

**Parish: Sandhutton**  
Ward: Thirsk  
**11**

Committee date: 3 May 2018  
Officer dealing: Miss Charlotte Cornforth  
Target date: 10 May 2018

**17/02625/FUL**

**Description: Construction of a fabrication workshop for the manufacturing of agricultural steel framed buildings to include associated hard standing and boundary security fence**

**At: Crossbones Farm, Sandhutton**

**For: Mr Peter Walker**

**This application is referred to Planning Committee as the application is a departure from the Development Plan**

## **1.0 SITE, CONTEXT AND PROPOSAL**

- 1.1 Crossbones Farm is a former agricultural farmstead located on the western edge of the former Skipton Old Airfield to the south west of the village of Sandhutton and to the south east to the settlement of Holme, across the River Swale.
- 1.2 The proposed building will measure 123.44 metres in length to handle long lengths of steel, 16.76 metres at its widest, 7.686 metres to the eaves and 8.413 metres to the ridge. The proposed materials are to be profiled steel sheeting and concrete walls with the roof having approximately 15% roof lights to reduce the need for electric lighting. The main colour of the roof and side cladding is proposed to be dark green BS 12-B-29 with Poppy Red BS 04-E-53 flashings as a contrast.
- 1.3 Two of the existing buildings are to be retained and repaired where necessary. These buildings are to the north of the proposed building. The building furthest to the north is a 1950's former pig farrowing house building, with timber sides and will be used as an office. The other building is more modern in construction, with concrete blocks wall and fibre cement roof. This building will be used as a general purpose storage building for ancillary equipment to the main agricultural buildings including bolts, fixings, guttering, brackets, screws etc that will be stored on palettes.
- 1.4 The internal layout of the building will include (from left to right) a small steel storage area, a shotblast, CNC controlled sawing and drilling line, manufacture of fittings, cleats and end plates, a plating area with an overhead crane, a cut and drilled beam holding area, a welding line and a painting area.
- 1.5 The applicant's company has outgrown its existing site at Holly Farm, Kirby Sigston (approximately 13.7 miles from the application site via road). The applicant highlights that the company needs to set up a new production facility to install modern CNC machinery to remain competitive and be able to comply with ever increasing demands of CE marking and other legislation. The proposals would employ the equivalent of 11 full time employees on site, with the potential for this to increase.
- 1.6 The applicant has provided information that states they have searched for suitable sites both inside and outside Hambleton District, but have failed to find appropriate sites. The alternative sites and reasons that they have been discounted are as follows:

### Dalton Airfield

Planning permission was granted at land on the north side of Dalton Old Airfield in 2015 for a fabrication workshop for the manufacturing of agricultural buildings.

However, the applicant has stated that in January 2017, they were having doubts as to whether the Dalton Airfield proposal was ever going to happen due to issues within the vendor's family (the details of which the applicant is not aware of). The applicant then contacted the Business and Economy Officer at the Council who provided the applicant with the names of three land-owners on Dalton Industrial Estate. The applicant contacted all of these and they were either unwilling to sell or hadn't any suitable sites available.

#### Sowerby Gateway

The applicant made enquiries about Sowerby Gateway to Castlevale (the administrators of the Sowerby Gateway project), and it seemed that all the land was for lease not sale and at the time they did not think that there would be any sites available of the size and shape the applicant required. As the current application shows, the applicant's require a long narrow site to get a building that allows for a straight through production line layout. The applicant has further stated that the commercial land at Sowerby Gateway is also very close to a major new housing development which for the type of activities proposed, does not seem to be sensible mix.

#### Allanbrook Industrial Park

The applicant has advised that Allanbrook Industrial Park has no suitable sites available either for sale or to let and is closer to residential properties when compared to the Crossbones Farm site.

#### York Road Industrial Estate

York Road Industrial Estate has no large enough sites available for sale or to let, and is full to capacity.

1.7 The applicant highlights that Crossbones Farm is an ideal site for their needs; for the supply chain, the proximity for the existing employees who travel from mainly Thirsk and Northallerton, it has good access for goods vehicles, it has the capacity to accommodate a long narrow building that is well suited to the highly efficient production facility proposed and it is also far away from residential areas to reduce the potential to cause a nuisance.

