

Item Number: 13
Application No: 20/01181/FUL
Parish: Wombledon Parish Council
Appn. Type: Full Application
Applicant: Mr Gordon Herbert (Gracemax Ltd)
Proposal: Change of use of part of airfield land to allow the siting of 6no. timber clad static holiday units with decking together with formation of a site vehicular access, associated permeable gravel internal site road with car parking spaces for the individual units, site landscaping and fencing with proposed low level site entrance lighting
Location: Land Off Hungerhill Lane Wombledon Kirkbymoorside
Registration Date: 1 December 2020
8/13 Wk Expiry Date: 26 January 2021
Overall Expiry Date: 16 February 2021
Case Officer: Alan Goforth **Ext:** 43332

CONSULTATIONS:

Wombledon Parish Council	Objection
Civil Aviation Authority	No response received
Environmental Health	No further comments or objections
Highways North Yorkshire	Conditions
Vale Of Pickering Internal Drainage Boards	Recommends conditions
Yorkshire Water Land Use Planning	No observation comments required
Craig Nattress Tourism Officer	No response received
Caravan (Housing)	No objection but informative
Sustainable Places Team (Environment-Agency)	No response received

Representations (7): Mr Stewart Slater, Mr & Mrs R S Ham, Mr Adam Willoughby, Mrs B Willoughby, Swift Technology Maintenance (Mr Jon Pool), Mr Eden Blyth, Mr John Walker (*all objection*)

BACKGROUND:

On 26 February 2021 the applicant submitted an appeal for non-determination of the application the subject of this report. The application had been due to be reported to Planning Committee on 16 March 2021 for determination. In light of the appeal the application no longer falls to the Local Planning Authority (LPA) to determine.

On 15 April 2021 the Planning Inspector wrote to the LPA to confirm that the appeal was valid and that the appeal process had started and will be determined by written representations. The LPA is due to submit its Statement of Case to the Planning Inspector on 9th June 2021.

PURPOSE OF REPORT:

The purpose of this report is to confirm the LPA's position on the application via a formal resolution of Planning Committee. The Committee's resolution will form the basis of the LPA's Statement of Case.

SITE:

The site is 0.49 hectares in size and situated approximately 700 metres south (as measured along the main road) from the edge of the village of Wombleton. The site is greenfield land (not previously developed) situated within open countryside adjacent to Hungerhill Lane, which is a national speed limit road which runs across the Vale of Pickering to Nunnington. The area is characterised by open countryside in agricultural use, there are no residential properties in close proximity to the site. Wombleton Caravan and Camping Park is approximately 380 metres west of the application site.

The site is part of the extent of Wombleton Air Field which was used in World War II. There are a series of runways in operation, and the site is classified as a General Aviation Aerodrome. It is not licensed and therefore is not within the remit of the Civil Aviation Authority.

The site (as defined by the red outline on the plan) is a broadly triangular shaped parcel of relatively flat grassland with planting along the eastern and western sides. The site is to the east of runway 17/35; to the west of Hungerhill Lane and immediately to the south of the land the subject of planning permission ref. 20/00230/MFUL for five holiday units (not yet built). The other adjacent land shown as within the applicant's ownership (denoted by the blue line on the plan) comprises the hardstanding of the inactive component of the runway (eastern half of runway 17/35) to the west and grassland and plantations which extend to the north of the application site and surround the potato store building (not in applicant's ownership). The part of the runway which is not owned by the applicant is still in use as a private, unlicensed runway.

HISTORY:

18/00580/MFUL- Change of use of part of airfield land to allow the siting of 43no. timber clad static holiday units with decking, 1no. static site managers accommodation unit/office together with formation of a site vehicular access, associated permeable gravel internal site road with car parking spaces for the individual units, site landscaping (both internal and peripheral) including the retrospective peripheral bund (identified area to be retained only), with proposed low level site entrance lighting, installation of a package treatment plant and siting of electricity substation with boundary fencing and the erection of a section of acoustic fencing with two reinforced soil barrier acoustic bunds of 9.5m and 7.5m in height. REFUSED 23.01.2020. Appeal dismissed 28.07.2020.

