered and any appropriate mitigation proposed before planning permission is given. There is an active Forest Bird Study Group covering Forestry Commission forests here which might be willing to liaise with a competent ecologist on this topic.

I hope that is helpful.

Thanks, Rona

Rona Charles
Ecologist
Conservation Department
North York Moors National Park Authority
The Old Vicarage, Bondgate
Helmsley, York YO62 5BP UK
Tel: 01439 772700 Fax: 01439 770691
r.charles@northyorkmoors.org.uk

10 DEC 2013

From: Lindsay, Michelle
Sent: 09 September 2013 11:56
To: Hilary Saunders
Cc: Rona Charles; William Shaw
Subject: FW: Planning application for two grass runways in the National Park

Dear Hilary,

I discussed this with Rona last week, and I'm afraid it's not possible for me to give a more detailed or definite opinion on this without more detailed information regarding use of the site and surrounding area by birds. However, my initial thoughts are as follows:

- Light aircraft are known to cause disturbance to birds at other sites. Broadly speaking this is believed to be due to visual disturbance and noise both from the aircraft themselves and possibly personnel movements as well.
- The N. Yorkshire forest is an important area for several bird species of Conservation concern that are legally protected from or potentially sensitive to disturbance, e.g. Goshawk, Nightjar etc.
- Runways, buildings and infrastructure with capacity for 10 aircraft sounds to me like a sizeable development for a quiet Greenfield site in a rural area.

Therefore, I am wondering if this proposal meets the threshold for EIA (either on size, or on the basis the sensitivity of the location and its wildlife)? My view would be that potential impacts on birds from the proposal should be properly identified and assessed prior to any consent, due to the likely occurrence of Schedule 1 species (Wildlife and Countryside Act), Annex 1 (Habitat Regulations) species and other species of conservation importance/protected species. It is likely that mitigation of some form would be required during construction and possibly operation.

I hope this helps.

Best wishes,
Michelle

Dr Michelle Lindsay
Conservation Officer for Yorkshire

RSPB, Priory Street Centre
15 Priory Street, York, YO1 6ET

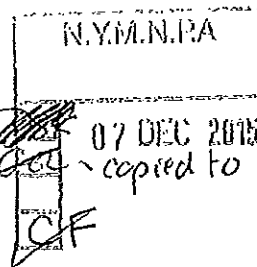
rspb.org.uk

Let's give nature a home



Historic England

YORKSHIRE OFFICE



Mrs H Saunders
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley, York
North Yorkshire
YO62 5BP

Our ref: P00487052

3rd December, 2015

Dear Mrs Saunders

Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015

SOUTH MOOR FARM, LANGDALE END, SCARBOROUGH
Application No NYM/2015/0781/FL

We have received amended proposals for the above scheme. The application is a Revised Scheme for change of use to form 2 no. grass runways, and the construction of a pilot restroom building. We have considered the application and offer the following advice.

Summary

The application is a Revised scheme for the creation of a grass airfield of 2 no. runways with a new pilot restroom building. Historic England (writing as English Heritage) previously provided advice on this application on 6th January 2015. At that time our recommendation was that the application should be withdrawn or refused because it did not include any detail of the heritage assets, their significance or the impact of the proposal on that significance. The current application now includes a Heritage Statement (Linda Smith, Feb 2015) but excludes a storage building, proposed in the original application, and these changes are to be welcomed. The applicant proposes that, should the application be approved, the existing overhead power cable will be buried, although this may directly impact on nationally important but undesignated heritage assets, and as a consequence para 135 of the National Planning Policy Framework (NPPF) applies. Historic England recommends that the application can be determined with a condition for an appropriate level of archaeological mitigation.

Historic England Advice

South Moor Farm site is located in an area of intense archaeological activity characterised by a complex variety of archaeological and earthwork forms.



37 TANNER ROW YORK YO1 6WP

HistoricEngland.org.uk



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Historic England

YORKSHIRE OFFICE

Approximately 135 metres to the north-west of the farm complex is the scheduled Bronze Age 'Three Howes Round Barrow cemetery' (National Heritage List for England no.1019936). This consists of the clearly visible earthwork remains of 3 no. burial monuments, dating to c2700-700BC. Less than 500 metres to the south of the farm complex is the extensive Scheduled Monument of 'Embanked pit alignments, linear earthworks, round barrows and cairns' (NHLE 1019601). This monument consists of a collection of standing earthwork and buried remains spanning the Neolithic to Iron Age periods.

Whilst these two named Scheduled Monuments are the largest (by area) in the vicinity of the application site, the South Moor Farm complex is surrounded by numerous other Scheduled sites, being discrete cairns (standing earthworks created by the clearance of fields and used as markers or burial sites) and barrows (burial monuments), all of which date to the Bronze Age (c. 2,500-4,000 years ago). The archaeological evaluation of Fylingdales Moor following the fire in 2003 demonstrated that in this landscape, extensive associated archaeological remains exist between the designated sites, all of which contribute to the significance of the monuments as well as being important in their own right. It should be assumed until demonstrated otherwise that the spaces between the designated sites around South Moor Farm have similar archaeological potential. In particular, south of the designated 'Three Howes Round Barrow cemetery' there are other undesignated barrows (identified from the Historic Environment Record - HER), which may be considered to be of national importance given the relationship with the designated barrows.

The sum value of the numerous designated sites and the potential of the spaces between the sites indicates that the application site is part of an extensive prehistoric cultural landscape, characterised by high visibility and good preservation levels. The relationship between the various sites and the archaeological potential of the spaces is part of the 'setting' of the designated sites and therefore a considerable part of their significance.

The proposed grassed runways and small pilot restroom building are not considered to significantly impact on the setting (and therefore the significance) of the scheduled sites, and we welcome the decision to omit the large storage building which would have doubled the footprint of the existing buildings. However, the suggested number of flight 'movements' (up to 20 per day) could have a negative impact on the public experience and enjoyment of, and thus the setting and significance of the designated heritage assets. This is identified in the Heritage Statement and as a consequence it is proposed that the number of flights is to be limited, to a maximum number per day.



37 TANNER ROW YORK YO1 6WP

HistoricEngland.org.uk





Historic England

YORKSHIRE OFFICE

The heritage statement identifies that there will be no physical impact on designated heritage assets, which is agreed by Historic England. However, should the application be approved, the applicant intends to bury the overhead electricity cable. The implication of this is that the burial of the cable will have a physical impact on undesignated heritage assets - specifically barrows 6291 and 6290 (as identified on the HER). It is suggested in the Heritage Statement that a watching brief would be a suitable archaeological response to this proposal. We do not accept that there is justification for such an intervention in these unscheduled barrows which should be considered of national importance because of their relationship to the other prehistoric monuments in this wider prehistoric landscape. The barrows may also contain human remains. It would be far more appropriate, and potentially cheaper, to avoid the barrows completely, or failing this, it may be necessary to undertake additional evaluation survey in order to identify the best route for the electricity cable in order to minimise any physical impact on these and other archaeological remains.

Para 132 of the NPPF states that the more important the asset the greater the weight that should be given to the asset's conservation, whilst para 135 draws attention to the significance of non-designated heritage assets and the affect of direct or indirect impacts on those assets. The context of the application site is that it is surrounded by heritage assets of the highest importance, and has the potential for extensive non-designated archaeological remains to be encountered. The proposal to bury the electricity cable across the two undesignated Bronze Age barrows can be considered 'harm' to those heritage assets, but can be mitigated by re-routing of the cable, or failing this, archaeological evaluation in advance of the intervention.

Recommendation

Historic England recommends that the application can be determined with a condition for the alignment of the electricity cable away from the Bronze Age barrows and an appropriate level of archaeological mitigation.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Yours sincerely

Keith Emerick
Ancient Monuments Inspector



37 TANNER ROW YORK YO1 6WP

HistoricEngland.org.uk





Historic England

YORKSHIRE OFFICE

cc: Graham Lee, Senior Archaeological Conservation Officer, NYMNPA.
Louise Gregory, Acorus Rural Property Services.



37 TANNER ROW YORK YO1 6WP

HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Christopher Knowles

From: Mrs J. Marley, Clerk to Hackness & Harwood Dale Group Parish Council
Sent: 03 December 2015 19:25
To: Planning
Subject: Comments on NYM/2015/0781/FL

PROPOSAL: change of land use to form 2 grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL) at South Moor Farm, Langdale End

This application has been considered by Councillors.

Objections continue to be expressed in light of continuing concerns regarding the noise issue and unacceptable impact on the peacefulness of the surrounding area.

It has also been suggested that should this application be approved, there is the potential for a future application to be submitted for an aircraft storage building, thereby attempting to achieve what has already been refused.

--
 J Marley (Mrs)
 Clerk to Hackness and Harwood Dale Group Parish Council
 (comprising the parishes of Broxa cum Troutdale, Darncombe cum Langdale End, Hackness, Harwood Dale, Silpho, and Suffield cum Everley).

Annan,
 41 Scalby Road,
 Burniston,
 Scarborough
 YO13 0HN

04 DEC 2015

CK

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Christopher Knowles

From: Hilary Saunders
Sent: 03 December 2015 08:25
To: Planning
Subject: FW: South Moor Farm Planning Application
Attachments: NYM_2015_0781_FL.pdf

H. Saunders

Mrs Hilary Saunders
Planning Team Leader
Development Management

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

03 DEC 2015
CK

Tel. no. 01439 772700
Web: www.northyorkmoors.org.uk

From: Langford, Ian
Sent: 02 December 2015 17:12
To: Hilary Saunders
Subject: FW: South Moor Farm Planning Application

Hilary,
Please find attached letter with comments on the planning application currently submitted at South Moor Farm, Dalby Forest.

Hard copy in post.
Kind regards
Ian
<<NYM_2015_0781_FL.pdf>>

Kind regards

Ian Langford AssocRICS, ICIOB

Estates Surveyor
Forestry Commission
Outgang Rd | Pickering | North Yorkshire | YO18 7EL



Forestry Commission
England

Yorkshire Forest District
Outgang Road
Pickering
North Yorkshire
YO18 7EL

(Estates and Wildlife Option 4)

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

03 DEC 2015

2nd December 2015

Dear Mrs. H Saunders,

RE: Planning application NYM/2015/0781/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 Aerodromes. 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,

Mr. Ian Langford AssocRICS
Estates Surveyor

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: NYM15/781/FL

Proposed Development: change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Location: South Moor Farm, Langdale End, Scarborough

Applicant: Mr R Walker

CH Ref: **Case Officer:** Kay Aitchison

Area Ref: 4/21/53D **Tel:**

County Road No: **E-mail:**

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

Date: 2 December 2015

FAO: Hilary Saunders **Copies to:**

Although there are No Highway Objections to this application it should be noted that the Highway Authority has concerns regarding the proximity of the auxiliary runway to the live carriageway, Dalby Forest Drive. 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. Dalby Forest Drive is a private toll road and any warning signage should be agreed with The Forestry Commission.

<p>Signed:</p> <p style="text-align: center;"><i>Kay Aitchison</i></p> <p><small>For Corporate Director for Business and Environmental Services</small></p>	<p>Issued by:</p> <p>Whitby Highways Office Discovery Way Whitby North Yorkshire YO22 4PZ</p>
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02 DEC 2015

CK

2015/0781

HS

Planning

From: Hilary Saunders
Sent: 30 November 2015 08:30
To: Planning
Subject: Fwd: SOUTH MOOR FARM - RE-APPLICATION TWO GRASS RUNWAYS AND ACCOMMODATION

Sent from Samsung Mobile

----- Original message -----

From: Andrew Wyatt <andrew.wyatt@northyorkmoors.org.uk>
Date: 28/11/2015 19:02 (GMT+00:00)
To: Hilary Saunders <h.saunders@northyorkmoors.org.uk>
Subject: SOUTH MOOR FARM - RE-APPLICATION TWO GRASS RUNWAYS AND ACCOMMODATION

Dear Mrs Saunders

I am writing to confirm our telephone conversation regarding the above application in particular a point raised from the Parish Council.

It has been suggested there may be an issue with allowing aircraft to overfly the Ebberston gas well site incurring risk due to the possibility of flare off from the stack producing products of combustion and heat which could affect safety of passing aircraft.

The Council has requested clarification from the appropriate lead bodies and authorities to confirm the safe passage situation or not.

Thank you for your assistance in this matter.

Yours sincerely
Andrew Wyatt
Clerk to the Council

30 NOV 2015



Planning

From: Hilary Saunders
Sent: 30 November 2015 14:15
To: Planning
Subject: FW: South Moor Farm Airfield Planning Application
Attachments: Airstrip PA 2015.docx

H. Saunders

**Mrs Hilary Saunders
Planning Team Leader
Development Management**

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

30 NOV 2015

Ø

Tel. no. 01439 772700
Web: www.northyorkmoors.org.uk

From: Tom Chadwick
Sent: 30 November 2015 14:07
To: Hilary Saunders
Subject: South Moor Farm Airfield Planning Application

Dear Hillary,

Please find attached our letter of objection to the proposed airfield development at South Moor Farm Langdale End.

Kind regards

Tom Chadwick

Chairman NYMA



Reg. Charity 517639

North Yorkshire Moors Association, 4 Station Road Castleton. Whitbv. North Yorkshire YO21 2EG

Planning Application NYM/2014/0819/FL

Application in respect of change of use of land to form 2 no. grass runways, and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL) at South Moor Farm, Langdale End, Scarborough

Grid Reference 490579 490131

November 30th 2015

30 NOV 2015

Dear Hillary,

The North Yorkshire Moors Association submitted an objection to the first planning application for an airfield proposal at South Moor Farm in June 2013. After considering the details of this new planning application, NYM/2015/0781/FL, the North Yorkshire Moors Association would like to once again register our objections.

Our objections are that the development is contrary to National Park Policies and National Policies. We consider that the cumulative effect of two aircraft runways with stationary aircraft parked in the open and the associated aircraft activity and noise, amounts to an inappropriate development in the National Park.

The area around Langdale End and South Moor Farm 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 means it is a particularly quiet area. The proximity to Dalby Forest and the Dalby Forest Trail makes it a well-used area for walkers, cyclists and horse riders.

We consider this proposed change of use 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 which includes two runways will make it unmistakably an airfield rather than a farm holding. This will be further exacerbated by the visible presence of standing aircraft and subsequent aircraft movements which we feel will change the location from an

area in which visitors can enjoy peace and tranquillity, to one disturbed by aircraft noise, from low flying aircraft, particularly that of landing and taking off.

National Park Purposes

The Statutory Purposes of the National Park are;

- i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- ii) to promote opportunities for the understanding and enjoyment of the special qualities of the area by the public.

These purposes are an intrinsic part of the National Park Local Development Framework (LDF) and recognised in the Governments National Planning Policy Framework (NPPF), paragraph 17, Core Planning Principles.

National Planning Policy Framework

Paragraph 115

"Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty"

Note 25 of para 115 points to Circular 2010 for further guidance

English National Parks and the Broads UK Government Vision and Circular 2010

- 23) *"Large numbers of people visit and learn about the Parks every year, drawn by their landscapes, the chance to escape day to day pressures and above all to experience The sense of freedom, peace, adventure and enrichment which generations have enjoyed since the Parks were first established.
No two Parks are the same and the Government looks to individual authorities to identify The special qualities of their Park including those associated with the cultural heritage, wide open spaces, coastlines, the sense of wildness and tranquillity and the dark night skies that Parks offer".* 30 NOV 2015

NOISE

The application omits to say how many aircraft movements per day there will be and for the purpose of this application that is something which we feel should be made clear. Any aircraft movement comprising of taxiing, take-off and landing from this location will spoil the quiet enjoyment of those people who are walking, cycling or horse riding in the area and that it will cause unnecessary disturbance to residents in this area of the Park.

National Planning Policy Framework

Paragraph 123

"Planning policies and decisions should aim to:

- *avoid noise from giving rise to significant impacts on health and quality of life as a result of new development;*

- *mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*
- *recognise that development will often create some noise and existing business wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established,²⁸ and*
- *Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason."*

²⁸ subject to the provisions of the Environmental Protection Act 1990 and other relevant law

With regards to identifying areas of tranquillity a planning policy guidance note to para. 123 says;

"There are no precise rules, but 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".

Paragraph: 012 Reference ID: 30-012-20140306 Revision date: 06 03 2014

30 NOV 2015

National Park Local Development Framework

Core Strategy and Development Policies

Core Policy A

Delivery of National Park Purposes and Sustainable Development

- (1) *"Providing a scale of development and a 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."*

Development Policy 14

- 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 any way that conserves and enhances the special qualities.*
- 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.*

With regards to the noise, it is clear that the increase from ambient background levels to that created by the movement of aircraft on the site and in the air especially during take-off and landing is considerable. Background levels are approx. one sixteenth as loud as the fly-past by the Rallye aircraft used by the applicant as measured at the South Moor Farm site.

However, 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.

This is clearly described in the proof of evidence presented by Mike Stigwood of MAS Environmental in an appeal case re- Elvington Park Ltd.