1.8 The applicant has also advised the following regarding the need for a shot blaster at the site.

Currently all our steel is bought in and stored already shot-blasted and painted. This is necessary to prevent the steel from rusting whilst it is being stored outside. The fact that the steel is already painted however does lead to a number of issues and inefficiencies. The largest issue to us is cost, we are currently paying £40-£45 per tonne for the steel to arrive blasted and primed whereas with a blaster of our own within the workshop we can store the steel untreated and remove all corrosion as the steel enters the workshop. This results in large savings as well as preventing the need for the steel to be primed before processing as it can go through the dry atmosphere of the workshop as clean steel without a risk of rusting. This means it only needs painting once instead of twice leading to both cost and environmental benefits as-well as reducing fumes from welding the steel as there will be no primer on the steel when it is welded. This makes the process kinder on the environment and much nicer for those working in the workshop as there are far less fumes to contend with.

1.9 The site is accessed via the existing vehicular access into the Skipton Old Airfield off the A167.

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

- 2.1 02/01278/APN - Application for prior notification to provide storage facilities for straw, tractors and accessories and hospital/recovery accommodation; Granted 31.07.2002.

## **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 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  
Core Strategy Policy CP19 - Recreational facilities and amenity open space  
Core Strategy Policy CP21 - Safe response to natural and other forces  
Development Policies DP1 - Protecting amenity  
Development Policies DP3 - Site accessibility  
Development Policies DP4 - Access for all  
Development Policies DP6 - Utilities and infrastructure  
Development Policies DP9 - Development outside Development Limits  
Development Policies DP16 - Specific measures to assist the economy and employment  
Development Policies DP17 - Retention of employment sites  
Development Policies DP30 - Protecting the character and appearance of the countryside  
Development Policies DP32 - General design  
Development Policies DP33 - Landscaping  
Development Policies DP36 - Waste  
Development Policies DP42 - Hazardous and environmentally sensitive operations  
Development Policies DP43 - Flooding and floodplains  
Development Policies DP44 - Very noisy activities  
National Planning Policy Framework - published 27 March 2012  
National Planning Practice Guidance

## **4.0 CONSULTATIONS**

- 4.1 Parish Council – recommends that the application is refused. The reasons are as follows:

- This is a step change in the use of the airfield from mostly agriculture to heavy industrial. If passed it then sets a precedent for the rest of the airfield for heavy industry like Dalton;
- The hours of working are unsatisfactory 6 days a week 7am-7pm and Sunday working;
- The development has the potential to be very noisy and it appears no independent analysis has been taken on the impact of the increase on the residents of Sandhutton Village;
- HDC planners have previously stated that the site is unsuitable (see reference 17/01290/APN 10th July 2017). What has changed to now allow this application?
- The eventual number of lorries accessing will be considerable. To say they will enter the site from the south is not acceptable as there is no way this can be enforced;

- The information provided by 'JMW Transport Details' again is lacking in detailed information; and
  - The Parish Council have raised the poor transport infrastructure around the airfield however, HDC planning department appear to ignore this issue when processing planning applications, including this one.
- 4.2 Highway Authority – The applicant has previously provided additional transport information relating to the expected growth of the business. This information is considered to be satisfactory and the Local Highway Authority recommends that the routing of construction traffic is conditioned.
- 4.3 RAF Linton on Ouse – No safeguarding objection to the proposal.
- 4.4 Environmental Health (Contaminated Land) – The land contamination and UXO risk assessments submitted by the developer in support of the development have not identified significant contamination that could pose a risk to the development with the exception of asbestos cement roof sheeting. This material is proposed to be removed by an disposed of by licenced contractor.

As the site has a past use as military land and agricultural/industrial use there is a potential risk of unidentified contamination existing on site and therefore I would recommend, as a precautionary measure that a condition is added that if contamination is found or suspected, any time during development that was not previously identified all works shall cease.

- 4.5 Natural England – No comments.
- 4.6 Yorkshire Wildlife Trust – In light of the submitted Bat, Breeding Bird and Barn Owl Survey by MAB Ecology, the survey is thorough and good quality and shows that although bats are very unlikely to be using the buildings for roosting that Barn Owls are present and also breeding birds. I would recommend that Section 9, Mitigation and Compensation on pages 18 and 19 are conditioned so that there is no impact from the development on wildlife.
- 4.7 Environmental Health – following receipt of Nova Acoustics report dated 09/03/2018, the Environmental Health Officer has stated that the noise assessment demonstrates, subject to detailed mitigation measures, that the development could operate without significant loss of amenity. To control the impact on amenity it is necessary to ensure that the measures detailed in the report are implemented and maintained. 11 conditions are recommended.
- 4.8 Environment Agency – no response received to date.
- 4.9 Yorkshire Water – no comments regarding waste water.
- 4.10 Public comments – a letter of objection has been received from the occupier of The Snuggle Up, a residential property located on the south edge of the village of Sandhutton, approximately 1.5 kilometres from the site (as the crow flies). A summary of the objection is as follows:
- I can see no reason why Crossbones Farm on Skipton Airfield would now be deemed as acceptable for this type of development;
  - The applicant has a site on Dalton Airfield with planning permission (Planning Application No.15/02803/FUL) for a fabrication workshop for the manufacturing of agricultural steel framed buildings which was said to be "The Ideal Site" with the steel supplier being on site and the improvement in the road infrastructure making access to the A19 & A1M vastly improved;