In addition there is planning permission relating to adjacent land of relevance:

20/00230/MFUL- Change of use of part of airfield land to allow the siting of 5no. timber clad static holiday units with decking together with formation of a site vehicular access, associated permeable gravel internal site road with car parking spaces for the individual units, site landscaping and fencing (both internal and peripheral) including the retrospective peripheral bund (identified area to be retained only), with proposed low level site entrance lighting and installation of a package treatment plant (revised details to refusal 18/00580/MFUL dated 23.01.2020). APPROVED 15.09.2020.

PROPOSAL:

Planning permission is sought for the change of use of part of airfield land to allow the siting of 6no. timber clad static holiday units with decking together with formation of a site vehicular access, associated permeable gravel internal site road with car parking spaces for the individual units, site landscaping and fencing with proposed low level site entrance lighting.

The proposed holiday units would be positioned as a cluster centrally within the site. The three holiday units on the western side of the site would be approximately 60 metres from the edge of the operational runway 17/35. Access would be via the existing field gate in the north east corner of the site with the internal roadway formed from permeable gravel. There would be a parking (12 spaces) and turning area in the northern part of the site. Low-level lighting would be installed along the internal access road. There would be a refuse area adjacent to the site entrance and foul drainage would be directed to a package sewage treatment plant. Surface water is to drain to soakaway.

Each holiday unit would be three bedroomed and would measure 13.71 metres in length, 6.09 metres in width and would stand 3.62 metres in height to the roof ridge. Externally each unit would have a dark roof covering and brown timber style cladding to the walls. Each unit would be served by a raised area of decking extending to two sides of the unit. The site layout plan shows that there would be native hedge and tree planting within the site between the units. The site perimeter would be planted with a combination of native shrub mix and native woodland mix. It is also proposed that a 1.8 metres wire mesh fence is erected along the southern, western and northern boundaries with warning signs about the live runway.

It is proposed that each holiday unit will be made available to rent or purchase, all of which will be restricted to holiday occupancy only.

The application is accompanied by a Design, Access & Planning Statement; Ecological Assessment; and a Noise Impact Assessment.

POLICIES:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The Development Plan for the determination of this particular application comprises the following:

- The Ryedale Plan- Local Plan Strategy (2013)

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Local Plan Strategy -Policy SP1 General Location of Development and Settlement Hierarchy

Local Plan Strategy - Policy SP8 Tourism

Local Plan Strategy - Policy SP12 Heritage

Local Plan Strategy - Policy SP13 Landscapes

Local Plan Strategy - Policy SP14 Biodiversity

Local Plan Strategy - Policy SP16 Design

Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources

Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development

Local Plan Strategy - Policy SP20 Generic Development Management Issues

Local Plan Strategy - Policy SP21 Occupancy Restrictions

Material Considerations

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (PPG)

REPRESENTATIONS:

The LPA has received seven representations from third parties in response to the application. This includes responses from local residents; the owners of Wombledon Caravan and Camping Park; the owners of the adjacent runway; the aerodrome operator; and the Aircraft Owners and Operators Association. All raise objections to the application and the reasons given are summarised as follows:-

- The site is not brownfield land
- The application would bring the number of holiday units to 11 including the recently consented scheme on adjacent land
- The holiday units would be sited dangerously close to an active runway and is unsafe for both pilots and passengers and visitors staying at the holiday site
- The proposed fence should be higher- 2.4 metres tall.

- Noise levels from use of adjacent runways make this an unsuitable location for holiday units
- The aerodrome operator will receive continual noise complaints from holidaymakers
- Runway 17/35 could be used for an unrestricted number of flights
- The application should include a noise survey of aircraft noise
- Impact of noise, odour and lighting from nearby agricultural operations (potato store) and associated traffic
- Flooding in the area
- Further information should be provided on drainage arrangements
- The soil may be contaminated
- Lack of wardens accommodation
- Visual impact on the openness of the countryside
- Hungerhill Lane is not a safe route for walkers

In addition to responses from third parties the Parish Council have lodged an objection which states the following as concerns:

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1. *The land is designated as Grade 3 agricultural use and, as such, no developments should be permitted.*
2. *Yorkshire Water have objected to the application and, as such, we would follow naturally follow suit*
3. *Highways have still not fully responded and we cannot see how the application can proceed until this has happened.*
4. *Locals were not informed of the revised application (submitted at a time to avoid being seen, we suspect) and were not, therefore, given ample opportunity to make comment.*
5. *No noise test on aviation noise has been submitted which may make the positioning of this site dangerous for potential home owners”.*

APPRAISAL:

Principle of development

The application site is not allocated in the Development Plan for tourist development, and the principle for the development of the site is not established by the Development Plan. The Development Plan does not make any specific allocations for tourist development of this nature.