"All audible sounds impart messages to the listener. Noise describes those sounds which are unwanted and which generally have negative connotations or messages. They intrude upon and distract people from either their work or recreation depending on a complex range of factors, especially the noise characteristics and the message imparted by the noise. The extent to which a noise intrudes is not dictated by its decibel level. Noise can be so low in energy level that it is immeasurable in a practical sense, but it can still cause a nuisance in law¹. The decibel level only plays a minor part".

Mike Stigwood. MAS Environmental POE 3.16 Appeal by Elvington Park Ltd. Inspectorate ref. APP/C2741/08/2092716 October 6th 2009

Note 1 refers to the case of Godfrey v Conwy County Borough Council 14th November 2000 ref. CO/438/2000

Paragraph 27, 28
in which the following statement is affirmed.

27) ".....What is in my judgement fatal, is that it is, on the statutory provisions to which I have referred, impossible to contend either that a particular decibel level, or noise above the naturally occurring ambient level, must be demonstrated before a statutory nuisance can be shown.....Therefore my response to the first question they pose:

" Whether a noise which, measured by a noise meter, does not add measurably to the background level of noise but which, by the virtue of its nature is obtrusive, annoying and out of character with the area in which it occurs is capable of amounting to a Statutory Nuisance,"

28) I would answer "yes"

30 NOV 2015

Although the planning inspector dismissed the noise factor in the 2013 Appeal by saying that;

"Technical evidence shows no real likelihood of noise levels that would be harmful to residential amenity or the enjoyment of the area by visitors"

It appears to us that this conclusion was not based on a full understanding of the complexities of the effects of noise which are described by Stigwood and others, but more simply on the sound levels alone, which the inspector admits are "nolsy but not unduly so"

In summary we cannot agree with the inspector's conclusions on noise and consider that any number of aircraft movements at South Moor Farm is completely unacceptable and would represent an intrusive noise for visitors seeking the enjoyment of a particularly quiet area of the National Park.

It would in addition introduce an unacceptable level of noise for residents in the area who have the expectation of the quietness which is a characteristic aspect of living in this area. It would be contrary to the enjoyment of the special qualities of the National Park.

Cumulative Impact

It seems clear to us that the cumulative impact of the proposed changes to this site transform a farm from its present appearance to a very obvious airfield. Two runways, a pilot/restroom building, a brightly coloured windsock and a proposal to put warning notices up when the second runway is used, collectively, will be recognised as an airfield rather than a traditional farm holding. The operational activities of aircraft flights and aircraft standing in the open will only confirm this change.

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

We respectfully ask for it to be refused permission.

Tom Chadwick

Chairman North Yorkshire Moors Association

30 NOV 2015

Widely Strangeway

From: planning@northyorkmoors.org.uk
Sent: 25 November 2015 14:16
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from David Smith - Ranger South at NYMNPA, Via Email: d.smith@northyorkmoors.org.uk

Comments made previously relating to public rights of way and the proposed development of this site are still valid for this latest planning application. The main concern is the safety of the public using the public rights of way on or close to the development site, especially the potential danger to horse riders using the public bridleway. Due to the unpredictable behaviour of a horse and the way it may react to low flying aircraft, it is highly possible this will create a serious risk of injury to a rider should their horse decide to bolt, more so where the horse and rider have very little experience of such an activity or situation.

Comments made by David Smith - Ranger South of NYMNPA Via Email: d.smith@northyorkmoors.org.uk
EMail: d.smith@northyorkmoors.org.uk
Preferred Method of Contact is: Email

Comment Type is Comment
Letter ID: 448704

Comments are confidential.

25 NOV 2015
B

HS



Ministry of Defence

Defence Infrastructure Organisation

Mrs H Saunders
North York Moors National Park Authority
Planning Department
The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Safeguarding Department
Statutory & Offshore

Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

www.mod.uk/DIO

19 November 2015

23 NOV 2015

Your Reference: NYM/2015/0781/FL
Our reference: DIO/SUT/43/4/49 (2015/1863)

Dear Mrs Saunders,

MOD Safeguarding - RAF Fylingdales

- Proposal: Application in respect of change of use of land to form 2 no. grass runway and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)
Location: South Moor Farm, Langdale End, Scarborough
Grid Ref: 490586, 490218
Planning Ref: NYM/2015/0781/FL

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 17/11/2015. I can confirm that the MOD has no safeguarding objections to this proposal.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Laura Nokes

Widely Strangeway

From: Hilary Saunders
Sent: 19 November 2015 10:06
To: Planning
Subject: FW: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL
Attachments: South Moor GEL Comments.pdf

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

19 NOV 2015

CK

-----Original Message-----

From: Graham Lee
Sent: 19 November 2015 09:54
To: Hilary Saunders
Cc: Chris France
Subject: RE: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL

Thanks, Hilary. I've been checking the files and my original comments (attached) pretty much apply. It all relates to whether ground disturbance is necessary - the current application suggests that the only ground disturbance required will be the undergrounding of the electricity supply. Provided this carefully avoids the known barrow sites and is subject to appropriate mitigation (our full archaeological condition to facilitate an archaeological watching brief funded by the developer), this should be fine.

Although I haven't visited the site, the consensus between the Heritage Consultant and MAW (who remembers dealing with the site some 10 years ago) is that the round barrows along the western end of the E-W runway (HER 6290-92) have been completely levelled, although likely to possess important surviving below-ground deposits (hence the concern about limiting ground disturbance).

In my original note I mention two prehistoric linear earthwork boundaries which can be seen running north towards the where the runways intersect although they fade from view c.130m to the south. Should any ground disturbance, other than undergrounding the electricity, become relevant a geophysical survey would be useful in clarifying the presence and locations of below ground surviving archaeology.

The only other point to clarify relates to a comment in the Heritage Consultants report, final paragraph, Section 6.0, where - referring to the proposed aircraft storage building - it states that "There is no known designated archaeology on or close to the footprint and it is too far east to be a likely location for undiscovered archaeology". This is too sweeping a statement. It may be less likely that further funerary monuments would be encountered in this eastern part of the site but the potential for other surviving buried archaeological remains cannot be ascertained without further investigation.

Thanks
 Graham

-----Original Message-----

From: Hilary Saunders
Sent: 17 November 2015 09:54

To: Graham Lee
Subject: RE: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL

Hi Graham,

Basically he has removed the building and is now saying runways only.....you might want to have a quick chat with Chris F about this one.

Hilary

From: Graham Lee
Sent: Tuesday, November 17, 2015 9:39 AM
To: Hilary Saunders
Subject: FW: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL

Hi Hilary - What do you want / need from me here? How has the application changed?
Can you remind me what I said before...?
Thanks
Graham

-----Original Message-----

From: Planning
Sent: 16 November 2015 12:34
To: Graham Lee
Subject: South Moor Farm, Langdale End, Scarborough - NYM/2015/0781/FL

You have received this email from North York Moors National Park Authority (Planning Service) in relation to a planning matter at South Moor Farm, Langdale End, Scarborough.

The attached correspondence contains important information; please retain it for your records.

If this is a consultation/re-consultation please click the link
<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&ReturnUri=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx>

In any correspondence, please quote the Council reference number, which is included in the attached letter.

If you have received this email in error, please forward it to planning@northyorkmoors.org.uk.

If you cannot open the attachment you can download the following software free of charge:
- Microsoft Word Viewer for Word attachments.
- Adobe Reader for PDF attachments.

Wendy Strangeway

From: Hilary Saunders
Sent: 01 August 2013 14:23
To: Planning
Subject: FW: NYM/2013/0435 South Moor Farm

H. Saunders

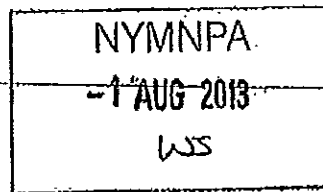
Mrs Hilary Saunders
Planning Team Leader (South)
North York Moors National Park Authority

Tel. no. 01439 772700
Web: www.northyorkmoors.org.uk

Please note that I do not work Mondays and my normal working hours are:

Tuesday - Friday: 8.30am until 4.30pm

From: Graham Lee
Sent: 01 August 2013 14:12
To: Hilary Saunders
Subject: NYM/2013/0435 South Moor Farm



Hi Hilary -- If this proposal stands a realistic chance of being implemented, there are a number of archaeological concerns.

It lies within an area rich in prehistoric archaeology -- literally 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 100m of the 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 and the full archaeological condition or a legal agreement will be required to control / facilitate the following matters. As far as possible, any ground disturbance associated with the development should be kept to a minimum in order to keep the archaeological implications to a minimum. Do we know whether they need to 'improve' the lines of the proposed runways or are the current ground surfaces perfectly acceptable for purpose?

In addition there are the sites of two round barrows which will need to be carefully marked out and precluded from any ground disturbance, in order to protect the buried remains. The storage building at its proposed siting will require archaeological observation and recording during the process of site preparation & construction.

Please keep me in the loop regarding progress with this one.
Many thanks

Graham Lee
Senior Archaeological Conservation Officer

Please note that my usual working days are Tuesday to Friday.

19 NOV 2015

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

Why Strangeway

From: planning@northyorkmoors.org.uk
Sent: 16 November 2015 17:50
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H. Saunders - Received from Mr Leslie Atkinson at Ramblers, Fulmar Cottage,, Stoupe Brow,, Scarborough, North Yorkshire, YO130NH

Our Objections are exactly the same as before. It is the wrong business in the wrong place. It does not in any way fit a National Park. The people who would get benefit from this would not be local people. The Noise and disturbance would be horrendous. We have planes flying over us quite often and the noise is very disturbing. Landing and taking off would be worse. Landing and taking off in an area surrounded by trees also very dangerous for the public. There are two RoW crossing this land and would be affected very seriously by aircraft taking off and landing.. The Safety of the public is paramount. Sorry but it does not fit a National Park at all. There is plenty of space out side it in much better locations, for such a venture. It does not serve what the National park is about. The wrong Business in the wrong place. The Forestry roads would be at risk also as one runs down the side of this application. Therefore the "Ramblers are definitely against this third application, how many more times are they going to try. The message is loud and clear that only the fliers want it.

Comments made by Mr Leslie Atkinson of Ramblers. Fulmar Cottage.. Stoupe Brow,, Scarborough, North Yorkshire, YO130NH
Contact is Email Preferred Method of

Comment Type is Comment

17 NOV 2015

Widely Strangeway

From: ALLEN, Sarah J - on behalf of NATS Safeguarding <
Sent: 17 November 2015 11:04
To: Planning
Subject: Your Ref: NYM/2015/0781/FL (Our Ref: SG4841)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully,

Sarah Allen
Technical Administrator
On behalf of NERL Safeguarding Office

17 NOV 2015

CK

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NATS means NATS (En Route) plc (company number: 4129273), NATS (Services) Ltd (company number 4129270), NATSNAV Ltd (company number: 4164590) or NATS Ltd (company number 3155567) or NATS Holdings Ltd (company number 4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL.

14 January 2016

Item 1 NYM/2015/0781/FL

Please note additional wording to be included in the first Reason for Refusal:

- 1. The Local Planning Authority considers that the proposal would not provide a type of recreational activity that would further the understanding and enjoyment of the National Park's special qualities, and would be likely to generate a level of noise and activity that would seriously harm the tranquillity of the area and be detrimental to the amenities of local residents and the experience of visitors. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan.

Please note an additional Reason for Refusal as follows:

- 5. The context of the application site is that it is surrounded by designated heritage assets of the highest importance. The activity generated by flight movements and the impact of stationary aircraft is likely to have a negative impact on the public experience and enjoyment of, and thus the setting and significance of these designated heritage assets. Whilst the level of harm is considered to be "less than substantial", under policy 134 of the NPPF such harm must be weighed against the public benefits of the proposal. In the case of this proposal the level of public benefits are insufficient to outweigh the resultant harm to these designated heritage assets of the highest importance.

Allerston and Wilton Parish Council - Unfortunately no one from Allerston and Wilton Parish Council is able to attend the Meeting. The councillors have concerns about this development and feel it is not a suitable development for this area of the National Park or Dalby Forest. They can see no benefit to the general communities by this development and only personal gain by the property holder at the expense of others. It seems a very strange way to expand a B & B business in Ryedale.

The British Horse Society - Strongly objects to the application for the following reasons:

- 1. Horses are a fright and flight animal and large noisy aeroplanes approaching from above are very similar to prey animals. To have planes descending and taking off near the bridleway which crosses the site is extremely dangerous for the safety of any riders and their horses. Riders have been killed when their horses reacted to overhead low flying aircraft; and this is why the BHS and the RAF have been jointly working together to encourage riders to wear high viz jackets etc. at all times, so as to allow the pilots to see them from a safe distance.
- 2. Riders expect to enjoy the peace and quiet of the natural environment and not to encounter industrial objects with their associated noises.
- 3. I am aware that similar applications for the intended industrialisation of the area by aircraft have been before the Inspectorate twice before. But on neither occasion did the Inspector address the effect of the application upon the users of the minor public highways, both the bridleway and the unclassified road.

The effect of the aircraft upon this area is against National Park purposes and dangerous for any member of the public who wishes to quietly enjoy the natural environment on horseback.

Byways and Bridleways Trust - Support the objection of the British Horse Society. Even light aircraft can spook a horse, seriously endangering the rider, and to have the runway crossing the bridleway is a gross interference with the public right. The fact that two runways and a pilot's rest room are planned shows an anticipated level of noise and air traffic wholly unsuitable to the location in a National Park.

Others: Dr Julie Dixon, Bickley Heights, Bickley, Scarborough, YO13 0LL - Unfortunately, we have no-one available to make an oral presentation to the Planning Committee therefore would like to stress our continued strong objections, as stated in our written representations. The application conflicts with the core policies of the National Park.



14 January 2016

List Number 1

North York Moors National Park Authority

Ryedale District Parish: Allerston Eberston	App Num. NYM/2015/0781/FL
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Proposal: change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

Location: South Moor Farm, Langdale End, Scarborough

Applicant: Mr R Walker, South Moor Farm, Dalby Forest Drive, Eberston, Scarborough, North Yorkshire, YO13 0LW

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

Date for Decision: 05 January 2016

Grid Ref: SE 490586 490218

Director of Planning's Recommendation

Refusal for the following reasons:

1. The Local Planning Authority considers that the proposal would not provide a type of recreational activity that would further the understanding and enjoyment of the National Park's special qualities, and would be likely to generate a level of noise and activity that would seriously harm the tranquillity of the area and be detrimental to the amenities of local residents and the experience of visitors. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan.
2. 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.
3. The Local Planning Authority considers that the cumulative impact of the visible presence of standing aircraft, combined with subsequent aircraft movements and the associated aircraft activity and noise on this exposed agricultural holding would change the character of the site to an airfield rather than a farm holding, to the detriment of the remote and rural character of the area and its special quality of tranquillity. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan.
4. 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) because 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. The proposal is therefore contrary to Core Policy C of the Local Development Plan
5. The context of the application site is that it is surrounded by designated heritage assets of the highest importance. The activity generated by flight movements and the impact of stationary aircraft is likely to have a negative impact on the public experience and enjoyment of, and thus the setting and significance of these designated heritage assets. Whilst the level of harm is considered to be "less than substantial", under policy 134 of the NPPF such harm must be weighed against the public benefits of the proposal. In the case of this proposal the level of public benefits are insufficient to outweigh the resultant harm to these designated heritage assets of the highest importance.

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Allerston & Wilton Parish Council – Unfortunately no one from Allerston and Wilton Parish Council is able to attend the Meeting. The councillors have concerns about this development and feel it is not a suitable development for this area of the National Park or Dalby Forest.

They can see no benefit to the general communities by this development and only personal gain by the property holder at the expense of others. It seems a very strange way to expand a B & B business in Ryedale.

Darncombe-cum-Langdale End Parish Group – Objections continue to be expressed due to continuing concerns regarding noise and unacceptable impact on peacefulness. It has also been suggested that if approved a future application would be likely to be submitted for an aircraft storage building.

Snainton Parish Council –

Ebberston with Yedingham and Bickley Parish Council – Remain opposed to this scheme. In addition, following the change of some of the Councillors at the recent election, further issues and concerns have been identified to support our objection.

Additional Comments – Previous objections were based around the impact the proposed installation would have upon the local environment and the people living within and visiting this area. Our continued objection is based upon this and also the following issues:-

1. The flight path from stated main runway passes directly over two natural gas installations located approximately 350 metres from the south facing end of the main airstrip.
2. The installation of any ancillary equipment at these sites, including gas flare system etc, would present additional significant risk of a major incident with low flying aircraft.
3. The easterly end of the ancillary runway (East – West) lies approximately 20 metres from the very popular Tabular Hills Walk and the Dalby Forest Drive.
4. The applicant quotes minimal additional buildings or infrastructure and benefits to local tourism and employment. These statements are contradicted by associated documentation included in the application.
5. The application states no additional facilities required; including car parking, storage of aircrafts and utilities / waste products required for its operation.
6. The supporting documentation for this revised application is at best confusing, containing repetitive and irrelevant statements and elements that directly contradict the planning application.
7. The application references “approval by local neighbours” within 1 mile of the proposed facility, this is clearly based upon a selective sampling procedure as Ebberston PC, in representing local residents, is aware of strong opposition from the residents of Bickley and the surrounding areas.

