

**YORKSHIRE DALES NATIONAL PARK AUTHORITY**

**PLANNING COMMITTEE 18 APRIL 2023**

**Late Consultations Summary Sheet**  
**(Received by 14 April 2023)**

**Members are advised to view consultee/neighbour comments on the website via the links below (then scroll down to responses)**

Item 5

01	<a href="#">C/01/83A</a>	<b>Land south of John Brown Cottage, Airton</b>
Airton Parish Meeting	<p>1 OPEN SPACE. Within the village there continues to be a strong view that the Hallgarth field is “important open space” (as designated by the local plan) and should be protected in its entirety.</p> <p>2 FUTURE PLANNING PROPOSALS. A planning document entitled the “Interim Housing Land Availability Assessment” has recently been circulated, and pages 91 and 92 refer to this site in Airton (labelled as Site AIR 1). This refers to a notional capacity of 5 houses, rather than 3 as per the current application under consideration. Can you confirm that the figure of 3 replaces the figure of 5 and that there is no possibility that the landowner might be permitted to build a further 2 houses during the Plan period until 2040?</p> <p>3 RIGHT OF WAY. I have been advised that Yorkshire Water have a right of way through the current gateway into the Hallgarth field, and therefore the proposed access route to the development, and that this is to serve the Waste Water Pumping Station in the field below John Brown Cottage. Evidently 24 hour access is required in the event of power cuts.</p> <p>4 HIGHWAY CONCERNS. There are continued highway concerns about access in and out of the site, particularly for traffic coming from the North, including the “honey pot” village of Malham. Even with the lowered wall and railings, parked cars will obscure vision for both passing traffic, and cars exiting the site.</p> <p>We note from the Highways report dated 6th April 2023 that the visibility splays are only 24 metres by 2 metres each rather than 45 metres by 2.4 metres each which we understand are required and are indicated on the drawing.</p> <p>5 HISTORICAL AND ARCHAEOLOGICAL MATTERS. [Airton PM also attaches a document] prepared by a concerned resident of Airton, and this emphasises the historical importance of the site. We are aware of the</p>	

recent archaeological investigations, but the report is inconclusive and recommends further investigation.

YDNPA Senior Historic Environment Officer

Confirms that archaeological features were identified in one of the three trial trenches that were excavated in the field evaluation.

Trench 1 in the south- eastern sector of the site contained a pit and ditch. The ditch had steeply sloping sides and a concave base and contained two fill deposits. The lower of these (004) in the base of the ditch contained a sherd of pottery of 11<sup>th</sup> -13<sup>th</sup> century date – indicating when the ditch was open and in use. The fill above this (005) contained animal bone representing remains of cow and goat/sheep, these remains have not been dated.

The pit in Trench 1 contained one fill (007) from which was recovered an iron knife and animal bone from goat/sheep. The knife is of a type known as ‘whittle tanged’, was relatively well preserved, though corroded, and even retained some of the wood of its handle. The metalwork report on the knife concludes:

*‘The iron knife has potential to be of archaeological significance and further work will aid in determining the extent of the significance. It may be of Roman or medieval date although an Iron Age date (or post-medieval date) cannot be completely ruled out at this stage.’*

The features and finds from trench 1 indicate that additional archaeological remains may survive on the proposed development site. In order that any further such remains can be recorded recommends that the development site be the subject of archaeological monitoring when the footprint of the development site is being stripped. Any other related works such as the creation of drainage, contractor’s compounds and other works that might result in ground disturbance should also be monitored. An archaeological monitoring condition is therefore recommended.

