

Katherine Wood[via email]

Planning, YDNPA

21 January 2019

Objection to planning application: C/50/46L: Hotel complex, self-catering accommodation and associated leisure facilities at former Linton School Camp site

Dear Ms Wood

We acknowledge that the former Linton School Camp site is deemed suitable for 'business development' as set out under Policy BE1, and in Appendix 3, in the Local Plan. In this particular application, we welcome the efforts the applicant has made to reduce the impact of the development by measures such as putting the car parking underground, and using green roofs on some of the buildings. However, we have several concerns about the proposal, sufficient to make us **object to the proposal as it now stands**. We would need significant amendments to be made to address the following issues of concern.

Scale and landscape impact: the proposed development covers an area significantly larger than the existing footprint of the old buildings. The current footprint is 3683 sq.m., and the proposal is to increase this by 3167 sq.m., giving a total developed area of 6850 sq.m. This is against Appendix 3 of the Local Plan, which sets out guidance for the development of allocated business sites. For the Linton School Camp site it states that 'Any development of the remaining parts of the site not currently occupied by buildings will only be permitted where it can be shown to enhance or better reveal the significance of the scheduled monument and where it will conserve or enhance the particular landscape, wildlife and archaeological qualities of the area.' But no such enhancement of the cultural, historic, wildlife or landscape qualities of the site is demonstrated in the application.

The table in Appendix 3 also suggests that new structures should only be single storey, as the site is in an 'extremely prominent open countryside location', and yet the hotel buildings are all 2 or more storeys in height. The scale of the new buildings and their visual prominence also does not meet Policy SP1 of the Local Plan, on sustainable development, which expects developments to conserve or enhance the landscape character of the National Park.

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Light pollution: with such a prominent site, light pollution is clearly a potential issue, and whilst the proposal includes measures to reduce the effects of the lighting by for example using low level lights, it does not go far enough. For instance, it fails to include the use of light sensors, so that external lights only come on when needed. A development of this scale will inevitably bring with it external lighting, which will impact on the special qualities of dark skies and tranquillity, an increasingly rare resource and one of the reasons the Dales are valued.

Traffic generation: the scale of the development will undoubtedly increase the levels of traffic on local roads. The National Planning Policy Framework requires that there should be more sustainable transport choices, and that travel by car should be reduced. The North Yorkshire Local Transport Plan also requires that the impact of traffic on the natural and built environment is reduced. The sustainability policies in the Local Plan are similar: SP1 requires that development reduces the need to travel, while SP4 states that development should not prejudice highway safety or cause unacceptable levels of traffic that would harm the environment or capacity of the local road network.


It is our opinion that the Transport Assessment **does not provide an adequate assessment of traffic generation**, and thus does not give decision makers the information needed to be able to make an informed decision. It focuses on road safety, but fails to address the statutory purposes of National Park designation, and the implications of traffic generation on the special qualities of the National Park. It fails to consider where the staff required to service the facilities will be travelling from. Many are likely to come from outside the area and thus travel up from the south, through villages including Burnsall and Linton. It fails to consider the impact of this extra traffic on local communities, notably on the village of Linton where the road is narrow and without pavements, and is thus shared with pedestrians, including children walking to school. Linton is also a Conservation Area, and there is no assessment of the impact of traffic generation on the historic or cultural environment either here or in the wider environment.

The choice of site to provide a comparable assessment of traffic movements - a country park in Lancashire - is unhelpful. It is hard to see how this can be compared with a 5 star hotel, with its higher staffing levels, deliveries, maintenance and management, as well as visitors. A more appropriate comparison could be with the 71 bed Coniston Hotel on the A65. Finally, it is unrealistic to expect visitors enjoying the accommodation offered by a 5 star hotel to make use of the wholly inadequate local bus services.

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It is our view that a development more sympathetic to the site, without such high levels of traffic generation, such as self-catering lodges, would be more appropriate for this sensitive site.

Yours sincerely

A handwritten signature in black ink that reads "K.M. Petyt". The signature is written in a cursive style with a long horizontal stroke at the end.

Dr Malcolm Petyt, Chair of Policy Committee

Friends of the Dales is a working name of the Yorkshire Dales Society which was founded in 1981 and is a registered charity and company limited by guarantee. Friends of the Dales is free of political and financial affiliations. We work to ensure that the Government, the Yorkshire Dales National Park Authority, and other relevant agencies deliver their obligations to care for the special qualities of the Yorkshire Dales, an internationally important area. We do this by considering major planning applications and policy development affecting the Yorkshire Dales and adjacent areas. We offer a year round programme of walks and talks so that everyone can enjoy and learn more about this beautiful area and why it needs protection. We have a membership of around 1,300 individuals, families, businesses and organisations.