Supporting Information and Notes

1. Third Energy North Moor Gas Well A has recently received approval to commence commercial operation for the extraction, processing and distribution of natural gas from the site.
2. Northern Gas has an installation adjacent to the third energy site that forms part of

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Consultations (continued)

the gas national grid system. Light aircraft are at greatest risk of incident during take-off / landing, and whilst the probability of an incident involving an aircraft using this proposed facility is relatively low, a weighting of the risk against the consequences is such that a detailed Hazop* type risk assessment should be conducted prior to any planning approval. *(A hazard & operability study)

3. Whilst we have no documentation to confirm the installation of a flare stack they are commonly used within gas processing installations to safely dispose of excess gas during normal operations and process disruptions. The operation of flare stacks presents a significant risk to low flying aircraft approaching or departing the proposed air strip. Again this risk requires further investigation.
4. The applications accompanying documentation states the majority of visitors to Dalby Forest park cars at the Visitor Centre located some 5 miles from the site. The proposed site lies adjacent to the Tabular Hills Walk the Dalby Forest Drive, is close to local viewpoints, walks and picnic areas.
5. Planning Statement – Rural Planning Consultants is confusing and extremely difficult to follow. It is repetitive and contains numerous irrelevant references. Statements made within this document contradict the NYMNP application and other accompanying documentation:-

- The proposed use is by the applicant and local residents - therefore no uplift to the applicants B&B and other local business.
- States that footpaths and bridleways are not generally used by forest visitors
- States provision for the storage of and waste management with all buildings being compatible with the surroundings.
- The airstrip design takes into consideration access and car parking.
- Several reference aircraft maintenance and storage of 10 light aircraft.

6. Mass environmental report states storage for 10 aircraft.

As you will note from the above there are a number of unconsidered risks with regard to adjacent gas facilities and a significant number of anomalies within the presentation. The Council would like to have each point clarified, as clearly it would not be correct to progress unaddressed. Most of the points in this response are due to a diligent analysis by a Parish Councillor. It would have been better if these points had been qualified prior to circulation; in fact the presentation is flawed.

Ward –

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. Dalby Forest Drive is a private toll road and any warning signage should be agreed with the Forestry Commission.

Historic England – The current application includes a Heritage Statement and it is recommended that the application can be determined with a condition for an appropriate level of archaeological mitigation in relation to the undergrounding of the existing overhead power cable.

South Moor Farm is located in an area of intense archaeological activity. There are two large named Scheduled Monuments and numerous other Scheduled sites in the vicinity of the application site. It should be assumed until demonstrated otherwise that the spaces between the designated sites

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contribute to the significance of the monuments as well as being important in their own right. The sum value of the numerous designated sites and spaces between them indicate that the site is part of an extensive pre-historic cultural landscape, characterised by high visibility and good preservation levels. The suggested number of flight movements (up to 20 per day) could have a negative impact on the public experience and enjoyment of and thus the setting and significance of the designated heritage assets. Consequently, the number of flights should be limited to a maximum per day.

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 runways 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 – Once again object as the proposal is contrary to National Park and National Policies. The cumulative effect of two aircraft runways with stationary aircraft parked in the open and the associated aircraft activity (brightly coloured windsock and warning notices up when the second runway is used), and noise, amounts to an inappropriate development in the National Park.

The remoteness from any larger settlements means it is a particularly quiet area. The proximity to Dalby Forest and the Dalby Forest Trail makes it a well-used area for walkers, cyclists and horse riders. The application omits to say how many aircraft movements per day there will be and any aircraft movement will spoil the quiet enjoyment of those people and will cause unnecessary disturbance to residents in this area of the Park.

The elevated position and the exposure of the holding mean that the proposed change of use will make it unmistakably an airfield rather than a farm holding and the proposal will change the location from an area in which visitors can enjoy peace and tranquillity, to one disturbed by aircraft noise.

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It is clear that the increase from ambient background levels to that created by the movement of aircraft on the site and in the air is considerable. Background levels are approx. one sixteenth as loud as the fly-past by the Rallye aircraft used by the applicant as measured at the South Moor Farm site.

However, 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. This is clearly described in the proof of evidence presented by Mike Stigwood of MAS Environmental in an appeal case re- Elvington Park Ltd.

"All audible sounds impart messages to the listener. Noise describes those sounds which are unwanted and which generally have negative connotations or messages. They intrude upon and distract people from either their work or recreation depending on a complex range of factors, especially the noise characteristics and the message imparted by the noise. The extent to which a noise intrudes is not dictated by its decibel level. Noise can be so low in energy level that it is immeasurable in a practical sense, but it can still cause a nuisance in law" The decibel level only plays a minor part".

Further case law (Godfrey v Conwy County Borough Council 14th November 2000 ref. CO/438/2000) states that "on the statutory provisions to which I have referred, impossible to contend either that a particular decibel level, or noise above the naturally occurring ambient level, must be demonstrated before a statutory nuisance can be shown... Therefore my response to the first question they pose:

" Whether a noise which, measured by a noise meter, does not add measurably to the background level of noise but which, by the virtue of its nature is obtrusive, annoying and out of character with the area in which it occurs is capable of amounting to a Statutory Nuisance,"

I would answer "yes"

Although the Planning Inspector dismissed the noise factor in the 2013 Appeal by saying that;

"Technical evidence shows no real likelihood of noise levels that would be harmful to residential amenity or the enjoyment of the area by visitors"

It appears to us that this conclusion was not based on a full understanding of the complexities of the effects of noise which are described by Stigwood and others, but more simply on the sound levels alone, which the Inspector admits are "noisy but not unduly so"

Any number of aircraft movements is completely unacceptable and would represent an intrusive noise for visitors seeking the enjoyment of a particularly quiet area of the National Park. It would in addition introduce an unacceptable level of noise for residents in the area who have the expectation of the quietness which is a characteristic aspect of living in this area. It would be contrary to the enjoyment of the special qualities of the National Park.

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

NATS Safeguarding – No safeguarding objection.

Scarborough Ramblers – Our objections are exactly the same as before. It is the wrong business in the wrong place. It does not fit a National Park and there would be no local benefit. The noise and disturbance would be horrendous. We have planes flying over us quite often and the noise is very

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disturbing and landing and taking off in an area surrounded by trees also very dangerous for the public. There are two RoW crossing this land and would be affected very seriously by aircraft taking off and landing. The safety of the public is paramount. There is plenty of space outside it in much better locations, for such a venture. The forestry roads would be at risk also as one runs down the side of this application.

MOD – No safeguarding objections.

Bridlington Rambling Club and Ryedale Group Ramblers Association –

Environmental Health Officer --

Northern Gas Works –

Arqiva –

British Horse Society – Strongly objects to the application for the following reasons:

1. Horses are a fright and flight animal and large noisy aeroplanes approaching from above are very similar to prey animals. To have planes descending and taking off near the bridleway which crosses the site is extremely dangerous for the safety of any riders and their horses. Riders have been killed when their horses reacted to overhead low flying aircraft; and this is why the BHS and the RAF have been jointly working together to encourage riders to wear high viz jackets etc. at all times, so as to allow the pilots to see them from a safe distance.

2. Riders expect to enjoy the peace and quiet of the natural environment and not to encounter industrial objects with their associated noises.

3. I am aware that similar applications for the intended industrialisation of the area by aircraft have been before the Inspectorate twice before. But on neither occasion did the Inspector address the effect of the application upon the users of the minor public highways, both the bridleway and the unclassified road.

The effect of the aircraft upon this area is against National Park purposes and dangerous for any member of the public who wishes to quietly enjoy the natural environment on horseback.

RSPB –

Natural England – In our previous response we advised that further information should be submitted on the direction of flights and whether they would be towards the NYM Special Protection Area (SPA). This information does not appear to have been provided in the October 2015 report.

Byways and Bridleways Trust – Support the objection of the British Horse Society. Even light aircraft can spook a horse, seriously endangering the rider, and to have the runway crossing the bridleway is a gross interference with the public right. The fact that two runways and a pilot's rest room are planned shows an anticipated level of noise and air traffic wholly unsuitable to the location in a National Park.

Advertisement Expiry Date - 24 December 2015

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Others –

Third Energy – We believe risks of over flying are extremely low as there is considerable distance between the two sites and we are not planning to flare as part of our normal operation. The only flaring that we can envisage is when we production test the well and that is for a limited period of time.

This event would be planned well in advance and could be co-ordinated with flight activity. However, the flight path of all air traffic should be directed away from the well site, not only because of the flare, but because of the other low probability event of planes potentially crashing into the forest/well pad area.

Chris Lovings, 115 Percy Green Place, Ullswater – Support. I am a recreational pilot and if the airstrip was given permission I would use local bed and breakfast amenities for local cycling and walking holidays in Dalby Forest.

The Authority may be concerned about the possible impact the airstrip may have on local wildlife and the general peace and quiet of the immediate area to the air strip, but due to short runways, approach and departure restrictions you will find use of the strip limited to short take-off and landing aircraft which in themselves are usually small, light and quiet. Engine noise in take-off lasts no more than a few minutes, less than a motorised lawn mower; and much less than this in landing. Also many UK and European airstrips have noise abatement and movement restrictions in force.

The Stow Maries Airfield near Southend, is famous not just because it is the only remaining operational WW1 airfield but also for its resident wild life conservation.

I do hope you will support and permit this development, I would be happy to demonstrate landing and take-off at the strip to alleviate your possible concerns over impact and noise from the small number of aircraft I believe would visit.

Tony Yarnold, 7 Sycamore Close, East Barnet, Herts – Support. I fly a small single engine aircraft purely for recreational purposes and have seen a number of small airfields close over recent years. From my experience, flying to similar farm strips no nuisance is caused and in fact many neighbours are unaware of the activity. I hope the Committee aren't over-influenced by nimbysism.

Mr W.D Johnson, 4 Mill Lane, Ebberston – Object as this development is not appropriate to a National Park. This is "a special place, forged by nature, shaped over generations – where peace and beauty rub shoulders with a rich history and a warm welcome." Not noisy and incongruent airfields. The suggested number of aircraft movements of up to 20 per day would have a significant negative impact on the area.

There will be an unnecessary increase in noise disturbance to the surrounding area and its villages. Assurances are given that aircraft will "avoid flying directly over neighbouring properties." However flight paths are rarely adhered to at the best of times and when wind/weather conditions are adverse they are ignored.

There will not be additional visitors to the area as a result of this proposal. Pilots will fly in, have a cup of coffee and fly out. Indeed the presence of this airfield is likely to have, if anything a negative effect upon visitor numbers.

Brian Turner & Joan Roberts, 1 Bickley Cottages, Langdale End, Scarborough – Residents are deeply disappointed about the inability of the Planning Authority to stop the detrimental effect the

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Others (continued)

operation of this facility will have upon the peace and tranquillity, flora and fauna in the immediate area and surrounding parishes. Residents are concerned that both Appeals Inspectors failed to recognise the considerable number of objections and evidence provided for the initial application relating to the Sandford Principle. We are particularly concerned that the last Appeals Inspector's report dismisses important issues such as environmental preservation for fauna and flora, and for historic sites as irrelevant to the application. Surely the very role of the Appeals Inspectors is to ensure that such matters are seriously considered and protected.

We recognise the roles, remits and limitations of those involved in both the NYMPA and Forest Enterprise and we, as a residents group, wish to join with the Planning Authority to ensure that we work as a single entity to protect the very special environment we enjoy and to find ways in which we can stop potentially unmonitorable and uncontrollable developments and allow Dalby Forest and its environs to continue to attract many users and visitors who enjoy the peace and tranquillity originally foreseen by Lord Sandford and those responsible for creating the National Parks.

In response to the latest application we resubmit the same objections as were raised before on behalf of the Bickley Residents Association (BRA):

- 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, commissioned by 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

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Others (continued)

skies will remain unspoiled and will continue to contribute enormously to the 2026 Vision and beyond.

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.

Colin Langley, 107 Main Street, Ebberston – Object to this which has been rejected on appeal twice. It is a totally inappropriate use within the National Park and will create noise and disturbance both to users of the National Park as well as causing disturbance to residents of adjoining villages such as Bickley and Ebberston. Aircraft approaching or taking off from the airfield will pass over Ebberston thereby adding considerably to noise which we already accept from RAF aircraft training over the area.

If a condition to restrict movements to 20 a day was to be included as part of any approval, could it be effectively monitored and enforced. The temptation to allow a few more aircraft in would always be there. Further if it was to be limited to 10 landings per day that is hardly going to make a noticeable contribution to visitors to the Park as argued by the applicant.

No evidence of a lack of suitable sites outside the National Park has been produced and I would argue that the development at this site is both unnecessary and seriously detrimental to the amenity of the area.

Ebberston Parish Council is objecting to the proposal and I would support them and urge the Park Authority to continue to resist this inappropriate development.

Nigel and Julia Blades, 178 Lionel Road, Brentford, Middlesex – 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.

The maximum 20 take-offs and landings proposed in a single day are likely to occur at holiday times and weekends and would involve flying over the National Park, disturbing the enjoyment of the Dalby Forest area by walkers, cyclists and horseriders, as well as local residents.

The application report asserts that the area is already subject to military flying. We have very rarely heard military jets fly overhead whilst walking in the Dalby Forest area. On the rare occasions this has happened, the noise of the fast-moving aircraft is over in seconds, whereas our experience in south-east England is that the constant buzz of slow-flying light aircraft is far more disturbing to the natural soundscape of the countryside.

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Mr & Mrs Marflitt, Howden Farm, Langdale End – Object. Very disappointed with previous appeal decisions. Also there is a gas well nearby which could be dangerous. Our farm is in the flight path and we have a lot of animals and horses and bridle paths which are used by children on ponies.

Glynis Ludkin, Spring Farm, Langdale End – Object and disappointed that the previous appeal was turned down on the size of buildings only and that the very real impact on the environment and residents of this rural community situated in a National Park are apparently irrelevant.

My property is almost under the flight path and I have serious concerns about the noise nuisance. The geography of the valley below South Moor Farm is such that sound appears to be amplified. The proposal does not have any place in a National Park which aims to protect the environment and landscape against inappropriate development. The RAF often has training aircraft in the area and helicopters can be very noisy. The vibrations can also be felt in the house at times. We do not need or deserve to have more inflicted on us.

Over the year there are a number of potentially disruptive and noisy events in the Park. The pop concerts, car and motor cycle rallies occur only two or three times a year and like the Tour of Yorkshire they are inclusive and can be enjoyed by the general public and residents alike. The proposed airfield would cater only for an exclusive group of hobbyists, whilst having a negative impact on the area.

We live in a beautiful and tranquil place and expect it to remain so. The Park is not a museum, but some activities, such as the proposed airfield are simply inappropriate.

Many residents keep horses and are keen and regular riders. The bridle paths criss-cross the forest and a number, one in particular, are very close to the proposed runways. As the airfield would have unscheduled flight times there is a very real possibility of a horse being spooked, resulting in a serious accident.

Do not understand how this proposal would benefit the community.

Dr Julie Dixon, Bickley Heights -- Strongly oppose the application. There is no need of aeroplane service in this area; there are no businesses that will benefit from this service; the aerodrome and associated flights will be detrimental to this sensitive and unspoilt ecosystem; there will be increased traffic in the area; the local infrastructure can barely cope with current demands; the increased noise and traffic will be detrimental to both the local residents and tourists, to say nothing of farm and indigenous animals; the application absurdly states that the aerodrome would not significantly add to background noise - no person who has visited or lived in this area could sensibly or seriously expect to deny the noise pollution and irritation that an aerodrome would cause here. There is virtually no background noise in our area and that is precisely why most residents and visitors choose to spend time in this quiet, unspoilt, rural area.

An aerodrome would compromise the peaceful enjoyment of residents and visitors alike. I trust that we can rely upon you to protect both us and this ecologically valuable area from the aerodrome and aeroplane flights.

Further Comments – Unfortunately, we have no-one available to make an oral presentation to the Planning Committee therefore would like to stress our continued strong objections, as stated in our written representations. The application conflicts with the core policies of the National Park.

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Others (continued)

Ruth James, 35 Ryndle Walk, Scarborough – Object because this is not an appropriate use of land within the National Park. I visit this area for quiet recreational activities such as walking, cycling and birdwatching. Aircraft will disturb the area and wildlife.

Graham Dixon, Bickley Heights – Strongly object

Graham Cooper and Danielle Salvadori, 9 Castle Terrace and Norman Cooper, 374 Scalby Road, Scarborough – 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 – Object. The applicant does not have the backing of the Bickley Residents Association; I don't want any planes taking off over me or the area. "Viking" does not want to re-open the gas plant along the Bickley – Ebberston Road, so there is no need for a landing strip to bring "Viking" executives to the plant.