Two letters of objection from residents

Two objections raising the following points (and an accompanying plan):

- Increased traffic and highway safety concerns
- Impacts from requirements for additional utilities infrastructure
- Contrary to policy C13 (important open space)
- Query regarding the housing allocation of the site
- Archaeological importance of the site
- Landscape impact

Agent	<p>Sustainability: Further details have been requested by the YDNP on proposed sustainability measures. The Applicant's Architect envisages that the houses would be hyper insulated properties with heat recovery ventilation/ triple glazing etc, and an electric heating system to avoid the direct use of fossil fuels. However, it would be best for the developer that finally constructs the houses to establish the way forward on this matter with the approval of the YDNP.</p>
Highway Authority	<p>No objections to amended plans subject to conditions covering the design of the parking, turning and access, visibility splays and construction phase management plan and informatives on securing agreements with the highway authority.</p>
Case Officer	<p>It is recommended that the recommended condition be amended from archaeological recording to archaeological monitoring.</p> <p>An additional condition is recommended to cover the provision of a construction management plan.</p>
<b>02</b>	<p><b><u>C/04/148M</u></b> <b>Land off Pant Lane, Austwick, North Yorkshire, LA2 8BH</b></p>
Austwick Parish Council	<p>'Consider the new proposals, taken overall, to be a significant improvement over the pre-existing ones in terms of both the mix of housing proposed and the design details. My councillors ask me to record their appreciation of the work the developer and the Authority's officers have done to deliver this outcome, with its benefits to the community of Austwick.</p> <p>Consequently, my Council's comments are concerned only with the detail of the conditions that will be imposed on the planning consent, the subject matter of which you list in paragraph 26 of your report to committee.' In summary the Parish Council have requested that the conditions specify the following;</p> <ul style="list-style-type: none"> <li>- Control over surface water drainage</li> <li>- Surfacing materials</li> <li>- The height of the roadside walls</li> <li>- The storage of fuel (eg. oil or gas tanks)</li> <li>- Control over construction works</li> </ul>
NYC Highways	<p>No objections subject to conditions (already recommended)</p>
Seven letters of objection from residents	<p>Seven letters raising objections on the following (in summary):</p> <ul style="list-style-type: none"> <li>- Inadequate provision for the storage of bins</li> <li>- Drainage problems</li> <li>- Increase in vehicles using the lane</li> </ul>

- Access for refuse vehicles and fuel tankers
- Use of reconstituted stone and artificial stone slates and general design concerns
- Requirement for a construction phase management plan in relation to access to the site by large vehicles
- Concern over damage to private driveway during construction
- Insufficient affordable housing and concern that a housing association will not be found
- Historic mapping doesn't reflect built form
- Lack of renewable energy sources

Case Officer

A condition is already proposed that would require the stonework to be agreed and a sample of the roofing slate to be agreed. This would ensure that natural stone is used for the stonework and an appropriate roofing slate. Amended plans stating 'natural stone' have been received. A condition is also proposed to secure the provision of bin storage areas.

It is also recommended that the recommended condition titled 'construction time condition' be amended to construction management plan condition so that it covers more detail of the construction works.

03

[C/04/609B](#)

**Dry Rigg Quarry, Helwith Bridge, Horton in Ribblesdale, Settle, North Yorkshire, BD24 0EL**

Craven Ramblers

No objection to the scheme, providing all existing rights of way are maintained in a safe and useable manner until proposed diversions are established.

Seven letters of objection from residents and one from Friends of the Dales

Objections on grounds including:

- Please consider improving line of vision or signage on the Arcow road at Tinklers Gate
- Delay to site restoration and landscape harm permanent
- National Carbon Policy will affect market for aviation and roads – customers for high PSV rock
- Need for high PSV rock – there are alternative sites outside of the National Park capable of supplying the material
- Conflict with criteria of policy L6
- No exceptional circumstances due to sufficient national supply of high PSV material
- Dry Rigg does not have a rail link
- Employment does not amount to exceptional circumstances
- Non-compliance with conditions
- Impact of continued HGV movements, and this should be significantly reduced if approval given
- Visual impact of lateral extension of quarry

- Permission should be for deepening only
- Officer interpretation of policy L6 in relation to disturbed land, consideration of alternative uses, full analysis of existing extraction outside NPs, no analysis of other reserves the applicant could give up
- Inaccuracy in the application drawings
- Visual impact of the work as commenced
- Permanent loss of access under the CROW Act

One letter of support

- Quality of gritstone
- Retention of local employment

**Richard Graham**  
**Head of Development Management**