Policy SP1 states that development in the open countryside will be restricted to that which is necessary to support sustainable, vibrant and health rural economy and communities. Tourist-orientated schemes are a form of development which could be considered to be necessary to support the above policy objective. At the national level paragraph 83 of the revised NPPF supports a prosperous rural economy and states that planning decisions should, *inter alia*, enable “(a) *the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings; and... (c) sustainable rural tourism and leisure developments which respect the character of the countryside”.*

Tourism makes a significant contribution to the local economy and local planning policy (Policy SP8) seeks to develop tourism in a sustainable way which does not undermine some of the very special qualities that visitors come to enjoy and experience. Policy SP8 supports tourist accommodation in the wider open countryside that, *inter alia*, involves “*New touring caravan and camping sites and static*

caravan and chalet self-catering accommodation and extensions to existing facilities that can be accommodated without an unacceptable visual intrusion and impact on the character of the locality”.

The site is in relatively close proximity to the scenic landscapes of northern Ryedale and the type of accommodation proposed would contribute to the range and choice of tourist accommodation available to visitors to the District. It is relevant to note that planning permission has been granted for five holiday units on land immediately adjacent to the application site (sharing the same access) which indicates that, in principle, the holiday accommodation land use is acceptable in this general location.

Local policy provides support in principle for sustainable tourist accommodation where the scale, nature of activity and visual intrusion can be accommodated, for example, in terms of the character and sensitivities of the locality, wider landscape and the road network. The proposed development represents new tourist accommodation and is considered acceptable in principle subject to consideration of the design, landscape and visual impact, highways safety and local amenity impacts.

There are two principle areas of concern raised in relation to the site and proposed development. These are safety implications from aviation operations and the impact of associated noise. Both these aspects result from pre-existing land uses adjacent to the site. These matters will be considered in the following sections of the report.

Policy SP20 (Generic Development Management Issues) considers the impact of development on the character of the area, and the design implications of development. Policy SP20 seeks to ensure, amongst other matters that proposed uses and activity will be compatible with the existing ambience of the immediate locality and the surrounding area and with neighbouring land uses, and would not prejudice the continued operation existing neighbouring land uses. It further states that: new development proposals which will result in an unacceptable risk to human life, health and safety or unacceptable risk to property will be resisted.

Aviation Safety

It is of fundamental importance that existing land uses are not ultimately prejudiced by the development, and the amenity and safety of occupants is upheld. Therefore, the proposal needs to be considered in the context of the flying operations for both the safety of the users of the runway and the occupants of the holiday unit scheme.

The airfield at Wombleton is not a commercial aerodrome, but a general, unlicensed aerodrome. The Civil Aviation Authority, therefore, have made no response to the application (although they were formally consulted). The lawful use as an aerodrome has been long-established, having had permission to fly since 1972, when the runway from WWII was reinstated, with the construction of a hangar for two light craft. There are two main runways in operation. The application is to the east of runway (17/35) which is (whilst temporarily inactive) identified by the LPA as the lawful use. The runway's ownership is split in half, lengthways, and the eastern half is in the applicant's ownership (blue line). To the north western limb of the site is the hangar, and planes taxi along adjacent to the proposed site. The Aerodrome, and the runway referred to is identified in Pooley's Flight Guide.

The NPPF makes specific reference to aviation in paragraph 104 (f) of the NPPF *"recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time - taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy"*. This statement is made within the context of planning policy. However this general context of placing due regard on such facilities is ultimately expressed through Policy SP20 of the Ryedale Local Plan- Local Plan Strategy, which is concerned with the need to ensure no adverse impacts on the operation of adjacent lands uses in this instance a general aerodrome.

As identified in a number of representations received in response to the application, there are two aspects to safety in relation to the application; the first is aviation safety in terms of flying operations, and second general public safety- and there are of course integral links between these two aspects.

Members may recall that the LPA commissioned its own independent aviation safety technical note by York Aviation in May 2019 in order to give Members the opportunity to understand to what extent the previously submitted scheme under 18/00580/MFUL would impact on matters of safety. The York Aviation report identified that key technical documents are CAA CAP 793 which is concerned with operation of unlicensed runways and CAA CAP 168 which is concerned with the operation of licensed runways, and which therefore requires a greater degree of compliance, but can be used to assess non-licensed runways, particularly in relation to general safety.