Margaret & William Farey, Fox Whin, Bickley – Strongly object. This introduction of an airfield and associated activities will destroy the peace quiet and tranquillity that makes this area very special and is now extremely rare in this country and is also totally out of keeping with the principles of the NYMNP

Will aircraft land at South Moor and then fly off again or will they be parked on the premises and will they be re-fuelled there? This appears to us that once any planning permission to fly aircraft in & out of South Moor is granted, then other applications to further develop this site will soon follow.

The area around Bickley offers lovely walks, amazing scenery and a rich variety of wildlife and is much appreciated and enjoyed by both locals and visitors alike. There is so little man made noise that any noise from light aircraft is very noticeable and intrusive.

We know from experience (Langdale Quest) that once permission is granted, it is very easy for use and numbers to escalate and is extremely difficult to monitor and control.

In 2011 Ebberston Parish Council completed a Parish Plan; all households in the parish received a questionnaire including the residents of Bickley. One of the questions asked what we liked about the Bickley area and overwhelmingly this was the 'peace quiet and wonderful countryside'

We urge the NYMNP to reject this latest application and help us to protect this very special area from intrusive and unnecessary disturbances.

Mr John Walker, 6 Orchard Close, The Beeches, Uppingham, Rutland – Support. I am not related to Mr R Walker and my interest in the application stems from a life-long involvement in aviation as a member of the RAF; employment in aerodrome management; as a private pilot as well as being an active member of the Aircraft Owners and Pilots Association.

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Others (continued)

The current application is a further revised scheme. All of the applications have two elements; the provision of an airstrip and the provision of related buildings.

Although both appeals failed they did not do so in respect of the provision of the airstrip (the details of which have remained unchanged), only in respect of the proposed aircraft storage building. Since both of the Inspectors in their independent capacity and with full knowledge of National and Local Planning Policies have concluded that the aviation aspects of the application are not in conflict with these Policies, the Park Authority has no grounds to refuse the current application from the aviation perspective.

The current application does not include an aircraft storage building but retains the flight planning office which is similar to a garden

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. It also benefits from having a wind turbine.

Planning permission was refused and then dismissed at appeal in 2014 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, and a pilot's rest room building in the form of a removable timber shed structure.

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.

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Background (continued)

Consequently a revised application was submitted later in 2014 for a revised scheme which differed from the previous scheme in terms of the size, design, materials and location of the proposed hangar building, with the proposed hangar building being sited 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. All other aspects of the proposal remained the same as the previous proposal. A Noise Report from MAS Environmental was also submitted in support of the application which stated 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 to measure ambient noise levels. It also stated that measurements were taken of the applicant's aircraft performing take-off and landing manoeuvres at Sherburn in Elmet. In addition, measurements of the applicant's light aircraft flying over South Moor Farm were taken. The findings of this study indicated that the proposed development could operate without materially detracting from residential amenity and with appropriate mitigation on the bridleway, such as signage and wind socks, horse riders could anticipate the presence of aircraft and engine. MAS also recommended 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.

Supporting letters were received primarily from the flying community around the country and a very large number of objections, primarily, but not entirely, from the local community, were also received. This application was again refused by the Planning Committee and again dismissed at Appeal, but only on the basis that the Planning Inspector found the greatest harm to again be the size, design, material and location of the proposed hangar building. The applicants do not explain how the buildings were previously felt to be necessary and can now be simply omitted.

The second Inspector accepted the first Inspectors view that the proposal would not have a detrimental impact on tranquillity of this part of the National Park and awarded costs against the National Park Authority for refusing the applicant on the grounds of tranquillity and the setting of the scheduled monuments.

This third application has now been submitted and seeks permission for the change of use of land to form two grass runways and to construct a pilot/restroom building. This application does not include a proposal for a larger aircraft hangar building.

The supporting information again states that flights will be restricted to daylight hours only and that there would be no training flights, practice circuits or aerobatics. It states that there would be a maximum of 20 aircraft movements a day (representing 10 take-offs and 10 landings and on average five visits per week by car.

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.

Application No: NYM/2015/0781/FL

Main Issues (continued)

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 13 of the NYM Core Strategy and Development Policies seeks to support proposals for the diversification of existing agricultural businesses where 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.

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 national policy relating to National Parks which requires 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 recreational 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 storage/parking of aircraft 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/2015/0781/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 the special qualities of the National Park 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.

Tranquillity

The importance of tranquillity was eloquently expressed by a member of the public who spoke at the Planning Committee Meeting on 19 February 2015 in relation to the previous application. It is important that they are re-iterated because the importance and need for tranquil places must not be underestimated. The comments made were that "National Parks such as the North York Moors and beautiful quiet spaces such as Dalby Forest are now, and will become increasingly important for the physical and mental health of those who visit, to find tranquillity, a place where they can play, paddle, walk, run, cycle, ride and climb safely in beautiful quiet surroundings, to discover the wildlife and flora, to spend time away from all the ever-present noise and overcrowding of urban living and increasingly elusive work/school life balance".

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.

Most importantly, tranquillity cannot be assessed simply by measuring predicted noise decibels of a proposed activity. Tranquillity is about visual disturbance as well as aural disturbance and can be harmed by such things as electricity pylons which disrupt the sky scape, and consequently also by the movement of light aircraft. 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.

Most 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 (with the ability to clearly see stars at night).

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 and activity in the air of light aircraft generated from the proposed development would have a detrimental impact on the tranquillity of this part of the National Park. Furthermore, whilst the appellant states that no taking off or landing would take place after dark, this would be difficult to enforce and any such activity would result in localised but significant levels of light

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Main Issues (continued)

pollution in an existing very dark area which would have a detrimental impact on the Dalby Forest Dark Skies status.

In view of the harmful impact on tranquillity that is inevitable due to the nature of the activity, 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 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 horseriders, 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.

Visual Clutter

Whilst it is accepted that the omission of the proposed hangar building would remove one of the previous reasons for refusal, the consequence of this is that aircraft would have to be parked and stored in the open. It is considered that the cumulative effect of two aircraft runways with stationary aircraft parked in the open and the associated aircraft activity, and noise, would result in a visually intrusive development, of clearly non- agricultural development, which would be to the detriment to the tranquil character of the area. The applicant has not confirmed that all the necessary equipment checks can be undertaken within the building.

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Main Issues (continued)

The constant presence of aircraft in the open landscape will also add to the erosion and tranquillity of the area and the public enjoyment of a part of the National Park which currently has a sense of deep rurality, peace and remoteness.

Archaeology

The current application includes a Heritage Statement which to some extent overcomes previous concerns. However, South Moor Farm is located in an area of intense archaeological activity and it is likely that the suggested number of flight movements could have a negative impact on the public experience and enjoyment of and thus the setting and significance of the designated heritage assets, as stated in the response from Historic England.

Wildlife

It would seem that the previous Inspectors have not thoroughly taken into account the ecological implications of this proposal.

Having consulted with the Authority's Ecologist, it is considered that the report by Acorus may be mistaken in saying that there are no ecology issues from the proposed development. Whilst there are no SPAs or SSSIs within 2km of the site, there are two bird species of particular concern breeding in the adjacent forest and either could be within that distance of the application boundary. Goshawk is specially protected under Schedule 1 of the Wildlife and Countryside Act and to avoid the risk of illegal persecution, Goshawk nest sites are kept confidential. The second is Nightjar, where important concentrations of this species breed in forest clear-fell sites and young plantations, to the extent that this area may qualify as a Special Protection Area for this species. Both could be very vulnerable to disturbance if nesting close by if aircraft subsequently fly close to their nests, such as when taking off or landing.

To avoid the risk of damaging disturbance, the potential impact on these birds, and possibly others, should be properly considered and any appropriate mitigation proposed before planning permission is given. There is an active Forest Bird Study Group covering Forestry Commission forests here which might be willing to liaise with a competent ecologist on this topic.

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.

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Main Issues (continued)**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 the Management Plan and include a strong feeling of remoteness and tranquillity. Whilst the views of both Planning Inspectors in relation to the appeals at South Moor Farm was that the impact of the proposed building would be greater than the impact of aircraft noise, the Local Planning Authority does not consider this to be so.

It is contended that the proposed use of the existing agricultural grazing land for the take-off and landing of light aircraft would introduce a level of aircraft noise and visual activity, albeit on a limited basis, to a particularly tranquil area of the National Park. This would undermine the special qualities of the National Park and would therefore be contrary to Core Policy A and Policy E19 of the National Park Management Plan. Furthermore, 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 those special qualities or in a way that conserves and enhances the special qualities and will not generate increased 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.

It is also considered that the second Inspector did not fully take into account similar appeal proposals within Exmoor National Park, dating from 1990 and 1998. However, the passage of time is not considered to make them any less relevant to this current proposal because the National Park Designation and National Park Purposes have not altered. Indeed the awareness and importance of protecting tranquillity has increased since this time and is specifically referenced in Government Policy and guidance, e.g. the 2010 National Parks and The Broads Circular and NPPG.

The Inspectors' considered that the main issue was the effect of the proposal on the quality and tranquillity of the National Park landscape. They acknowledged the importance of National Parks and their protected status, by referring to the fact that National Parks were established with the twin purposes of protecting the landscape and enhancing their natural beauty and of promoting their enjoyment to the public. Reference was also made to National Policy which sought (and still does) to ensure that proposals for new development in these areas are subject to special scrutiny to ensure they fit properly into their surroundings, with the strict control of recreation and leisure facilities to ensure they do not detract from the landscape and the natural environment.

Both appeal decisions concluded that that there would inevitably be additional activity in the form of vehicles coming and going as well as the taking off and landing of air craft which would give rise to disturbance in the locality. The noise and movement of such light aircraft could not fail to be visible and audible over a wide area which would disturb and seriously detract from the tranquil quality that would normally characterise the locality and would be inconsistent with the purposes of the National Park. Furthermore, those proposals were for private use of the airfield, not for any commercial use.

Recommendation

In view of the above considerations it is considered that the proposal would have significant

Application No: NYM/2015/0781/FL

Main Issues (continued)

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.

**North York Moors National Park Authority
Planning Committee**

Public Minutes of the meeting held at The Old Vicarage, Helmsley on Thursday 14 January 2016.

Present: Leslie Atkinson, Jim Bailey, Malcolm Bowes, Guy Coulson, Ena Dent, Alison Fisher, Janet Frank, David Hugill, David Jeffels, Heather Moorhouse, Clive Pearson, Ted Sanderson, Andrew Scott, Jeremy Walker

Apologies: Sarah Oswald, Bryn Griffiths, Christopher Massey

Copies of all Documents Considered are in the Minute Book

01/16 Minutes

Resolved:

That the minutes of the meeting held on 10 December 2015, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

02/16 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.

03/16 Emergency Evacuation Procedure

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

04/16 Exclusion of the Public

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 paragraph 5 of Part 1 of Schedule 12A to the Local Government Act 1972.

05/16 Forest Design Plan Consultations – Goathland Forest

Considered:

The report of the Woodland Officer

Resolved:

That the Goathland Forest Design Plan is welcomed for the contribution it makes to National Park purposes and that the comments set out in the report are made to the Forestry Commission. Members requested that the following additional comments are made to the Forestry Commission:

- Request that more attention is paid to the management of water courses
- Request that the Forestry Commission's approach to public access is strengthened

06/16 Forest Design Plan Consultations – Boltby

Considered:

The report of the Woodland Officer

Resolved:

That the Boltby Forest Design Plan is welcomed for the contribution it makes to National Park purposes and that the comments set out in the report are made to the Forestry Commission. Members requested that the following additional comments/questions are made to the Forestry Commission:

- Request that more attention is paid to the management of water courses
- What is the Forestry Commission policy concerning the felling and re-stocking of Larch?
- Does the Forestry Commission have a policy concerning land acquisition and would the National Park Authority be consulted?

07/16 Miscellaneous Items

Considered:

The report of the Director of Planning.

Resolved:

That the report be noted.

08/16 Applications for Planning Permission

The following members of the public addressed the meeting regarding the Plans List Items indicated:

Plans List Item 1 – R W Walker spoke in favour of the application.

Plans List Item 2 – Gemma Owston spoke in favour of the application and John Freeman spoke against the application.

Plans List Item 5 – Andrew Fiddler spoke in favour of the application.

Plans List Item 6 – David Ward spoke in favour of 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>NYM/2015/0781/FL – Change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL) at South Moor Farm, Langdale End, Scarborough for Mr R Walker, South Moor Farm, Dalby Forest Drive, Ebberston, Scarborough, North Yorkshire, YO13 0LW.</p> <p>Decision Leslie Atkinson declared a personal interest in this item as a stakeholder for Scarborough Ramblers and David Jeffels declared a personal interest in this item as a member of the North Yorkshire Moors Association Refused as recommended with an amendment to refusal reason 1 and additional refusal reason as set out on the Members Update Sheet:</p> <ol style="list-style-type: none"> The Local Planning Authority considers that the proposal would not provide a type of recreational activity that would further the understanding and enjoyment of the National Park's special qualities, and would be likely to generate a level of noise and activity that would seriously harm the tranquillity of the area and be detrimental to the amenities of local residents and the experience of visitors. The proposal would therefore be contrary to Core Policies A and H and Development Policy 14 of the NYM Local Development Plan. The context of the application site is that it is surrounded by designated heritage assets of the highest importance. The activity generated by flight movements and the impact of stationary aircraft is likely to have a negative impact on the public experience and enjoyment of, and thus the setting and significance of these designated heritage assets. Whilst the level of harm is considered to be "less than substantial", under policy 134 of the NPPF such harm must be weighed against the public benefits of the proposal. In the case of this proposal the level of public benefits are insufficient to outweigh the resultant harm to these designated heritage assets of the highest importance.
2.	<p>NYM/2015/0601/FL – Change of use form scrapyard to holiday park with associated access and parking following demolition of existing buildings at Sea View Scrapyard, High Normanby for Mr Graham Lilley, c/o George F White LLP</p> <p>Decision Leslie Atkinson declared a personal interest in this item as a stakeholder for Scarborough Ramblers Consideration deferred to enable a site visit to be undertaken to fully assess the impact on the amenity of neighbouring properties and traffic implications, with the attendance of Members being regarded as an approved duty for the purposes of the payment of Members' allowances.</p>
3.	<p>NYM/2015/0814/FL – Construction of 1 no. dwelling with vehicular turning area and landscaping works at Brentwood, Pickering Road, West Ayton for Trevor Wharton, 1 Ramshill Road, Scarborough, North Yorkshire, YO11 2LN.</p> <p>Decision Approved as recommended</p>
4.	<p>NYM/2015/0852/R3 – Application under regulation 3 (Town and Country Planning General Regulations 1992) for alterations and construction of extensions and 3 no. dormer windows together with relocation of oil tank at The Moors Centre Danby for North York Moors National Park, fao: TEL Manager Mr S Croft, The Old Vicarage, Bondgate, Helmsley, YO62 5BP</p> <p>Decision Approved as recommended with an additional condition as set out on the Members Update Sheet:</p> <ol style="list-style-type: none"> No work shall be undertaken to any roof, roof space or external wall until a bat survey report has been approved by the Local Planning Authority. This should be conducted between six and twelve months from the anticipated start, to establish current bat presence as accurately as possible and to enable any recommendations to be fully implemented.

5.	<p>NYM/2015/0675/FL – Construction of orangery extension to south elevation to serve as function room at Victoria Hotel, Station Road, Robin Hoods Bay for Victoria Hotel fao: Mr Andrew Fiddler, Victoria Hotel, Station Road, Robin Hoods Bay, YO22 4RL.</p> <p>Decision Approved as recommended with an amendment to condition 4 and additional informative as set out on the Members Update Sheet:</p> <p>Condition</p> <p>4. Prior to any excavation works being undertaken in connection with the development hereby permitted a detailed schedule of works to include:</p> <ul style="list-style-type: none"> • Timetable and schedule of works to include demolition of the existing dwelling before works can commence on the foundations for a new dwelling • Travel plan for construction workers • Storage compound for construction material • Foundation specification and existing and proposed dwelling • Structural stability and integrity of the site(s) during the development • Protection to neighbouring land and property • Works to secure the stability of the part of the site where the existing building is to be buried including a managed plan for underground and surface water dispersal • Works to strengthen any wall or vertical surface, to support any floor, roof or horizontal surface (affected by the works) • Protection for the site against the weather during the progress of works <p>and shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in strict accordance with the approved scheme.</p> <p>Informative:</p> <p>4. You are advised that a separate licence will be required from the Local Planning Authority in order to allow works in the Public Right of Way to be carried out. You are advised to contact Karl Gerhardsen at North York Moors National Park Authority to draw up an agreement. 01439 772700</p> <p>Members approved the application subject to the removal of condition 3 relating to customer opening hours.</p>
6.	<p>NYM/2015/0723/FL – Construction of replacement dwelling with associated access, parking and landscaping works at The Red House, Runswick Bay for Mrs Ione Cunning, Poplars Farm, Ferrensby, Knaresborough, HG5 0RH.</p> <p>Decision Approved as recommended, with the Director of Planning to clear an additional condition relating to the painting/staining of the external timber cladding.</p>

09/16 Private Minutes

Resolved:

That the private minutes of the meeting held on 10 December 2015, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

10/16 Private Item – Saltersgate Inn

Members were provided with a verbal update from the Planning Team Leader (Enforcement) with regard to the Saltersgate Inn.

