

I ask the Town Council to oppose the retrospective planning application for a change of use from a farmstead to part livery stables and part wedding venue at Deepdale Farm, Keldholme.

I am very supportive of rural enterprise and farm diversification in general, but in this case there are significant reasons why the site and its access are entirely inappropriate for the uses stated.

The application (17/01455/FUL) – to which I object – is for retrospective permission for change of use to part livery stable and part wedding venue, including, amongst other things, the erection of a timber chalet, a timber yurt with raised decking, a two-bed static caravan, a shepherd's hut and a field for camping and car parking (all of which have been built without consent). Although this application does not refer to it in writing, the drawings also show an additional four-bay Dutch barn as part of the development. At the same time as applying for this 'retrospective change of use', the applicant is applying for a 'Certificate of Lawfulness' for a further series of buildings and other developments previously constructed on the site. All this work has been undertaken without planning consent and amounts to:

- 3 large agricultural barns (two are promoted as part of the wedding venue)
- A horse walker
- A horse manege
- A four-bay Dutch barn
- A two-bed static caravan
- A shepherd's hut
- A timber yurt with raised decking
- A timber chalet
- A field for tents, caravans and car parking

This makes the scale of the development significant.

Access to the site is via a single track lane from Keldholme. The narrow lane exits onto the C20 Village Street with very poor visibility and proves a difficult manoeuvre for many vehicles – causing damage to our property on occasion and proving impossible for coaches and other large vehicles wishing to access the venue.

To serve the needs of the wedding venue, vehicles bring a variety of loads to the site over a period of 4 or 5 days for each event. These deliveries include temporary toilets, food and drink, marquees and tents, hired seating, tables and staging, sound systems, lighting rigs etc. All of these have to be removed – along with effluent and other waste – at the end of the event. As many of the events are partly DIY, guests, friends and organisers access the site over several days, including late at night or early morning. The lane is within 2.5 metres of our bedroom. Some of the traffic – including delivery vehicles – travels at a speed inappropriate to a single track lane which joins the C20 Village Street with inadequate visibility. The C20 has no footway so pedestrians are at risk of injury at this point.

On the day of the actual event a large number of guests' and traders' vehicles will use this lane – minibuses, taxis, vans, caravans, cars and delivery vehicles – arriving and leaving at all hours, including into the early hours of the morning as caterers, entertainers and guests leave the site.

The scale of operations is unrestricted. The planning application specifically ignores the question regarding 'Hours of Opening.' The website says that 180 people can be seated in one of the barns and that guests can take full advantage of '5 acres of land in which they can camp or bring their caravans'. 8 large bell tents have been sited in the field, as well as campervans, family tents, gazebos, marquees and caravans. Although the application states there is car parking for 25 cars, there appears no restriction on the total number of cars or other vehicles that may access or stay on the site.

The promotional website for the wedding venue states that 'live music' may be played until 2a.m. and fireworks are also a late-night disturbance for the locality.

As stated previously, the application shows no indication of opening hours, days of operation, or the scale of events although the use of the phrase 'Festival Style' implies that large numbers of guests may be attracted to events and the applicant is also promoting ad hoc guest accommodation (although not referred to in the planning application and not related to the livery stables or wedding venue). In previous correspondence with the planning authority, the agents said that wedding events have been held here 'occasionally.' In fact, this has amounted to most weeks during the summer months.

In conclusion, this application should be opposed primarily on the grounds of extremely poor and unsafe access. The application also includes no restrictions as to the hours and days of operation, nor the maximum number of people on site and thus traffic and noise generated.

It is unfortunate that the 'livery stable' use and the 'wedding venue' have been conflated into one application, but the only answer to the massive potential for disturbance is to reject the application until alternative conditions and access routes are available.

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