

Katherine Wood [via email]

Planning Team

Yorkshire Dales National Park Authority

4 January 2024

**Comment on Planning Application: C/50/46M Formerly Linton School and Campsite, Linton
Full planning permission for demolition of existing buildings and redevelopment of the site for
tourist accommodation (amendment to previously consented application C/50/46L)**

Dear Ms Wood

We objected in 2018 to the original application, approved in 2022, and we still have a number of **concerns about the development despite the conditions imposed** with that approval. We encourage the Authority to strengthen *in particular* the conditions related to **Sustainable Travel [19], Public Access [18] and Lighting [10]**.

Sustainable Travel Condition [19]

In the original proposal, the applicant has suggested increased traffic will be minimal. However, the very nature of the proposed apartment-hotel and self-catering lodges will result in considerable additional car trips (by guests and the staff needed to operate the complex) being made into the national park to and from the Linton/Threshfield/Grassington area. This area already experiences considerable numbers of visitors by private car.

We note that the condition on Sustainable Travel [19] requires the submission and approval of a sustainable travel plan. In our view the original Transport Plan had a number of shortcomings, so there is an opportunity for significant improvements now.

We recommend that the applicant seeks **the support and input of local sustainable travel experts**, for example from the Dales and Bowland Community Interest Company, to help create a meaningful and robust sustainable travel plan.

As one example, the proposal for using low emission electric shuttle (mini)buses for staff and guests to and from local villages is welcome. We propose this should be a **condition of permission** and should not be to the detriment of existing and improved public transport.

When considering the sustainability objectives of the Authority and of course the National Planning Policy Framework (2021) – Promoting Sustainable Transport, we propose that the **Authority seeks support from the applicant toward improving the provision of public transport in the vicinity.**

The current provision of bus services is limited and therefore improvements should make the **bus services more attractive** to users of the proposed hotel as well as help to mitigate the impact of increased number of private car trips. Below are a number of example improvements

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- Bus service no. 74/874 - Ilkley to Grassington weekend services. The applicant lists this service in their Transport Statement (Table 7.1). This service is only on short-term funding arrangements, and additional funding is required to support continuation. Bus 74A is shown in the Transport Statement as running Monday-Friday, when in fact it is currently only Mondays, Wednesday and Fridays so again there is need for more sustained funding to make it a proper weekday scheduled service all through the week.
- The current absence of late evening services to Ilkley (no 72) and Skipton (no. 74/74A) from Grassington mean a lack of opportunity for extended day visits by visitors, residents and of course also hotel guests departing from their stay.
- Improved infrastructure for accessing bus services. The Transport Statement mentions creation of a north-bound layby for a bus stop on the B6160, but there doesn't appear to be any provision for a south-bound bus stop. In both directions there is a need to ensure that an appropriate raised kerb is provided to facilitate level boarding, together with drop kerb to road level. A waiting shelter should be provided northbound, and also southbound if possible. In addition, a suitably-raised kerb should be provided to facilitate level boarding at the existing northbound and southbound stops at High Bank.

Public Access Condition [18]

We support the Area Ranger's request that **any access through the site is made public**. This could be either permissive access or a designated Public Right of Way which would link the two existing public footpaths (05.68/11 & 05.68/1).

We also support the Area Ranger's suggestion that as part of planning gain the existing connecting public rights of way could be improved and upgraded to **include disabled access** provision.

Lighting Condition [10]

With such a prominent site and a development of this scale light pollution is clearly a significant issue. **Lighting should be kept to an absolute minimum**. We note that condition [10] Lighting requires an assessment and lighting plan. This plan must include the provision of light sensors, so that external lights only come on when needed. This is particularly important now that the building will be used for serviced apartments, rather than hotel accommodation, will potentially far less control over the operation and use of lighting on the site.

The original application, approved, had a lighting report which was written in the absence of the **Ecological Report**. This is now available and indeed highlights "Development of a sensitive lighting strategy to manage any impacts to nocturnal wildlife." Given YDNPA has recently approved the **Good Lighting Technical Advice Note (TAN)**, we would expect the lighting plan for this new proposal to follow that advice. There is an opportunity for the applicant to offer **an exemplar lighting plan**, that supports the continued designation of the International Dark Sky Reserve status of the national park.

Chair, Policy and Planning Committee
On behalf of Friends of the Dales

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