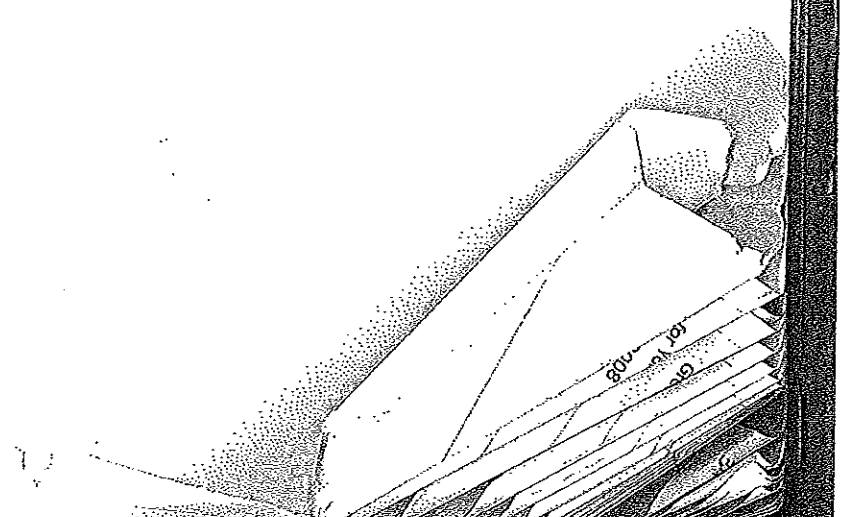
11/16 Other Business

The Director of Planning requested the Members consider a change to the Committee Site Visit date. No Member issues were raised therefore it was agreed that the Committee Site Visit would take place on 29 January 2016.

North York Moors
National Park Authority
Local Development Framework

Core Strategy and
Development Policies

Adopted Copy 13th November 2008



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 C – Natural Environment, Biodiversity and Geodiversity

The quality and diversity of the natural environment of the North York Moors National Park will be conserved and enhanced. Conditions for biodiversity will be maintained and improved and important geodiversity assets will be protected. Protected sites and species will be afforded the highest level of protection with priority also given to local aims and targets for the natural environment.

All developments, projects and activities will be expected to:

1. Provide an appropriate level of protection to legally protected sites and species.
2. Maintain, and where appropriate enhance, conditions for priority habitats and species identified in the North York Moors Local Biodiversity Action Plan.
3. Maintain and where appropriate enhance recognised geodiversity assets.
4. Maintain and where appropriate enhance other sites, features, species or networks of ecological or geological interest and provide for the appropriate management of these.
5. Maximise opportunities for enhancement of ecological or geological assets, particularly in line with the North York Moors Local Biodiversity Action Plan, Tees Valley and North East Yorkshire Geodiversity Action Plans and the regional Habitat Enhancement Areas.
6. Mitigate against any necessary impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere.

Applicants should refer to:

- Planning Policy Statement 9 - Biodiversity and Geological Conservation
- Circular ODPM 06/2005, DEFRA 01/2005 – Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System
- Regional Spatial Strategy – Policies ENV2, ENV3, ENV6, ENV7, ENV8, YH8
- North York Moors Planning Advice Note 2 - Planning and Biodiversity
- Design Guide Supplementary Planning Document - Part 3 Trees and Landscape
- North York Moors Local Biodiversity Action Plan
- Tees Valley Geodiversity Action Plan

- North East Yorkshire Geodiversity Action Plan (to be prepared)
- Development Policy 1

For further reference:

- North York Moors National Park Management Plan

Sustainability Appraisal

This policy provides a positive contribution towards meeting environmental sustainability objectives as it will specifically protect and enhance the natural environment including protected species and habitats.

- 6.1 Protecting and enhancing the natural environment is a statutory purpose of National Park designation and not only relates to legally protected sites and species but to the Park as a whole.
- 6.2 Protected sites and areas are identified on the Proposals Maps. Over a third of the Park is protected at international or national level. Legally protected sites in the North York Moors National Park include 58 Sites of Special Scientific Interest of which five are Special Areas of Conservation and one is a Special Protection Area. These are all shown on the Proposals Maps.
- 6.3 Other sites, features, species or networks of ecological or geological interest include:
- Priority habitats and species identified in the North York Moors Biodiversity Action Plan
 - Regionally Important Geological Sites or other sites identified in the Local Geodiversity Action Plans (shown on the Proposals Maps);
 - Sites identified on the Section 3 Conservation Map (includes ancient woodland) (shown on the Proposals Maps);
 - Nature Reserves (National Nature Reserve shown on the Proposals Maps);
 - Heritage Coast (shown on the Proposals Maps);
 - Sensitive Marine Area (shown on the Proposals Maps);
 - Land subject to an agri-environment agreement;
 - Other features of ecological value such as trees, hedgerows, walls, rivers, ponds, wetlands and wild flower grasslands.
- 6.4 Legally protected species which are prominent in the Park and which could be affected by new developments include, but are not limited to, bats, swallows, house martins, swifts, starlings, sparrows, barn owls, great crested newts and badgers.
- 6.5 Any proposal likely to affect a Special Area of Conservation, Special Protection Area or RAMSAR site (which is not directly connected with its management) will require an Appropriate Assessment under the Habitats Regulations to determine whether or not it will have an adverse effect on the integrity of the site(s). Candidate Special Areas of Conservation and potential Special Protection Areas will be afforded the same level of protection as those already designated. There are other situations where the applicant may need

to provide a professional survey including on sites which contain or are adjacent to existing trees or where there are known to be or thought to be protected species.

- 6.6 The Authority has produced a Biodiversity Action Plan for the National Park which identifies important species and habitats and sets priorities for their maintenance, protection and enhancement. New development should not compromise the aims of the Biodiversity Action Plan and should seek to contribute to meeting them wherever possible.
- 6.7 Policy ENV8 of the Regional Spatial Strategy identifies Habitat and River/Floodplain Enhancement Areas and sets out the ways in which decisions should contribute to ensuring that important habitats are maintained and enhanced. Consideration of these should be undertaken alongside ensuring that priorities identified in the North York Moors Biodiversity Action Plan are addressed.
- 6.8 Regionally Important Geological and Geomorphological Sites (RIGS) are important features resulting from a variety of processes including glacial, coastal or industrial. RIGS are identified as worthy of protection for either their educational, scientific, historic or landscape importance. Two RIGS groups operate in the Park – North East Yorkshire Geology Trust, which covers the majority of the Park, and the Tees Valley RIGS group which covers the Redcar and Cleveland part of the Park. There are a number of RIGS designated in the Redcar and Cleveland part of the Park and also one to the south of Great Ayton in Hambleton District. The North East Yorkshire Geology Trust is looking to identify further sites in the near future.
- 6.9 The Amendment to the Wildlife and Countryside Act 1985 required the Authority to prepare a map showing areas of 'Mountain, Moor, Heath, Woodland, Down, Cliff or Foreshore whose natural beauty is particularly important to conserve'. This is known as the Section 3 Conservation Map.
- 6.10 The Regional Spatial Strategy recognises the importance of protecting, creating and enhancing areas and networks of green infrastructure. Green infrastructure can provide many benefits including promoting sustainable and healthy travel patterns and recreation opportunities, protecting and linking important wildlife habitats and creating flood storage areas. Recognising that the Park itself could be seen as a strategic area of green infrastructure, the Authority will investigate the value of and objectives for identifying green infrastructure within the Park, particularly in terms of how this might bring together the existing work of the Authority and how it will enable linkages beyond the Park boundary.
- 6.11 The creation of and enhancements to green infrastructure in the Park will be largely beyond the role of the planning system as levels of new development will be limited and it may be that the Authority's Management Plan is better placed to identify, and set the framework for, green infrastructure within the Park.

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.

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 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 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.

Give peace a chance

Has planning policy contributed to rural tranquillity?

Campaign to Protect Rural England (CPRE), May 2015

Introduction

Tranquillity is a natural resource, and an essential quality of the countryside. It is a much valued aspect of human experience that CPRE has long championed. Although found in many places, it is the countryside that gives us the best chance to experience it. With its broad views, woodlands and heaths, wildlife, the sounds of nature, massive skies, and open water, the rural environment offers us many opportunities to experience deep tranquillity. It enables us to appreciate the beauty and harmony of the natural world. Tranquillity is a central part of why the countryside matters deeply to so many people and the reason many want to spend time there.

Being able to take a peaceful walk, cycle or ramble in tranquil countryside or hike along a national trail adds immeasurably to many people's quality of life. Tranquillity is not just a valued pleasure: there's plenty of evidence it has important benefits. Research has demonstrated that exposure to nature and, better still, immersion in it, is good for our health and wellbeing.ⁱ It reduces our stress levels, improves our mood and makes us feel good about ourselves. Areas that are tranquil give us the chance to get away from the pressures of modern life and recharge our batteries.ⁱⁱ They are part of our natural health service.

Tranquillity in national policy

The Government first acknowledged tranquillity as a special quality of the countryside in 2000. Since then it has been recognised by bodies such as the Civil Aviation Authority in its Future Airspace Strategy, High Speed Two Ltd, and Natural England, as well as many National Parks and Areas of Outstanding Natural Beauty (AONBs). In 2012, tranquillity gained recognition in national planning policy for the first time. The Government now encourages local authorities to identify and protect areas that are valued by the public for their tranquillity. These include both smaller areas of Local Green Space, mainly in or near urban areas, and larger 'areas of tranquillity'.

CPRE welcomed the new policy in the National Planning Policy Framework (NPPF) in 2012, while calling for better guidance on how to apply it and regular monitoring of rural tranquillity. Both are still lacking. As a result, CPRE decided to find out how local authorities, including National Parks and AONBs, have, if at all, been implementing the policy.

The survey

We contacted 340 planning authorities - including county, borough, district and unitary authorities, and all 10 national park authorities (NPAs) - as well as 34 AONBs. From 69 responses overallⁱⁱⁱ - 18% of authorities - we have analysed where tranquillity policy has been adopted, looked at the problems where it hasn't, and explored the implications for the development of policy and tranquillity protection. The headline results are set out in this report and have been used to develop recommendations for Government nationally and locally.

Key findings

- We asked whether the authority had a tranquillity policy in place, for how long and if it was due to the NPPF.^{iv} Two fifths (29 of 69) of planning authorities or AONBs had a policy and most (four fifths) were in AONB Management Plans or National Park Local Plans- designated landscapes with higher protection and generally higher levels of tranquillity. Most of these have had policies in place for five or more years, and do not reflect the more recent policy in the NPPF. Of local authorities covering urban and rural areas outside of 'designated' landscapes or the wider countryside, relatively few (one in seven) have tranquillity policies in their Local Plans.^v A small number - four - had developed an entirely new policy due to the NPPF and four others had adapted theirs to comply with the NPPF.
- We asked if the authority was planning to develop a policy on tranquillity if it didn't have one. Responses gave more positive signs that the NPPF is having an effect: eight authorities were planning to develop a policy - five of these for areas outside of designated areas, as well as two AONBs and a National Park. Yet, of the authorities without a tranquillity policy, more than three quarters (31 of 40) said they weren't planning to develop one. A very large majority of these (29 of 31, or more than nine out of 10) cover urban and wider countryside beyond designated landscapes.^{vi}
- We asked authorities for the reasons that prevented them developing a tranquillity policy. Some, mainly urban, saw little scope for identifying such areas. For more than half, their Local Plan was too far advanced to change when the NPPF was published. Nearly two-thirds gave three or more of the following reasons:
 - Lack of a clear definition of tranquillity
 - Lack of detail in national policy
 - Lack of detail in planning practice guidance
 - Lack of a suitable evidence base.^{vii}
- We asked authorities which tools they would find useful for developing tranquillity-related policies. There was strong agreement on the tools - better data and guidance - that would help them do this: access to a tranquillity GIS database (95%);^{viii} a tranquillity mapping report (94%); legal advice on a definition (88%); examples of tranquillity-related policies from other planning authorities (97%); and case studies of good practice in tranquillity protection and improvement (100%).^{ix}

- We asked authorities if they would support the case for developing new national tranquillity maps and a supporting GIS database. Those with and without policies were strongly supportive of the case - nine out of 10 overall - and all those with policies backed this call. Over two thirds of those without policies or any plans to develop them were supportive too.^x

The background

CPRE has long championed tranquillity and campaigned for it to be recognised and protected nationally and locally. In partnership with the Countryside Commission in the early 1990s, CPRE commissioned pioneering work by ASH Consulting to identify the extent of undisturbed countryside and of the intrusive effect of a range of factors including roads, power lines, airports and flight paths, and urban development. This resulted in our intrusion maps from the 1960s and 1990s.^{xi}

Repeated in 2007, these maps show around 50% of England by area was affected, up from 41% in the early 1990s.^{xii} These findings challenge those that argue for more development of the countryside because only a “small” percentage of England - around 10-11% - is developed. If anything, intrusion maps reflect the public view that a much larger area is affected by development: not only from its immediate footprint, but visual and noise impact on the landscape around.

In 2006, with support from the Government’s nature protection body, Natural England, CPRE funded Northumbria and Newcastle Universities to produce new tranquillity maps. Including factors that damage tranquillity or others which add to it, such as the presence of woodland or water courses, these maps show a more complex picture. They not only illustrate how fragmented the tranquillity of many areas of countryside has become, but also, using a scale for the whole of England, identify unspoilt areas worthy of - but currently lacking - better protection. Now made interactive, the maps can also help to identify locally valued areas for which we increasingly need to protect access, as pressure for development grows.^{xiii}

Current pressures

Like so many natural resources, rural tranquillity has been depleted over many years, but it is now under more pressure than ever:

- In December 2014, the Government announced a £15 billion Road Investment Strategy, the largest roads programme since the 1970s, which includes proposals for more than a thousand miles of new and widened roads.
- The Airports Commission is due to publish recommendations this summer for a new runway at either Heathrow or Gatwick; this would project more flights and noise onto either huge swathes of the Chilterns AONB and the Green Belt in West London or large tracts of the Sussex countryside, including the High Weald and Surrey Hills AONBs.
- Some 220,000 homes are proposed for Green Belt areas alone as well as 1200 hectares for industry;^{xiv} some 4,300 hectares (10,625 acres) of previously

undeveloped land are lost mainly to housing, infrastructure and industry every year.^{xv}

- There are 22,000 high voltage pylons covering 4,375 miles (7,000 km) of overhead lines across England and Wales^{xvi} with 355 miles (571 km) in protected landscapes;^{xvii} many miles of new lines with pylons and other infrastructure have been proposed, such as 40 miles in Somerset to serve the new Hinkley Point nuclear power station.^{xviii}
- Britain has more large solar farms than any other country and 408 installations that cover 25 acres or more, with many more in the pipeline; in the wrong location they can be all too visible and risk industrialising the countryside;^{xix} but with few large rooftop installations built, there is an opportunity for many more to produce electricity near to where it's needed and minimise negative impacts on the countryside.
- The last Government promised strong legal measures to protect the countryside and communities from shale gas and oil. Most of these were ultimately omitted from the Infrastructure Act 2015, although our most protected areas were afforded some safeguards. This is particularly concerning with the new Government due to license new areas in summer 2015.

Plans for new infrastructure and other development threaten to overwhelm new areas and further shrink and fragment the remaining reserves of tranquillity in the countryside. While developments such as these are often talked up in terms of benefits to jobs and the economy, the impact on unspoilt countryside and the value it has for people locally, regionally, and nationally and their quality of life, receives all too little thought.

Tranquillity needs to be properly valued in making decisions on housing, transport or energy infrastructure, so new developments don't unnecessarily damage and deplete it further. In the best of cases, tranquillity cannot only be maintained but made better in urban and rural areas.

There are encouraging signs that the new Government is taking seriously the design of some new infrastructure and its impact on the countryside. In February 2015, the Rt. Hon. John Hayes MP, roads minister for the Coalition Government, in a lecture for CPRE and the Campaign for Better Transport, explored how good design and beauty can be incorporated in the road network:

"Our goal is not just to undo the most intrusive, insensitive road design of the past 50 years. It's to create a new aesthetic. Values that reflect and even enhance the beauty of the local landscape. We need a new understanding that improving our road network isn't just about speeding up journeys at any cost. It's about creating a network that works better for communities and the environment too."^{xx}

This was followed by a commitment in the *Conservative manifesto 2015* to "build new infrastructure in an environmentally-sensitive way" and for new roads and railways at least

to be built “in a way that limits, as far as possible, their impact on the environment”. The manifesto also commits the Government to developing new maps: “We will make it easier to access our beautiful landscapes, by providing free, comprehensive maps of all open-access green space.”^{xxi}

Progress is being made on several fronts:

- National Grid is spending £500 million up to 2021 to underground, screen or change the route of power lines in sensitive landscapes and to reduce the visual impact of new pylons.^{xxii}
- New speed limit guidance makes it easier to reduce speed limits to 40 mph with less clutter, for example in National Parks and AONBs.^{xxiii}
- £6 billion will be invested under the Road Investment Strategy on the strategic road network to resurface 80% of it with lower noise surfaces (as well as £75 million on measures such as noise barriers targeted at the worst affected communities).^{xxiv}

These initiatives show that, with ambition and care, turning back the tide of encroachment is possible.

