

**Parish: Aiskew**

Ward: Bedale

**3**

**16/01207/FUL**

Committee Date: 15 September 2016

Officer dealing: Mrs H M Laws

Target Date: 21 July 2016

Date of extension of time (if agreed): 23 September 2016

**Construction of industrial building (Class B2), service yard, security fencing and associated car park  
at Plot 1A Conygarth Way, Leeming Bar Business Park, Leeming Bar  
for Lifetime Home Improvements Limited.**

## **1.0 SITE DESCRIPTION AND PROPOSAL**

- 1.1 The site lies at the entrance to the Leeming Bar Business Park on the northern corner of Conygarth Way and Leases Road and is land within the ownership of Hambleton District Council. The site covers an area of 0.3ha and is currently vacant. Timber post and rail fencing bounds the site to all sides with a hedgerow along the southern and part of the western boundaries; new hedging has also been planted along the eastern boundary. The land is slightly sloping downwards from north to south.
- 1.2 It is proposed to construct a building to be used for Class B2 General Industrial purposes in connection with the manufacture of windows, doors and conservatories. The business currently operates from a site at Plews Way on the nearby Industrial Estate but wishes to re-locate to a more prominent site, allowing for future expansion and to provide an adequate and secure service yard.
- 1.3 The building would be sited centrally within the plot, with car parking (22 spaces) and cycle parking to the front and a servicing area to the rear; the two areas would be accessed separately. The footprint of the building would be 48m x 20m with a ridge height of approximately 8m. The building would be finished in natural stone to part of the front and side of the building with profiled steel sheeting to the remaining building and roof.
- 1.4 Galvanised steel paling security fencing is proposed around the perimeter of the service yard with a height of 2.4m
- 1.5 The business currently employs 30 full time staff. It is proposed to employ 36 full time staff at the proposed site.

## **2.0 RELEVANT PLANNING & ENFORCEMENT HISTORY**

- 2.1 The layout of Phase IV of the estate (now referred to as the Leeming Bar Business Park) was approved in 2004.
- 2.2 16/01208/ADV - Application for Advertisement Consent for the display of two non-illuminated upvc panel signs. Application not yet determined.

## **3.0 RELEVANT PLANNING POLICIES**

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development

Core Strategy Policy CP2 - Access

Core Strategy Policy CP4 - Settlement hierarchy

Core Strategy Policy CP12 - Priorities for employment development

Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets  
Core Strategy Policy CP17 - Promoting high quality design  
Core Strategy Policy CP21 - Safe response to natural and other forces  
Development Policies DP1 - Protecting amenity  
Development Policies DP4 - Access for all  
Development Policies DP8 - Development Limits  
Development Policies DP16 - Specific measures to assist the economy and employment  
Development Policies DP30 - Protecting the character and appearance of the countryside  
Development Policies DP32 - General design  
Development Policies DP43 - Flooding and floodplains  
National Planning Policy Framework - published 27 March 2012

#### **4.0 CONSULTATIONS**

- 4.1 Parish Council - no response to date.
- 4.2 Highway Authority - no objections subject to conditions
- 4.3 Highways England - no objection.
- 4.4 Yorkshire Wildlife Trust - no comments.
- 4.5 Natural England - no comments.
- 4.6 HSE - does not advise against the granting of planning permission.
- 4.7 SABIC - the developer must consult SABIC should any work lie within 50m of the Major Accident Hazard Pipeline.
- 4.8 Ministry of Defence - no safeguarding objections.
- 4.9 HDC Economic Development Officer - we would support this application as it allows the growth of an existing business in the area and creates additional employment. I understand that some of the staff parking will be at the rear of the site to ensure that vehicles are retained within the site boundaries and do not overflow onto the public highway.
- 4.10 Public comments - none received to date.

#### **5.0 OBSERVATIONS**

- 5.1 The issues to be considered include (i) the principle of the proposed building in this location; (ii) the siting and design of the building and the impact on the character of the area; (iii) any effect on residential amenity; and (iv) highway matters.

##### Principle

- 5.2 Paragraph 28 of the NPPF states that in order to promote a strong rural economy local authorities should support the growth and expansion of all types of sustainable businesses and enterprise in rural areas both by the conversion of existing buildings and well-designed new buildings.
- 5.3 The site is part of the Leeming Bar Business Park which is within the defined Development Limits of Leeming Bar, a settlement designated in the context of Policy CP4 as a Service Village.

- 5.4 The site is in a sustainable location within a designated Business Park with good communication links. There are no objections in principle to the development, which complies with the NPPF and the LDF policies.

#### Design and impact on the streetscene

- 5.5 The Leeming Bar Development Brief for Phase IV requires a high standard of design specifically for gateway sites such as the application site. A design statement has been submitted, which acknowledges the need for good design due to the prominent position of the site at the junction of the Business Park. Amended plans have been received, which significantly increase the amount of natural stone to the front and side elevations and introduce additional glazing. The design is of a simple and functional development reflecting its manufacturing purpose and which, with the implementation of a landscaping scheme, would enhance the overall appearance of the site.
- 5.6 The proposed materials are similar to other buildings elsewhere on the Business Park. A landscaping scheme requiring peripheral tree and shrub planting will, in due course help to soften the impact of the development.
- 5.7 The proposed floor levels of the development reflect the existing landform and, although resulting in a prominent building on the approach along Leases Road, would not be out of keeping with the surrounding streetscene.

#### Residential amenity

- 5.8 The nearest residential use to the site is the Pembroke Caravan Park, which lies approximately 75m to the south east. It is unlikely that the activities undertaken at the site would adversely affect the amenity of that site to any greater degree than occurs as a result of industrial estate traffic travelling along Leases Road.
- 5.9 The staff and visitor car park would be accessed from the main Business Park road and the service yard would be accessed from the turning head at the far side of the site, which would minimise noise and disturbance to properties on Leases Road.

#### Highway safety

- 5.10 The Highway Authority has no objections to the proposed development subject to conditions requiring the submission of detailed drawings.

### **6.0 RECOMMENDATION**

- 6.1 That subject to any outstanding consultations the application is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
  2. No above ground construction work shall be undertaken until details and samples of the materials to be used in the construction of the external surfaces of the development, including details of the colours of the walls and roof sheeting, have been made available on the application site for inspection (and the Local Planning Authority have been advised that the materials are on site) and the materials have been approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method and thereafter retained.

3. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. No part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.
4. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority:
  - a. Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing: visibility splayslining and signing all types of surfacing (including tactiles), kerbing and edging.
  - b. Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing: the existing ground level the proposed road channel and centre line levels full details of surface water drainage proposals.
  - c. Full highway construction details including: typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways and footways/footpaths when requested cross sections at regular intervals showing the existing and proposed ground levels kerb and edging construction details typical drainage construction details.The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority
5. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority agrees in writing to their withdrawal.
6. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan and drawings numbered 111:16/01B and 02B received by Hambleton District Council on 25 May and 16 and 25 August 2016 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
3. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with LDF Policies CP16 and DP30.

4. To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users in accordance with LDF Policy CP2 and DP4.
5. In accordance with LDF Policies CP2 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
6. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies.