



The countryside charity  
North Yorkshire

Chair: Jan Agar

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**Authority:** North York Moors National Park Authority & Scarborough Borough Council

**Type of consultation:** planning application

**Full details of application/consultation:** Straddling Application

NYM/2021/1018/FL – change of use of sawmill timber yard to visitor car park with associated works including surfacing, installation of associated infrastructure (pay stations, cctv poles, cycle stands/lockers, electric vehicle charging points, boundary treatment and signage) construction of vehicle bridge and creation of section of footpath

20/02831/FL - Upgrade of existing junction onto A174, widening of access road, installation of footpath and pedestrian footbridge

**At land at:** Former Saw Mill Timber Yard, East Row, Sandsend; and,  
The Existing Junction Onto A174 and Access Road/track At East Row, Sandsend

**Type of response:** Support with comments

**Date of Submission:** 18<sup>th</sup> February 2021

All responses or queries relating to this submission should be directed to the Secretary for the Trustees at the contact details shown above on this frontispiece.

All CPRE North Yorkshire comments are prepared by the charity using professional planners whose research and recommendations form the basis of this response in line with national CPRE policies.

External planning consultant used in this response:



KVA Planning Consultancy  
Katie Atkinson, BA (Hons), Dip TP, MA  
MRTPI  
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## **Comment**

CPRE North Yorkshire ('CPRENY') welcomes the opportunity to comment on the application for change of use of the former sawmill to a public carpark at Sandsend on behalf of the Mulgrave Estate to the North York Moors National Park Authority ('NPA') and Scarborough Borough Council ('SBC'). This response has been sent to both local authorities. It is understood that whilst this is a straddling application with different elements of the proposal falling under the jurisdiction of the different authorities neither scheme will occur without approval from both authorities as the proposal is inextricably linked.

CPRENY do not object to the principle of the development and recognise the benefits of providing dedicated off-road car parking for visitors to the coastline at this popular location. A dedicated space will allow for the proper parking of vehicles rather than roadside parking which can lead to highway safety concerns in relation to impaired views for road users and nuisance to residents. The parked vehicles also detract from the scenic and historic character of the coastline at this location.

It is understood that intensive pre-application conversations have taken place with both the NPA and SBC alongside several statutory consultees prior to and since submission of the application proposals. However, CPRENY support the Parish Council in their request for toilets to be incorporated into the proposal. A carpark offering 150 spaces could easily see 300plus people arrive at the coast in peak periods, and CPRENY do not believe that existing services and facilities will be able to cater for them. Therefore, self-contained toilets should be considered. The building should be carefully designed to fit into the development whilst considering the impacts of climate change and the requirement to achieve a net gain in biodiversity. As such CPRENY would suggest that a green roof, living walls and water recycling system should be incorporated into the design.

Whilst CPRENY welcome the fact that the carpark will not be a solid tarmac finish which would sit incongruously in the landscape, it is felt that the linear carparking layout would benefit from being broken up by sporadic tree planting (to achieve the same effect as that found at Castle Howard) so that the cars could sit beneath these (once mature) adding to the aesthetic appeal but also increase biodiversity value across the site.

It is also considered that the carpark could incorporate some form of power-generation into the design and construction. Lighting towers could contain solar panels which would feed the required lighting across the site.

Further, whilst the COVID-19 pandemic has highlighted the health and well-being benefits experienced by those accessing the coast and countryside, it has also highlighted the need for well-placed refuse bins and recycling receptacles. CPRENY, therefore, consider it paramount that both such facilities be provided to encourage use and ensure that the coast, car park and sea is protected from discarded rubbish.

In conclusion, CPRENY, do not object in principle to the proposal at this location and believe that the provision of a dedicated car park at this much-visited coastline would be hugely beneficial, with the additional provision of facilities as set out above. It is considered that the application would benefit further from the inclusion of climate mitigation elements as suggested alongside further opportunities for biodiversity.