There is a key role for local authorities and infrastructure providers and their regulators in making this happen. These bodies could plan to retrofit and refurbish existing infrastructure to reduce the impact on tranquillity. Significant improvements could be achieved with a range of measures: burying power lines, through better design and landscaping of buildings; intelligent lighting design - alongside switch-off and dimming schemes; and the use of quiet tarmac in rural areas, as well as urban areas where residents can benefit most. The concept of a design panel - already taken forward by High Speed Two Ltd and Highways England - could be extended to other infrastructure.

The relevant bodies should set up a design panel to include key stakeholders and develop a set of design principles to achieve effective, inclusive decision-making and which applies good design to enhance the tranquillity of the countryside. For each new piece of infrastructure, the planning and design phase should seek first to avoid areas of higher tranquillity; then to mitigate effects by reducing visual and noise impacts (such as by tunnelling, undergrounding power lines, sensitive landscaping and tree planting); and lastly to compensate for damage with other measures to seek to improve tranquillity overall.

There is a clear role for Government. With better guidance and information, current policy could achieve much more. New maps would not only show loss but opportunities for improvement. They also have the potential to show where policy is working and tranquillity is being enhanced. They could underpin delivering the manifesto commitment to achieving more environmentally sensitive infrastructure and add value to new open-access greenspace maps by identifying areas where deeper tranquillity can be found.

Ultimately, they could help the new Government deliver on its manifesto pledge “to ensure that public and private investment in the environment is directed where we need it most”.^{xxv}

Recommendations

CPRE calls on the new Government to take action to value and protect the character of the countryside, which gives people beautiful and tranquil places to enjoy and enriches their lives. We need to make the tranquillity policy that is already in national planning policy more effective. To do that we need improved guidance and an up-to-date evidence base to support tranquillity policy at local and national level.

CPRE is calling for the new Government to:

- Integrate tranquillity as a measure of environmental quality into manifesto proposals for new maps of greenspace and to use it as a tool to help deliver on its commitment to develop environmentally sensitive infrastructure.
- Put in place new, detailed planning guidance on tranquillity together with an agreed definition of tranquillity.
- Develop and publish a new “indicator” of tranquillity, comprising maps and the supporting datasets and publish them as open data.
- Commit to monitoring change regularly to support better policy making and spending of public funds.

CPRE is calling for infrastructure providers and their regulators to:

- Set up a design panel involving stakeholders and develop design principles to include enhancement of the tranquillity of the countryside.
- Publish open data setting out the Zone of Theoretical Visibility and noise contours of all new and existing infrastructure.
- Seek first to avoid areas of higher tranquillity for each new piece of infrastructure, or where necessary mitigate effects by reducing visual and noise impacts and compensating to improve tranquillity overall.
- Reduce impacts on tranquillity for existing infrastructure, such as by burying power lines, low impact lighting and noise-reducing tarmac.

CPRE is calling for local authorities to:

- Identify, protect and promote local areas of tranquillity in their Local Plan.
- Assess and minimise the impact on, and seek to improve, areas of tranquillity in the planning decisions they make.

- Develop a range of active measures to improve tranquillity, such as using quiet road surfaces and managing traffic to cut noise, using landscaping and tree planting to reduce visual intrusion, and adopting switch-off schemes to cut light pollution.

CPRE is committed to working with the new Government, infrastructure providers, local authorities and other bodies to support better policy making and enhance tranquillity as a vital national resource.

Caveats and limitations

Proportions given in key findings above are, unless otherwise stated, expressed as a fraction or percentage of the number answering the specific question, given as [N] in relevant footnotes. Although the total sample size is lower than 100, we use percentages only to simplify understanding of certain fractions, with no claims that these apply to the larger body of local authorities who did not answer our survey.

Generally, participants responded to the survey on a voluntary basis so the results are from a self-selected group. This could mean that respondents have more familiarity with or interest in tranquillity. As such, we acknowledge that findings from the survey may present an unduly optimistic picture of take-up of tranquillity policy. As response rates from national parks and AONBs are high and a large percentage of their total group (90% and 53% respectively), we have more confidence in generalising from these groups to the wider population.

Notes

ⁱ See, for example, analysis of the evidence base in R. Bragg, C. Wood and Barton, J. *Ecominds effects on Mental Wellbeing*, Mind 2013, p. 12:
<https://www.mind.org.uk/media/354166/Ecominds-effects-on-mental-wellbeing-evaluation-report.pdf>

ⁱⁱ The most recent Natural England survey of the public's engagement with the natural environment found that 88% of people agreed they felt calm and relaxed and 87% of people felt refreshed and revitalised after a visit to the natural environment, mainly urban greenspaces and the wider countryside: Figure 3.10 Outcomes of visits to the natural environment, in The Natural England MENE 2013-2014 survey, January 2015:
<https://www.gov.uk/government/statistics/monitor-of-engagement-with-the-natural-environment-2013-to-2014>

ⁱⁱⁱ These were from 41 Planning Authorities (other than NPAs), 9 National Park Authorities and 19 AONBs.

^{iv} Q2 Do you have a tranquillity policy in either your local plan or any other relevant document? [N69]; Q4 If so, is this a) the continuation of a tranquillity policy your local authority has had for some time? Or b) an entirely new policy due to the National Planning Policy Framework? [N24]; Q5 If your policy is a continuation of an existing policy have you adapted it to comply with the NPPF? [N27]

^v These are Suffolk Coastal and Waveney District Councils (DCs) - two authorities working in partnership and sharing services including planning (treated as one for the statistics here), Solihull Metropolitan Borough Council (MBC), Stockport MBC, Redbridge District Council, Tunbridge Wells DC, Mansfield DC.

^{vi} From answers to: Q2 Do you have a tranquillity policy in either your local plan or any other relevant document? [N69]: 29 answered yes and 40 no. For Q7 If you don't currently have a policy on tranquillity are you developing one or planning to do so [N62]: of those 40 without a policy 31 answered no to this question

and 8 yes indicating they were developing a policy (2 AONBs and 29 mainly borough, district or unitary councils).

vii Q8 *If you are not planning to develop a tranquillity policy which of the following reasons apply?* [N22]

viii A Geographic Information System (GIS) is designed to capture, store and check data, and enable people to analyse and understand all types of spatial or geographical data. See National Geographic [here](#).

ix From Q9 *If you already have a tranquillity policy or are developing one - which of these would you find useful in develop a tranquillity-related policy?* Access to GIS database [N38]: 36 Yes; Tranquillity mapping report [N34]: 32 Yes; Legal advice on definition [N32]: 28 Yes; Examples of policies from other local planning authorities [N36]; case studies of good practice [N38] 38 Yes.

x From Q 16 *Would your local authority support the case for the development of new national tranquillity maps and a GIS data base to help it develop its approach to tranquillity?* [N50]: 45 of 50 respondents answered Yes with 5 answering No. 100% (32) of those with a policy or developing one were supportive but also a high level of those without a policy or plans to develop one supported the case for new maps and data at 72% (13 of 18).

xi These were called tranquil areas maps until 2007 when they were renamed to avoid confusion with new tranquillity maps; they focus on negative factors of disturbance only.

xii Table 10, Land Use Consultants / CPRE, *Developing an Intrusion Map of England*, September 2007

xiii These interactive tranquillity maps can be accessed [here](#).

xiv CPRE, *Green Belt under siege: the NPPF three years on - A CPRE analysis*, March 2015

xv See Table 265: Gross annual average change in land use to developed uses from all uses, England, 2002-2011

xvi <http://www.cpre.org.uk/what-we-do/energy-and-waste/electricity-pylons/the-issues>

xvii National Grid, presentation to CPRE, March 2014

xviii Just 5 miles will go underground through the Mendip Hills: ITV News, The pylons that put this view - and livelihoods - at risk, 7 January 2014:
<http://www.itv.com/news/west/2014-01-07/the-pylons-that-put-this-view-and-livelihoods-at-risk/>

xix A further 299 solar farms have planning consent but a change in the subsidy regime could prevent their construction: <http://www.wiki-solar.org/> cited in http://cprese.org.uk/eBulletin/CPRE_SE_eBulletin_April_2015.pdf

xx CPRE, John Hayes lecture on making roads beautiful, 20 January 2015:
<http://www.cpre.org.uk/magazine/features/item/3837-john-hayes-lecture-on-making-roads-beautiful>

xxi *The Conservative Party Manifesto 2015*, pp. 54-55

xxii Roger Harrabin, 'National Grid unveils plans to bury cables underground', BBC News, 10 November 2014,
<http://www.bbc.co.uk/news/business-29989654>

xxiii Paragraph 130 in Department for Transport, *Setting Local Speed Limits*, Circular 1/13,
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

xxiv Department for Transport, *Roads Investment Strategy Overview*, December 2014, p. 14
<https://www.gov.uk/government/publications/road-investment-strategy-overview>

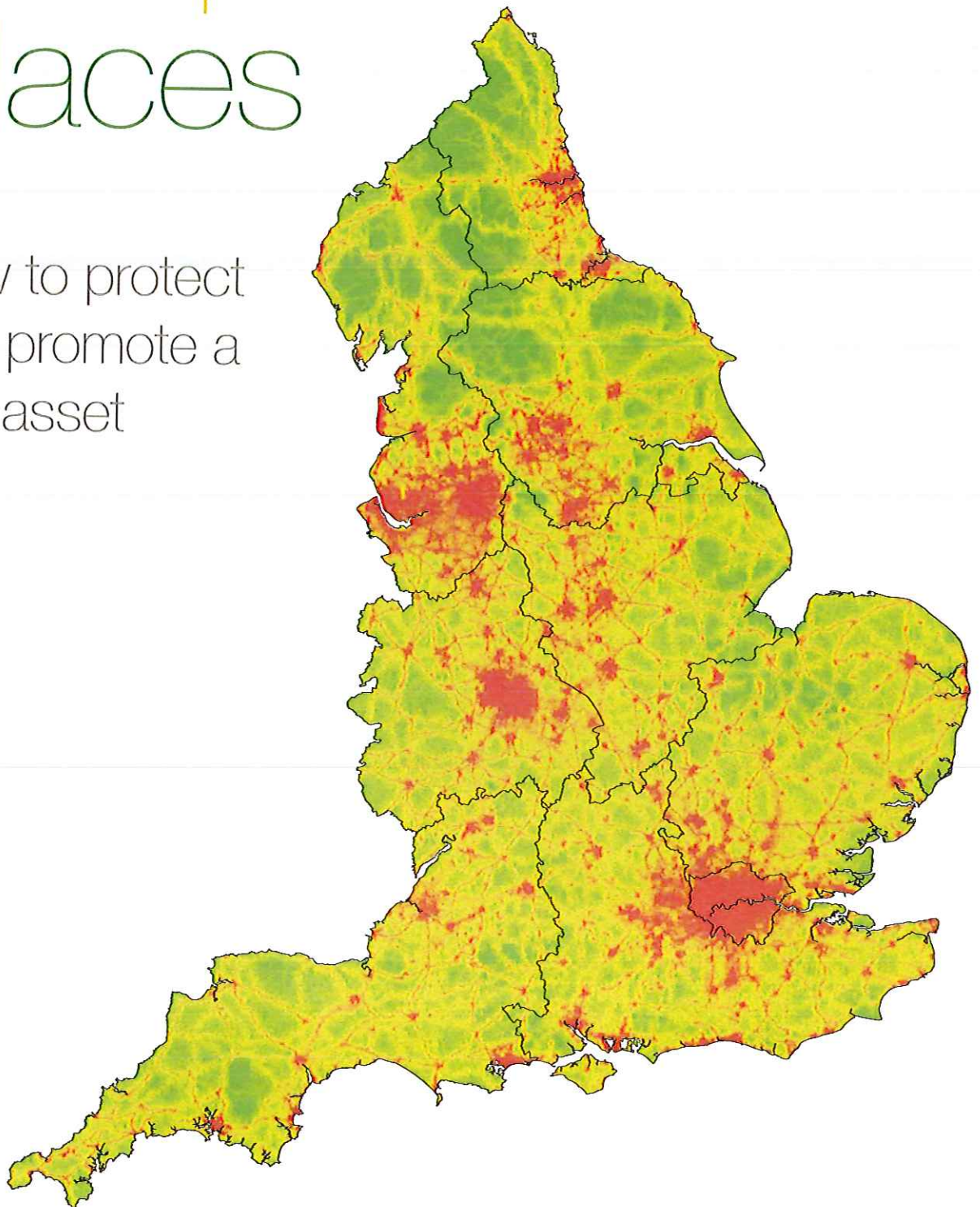
xxv *The Conservative Party Manifesto 2015*, p. 55

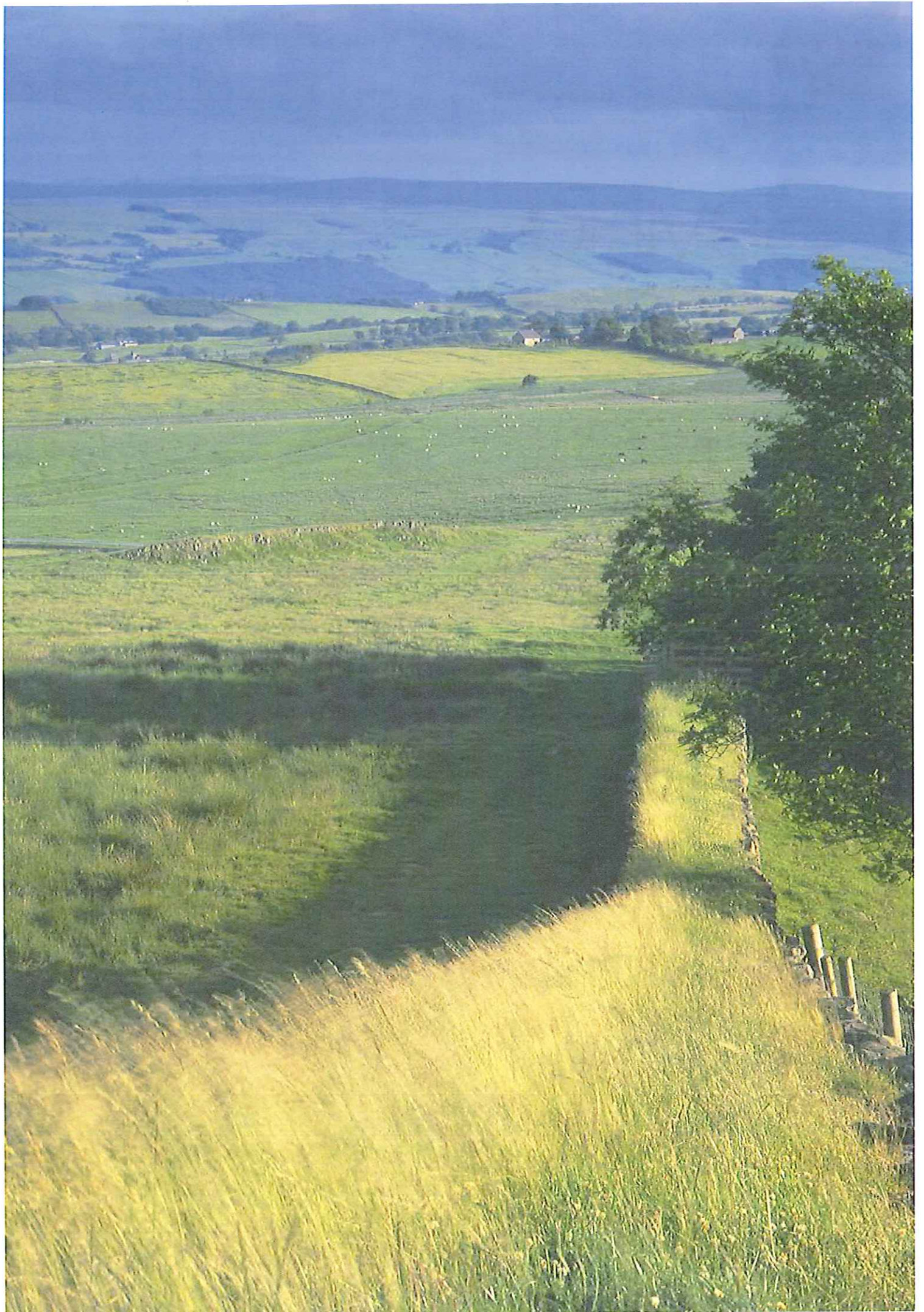


Campaign to Protect
Rural England

Saving tranquil places

How to protect
and promote a
vital asset





An opportunity to be seized

The Campaign to Protect Rural England (CPRE) has developed an accurate and effective way to measure one of the most important indicators of countryside quality and one of its most valued attributes: tranquillity.

This new measurement tool makes it possible to protect and enhance rural tranquillity through strategic spatial planning and individual development decisions.

