

**Parish: Topcliffe**  
Ward: Sowerby & Topcliffe  
**19**

Committee Date: 5 January 2017  
Officer dealing: Mr Andrew Thompson  
Target Date: 4 January 2017  
Date of extension of time: 27 January 2017

**16/01951/FUL**

**Construction of a warehouse in association with the existing business use and two-storey ancillary mess facility with associated external access, parking and drainage attenuation pond**  
**At Land adjacent Eldmire Lane, Dalton**  
**For NTS Dalton**

## **1.0 SITE DESCRIPTION AND PROPOSAL**

- 1.1 The application site is adjacent to the recently constructed Wagg Food storage facility on the former Dalton Airfield. The site is flat and open grassland.
- 1.2 The proposal is a large warehouse for steel storage. The applicant, NTS, has a number of other buildings on the former airfield. The proposed warehouse and mess total 22,582sqm footprint, with a further ancillary building of 540sqm. The site layout includes circulation roads, car parking, landscaping, external storage for steel stock and a surface water storage lagoon with swales and ditches. The building would be used for warehousing tubes and a staff mess to serve the company's existing and new operations.
- 1.3 The warehouse would be 256m long x 89m wide with a eaves height of 12m and a ridge height of 14m. External gantries with overhead cranes approx. 10m high with a width of 15m would be installed to the full length of the southern and northern elevations of the building. The warehouse's internal areas would accommodate steel stock in a formal position and benefit from overhead cranes to manoeuvre stock. The mess building is shown as generally two storeys on a footprint of 30m x 9m deep with eaves approximately 7.5m high and a ridge at 9.5m; the office within it would accommodate office and warehouse staff including meeting rooms and messing facilities for the wider site.
- 1.4 The building is proposed to be colour-coated cladding to complement the adjacent industrial buildings. The external areas would comprise concrete access and service yards with external areas surfaced in granular material.
- 1.5 The supporting Transport Statement anticipates 3-4 HGV movements from the site per day. This is contrasted with the peak hour traffic generation of 79 two-way movements in the morning and 54 movements in the evening for a generic B8 warehouse of this size.
- 1.6 The proposal includes 20 car parking spaces, parking space for 12 HGVs and space for turning and manoeuvring within the site, including a 24m turning circle. There is also the provision of a cycle/motorcycle shelter.
- 1.7 The application is supported by a Planning Statement, Transport Statement and Travel Plan, Flood Risk Assessment, Landscape Appraisal and Ecological Statement. Following on from initial comments of Highways England a further technical statement has been received.

## **2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY**

- 2.1 There is no history for the applications site. The following applications relate to the neighbouring Wagg Foods Development:
- 2.2 13/02595/FUL - Revised application for the construction of a warehouse and office/mess building with associated access, parking and drainage attenuation pond; Granted 19 March 2014.
- 2.3 13/02595/DCN - Discharge of condition(s) attached to Planning Consent-13/02595/FUL- Revised Application for the construction of a Warehouse and office / mess building with associated access, parking and drainage attenuation pond; Granted 27 January 2016
- 2.4 15/01374/MRC - Variation of condition 2 of planning approval 13/02595/FUL (amended drawings showing increased office accommodation and building footprint, amended elevations and new fenestration details); Granted 28 January 2016.

### **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 CP11 - Distribution of new employment development  
Core Strategy Policy CP12 - Priorities for employment development  
Core Strategy Policy CP15 - Rural Regeneration  
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets  
Core Strategy Policy CP17 - Promoting high quality design  
Core Strategy Policy CP18 - Prudent use of natural resources  
Development Policy DP1 - Protecting amenity  
Development Policy DP3 - Site accessibility  
Development Policy DP4 - Access for all  
Development Policy DP6 - Utilities and infrastructure  
Development Policy DP9 - Development outside Development Limits  
Development Policy DP16 - Specific measures to assist the economy and employment  
Development Policy DP25 - Rural employment  
Development Policy DP30 - Protecting the character and appearance of the countryside  
Development Policy DP32 - General design  
Development Policy DP33 - Landscaping  
Development Policy DP34 - Sustainable energy  
Development Policy DP42 - Hazardous and environmentally sensitive operations  
National Planning Policy Framework - published 27 March 2012

### **4.0 CONSULTATIONS**

- 4.1 Parish Council - No comment received.
- 4.2 Highways England – No objection.
- 4.3 Highway Authority (NYCC) - No objection subject to conditions.
- 4.4 Ministry of Defence - No objection.
- 4.5 Harrogate Borough Council - No comments.

