

North York Moors National Park Authority

Scarborough Borough Council (North) Parish: Egton	App No. NYM/2018/0171/R3
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Proposal: variation of condition 2 (material amendment) of planning approval NYM/2017/0593/R3 to allow realignment of fencing and access point into southern holding area

Location: north and south side of the A171 west of the entrance to Moorcock Farm, Whitby,

Applicant: North York Moors National Park Authority, fao: Mrs Briony Fox, The Old Vicarage, Bondgate, Helmsley, YO62 5BP

Date for Decision: 16 May 2018

Grid Ref: NZ 483734 508567

Director of Planning's Recommendation

Approval subject to the following conditions:

1.	TIME01	Standard Three Year Commencement Date
2.	PLAN01	Strict Accordance With the Documentation Submitted or Minor Variations - Document No's Specified

Consultations

Parish –

Highways –

Historic England – No comment

British Horse Society –

Byways and Bridleways Trust –

Site Notice Expiry Date – 25 April 2018



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

Application Number: NYM/2018/0171/R3

Scale: 1:2500





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Background

This application concerns the realignment of the crossing point of two public bridleways with the A171 in the vicinity of Hutton Woods to improve the safety for users or the bridleways.

Following discussions with the North York Moors National Park Authority Public Rights of Way team and the North Yorkshire County Council Highways Team, it has been agreed that a single point of crossing for the A171 in the vicinity of Hutton Mulgrave Woods would be a far safer alternative to the current situation that forces bridleway users to walk along the carriageway for approximately 130m before crossing the A171 into a farm entrance.

A Pegasus crossing was approved at the Planning Committee meeting in October 2017, however after further consideration it has been agreed with the landowner to divert the existing bridleway away from their property and access road and therefore a slight amendment has now been proposed so that the crossing point is accessed from the west rather than the east on the southern side of the road.

The Pegasus crossing will provide a safe place to cross the A171 for horses, cyclists and pedestrians. The crossing area will be unsignalled and will provide a holding area either side of the road to allow users to safely wait for a place to cross. The crossing will connect two sections of bridleway (no's 310057 and 310221) which have been diverted to enable one safe crossing point and to remove the need for users to travel along the carriageway.

Warning signs of the new crossing may need to be installed by NYCC Highways and this will be agreed with them if required.

The crossing areas will be 10m x 10m and will be surfaced with crushed hardcore. The holding areas will be 5m x 10m and fenced to guide equestrians and cyclists. The entrance to the carriageway will be 5m from the holding area and a dropped kerb provided on both sides to allow easy access across the road. The fencing will be post and rail fencing 3 rails high with 4 x 4cm posts centred.

A section of wall will need to be removed to incorporate the holding area. During the processing of the application the width of drystone wall proposed to be removed has been reduced to 5m from 10m which previously consisted of 5 metres open and 5 metres fenced.

A section of fencing is proposed between the holding area and the farm track to enclose the field at Moorcock Farm and a similar situation will also operate on the other side too. Further details of how the existing access on the north side of the road will also be maintained has also been provided.

The crossing will allow safer access across the highway for a wide range of users. The crossing will connect into the PROW network which is currently being realigned to improve safety.

Main Issues

The relevant NYM Local Development Framework Policies are Core Policy A (Delivering National Park Purposes and Sustainable Development) and Development Policy 14 (Tourism and Recreation).

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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.

Development Policy 14 of the NYM Local Development Framework states that the quality of tourism and recreation provision in the National Park is to be maintained and improved. New tourism development and the expansion of existing tourism business will be supported where the facilities will increase the awareness and understanding of the special qualities of the National Park in a way that conserves and enhances the special qualities. The development should also be accessible from the road network or other sustainable modes of transport. The proposed development should not generate an unacceptable increase in activity.

PROW and Safety

This application seeks to improve the current provision of Public Rights of Way within the National Park. The proposed scheme is considered to result in an improvement to access on this section of the bridleway network removing walkers, cyclists and horse riders from travelling along the carriageway at this fast point of the A171. The earlier application for the principle of the crossing was supported by all consultees who commented as well as the Authority's Local Access Forum.

Other Considerations

Although it is regrettable that a small section of dry stone wall will be removed, the extent of the visual impact of this has been reduced by constructing the enclosure to the holding area on the south side of the road from stone to create the visual appearance of a solid wall when viewed from the north.

The amended scheme now joins up the existing fence line from the holding area thereby avoiding the need for the post and rail fence which previously would have run parallel to the main road from the access driveway to Moorcroft. This is considered to be an improvement in landscape terms above that which was previously approved.

Recommendation

The proposed crossing point will safely link the diverted public bridleways allowing increased use of the existing network to each side of the A171. It is considered to increase the enjoyment of the National Park by visitors and encourage the use of sustainable means of transport around the Park. The activity levels associated with the development are considered to be acceptable in this location and there is unlikely to be any adverse impact on any neighbouring properties as the location is not immediately adjacent to any residential properties or adverse impact on the appearance or character of the locality.

In view of the above, Officers consider that the proposal, would not adversely impact upon the character of the area but would greatly aid the enjoyment of its users and therefore approval is recommended as the proposal accords with Core Policy A and Development Policy 14 of the NYM Local Development Framework.

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Contribution to Management Plan Objectives

Approval is considered likely to help meet Policy U2 which seeks to increase the public's enjoyment of the National Park using the Rights of Way network.

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 confirmed to the applicant/agent that the development is likely to improve the economic, social and environmental conditions of the area.