There's no time to lose. Rural tranquillity is being threatened and diminished by a wide range of pressures. We invite you to contact us today to discuss how you can play an important part in protecting and reclaiming tranquillity for the benefit of us all.

Shaun Spiers
Chief Executive



Mountain bikers in Northumberland National Park
Courtesy of Northumberland National Park Authority

Tranquillity offers great rewards; we should act quickly to protect it

The human experience of the environment is central to our health and wellbeing and provides inspiration for many.

The quality of our experience of landscapes is determined predominantly by human decisions and actions. CPRE's identification more than 10 years ago of tranquillity as a key quality influencing that experience was a major breakthrough. Now we have developed a way of identifying, measuring and mapping tranquillity so that it can be integrated fully into public policy decisions.

A shared natural asset

Tranquillity is primarily a natural resource. It reflects the degree to which human beings experience the environment unhindered by disruptive noise, movement and artificial lighting and structures. In a densely populated, heavily built-up country like England it is scarce and its distribution is uneven.

We all want to experience tranquil countryside. It's why most of us visit rural areas, both specially protected areas as well as 'ordinary' countryside.¹ For many, the chance to experience tranquillity is what makes the countryside different from cities, suburbs and towns. When we seek to be in places which yield sweeping views, wide skies, proximity to water and close experience of wildlife, we are searching for tranquillity. It is one of the countryside's greatest gifts to us all – and among the most memorable and uplifting of experiences. Just as great art, design and traditions allow us to appreciate our identity, so tranquillity allows us to see, hear and feel the spectacular beauty of the natural world and its harmonious human influences.

Tranquillity:

The quality of calm experienced in places with mainly natural features and activities, free from disturbance from manmade ones.

Human beings have contributed substantially to the experience of tranquillity through millennia of altering the landscape in ways in harmony with its natural components. The presence of other people enjoying tranquillity in the countryside does little to compromise the quality of the experience outside tiny areas of concentrated visitor arrival and refreshment and a few of the most heavily pressurised tourist 'honeypots'. Tranquillity is a precious thing we can all enjoy and by doing so, we can help ensure this resource is protected. Seeking tranquillity can be the most sustainable recreational activity of all. And its wide availability is a sign of a sophisticated and successful society.

We can also find tranquillity in urban areas – in gardens, parks, allotments and local nature reserves. These green urban areas are a precious resource which should be safeguarded. But England's varied and beautiful countryside offers us a much wider opportunity to experience 'deep tranquillity'.

Good for our hearts, minds and bodies

In this country, stress and mental illness are increasingly common, as are physical health problems related to inactivity and obesity, including adult onset diabetes. According to the World Health Organisation, mental illness such as depression is likely to be the primary cause of ill health by 2020.² The associated costs to public health care are increasing. This is recognised in the overarching priorities of the Government's Public Health White Paper of 2004, which are to reduce obesity, increase exercise and improve mental health.

We believe efforts to protect and enhance tranquil areas would help the Government to address these priorities. There is growing and substantial evidence to show that exposure to nature can contribute to physical health and psychological wellbeing. While there are different levels of contact with nature – views of natural features, incidental exposure to nature and being active in a natural environment³ – tranquil areas represent reservoirs of natural features. These provide access to a green environment which can offer a wide range of health benefits.

There is convincing evidence, for instance, of the importance of the natural environment in helping people to cope with stress and enhance psychological wellbeing. A recent review of over 100 studies showed that the primary reasons for visiting natural environments include escape from the stress of urban areas and the experience of tranquillity and solitude. In one study, teenagers under stress said they go outdoors to seek privacy and space to relieve stress.⁴ Other studies have found exposure to nature helps people recover from drug⁵ and alcohol addictions.⁶

Powerful evidence that tranquillity matters

Stress reduction may have long-term physiological benefits as well as mental health benefits, because stress is believed to reduce the body's ability to resist illness and may adversely affect our metabolism.⁷ Exposure to nature has also been shown to reduce blood pressure, reduce heart attacks, increase mental performance and soothe anxiety. Studies have found that playing in natural surroundings has a positive impact on children's development.⁸ And children who visit the countryside regularly are less likely to be obese⁹ and to suffer from attention-deficit disorder.¹⁰

In contrast, studies have shown that artificial noise can have a damaging effect on mental wellbeing. In a survey of people living near airports, 30-60% of respondents at each site perceived their health to be affected by noise from aircraft at night.¹¹ The World Health Organisation recognises that people living near airports, industry or noisy streets are at risk of stress, sleep disturbance and increased blood pressure due to exposure to noise. This is supported by studies that show how unwanted noise from transport and industry can cause aggressiveness and a feeling of helplessness. It can hinder performance at work or school, in reading, problem solving, attention and memorising. The absence of discordant noise is an important characteristic of tranquillity.



A country lane, Sussex
CPRE/Robinson

'As natural green environments have increasingly come under pressure from economic development, so it seems our own wellbeing has suffered as a consequence.'¹²

Tranquillity underpins the economy of rural areas

Not only are there clear social advantages to protecting the tranquillity we all need and value, there is a compelling economic argument for it, too.

Rural areas rely on their tranquillity to attract visitors. According to a recent survey, it's why 49% of us visit the countryside.¹³ Government data on the economic impact of rural tourism suggest that, through rural tourism, tranquillity directly supports 186,200 jobs and 12,250 small businesses and contributes £6.76 billion a year to the economy.¹⁴ The importance of tranquillity to rural economies is borne out by a survey carried out in Norfolk. An examination of six nature reserves in north Norfolk found that the tranquillity of those sites alone brought £2.8 million into the local economy each year and underpinned 84 jobs.¹⁵

And tranquillity also contributes indirectly to the nation's economic performance by improving our physical and psychological wellbeing.

There's no time to lose

So far, there has been little initiative taken by Government to acknowledge or protect tranquillity. Despite a few honourable exceptions, the expansion of air travel and the trunk road network, and of energy infrastructure and distribution facilities, has overridden the interest of

maintaining tranquillity. The decline of open cast mining and older industries has offered opportunities to reclaim some tranquil places while landscape restoration and redevelopment takes place. But the overwhelming tendency over the last 30 years has been to fragment and obliterate tranquil places and reduce this quality where it is still present.

But the Government has, at least, begun to recognise the importance of tranquillity. Its Rural Strategy, published in July 2004, says 'the countryside provides many benefits. It is valued for its wildlife, landscape and cultural heritage and also tranquillity'. Tranquillity is one facet of what the former Countryside Agency has termed 'countryside quality', being developed through its Countryside Counts project. The Government's Rural White Paper of 2000 promised the development of a countryside quality indicator that 'should include issues such as biodiversity, tranquillity, heritage and landscape character' – but tranquillity has yet to be used in any indicator.

Action needs to happen soon, because there are only a few substantial areas of tranquillity left in England.

The extent of areas with an absence of urban intrusion has declined dramatically in recent years. And the rate of decline of areas where it is possible to experience a relatively high level of tranquillity is accelerating.¹⁶

Tranquillity is under threat from the steadily increasing urbanised area, the development of the road network, the growth in road and air traffic and the expansion of energy infrastructure, including wind turbines. Noise, visual intrusion and light pollution are all growing as a result, remorselessly shrinking and fragmenting those remaining more tranquil areas of the countryside. Features that contribute to a sense of tranquillity are easily overwhelmed by the scale and power of such intrusions.

Most positive features of the countryside:

Tranquillity, say 58% of people

Scenery, say 46%

Open space, say 40%

source: Department for Environment, Food and Rural Affairs



River Browney, Durham
CPRE/Robinson



Upland sheep farming

Threat: New buildings and infrastructure

New housing consumes more countryside than any other kind of development. Government figures show a greenfield area the size of Southampton vanishes under bricks, mortar, concrete and asphalt each year – in a country which is among the world's most heavily built up. The Government has set a target of 200,000 additional homes a year by 2016, about 40,000 more than are currently built.

Threat: New roads, more cars

Government forecasts say traffic levels will increase by 30% between 2000 and 2015 if current trends continue – and traffic levels on rural roads are increasing faster than traffic on urban roads. Traffic on rural A roads increased by 2% between Q2 2005 and Q2 2006 and on minor rural roads by 1%. The Government has allocated billions of pounds to widen motorways, dual single carriageway roads and build new bypasses over the next decade. A number of these schemes are likely to affect protected landscapes, which often contain the most tranquil areas. The noise from a busy motorway can extend over hundreds of square miles of countryside.

Threat: More flights, flight paths and runways

The Government's Aviation White Paper of 2003 signalled a massive increase in air travel and the expansion of airports and associated development, with every region under threat of airport expansion. Air traffic in the UK has trebled over the past 20 years and is forecast to continue to grow at 4-5% each year in the future.

Threat: Increased light pollution

Dark, star-filled night skies are an important aspect of the experience of tranquillity – but our careless, fast-growing use of outdoor light is blotting out our view of the skies. A CPRE analysis of satellite data found that between 1993 and 2000 light pollution increased 24% nationally whilst the proportion of England's land area from which people could view a truly dark night sky fell from 15% to 11%.¹⁷

Threat: Inadequate funding for land management

There are growing concerns about the ability of farmers to find the resources necessary to manage landscape features in a way which protects and enhances the experience of tranquillity. At present, sensitive land management is under-funded. Research commissioned by the National Farmers' Union and CPRE found that the time farmers spent on unpaid landscape management across England each year was worth at least £412 million.¹⁸

Tranquillity in England

Our new tranquillity measurement tool enabled us to produce a detailed map revealing the likelihood someone would experience tranquillity in any locality. The method and the map can be used to identify, protect, enhance and reclaim places where we can experience tranquillity. In doing so, it can improve our quality of life, health, wellbeing and economic prosperity and contribute to sustainable development.

Many layers

The tranquillity map is made up of many layers of information based on what people say adds to and detracts from tranquillity, weighted according to how important those factors are and taking into account the country's topography. If you could peel away the layers, you would see maps which show the positive or negative impact on tranquillity of:

- a natural landscape, including woodland;
- rivers, streams, lakes and the sea;
- birds and other wildlife;
- wide open spaces;
- cars, motorbikes, trains and aircraft – and roads and railways;
- light pollution;
- towns, cities and villages;
- large numbers of people; and
- pylons, power lines, masts and wind turbines.

No two squares the same

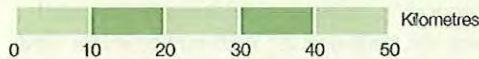
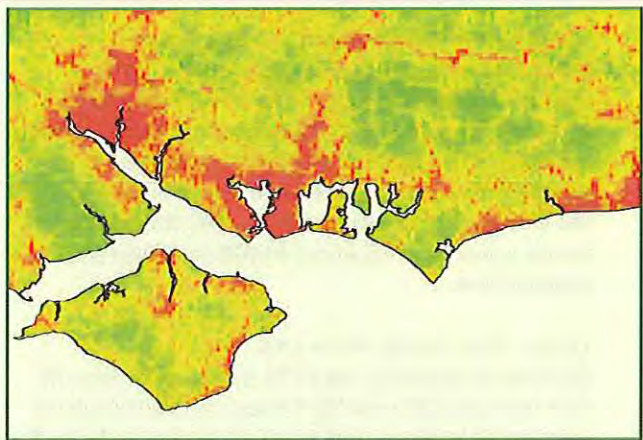
Each 500 m by 500 m square of England has been given a tranquillity score, based on 44 different factors which add to or detract from people's feelings of tranquillity. These scores have been colour coded – darkest green for those places most likely to make people feel tranquil, brightest red for those least likely. But squares that are the same colour and have the same score may differ markedly in the different 'components' of tranquillity – both positive and negative – which determine their overall score.

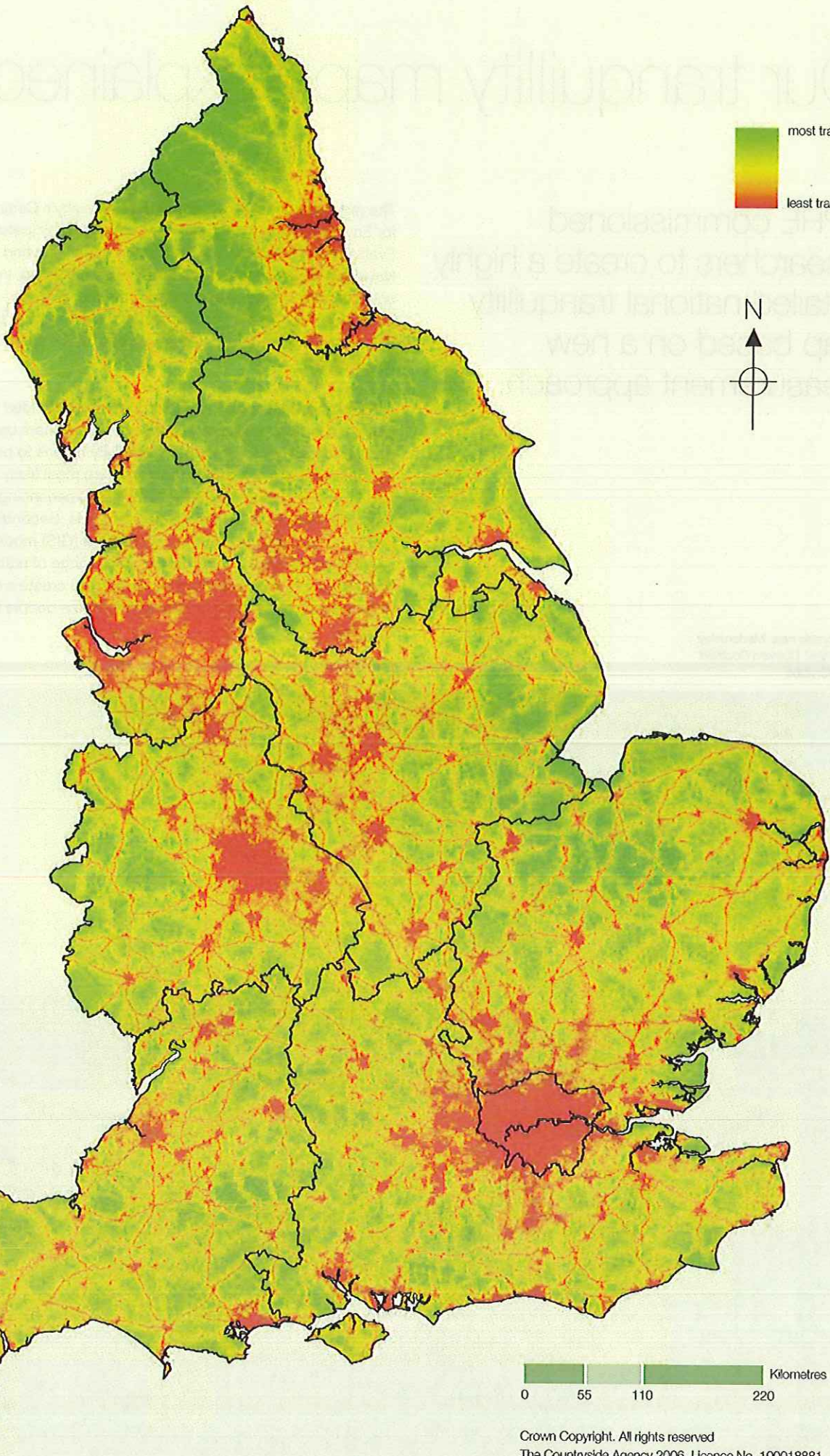
A national view

This map doesn't show us where on the spectrum one reaches a tranquil area or at which level there's zero tranquillity. Such a threshold point would be arbitrary. Of course, the deepest green areas are places where we are most likely to experience tranquillity, but it would be wrong to suggest that in a heavily built-up area, a nearby spot of 'medium' tranquillity isn't highly valuable to people – and in need of protecting or enhancing.

Detailed results

A close-up of the Isle of Wight, the Solent and the New Forest, showing a range of tranquillity from the conurbations of Southampton and Portsmouth to the depths of the New Forest and the most rural areas of the Isle of Wight and the South Downs.





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Our tranquillity maps explained

CPRE commissioned researchers to create a highly detailed national tranquillity map based on a new measurement approach.

The researchers – from Northumbria University's Centre for Environmental and Spatial Analysis and Participatory Evaluation and Appraisal in Newcastle upon Tyne and Newcastle University's Landscape Research Group, in collaboration with Bluespace Environments, Durham – had carried out a detailed pilot study of tranquillity in the North East in 2004 and a follow-up study in the Chilterns a year later.

CPRE's national project has developed and extended this work. It has two main parts. Firstly, the researchers used a nationwide survey to test what tranquillity means to people and their perceptions of what factors were most likely to add to and detract from their sense of experiencing tranquillity when they visited the countryside. Secondly, using a Geographical Information Systems (GIS) model, they associated the survey information with a range of national datasets and took account of topography to create a map showing how likely each locality was to make people feel tranquil.

