

Item Number: 8
Application No: 14/00340/MFUL
Parish: Pickering Town Council
Appn. Type: Full Application Major
Applicant: CW Avison And Co (Mr Karl Avison)
Proposal: Laying of 600m of 7¼ inch wide miniature railway track, formation of tunnel, excavation of duck pond and extension of existing car park to form 20no. additional car parking spaces.
Location: Cedar Barn Farm Shop Thornton Road Pickering North Yorkshire YO18 7HZ

Registration Date:
8/13 Wk Expiry Date: 25 July 2014
Overall Expiry Date: 4 June 2014
Case Officer: Shaun Robson **Ext:** 319

CONSULTATIONS:

Highways North Yorkshire No views received to date
Sustainable Places Team (Yorkshire Area) Recommend conditions
Parish Council Comments made

Neighbour responses: None

SITE:

This site is located in open countryside about 800m to the east of Pickering. The site lies in open countryside and outside the development limit. The site comprises an established pick your own facility, together with a farm shop. Planning permission was granted for the farm shop and tea rooms in 2006.

PROPOSAL:

Full planning permission is sought for the creation of miniature railway track, formation of a tunnel, excavation of a pond and extension to the existing car park to form 20 additional spaces.

The track will consist a 600m ride across an 8 acre site, through a grass covered tunnel and around a pond. The train will be a simple 7 ¼ inch gauge diesel powered unit capable of accommodating 20 passengers at any one time upon the carriages.

HISTORY:

10/00357/73: Variation of condition 03 of approval 06/00363/FUL dated 09.08.2006 to allow retail sales to comprise of 40% home produced produce, 40% local produce (produced within a 30 mile radius of Cedar Barn) and 20% imported produce/non-food items - APPROVED 24.05.2010

06/00363/FUL: Erection of building to form farm shop and tea rooms incorporating existing pick your own sales area and alterations to an existing means of vehicular access - APPROVED 09.08.2006

POLICY:

National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Ryedale Plan - Local Plan Strategy

Policy SP6 - Delivery and Distributing of Employment Land and Premises
Policy SP8 - Tourism
Policy SP9 - The Land-Based and Rural Economy
Policy SP13 - Landscapes
Policy SP16 - Design
Policy SP17 - Managing Air Quality, Land and Water Resources
Policy SP19 - Presumption in favour of sustainable Development
Policy SP20 - Generic Development Management Issues

APPRAISAL:

The main considerations associated with this application are:-

- Principle of the development;
- Visual impact on the Area of High Landscape Value; and
- Highway impact.

Principle of the development

The NPPF provides guidance on supporting a prosperous rural economy. It notes that planning policies should support the sustainable growth and expansion of all types of business and enterprise in rural areas both through conversion of existing buildings and well designed new buildings.

Policy SP9 of the Ryedale Plan - Local Plan Strategy supports the development and expansion of land-based activity. Farm shop expansion is supported provided that it will not adversely affect accessible convenience shopping.

It is considered that given the location of the site together with the nature of the development that the proposal complies with the provisions of Policy SP9 and national policy.

The Town Council have been consulted on the application and have raised no concerns to the development.

Visual impact on the Area of High Landscape Value

The site is located in an 'Area of High Landscape Value', Policy SP13 of the Ryedale Local Plan relating to landscapes, and the specific requirements for their protection.

The proposed development will be screened partly by the land form and by the existing mature road side hedgerow. The applicant has indicated that additional planting of native trees and hedges will occur in order to further integrate the development.

It is considered, therefore, that the development will not have an adverse visual impact upon the surrounding area of the Area of High Landscape Value.

Highway impact

The proposal has been aimed at increasing the visitor attraction experience at the enterprise and consequent footfall and length of stay. It is mentioned that the facility will also be aimed at educational use.

This has the potential to put pressure on available on-site parking and whilst additional parking has been put forward, with the type of development proposed coupled with the facilities already in place would make it difficult to accurately determine the amount of car parking required.

The Highway Officer has commented, stating:-

“If it proves to be very popular, peak times (including the run up to Christmas) may bring about a shortfall of available space which could lead to access issues and parking on the verge of the A170 public highway which is de-restricted and unlit at this locality. Such a situation may well also affect the available visibility at the exit point, and overall may give rise to conditions being detrimental to road safety.

The development has the potential of the introduction of school parties to the attraction, this would ultimately involve either coach(es) or minibuses. Therefore sufficient space needs to be incorporated to cater for this, without impinging on the car parking.

The ‘overflow area’ mentioned above is also not marked out, so it is unclear precisely what additional parking can be offered. It is also essential that the access areas and aisles are sufficient for larger vehicles to manoeuvre through. Therefore clarification is sought in relation to the parking area, together with a clarification in terms of the entrance/exit signs associated with the site.”

“I recommend that a thorough assessment of the overall parking needs should be incorporated with this application, as outlined above, and that this should include modifications to the existing provision and signage improvements.”

Whilst not objecting, the issue is being addressed by the applicant following a site meeting with the Highway Officer. The matter will be reported to Members at the Committee.

Conclusion

The development is not considered to detract from the surrounding area.

It is considered that the development complies with national planning guidance and policies in the Ryedale Plan - Local Plan Strategy.

The proposal will not have a detrimental impact on the character of the open countryside, and will derive benefits to the local economy and job creation.

Accordingly, the development is recommended that permission is granted subject to relevant conditions.

RECOMMENDATION: Approval subject to the outstanding highway element being resolved

1 The development hereby permitted shall be begun on or before .

Reason:- To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

2 The surface water draining from areas of hard standing shall be passed through a trapped gully or series of trapped gullies, prior to being discharged into any water course, soakaway or surface water sewer. The gully/gullies shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the gully/gullies.

Reason: To reduce the risk of pollution to the water environment and comply with Policy SP17 of the Ryedale Plan - Local Plan Strategy.

- 3 Before any part of the development hereby approved commences, plans showing details of landscaping and planting schemes shall be submitted to and approved in writing by the Local Planning Authority. The schemes shall provide for the planting of trees and shrubs and show areas to be grass seeded or turfed where appropriate to the development. The submitted plans and/or accompanying schedules shall indicate numbers, species, heights on planting, and positions of all trees and shrubs including existing items to be retained.. All planting, seeding and/or turfing comprised in the above scheme shall be carried out in the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of five years from being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development hereby approved and to comply with the requirements of Policy SP20 of the Ryedale Plan - Local Plan Strategy and the requirements of the National Planning Policy Framework.

- 4 Unless otherwise approved in writing by the Local Planning Authority, the development hereby permitted shall be carried out in accordance with the following approved plan(s):

Structure of Proposed Tunnel - Date stamped 25th April 2014

Track Foundations and Structure - Date stamped 25th April 2014

Pond Layout - Date stamped 25th April 2014

Plan for Cedar Barn Small Gauge Railway - Dated 10th February 2014

Reason: For the avoidance of doubt and in the interests of proper planning.

Background Papers:

Adopted Ryedale Local Plan 2002

Local Plan Strategy 2013

National Planning Policy Framework

Responses from consultees and interested parties