- The applications own Traffic Survey state that there will be "A substantial increase in HGV traffic" onto the site, most of which will be travelling through Sandhutton Village (this is incorrect)
- Too many small rural villages are seeing inappropriate developments because they meet with HDC wider plan, against local Parish Council wishes and without proper consultation with the village parishioners most of whom never hear about the application till it's too late, this application would affect the village as a whole but no letters of consultation have gone out to anyone; and
- Skipton Airfield has historically been for agricultural use being mainly pig breeding units and turkey sheds, lately there has been a trend towards none agricultural developments again without consultation with the people that live in the rural village.

4.11 Lead Local Flood Authority - Further to the additional information submitted, the LLFA has now reviewed this and is happy for the application to proceed, subject to a suitably worded condition.

We note that the applicant has identified the destination for surface water as the River Swale. This will require consent from the Environment Agency and the applicant should approach the EA for this prior to construction of the drainage system.

The applicant has confirmed in the additional information provided that the discharge rate from the site will be the assumed greenfield rate of 1.4 litres per second per hectare. This rate will apply to all rainfall events up to and including the one in one hundred year rainfall event with an additional 20 % allowance for increased rainfall due to climate change.

Exceedance flows from the site will be managed by use of an overflow from the attenuation pond which is to direct such flows safely towards the receiving watercourse and away from buildings and plant. A map or plan of this route should be provided at the detailed design stage.

The applicant has provided a maintenance schedule, detailing maintenance requirements for the attenuation basin and the hydro brake. The person or body responsible for maintenance should be identified and the maintenance regime communicated to them at the detailed design stage.

The applicant has confirmed that permission is in place in the form of a wayleave, for drainage to cross land adjacent to access the watercourse. A condition regarding the runoff rate, storage requirements and maintainable is suggested.

## **5.0 OBSERVATIONS**

5.1 The key determining issues are (i) the principle of development, (ii) the impact of the proposals upon the character of the area, (iii) the impact of the proposals on the amenities of nearby residents, (iv) servicing and access arrangements (including traffic flows) and (v) flooding and drainage.

### The principle of development

5.2 Policy CP11 of the Local Plan guides on the Distribution of new employment development and promotes most employment development in the Service Centres (and Leeming Bar and Dalton Airfield), although small scale development will be supported in Service Villages. 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.

- 5.3 The proposals are however, not related to a new business but a consolidation of an existing business that is based within Hambleton District and in need of investment and renewal. Consideration should be given to supporting existing businesses to grow to realise their potential and this could include relocation, in accordance with Policy DP16. The proposals would employ the equivalent of 11 full time employees on site, with the potential for this to increase.
- 5.4 The former Skipton Old Airfield is not an allocated site for development. The LDF Allocations Document does not set out how, or if, the Old Airfield should be allowed to develop for employment purposes. As a result, any proposal for development must be assessed on its merits in the light of the Development Plan policies.
- 5.5 The National Planning Policy Framework guides that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
- 5.6 Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.
- 5.7 In this case, considered should be given to the scale and shape of the proposed building and relocating an existing business within the District should be noted.
- 5.8 The applicant has considered Sowerby Gateway amongst other sites within the District and has found these not to be suitable for their needs as the land was for lease not sale and at there are no available sites of the size and shape required to achieve the production line layout.
- 5.9 The applicant's concern about taking a site close to housing is understood. The fabrication process involves use of steel and this would risk noise complaints if dropped or handled without extreme caution if there was housing nearby.
- 5.10 There are nearest noise sensitive receptors (NSR) within and around the Old Airfield. To the south east, there are some NSRs that appear to be associated with one of the nearby agricultural businesses they are approximately 1.1km from the site. To the east in Sandhutton there are NSRs at about 1.4km. The nearest NSR to the south of the site is at a distance of approximately 1.7km. To the west in Holme on Swale at about 1000m and to the north at about 1.3km
- 5.11 Policy CP11 concludes that development must comply with the Policies of the LDF and in particular should be sustainable in design, in conformity with Policies CP1, CP17, and address the objectives of Policy CP18 in relation to protecting and minimising the loss of natural resources.
- 5.12 In this case, the proposed building will remove a vast amount of derelict buildings and the proposed building will improve the visual appearance of the area. Weight should be given to that fact that the applicant has explored numerous other allocated employment sites within the District and for reasons that have been detailed in this report, this has not been possible. Weight should also be given to the fact that the site is some distance from residential properties. The activities associated with the use include shot blasting which is an activity that causes noise.

- 5.13 The assessment of the proposal has shown that the operational requirements of the business are for an area of land that cannot be accommodated within allocated employment sites. Whilst the requirements of the business are not explicitly for a rural location the assessment shows that there are no available sites within the Development Limits of settlements, this was a conclusion found in the previous application for the fundamentally the same development that was approved on land at Dalton Old Airfield (15/02803/FUL). Therefore whilst there remains a policy tension with the provisions of CP4 i. with regard to the test:

“it is necessary to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in a smaller village of the countryside...”

the absence of available sites would preclude the growth of the business, as such resistance to the proposal would be contrary to the intension of the final part of CP4 i. that allows for development that

“...and will help to support a sustainable rural economy.”

- 5.14 Therefore, it is considered that subject to satisfying the other material planning considerations that will be appraised further throughout the report, the principle of development is considered acceptable.

#### The impact of the proposals upon the character of the area

- 5.15 The proposals have been designed in a manner that serves the function of the building, by being long and narrow to handle long lengths of steel. The building is large in scale and forms major development by virtue of its floor area.
- 5.16 The proposed building will remove a vast amount of derelict buildings and the proposed building will improve the visual appearance of the area the agent has stated that the scale of the proposed building is similar to others on the airfield.
- 5.17 The siting of the building will retain the historic association of the site and the cross bone shape. The scale, form, detailed design, use of materials and colour of the materials are considered appropriate and sympathetic to the character and appearance of the area.

#### The impact of the proposals on the amenities of nearby residents

- 5.18 Following receipt of Nova Acoustics report dated 09/03/2018, the Environmental Health Officer has stated that the noise assessment demonstrates, subject to detailed mitigation measures, that the development could operate without significant loss of amenity. To control the impact on amenity it is necessary to ensure that the measures detailed in the report are implemented and maintained. 11 conditions are recommended.
- 5.19 It is therefore considered that subject to conditions the proposal will not cause a material adverse impact upon neighbouring amenity.

#### Servicing and access arrangements (including traffic flows)

- 5.20 The applicant has stated the following with regard to transport:

The initial increase in local traffic is set to consist of in the region of three inbound deliveries a week and three outbound deliveries a week, although this is expected to rise considerably. Currently there are a large number of companies based on the old airfield including several large poultry rearing

sites with biomass boilers serving them, a grain handling and drying facility, Harper Bagged Products, and a large green waste recycling facility. We are setting up a manufacturing facility which will only have raw materials in and finished product out, so the rise in traffic is small in comparison to the current quantity of traffic. This is an acceptable impact as the roads are quite capable of carrying the increased traffic without noticeably affecting traffic through populated areas.

- 5.21 The applicant further highlights that the company's existing employees are currently based between Northallerton and Thirsk and the proposed site will make very little change to their current driving pattern. A large percentage of the customers are based to the south of our current location and the proposed new site will considerably reduce travelling time. Access to and from the major trunk roads (A1 and A19) north and south is good, using either the A61 or the A167 for raw materials in and finished product out.
- 5.22 Within the site there is to be a circular route for all goods vehicles in the interest of safety and efficiency and to allow all vehicles to enter and leave the site in forward gear. There is also space within the site for staff and visitors to park. Staff will also car share that will reduce the comings and goings to the site.
- 5.23 Considering the above and the comments of the Local Highway Authority, it is therefore considered that the proposals would be acceptable and would not materially impact on highway safety.

#### Flooding and drainage

- 5.24 The site falls within flood zone 1, which is at the lowest risk of flooding.
- 5.25 The new building will be constructed slightly above existing ground levels and it is considered that this reduces the already small risk of flooding and means that any flood water can easily drain away from the building should the highly unlikely event of flooding occur.
- 5.26 Foul drainage will be dealt with by means of a package treatment plant discharging to a soak-away separate from any rainwater drainage.
- 5.27 The applicant has stated that there is an existing surface water drainage system left from when site was still used as an airfield that has proven more than sufficient to drain the water from the existing hard standing ground and buildings on the site however additional drainage will be required to handle the runoff from the proposed new building. The proposed new hardstanding is planned to be made of a permeable material.
- 5.28 The Lead Local Flood Authority and Yorkshire Water have raised no objection to the proposal.