Countryside near Medomsley
in the West Durham Coalfield
CPRE/Brabbs



Survey shows what tranquillity is

To provide a national context to what tranquillity means to people and where they could find it, five districts in England were chosen as consultation areas, with surveys and research carried out at four 'countryside access points' such as car parks for countryside visitor centres in each district. The five districts were Harrogate (North Yorkshire), West Lindsey (Lincolnshire), Swale (Kent), Mid Devon (Devon) and Stratford upon Avon (Warwickshire).

The locations were selected on the basis of their landscape characteristics and the range of factors present at each site which might affect people's experience of tranquillity in the countryside – such as air traffic, urban expansion, recreational pressures and busy roads.

The surveys involved interviewing more than 1,300 countryside visitors. Question and response options for the national study were developed from earlier in-depth participatory appraisal work to explore people's perceptions of tranquillity undertaken in the North East and the Chilterns. This participatory appraisal work was centered around four main questions: What is tranquillity? What adds to it? What is *not* tranquillity? What lessens it? The main factors affecting people's feelings of tranquillity in the countryside are shown in the box on this page.

Thresholds help understanding

The concept of noise and visual thresholds played an important part in the mapping exercise. Earlier research had shown that there are significant sound thresholds; when noise levels rise above a threshold people experience significant disturbance. But there was limited evidence about people's visual thresholds relating to tranquillity – about how much intrusion of manmade structures into largely natural landscapes people can tolerate before it significantly reduces their experience of tranquillity. So the researchers questioned people using photographs of manmade structures at various distances in the landscape and gained an understanding of these visual thresholds.

Maps bring together detailed information

From the survey and the work on thresholds, the researchers knew which factors made people likely to experience tranquillity, which factors made them less likely to and the relative importance of both. It was also possible to give a weight to each factor, according to the information gathered

by the surveys. To use these 44 factors to create a tranquillity map, the researchers needed to quantify them. They did this by using geographical data which correlated with the positive and negative tranquillity factors, using a Geographical Information System (GIS). For example, taking account of the topography of England, they mapped the noise impacts of different grades of roads. To give another example, they gathered data on locations of high voltage pylons and then used average heights of pylons and the understanding they had gained of visibility thresholds in order to map the impact pylons have on people's experience of tranquillity.

The end result was to assign each 500 m by 500 m square of England a positive score for the factors in and around it contributing to feelings of tranquillity, and a negative score for those local factors detracting from tranquillity. Combined, they gave each square an overall score measuring how likely the environment in that square was to make people feel tranquil.

Our mapping tool is still a work in progress, but it goes further than any other methodology to measure overall tranquillity. We would welcome efforts by others to improve on it.

What tranquillity is – the top 8 survey responses

1. Seeing a natural landscape
2. Hearing birdsong
3. Hearing peace and quiet
4. Seeing natural looking woodland
5. Seeing the stars at night
6. Seeing streams
7. Seeing the sea
8. Hearing natural sounds

What tranquillity is not – the top 8 survey responses

1. Hearing constant noise from cars, lorries and/or motorbikes
2. Seeing lots of people
3. Seeing urban development
4. Seeing overhead light pollution
5. Hearing lots of people
6. Seeing low flying aircraft
7. Hearing low flying aircraft
8. Seeing power lines

Tranquil spots aren't empty

Tranquillity is not the absence of all noise, activity and buildings. Our research has found that many rural activities, such as farming and hiking, and many natural noises, such as birdsong, the wind moving through trees and cows lowing, are compatible with and enhance people's experience of tranquillity.

Much can be done to reclaim, enhance and protect tranquillity

Tranquillity can be measured, mapped, valued and protected. It can even, on occasion, be enhanced. This will not happen through good will or warm words, but through concerted and effective action.

We call on all people with a responsibility for protecting our environment, countryside and quality of life to take on the challenge and secure this powerful but fragile resource for all of us and for future generations.

Action is possible at all levels

The new methodology is a potentially powerful tool for spatial land use and landscape planning. It has implications for targets, indicators, policies and plans relating to quality of life, countryside quality, landscape strategies, environmental management, spatial development and sustainable development:

- **Government** should use this tranquillity methodology as a basis for including tranquillity in a measure of the quality of the countryside;
- **regional assemblies** should use the methodology when developing policies in spatial and transport strategies;
- **local authorities**, including unitary and National Park Authorities, should use the tool when preparing Local Development Frameworks and making decisions on planning applications; and
- **county councils and unitary authorities** should take tranquillity into account in their local transport plans and mineral and waste development frameworks.



Beacon Hill, South Downs
CPRE/Robinson

National leadership needed

In the *Rural White Paper 2000* the Government recognised the contribution of tranquillity to the character of the countryside. It promised to develop measures to promote it, to publish a measure of change in countryside quality, to review progress in protecting and enhancing the countryside and to include issues such as tranquillity in this measure. It's time the Government lived up to that promise.

There are several ways the Government could take forward our work on tranquillity.

A Public Service Agreement – or equivalent measure – for countryside quality that includes tranquillity as an indicator should be a core objective of the Department for Communities and Local Government, the Department of Health and the Department for Environment, Food and Rural Affairs.

The Government's Sustainable Development Strategy should in future include a strong commitment to safeguard and improve a high quality of *experience* of the environment for everyone. The human experience of the environment – with tranquillity as an important component – should be recognised within the strategy for protection and enhancement of natural resources. Its cross-cutting nature should be recognised through integration with other dimensions of the overall strategy. A tranquillity indicator should be developed for inclusion within the UK Framework Indicators.

And the forthcoming UK Noise Strategy should specifically address rural tranquillity and recognise the harm intrusive noise does to people's experience of it.

Planning policies should be strengthened

It is vital that spatial planning takes full account of the need for tranquillity and the implications for development of reducing the destruction of tranquillity. In our crowded country, where competing demands for the use of land escalate by the year, it is all the more important not to let tranquillity be destroyed by default.

The need to protect and enhance tranquil areas should be a prominent feature of a revised Planning Policy Statement 7: *Sustainable Development in Rural Areas*. The implications for tranquillity of the location of development in the countryside as

well as associated traffic generation, light pollution and noise should be highlighted.

In the forthcoming review of Planning Policy Guidance 4: *Industrial, commercial development and small firms*, the Government should recognise the importance of protecting tranquillity by specifying that tranquil areas are not suitable locations for significant development of commercial, industrial and distribution structures.

Planning Policy Guidance note 24: *Planning and noise* should be reviewed at the earliest opportunity to recognise the need to protect rural tranquillity.

Planning Policy Statement 22: *Renewable Energy* should be revised to ensure that new wind turbine installations are steered away from remote and tranquil areas where their attendant earth works, construction roads, fences, lighting at night, pylons and power lines all combine with the turbines themselves to diminish people's experience of tranquillity.

The Government has long promised an annex covering light pollution for Planning Policy Statement 23: *Planning and pollution control*. It has acknowledged the importance of reducing the cumulative growth of light pollution. The annex should include a clear policy on the standards required for exterior lighting of new development, a rigorous assessment of the need for external lighting for infrastructure and detailed guidelines on the situations in which external lighting is not appropriate.

Regional planning has a role to play

As the regional planning bodies, regional assemblies can and should play a major role in the protection of tranquillity and tranquil areas. Tranquillity should be recognised within Regional Spatial Strategies as a major economic asset, a fundamental natural resource and an essential contributor to health, wellbeing and quality of life. As regional assemblies review and develop their spatial strategies there is scope to incorporate protection and enhancement of tranquillity within their vision, objectives, main aims and policies.

Tranquillity should be protected with specific policies, as in the North East's Regional Planning Guidance: 'Development Plans and other strategies should: identify those areas where the maintenance of tranquillity is both important and practical; and protect and, where appropriate, increase tranquil areas throughout the region when formulating policies for land use, transport and traffic management.'²⁰

In addition, regional assemblies should ensure that Regional Spatial Strategies include strategic key criteria for identifying



Atherington, Sussex
CPRE/Robinson

broad areas where onshore wind turbines development could be considered and the criteria should cover noise and visual effects. Local planners should incorporate such criteria into their Local Development Frameworks.

Tranquillity protection should also be integrated with related policies such as tourism, leisure, health, economic and rural issues. Maps using our new methodology should be used to effectively monitor progress on protection and, where applicable, enhancement of tranquil areas.

Local planning is critical to tranquillity

Local authorities can protect tranquillity and tranquil areas by:

- including policies in their Local Development Frameworks; and
- using tranquillity maps when making decisions on planning applications. The extent and form of development in the landscape can make a significant difference to the degree of damage to tranquillity that is caused.

Tranquillity should be protected in Local Development Frameworks as a key environmental asset and characteristic of the countryside. Tranquillity is currently recognised and protected in policies in the local plan planning documents of over 30 local authorities. For example, Maldon District has an explicit policy: 'The natural beauty, tranquillity, amenity and traditional quality of the District's landscape will be protected, conserved and enhanced'.²¹

For local councils covering substantial rural areas – and that will include many predominantly urban councils – tranquillity protection policies should be included and tranquillity specified as a cross-cutting feature requiring protection in a range of associated policies, such as those relating to quality of life, sustainable development, noise and light pollution, biodiversity, recreation, tourism and economic development. Maps developed using the new methodology should be used as part of the evidence base for local planning, within the proposals map to identify tranquil areas and as indicators within area action plans.

Local authorities should also ensure that local area agreements recognise the role of tranquillity in economic development and healthier communities, and incorporate plans to protect, enhance and reclaim it.

This tranquillity methodology and map can also be used in development control, as a basis for improving proposed new development – by insisting its impact on local tranquillity be reduced – or by refusing inappropriate development. Many planning authorities have refused permission for a variety of developments because of the harm they would cause to tranquillity.²² This new methodology will strengthen their arguments.

The map can be disaggregated into component maps that help planners to better understand why a location has the tranquillity score it does. This knowledge can help planners to understand the positive or negative gains to be had from certain decisions about development. For example:

- when planners are considering a proposal for electricity transmission infrastructure or wind turbines, a map of the visibility assessments would show the visual impact of the proposed development;
- if an otherwise tranquil area has its tranquillity affected by the noise of lorries and cars using a small rural lane, the local authority could designate the lane a Quiet Lane and reroute traffic to larger roads; and
- in the event of a quarry no longer being worked planners could use the measurement tool to see how the tranquillity of the area would be improved when mineral extraction ceased. This would strengthen the case for steering subsequent damaging development away from the site.

Local organisations are important, too

Other organisations can also take action to safeguard tranquillity. Parish councils can put policies into their parish plans and village design statements, and work to get these documents adopted as supplementary planning documents. Partnerships and joint committees for Areas of Outstanding Natural Beauty (AONBs) can put policies into their management plans and can use these to influence local planning policies and decisions on planning applications. Such policies already exist in many plans. For example, the master plan for the Cranborne Chase and West Wiltshire Downs AONB contains a policy to ‘promote land use policies that conserve and enhance tranquillity’. And the parish plan for Little Wenlock, Shropshire says it will encourage efforts to maintain the viability of the area, providing activities aren’t likely to ‘cause significant changes to the character of the countryside, the tranquillity of the environment or the amenity of parishioners’.

CPRE will continue its work

The publication of our national tranquillity map marks the launch of a long-term campaign for CPRE, one which involves a great deal of work from the district to the national level. We are committed to offering positive, practical solutions and to working collaboratively with policy makers to find ways to protect, reclaim and enhance our tranquil areas. We won’t stop until we’ve succeeded. Won’t you join us?



Walkers in Northumberland National Park
Courtesy of Northumberland National Park Authority

Endnotes

- ¹ In a survey by the Department for Environment, Food and Rural Affairs, tranquillity was identified by 58% of respondents as an enjoyable aspect of the countryside and was the most common reason for visiting it (DEFRA, *Survey of Public Attitudes to Quality of Life and to the Environment: 2001, 2002*). A 2004 Mori poll for the National Trust survey (called Landscapes in Britain) found that 49% of visitors to the countryside go there seeking peace and quiet.
- ² World Health Organisation, *World Health Report 2001 & 2002*, cited in Pretty, J, Griffin, M, Peacock, J, Hine, R, Sellens, M, and South, N, 'A Countryside for Health and Wellbeing: The Physical and Mental Health Benefits of Green Exercise – Executive Summary', *Countryside Recreation*, Volume 13 Number 1, Spring 2005.
- ³ Pretty et al, 2005
- ⁴ 16-21 year olds stressed from studies, family and personal problems cited going outdoors to seek privacy and space as one of their most common stress-relieving strategies. Institute for Health Research, Lancaster University, *Climbing trees and building dens: Mental health and well-being in young adults and the long-term effects of childhood play experience*, Forestry Commission, 2004
- ⁵ Kennedy, 1993, cited in Morris, N, *Health, Well-Being and Open Space, Literature review*, Open Space, 2003
- ⁶ Bennett LW, Cardone S, Jarczyk J, 'Effects of a therapeutic camping program on addiction recovery. The Algonquin Haymarket Relapse Prevention Program', *Journal of Substance Abuse Treatment* 15 (5), 1998 (cited in Morris, 2003)
- ⁷ Parsons, R, 1991, 'The potential influences of environmental perception on human health', *Journal of Environmental Psychology*, 11:1-23 (cited in Jorgensen, A, *Why is it important to encourage nature and wildlife near the home?* 2001)
- ⁸ Bang et al, 1989; Grahn, 1991; Fjortoft, 1995, 1998, 1999; Grahn et al, 1997, cited in Jorgensen, 2001 op. cit
- ⁹ Bird, W, presentation to CABE Health Week conference, May 2006
- ¹⁰ Faber Taylor, A, Kuo, F, Sullivan, C, 'Coping with ADD: The Surprising Connection to Green Play Settings', *Environment and Behavior*, Vol. 33, No. 1, 54-77, 2001, and Bird, W, op.cit
- ¹¹ Diamond, I, Stephenson, R, Sheppard, Z, Smith, A, Hayward S, Heatherley, S, Raw, G, and Stansfeld, S, *Perceptions of Aircraft Noise, Sleep and Health*, Civil Aviation Authority, 2000
- ¹² Pretty et al, 2005
- ¹³ Mori, *Landscapes in Britain*, poll, 2004
- ¹⁴ Figures in *The Rural Strategy 2004* suggest that rural tourism nationally supports around 380,000 jobs and 25,000 small and micro businesses; and contributes around £13.8 billion annually to the economy
- ¹⁵ RSPB, *Valuing Norfolk's coast – environment, wildlife, tourism, quality of life – The economic benefits of a high quality environment*, 2000. The 84 jobs were found to be equivalent to 60 full time jobs. The figures were derived from the total contribution to the local economy of tourists going to those six sites and the proportion of visitors who stated their main reason for visiting was tranquillity.
- ¹⁶ In 1995 CPRE published intrusion maps which showed a decline in areas unaffected by urban intrusion of 21% between the early 1960s and the early 1990s.
- ¹⁷ CPRE, *Night Blight!* 2003
- ¹⁸ CPRE, *Living landscapes: Hidden costs of managing the countryside*, 2006
- ¹⁹ Participatory appraisal as applied by PEANut at Northumbria University is 'an approach to consultation focused on exploring people's perceptions, values and beliefs and designed to allow participants to express these in their own words... Non-directive questions are used to encourage people to discuss their attitudes in ways that do not impose external opinions upon them'. (Jackson, S, Fuller, D, Dunsford, H, MacFarlane R, and Haggett, C, *Tranquillity Mapping: developing a robust methodology for planning support*, Centre for Environment and Spatial Analysis, Northumbria University, Bluespace environments and the University of Newcastle upon Tyne, 2006
- ²⁰ Government Office for the North East, *Regional Planning Guidance for the North East*, 2002
- ²¹ Maldon District Replacement Local Plan, 2005
- ²² A few examples: in 2003, a Planning Inspector dismissed an appeal against the decision to refuse a proposal for floodlighting in Sheffield. He concluded that the lighting 'would remove any prospect of tranquil darkness which residents should reasonably expect'. In 2003, Dover District Council Planning Committee refused a proposal for change of use from open farmland to aviation facilities because the proposal would 'detract from the area's existing tranquil qualities'. In 2004, the Development Control and Environmental Protection Committee at Shrewsbury and Atcham Borough Council rejected a proposal to convert existing farm buildings into business use because the development would have 'a detrimental impact on the tranquil undeveloped character of this part of the Area of Outstanding Natural Beauty'.

Tranquillity matters

Tranquillity matters – to all of us, for all kinds of reasons.

We all need places where we can 'get away from it all'. These tranquil places are important for our mental and physical health, our wellbeing and our economy. CPRE's new approach to measuring and mapping tranquillity offers an important new way for Government and policy-makers at all levels to protect and enhance our priceless, increasingly threatened tranquil countryside.

Much of what CPRE has achieved has only been possible due to financial support from people who care about the countryside. To find out how to support CPRE, including information on donating, becoming a member, leaving a legacy, corporate membership or volunteering, please ring supporter services on 020 7981 2870, email supporterservices@cpre.org.uk or visit us online: www.cpre.org.uk/support-us.



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This report is part of CPRE's tranquillity campaign. More campaign materials, including a CD and leaflet, and more information about the campaign can be found on our website: www.cpre.org.uk.



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