In summary the technical note concluded (in respect of the previous application) that the landscaping needed to set back further into the site; that the ecological enhancements should be of a nature which did not undermine aviation safety to both runway 17/35 and the runway of 04/22 particularly in relation to birds; the control of construction practices to ensure no dust/obstructions and publicity regarding use of cranes.

Those conclusions formed the basis of a condition imposed on the permission (ref. 20/00230/MFUL) for the five holiday units on the adjacent land. The requirements relate to both the red and blue line land identified in the application.

It is considered that this proposal can satisfy aviation safety considerations as an application in its own right through the imposition of a condition which achieves the following:-

- Restricts access unless in connection with the cutting of the grass and there shall be no vertical obstructions (of any circumstance or description or function including fences and trees in accordance with CAP 168 within the area so identified on the plan, and in the Obstacle Limitation surface (OLS) area at any time, excluding grass cutting;
- Secures the implementation of a boundary fence to prevent unauthorised access into areas the Obstacle Limitation Surface (OLS) area; and
- Prior approval and implementation of warning signage.

In light of the above the LPA's position is that all site specific considerations in relation aviation safeguarding have been satisfied both by the previously approved application ref. 20/00230/MFUL, and now this proposed extension to that site.

It is therefore considered that this proposal is capable of complying with the provisions outlined in the York Aviation Report in terms of aviation operational safety. It is considered that the proposed and adjacent land use can coexist in a compatible manner. This compatibility is already evidenced by the existing operational activities of the runways at Wombledon aerodrome as a whole, and the existing long-established holiday accommodation in proximity to those operational runways. Should permission be granted it is recommended that a condition is imposed setting out the previously established restrictions (set out in Condition 5 of permission ref. 20/00230/MFUL) on the blue and red line land which would ensure that the safe operation of the runway is not prejudiced.

Noise impacts

There have been concerns raised in relation to the impact of noise from the potato store and aviation noise.

The EHO acknowledges that the proposed holiday units would be sited beyond the 40dB contour as established in the assessment undertaken by the applicants noise consultants in relation to the potato storage unit, and therefore within acceptable limits.

The EHO states that with regard to noise from aviation activities, it has been established that a full noise assessment is not necessary as this matter was considered within previous applications in relation to the types of aviation activity which are capable of being undertaken at the runway as a general aerodrome, and not an aerodrome for commercial flying of passengers and subject to the controls of the Civil Aviation Authority.

The EHO also highlights that in terms of the nature of the application it is proposed for holiday units and not residential properties and therefore the EHO has no objections to this application.

The matter of noise from aviation activity was considered in both the applications 18/00580/MFUL (refusal) and 20/00230/MFUL (approval) in response to the current lawful uses and activity of the general aerodrome whether they were occurring or not at the time of determination.

As referred to above the Environmental Health Officer has been unable to consider noise from aviation in their assessments, as it is not within the legislative framework to consider this aspect of noise generation. These applications were considered on the basis that a lawful adjacent use was the operation of the runway for flying, and that noise would emanate periodically and regularly from these activities, and that there are indeed no conditions or timings which restrict in planning terms the operation of the runway. The proposal does not relate to residential dwellings, but holiday units –which are not capable of being occupied in a permanent manner.

The Planning Inspector's report for application ref. 18/00580/MFUL on this same application site did not dismiss the application on the grounds of noise from aviation, but from the inability to deliver an acoustic attenuation scheme relating to noise from the potato store, which in their view would not detract from the landscape setting, through the loss of trees and the physical bulk and massing of the only achievable form of attenuation. No other reasons for dismissing the appeal were advanced, and noise from aviation was not referred to by the Planning Inspector. Indeed they state for the larger scheme:

“Paragraph 13: In view of the above, the proposed development would comply with RPLPS Policy SP20 which resists proposal which would result in an unacceptable risk to human life, health and safety or unacceptable risk to property. The proposal would also be in general compliance with paragraph 104(f) of the National Planning Policy Framework (the Framework) in relation to maintaining a national network of general aviation airfields and their need to adapt and change over time.”