- 4.6 Environmental Health Service - no objection or recommendations subject to conditions.
- 4.7 Yorkshire Water - No objection subject to conditions
- 4.8 Lead Local Flood Authority – Drainage detail is required.

4.190 Public comment – Three comments have been received, two general and one in support:

- Increased tree planting along the Eldmire Lane frontage would screen the warehouse, decreasing the visual and noise impact of the development;
- Exterior lighting should be the same/similar to the neighbouring building owned by IPN (Wagg), which is not as invasive as floodlighting; and
- The proposal allows an existing business to expand which will ultimately lead to employment growth in the District. The resolution of the Dalton Bridge has been an important factor in this application coming forward.

## 5.0 OBSERVATIONS

5.1 The key determining issues are (i) the principle of employment development in this location; (ii) the design and impact of the proposed building; (iii) the impact on nearby residents; (iv) highway issues, including the impact on the strategic road network; and (v) drainage.

### Principle

5.2 LDF Policy CP11 identifies that most employment development will be encouraged to locate within the development limits of the Service Centres of the District. In the Thirsk area, most development will be encouraged to locate in the Thirsk Service Centre, but if land cannot be identified in Thirsk, some development will also be supported at Dalton Airfield as will development to meet the needs of existing businesses. The case for this development invokes the final clause, as the proposal is an expansion of the NTS business at Dalton Airfield. The proposal would create approximately 20 new jobs.

5.3 The expansion of warehousing would meet the needs of the applicant's business. It is undoubtedly very large building but that is shaped by the nature of the goods to be stored within it and it would allow a significant employer in Hambleton to grow, with an additional 20 jobs being created. On the basis that the proposal satisfies the clause in CP11 that commits the Council to supporting development that will meet the needs of existing businesses, the scheme is considered acceptable in principle.

5.4 The proposal is therefore in accordance with the aims and objectives of local and national planning policies, which seek to support economic development in a recognised location for employment development.

### Design and landscape impact

5.5 The proposed building would be akin to existing buildings on the former Airfield, particularly the neighbouring newly completed Wagg Food building. The building would occupy a significant proportion of the application site but would retain capability for servicing and manoeuvring with landscaping to the Eldmire Lane frontage.

5.6 The proposed site layout allows an opportunity for landscaping planting to the Eldmire Lane frontage and would be in keeping with the general scale and mass of

other large buildings on the Airfield. Subject to a planning condition to require additional tree planting, the design and landscape are considered acceptable.

#### Impact on nearby residents

- 5.7 In addition to the benefits that would arise from the landscaping described above, it is noted that the lighting on to the neighbouring Wagg site has been successful and could be replicated in this proposal. As such, the impact of lighting detail can be mitigated by means of an appropriate planning condition.

#### Highways and the strategic road network

- 5.8 Access to Dalton Old Airfield by means other than the private car is limited. Unlike comparable large-scale distribution warehouses the level of parking would be relatively low (20 car parking spaces, parking for 12 HGVs). However, this is because the building is designed for the needs of NTS and the steel storage operations that would take place on the site. In order to accommodate a higher level of employees and car movements associated with a different user, additional space would need to be found for significant levels of car parking and manoeuvring space. This would require a planning application, which would be subject to appropriate consideration and a further Transport Assessment.
- 5.9 The applicant has submitted additional transport information to address concerns that were raised by Highways England about the likely traffic generation if a different user occupied the site. In response Highways England confirms that it has no objection, and the Local Highway Authority raises no objection either. Overall, subject to appropriate conditions the proposal is considered to be acceptable in terms of its highway impact.

#### Drainage

- 5.10 The application is supported by detailed Flood Risk Assessment, which details that the site is within Flood Zone 1 and therefore is not subject to flooding. Floor levels are therefore proposed at the same level as the neighbouring Wagg building. Due to the likely restrictions in access to the site during major flood situations, an evacuation plan will need to be prepared in order to determine adequate safe measures for staff and visitors to vacate the development site in such events.
- 5.11 The Flood Risk Assessment recommends that the building should be registered with the Environment Agency's Flood Direct Warning Service to ensure adequate notice is received of any severe flood situation, thus enabling the premises to be safely vacated. The surface water run-off from the development can be attenuated in accordance with the details included in the Flood Risk Assessment to ensure the development does not increase the risk of flooding to other parties.
- 5.12 Overall the Flood Risk Assessment provides a suitable basis for the determination of the planning application subject to appropriate conditions.

#### **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. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered NTS-PP01, NTS-PP02, NTS-PP03, NTS-PP04, NTS-PP05, and NTS-PP06 received by Hambleton District Council on 30 August 2016.
3. The development hereby approved shall not be occupied other than by NTS for the purposes of the storage and distribution of steel products in conjunction with the company's continued use of its existing premises at Dalton Airfield.
4. Prior to the first occupation of the development a Travel Plan shall be submitted to and agreed in writing to the Local Planning Authority. The Travel Plan submission will identify a package of measures consistent with the aim of reducing reliance on the car, and should include (but not be limited to) providing information on / promoting the use of alternative modes of transport, by (i) The appointment of a travel plan co-ordinator; (ii) The details of measures to be employed to promote sustainable travel (including alternative modes of transport and car sharing); (iii) Mechanisms for ongoing monitoring; (iv) Public transport information and ticket details; (v) Cycle provision, showers and lockers and associated infrastructure; (vi) Walking initiatives; and (vii) A car parking management strategy.

The approved Travel Plan shall be implemented during the six months following the first occupation of the premises. Following the expiry of this period of time or such other period of time as may be agreed under part iii of this condition, a review of the Plan shall be carried out, and submitted to the Local Planning Authority for approval. The review will identify any refinements and clarifications deemed necessary to the Plan. The occupation and use of the development shall comply with the requirements of the revised plan, at all times, unless otherwise agreed in writing by the Local Planning Authority.

5. No external lighting shall be installed other than in complete accordance with a scheme that has previously been approved in writing by the Local Planning Authority.
6. Prior to the commencement of development details of surface and foul water drainage including full details of the proposed pond, swale and sustainable drainage systems shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
7. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees, hedges 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.
8. Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on drawing number NTS-PP03 for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.
9. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of: (i) on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway; and (ii) on-site materials storage

area capable of accommodating all materials required for the operation of the site. The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on the public highway or outside the application site.

10. No development shall be commenced until an assessment of risks posed by unexploded ordnance has been carried out by an unexploded ordnance (UXO) risk assessment specialist and has been submitted to and approved in writing by the Local Planning Authority. Where risk mitigation is necessary a scheme for the mitigation of the UXO shall be submitted and approved by the Local Planning Authority before any further development occurs. The development shall not be occupied until the approved risk mitigation scheme has been implemented and a verification report and clearance certificate has been submitted to and approved in writing by the Local Planning Authority.
11. No development shall be commenced until an assessment of the risks posed by contamination, carried out in line with the Environment Agency's Model Procedures for the Management of Land Contamination CLR11, has been submitted to and approved by the local planning authority. A scheme for the remediation of any contamination shall be submitted and approved by the local planning authority before any development occurs. The development shall not be occupied until the approved remediation scheme has been implemented and a verification report detailing all works carried out has been submitted to and approved in writing by the local planning authority.

The reasons 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. 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 CP17 and DP32.
3. In order to ensure that the proposals meet the terms of Policy CP11 of the Local Development Framework and to ensure that the level of vehicle movements are managed in relation to the Strategic and Local Highway Network.
4. To ensure the satisfactory functioning of the development, to promote the use of a range of modes of transport, and minimise the use of the car and to ensure that the level of staff and car movements are managed in relation to the Strategic and Local Highway Network.
5. To prevent unnecessary light pollution and to ensure that the development does not impact on the amenities of neighbouring and nearby residents.
6. To ensure that the site is adequately drained and does not result in flooding elsewhere.
7. 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 CP17 and DP32 and mitigates the impact of the building on nearby residential properties.
8. To ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development. Additional car parking

will need to be assessed in terms of their impact on the Strategic and Local Highway Network.

9. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.
10. In order to protect the site workers during the development phase and site occupants post development as the proposed development is on the site of a former World War Two airfield and therefore there is the potential for unexploded ordnance to exist on site.
11. In the interests of human health and to ensure that any contamination is managed.

#### Informative

1. A CIRIA publication entitled "Unexploded ordnance (UXO) A guide for the construction industry, report C681" was published in 2009 and provides good practice guidance for the management of risks presented by UXO to the construction industry. The applicant is advised to refer to this guide if UXO is suspected or encountered.
2. Condition 3 above is required to safeguard the performance of the strategic road network. Any proposal for change to the requirements of the condition should be the subject of consultation with the strategic highway authority.