Furthermore, it is relevant to note that in the consideration of the siting of five holiday units (application ref. 20/00230/MFUL) on land immediately adjacent to this application site, the Secretary of State was invited to call in the application for determination. The application was not called in. It would not be unreasonable to conclude, therefore, that the application's consideration was of a local decision making context and does not present a strategic issue.

There is accordingly no reason on planning grounds to now require a noise assessment in relation to aviation noise, as it was proportionally and previously considered in those previous applications, in relation to the types of aviation activity which are capable of being undertaken at the runways as a general aerodrome.

It is considered that the scheme takes account of noise generating activity in the locality and it is concluded that the users of the site would not be exposed to unacceptable noise disturbance in accordance with the NPPF and Policy SP20.

Landscape and visual impacts, incorporating layout and design

The land use in the locality is predominately agricultural with nearby tourist-orientated sites (caravans and camping) set within the low lying topography of the Vale of Pickering. Policy SP13 seeks to protect and enhance the quality, character and value of Ryedale's landscapes, including that of the Vale of Pickering, in which this site is situated.

Wombledon Airfield is not within the Area of High Landscape Value. The elevated land to the west is within the Fringe of the Moors Area of High Landscape Value, and views of the site are capable of being achieved at distance from this area, particularly along Common Lane to the west, which looks over the aerodrome site. Being an area for an aerodrome, the land in which the site is situated is naturally open and exposed. There are no public rights of way immediate to the site or residential receptors adjacent to the application site.

The proposed holiday units would be grouped centrally within the site. The application proposes a boundary treatment which takes account of the deficiencies with the earlier application (refused) and softens the views of the holiday unit scheme whilst also responding to the matters around aviation safety.

Native hedging and trees (standard and feathered) are proposed within the site to soften the units, and on the eastern and western boundaries of the internal peripheral landscaping. The application is accompanied by a drawing showing landscape sections from year 1 to year 10 following planting. The holiday units will be visible but they will be glimpsed through the vegetation, and in time will be very much screened in a naturalistic manner which will complement nearby landscape features of tree planting.

The potato store is to the north of the site and enclosed by a dense belt of mature tree planting. As a result the ability of occupants to view the potato store from their holiday units would not be achieved.

It is considered that a suitable landscaping scheme can be achieved that provides screening comprising native species that would soften the appearance of the development and make a positive contribution to the landscape character of the area.

The layout, density and spacing is considered acceptable for such static unit developments. The external appearance of the individual units is considered suitable and would not result in visual intrusion. There would be no impermeable hardstanding laid within the site, the access road would be a permeable surface of crushed stone. This would serve to limit the urbanising features in the open countryside.

Low level lighting is proposed to the access. It is considered that should permission be granted an appropriate scheme of lighting could be adequately conditioned, to minimise lightening and to protect the overall low levels of lighting currently experienced in the area.

The proposed development would introduce new buildings in an open countryside location but would not interrupt the skyline views or the scenic qualities of the area to an unacceptable degree. The siting, scale and density is acceptable and the proposed planting would allow the site to visually integrate with the locally valued landscape. The external materials for the buildings would blend with the rural backdrop and boundary planting and ensure the buildings are less conspicuous and to reduce visual intrusion. It is considered that the development would not conflict with Policies SP16 and SP20 and would not be detrimental to the local landscape character and complies with Policies SP8 and SP13.

Highways

The highways officer acknowledges that the application site lies some distance from the settlement of Wombledon where there are limited amenities and a public transport link. It is anticipated that the majority of visitor trips to and from the site will be undertaken with use of a private car, and pedestrian and cycling movement would be relatively low-key.

The highways officer deems the overall impact on the local highway network to be negligible, even with the stated traffic levels from the approved site adjacent also being taken into consideration, which were 12 to 13 overall daily flow trips and 2 within the peak hour. The highway officer notes that although an additional holiday unit is proposed, the traffic generation from the application site will be broadly similar to these figures.

The highways officer recommends that, should permission be granted, conditions are imposed in relation to the site access construction; visibility splays; the provision of parking and turning areas; and a Construction Management Plan.

The application is accompanied by a Travel Plan. The highway officer is of the view that due to the scale of the development the measures identified in the Travel Plan are brought to the attention of the developer in the form of an informative included on any permission granted for the development.

The proposed scheme is considered to be acceptable in highway impacts, and is capable of according

with the requirements of the Policy SP20 which is concerned with ensuring no detrimental impact on road safety, traffic movements and the safety of pedestrians and cyclists.

Flood Risk and drainage

The application site is within Flood Zone 1 with a less than 0.1% chance of flooding in any year. The site is at low risk from all sources of flooding. The internal roads would be constructed from permeable surfacing materials and the majority of the site remains unchanged in terms of the surface water regime.

Surface water drainage is to be provided through the use of a soakaway in the first instance and use of pre-existing land drains. Foul water is proposed to be treated by means of a package treatment plant.

The Internal Drainage Board have recommended conditions to be imposed on any grant of planning permission to secure the detailed drainage scheme and the applicant/appellant has confirmed that they are agreeable to those pre commencement conditions.

It is considered that that given the site drainage characteristics and the scale and nature of the development proposed that the change of use can incorporate satisfactory drainage arrangements and operate safely in flood risk terms without increasing flood risk elsewhere and would not conflict with the requirements of the NPPF or Policy SP17.

Ecological impact

The application is accompanied by a preliminary ecological survey that includes an extended Phase 1 habitat survey. The survey concluded the following:

- No impact on statutory designated sites or local Sites of Importance for Nature Conservation (SINCS);
- No loss of priority habitats;
- No negative impact on the following species: badgers; voles, otters or native white clawed crayfish, Great Crested Newts or other amphibians, roosting bats, reptiles, hazel dormouse; red squirrels due to the lack of suitable habitat;
- No negative impact on foraging bats, this was on the basis that no habitats were changing- the scheme is now within the northern area of woodland, which would undergo change as part of this proposal.

The report recommends enhancements in the form of nesting bird boxes and two bat boxes within the existing plantation. In addition the proposed native planting would result in a net ecological benefit.

No protected species would be adversely affected by the development and should permission be granted conditions could be imposed to secure the landscaping scheme and recommended ecological enhancements. It is considered that the development would not result in adverse impacts on biodiversity and the proposal is considered to be compliant with Policy SP14.

Occupancy restrictions

Local Policy SP21(e) relates to Time-Limited Occupation and states “*New un-serviced holiday accommodation (holiday cottages, caravan parks (static and touring), log cabins and holiday chalets) will be subject to the following conditions: The accommodation is occupied for holiday purposes only; and not as a person’s sole, or main place of residence; and It shall be available for commercial holiday lets for a least 140 days a year and no let must exceed 31 days; and The owners/operators shall maintain an up-to-date register of lettings/occupation and advertising will be maintained at all times and shall be made available for inspection to an officer of the Local Planning Authority on request*”.

If planning permission is granted the LPA would request that standard conditions are included to prevent permanent residency at the site. As stated earlier in the report the applicant/appellant proposes

the units on the basis of holiday occupancy only and not as a person's sole or main place of residence. The standard conditions also provide for the continuous letting of the units, year round, as opposed to being closed over the winter (a commonly used way in the past to restrain residential uses in tourist accommodation). This is supported as it helps to reduce the potential seasonality of tourist accommodation. The occupancy does not affect whether the holiday units are owned by the site operator, or on a lease-hold basis by individuals who then allow family, friends and other paying occupiers to use the holiday units.

Conclusion

The principle of the development is in line with national and local planning policy relating to the sustainable development of tourism and the rural economy. Taking account of the location of the development in terms of topography and existing and proposed landscape planting it is considered that the holiday units can be accommodated without giving rise to unacceptable visual intrusion or impact on the character of the locality.

It is considered that the longstanding issues, which relate to the matters of aviation safety and noise can be satisfactorily mitigated.

The proposed development would not have an unacceptable impact on local amenity or highway safety and any adverse impacts can be controlled by condition should permission be granted. In light of the above assessment, it is considered, on balance, that the proposal is acceptable and complies with Policies SP1, SP8, SP13, SP14, SP16, SP17, SP19, SP20 and SP21 of the adopted Ryedale Plan - Local Plan Strategy and the National Planning Policy Framework.

It is recommended that Members confirm the LPA's position on the current non-determination appeal is that the proposed development be granted conditional planning permission. A list of conditions is required to be recommended by the Local Planning Authority to the Planning Inspectorate.

RECOMMENDATION: That the Appeal be allowed

TO FOLLOW WITH THE LATES PAGES: A schedule of conditions that the Council request to be imposed should the Planning Inspector grant planning permission.