## **6.0 RECOMMENDATION**

- 6.1 That subject to any outstanding consultations permission 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)



Map 1 - Location Plan

Map 2 – Block Plan

Map 3 – Access to site

Map 4 – Vehicle routes and parking within the completed development

Map 5 – Parking, material storage and wheel wash facilities during development stage

Map 6 – Drainage Plan

Proposed Floor Plans and Elevations – Scale 1:200 (all received 05.12.2017)

Detailed floor plan – received 12.04.2018

Unless otherwise approved in writing by the Local Planning Authority.

3. Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum flowrate of 1.4 litres per second per hectare for up to the 1 in 100 year event. A 20% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.
4. Unless otherwise approved 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 details of the routes to be used by HCV construction traffic have been submitted to, and approved in writing by, the Local Planning. Thereafter the approved routes shall be used by all vehicles connected with construction on the site.
5. Section 9 of the Mitigation and Compensation measures as detailed on pages 18-19 of the MAB Bat, Breeding Bird and Barn Owl Scoping Survey for Crossbones Farm dated February 2018 shall be carried out in full.
6. The use hereby permitted shall not take place outside the hours of 6am and 6pm and at no time on Sundays and Bank Holidays.
7. There shall be no deliveries to and from the site and no HGV movements outside the hours of 7am and 6pm and at no time on Sundays and Bank Holidays.
8. The permitted building shall be constructed to have a minimum sound reduction index of 25 dB Rw. Details demonstrating the buildings sound reduction index shall be submitted to the Local Planning Authority. No alterations shall be made to the construction of the building without the written approval of the Local Planning Authority.
9. No shot blasting machine shall be installed or used at the site with an LAeq at 1m of more than 95dBA. Details of the shot blasting machine installed shall be submitted to the Local Planning Authority. Prior to use of the shot blasting room details of the additional acoustic cladding to be installed to this room shall be submitted to the Local Planning Authority for written approval. Thereafter the approved cladding shall be installed and maintained in accordance with the approved details.
10. Other than the movement of materials into and out of the building there shall be no working of or on metal outside of the building hereby permitted.

11. All doors and windows shall remain closed other than the time needed for pedestrian or materials access/egress.
12. All conveyor entrances shall be fitted with PVC strip curtains which are installed and maintained so that there are no gaps in the curtains and the opening is closed when no materials are passing through.
13. Prior to commencement of the development details of surface finishes for roads and parking areas and programme of work shall be submitted to the Local Planning Authority for approval. There after the surface finishes shall be installed and maintained in accordance with a programme of works that has been approved.
14. Loading and unloading of materials shall not take place other than in the areas identified in Appendix C of the Nova Acoustics report dated 9/3/18.
15. Prior to commencement of the use of the development a 3.2m closed board acoustic fence with a minimum density of 10kg/m<sup>3</sup> shall be installed in the location identified in Appendix C of the Nova Acoustics report dated 9/3/18. Thereafter the fence shall be maintained in accordance with the details of the aforementioned report.
16. If contamination is found or suspected at any time during development that was not previously identified all works shall cease and the Local Planning Authority shall be notified in writing immediately. No further development shall be undertaken until a detailed site investigation and risk assessment, having regard to current best practice, has been carried out. Where remediation is necessary a Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority before any further development occurs (see informative notes CL2 and CL4).
  - a) No further development shall commence until the approved remediation scheme has been implemented.
  - b) The development shall not be brought into use until a Verification Report, having regard to current best practice, has been submitted to and approved in writing by the Local Planning Authority (see informative note CL5).

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 DP1, DP28 and CP17.
3. To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere.
4. In the interests of highway safety and the general amenity of the area.
5. To minimise the risk or disturbance to bats and their future use of the site, in accordance with Hambleton Local Development Framework Policies CP116 and DP31.
6. To control the impact on amenity in accordance with Hambleton Local Development Framework Policies CP1 and DP1.
7. To control the impact on amenity in accordance with Hambleton Local Development Framework Policies CP1 and DP1.

8. To control the impact on amenity in accordance with Hambleton Local Development Framework Policies CP1 and DP1.
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15. To control the impact on amenity in accordance with Hambleton Local Development Framework Policies CP1 and DP1.
16. In order to take proper account of the risks to the health and safety of the local population, builders and the environment and address these risks and in accordance with the Hambleton Local Development Framework CP21.

#### Informative

1. Contaminated Land Notes for Applicants

CL2 - Detailed site investigations should have regard to current best practice and the advice and guidance contained in CLR11 (Environment Agency, 2004), British Standards including BS10175: 2011 "Investigation of potentially contaminated sites – Code of Practice" and BS5930: 1999 "Code of practice for site investigations", and the National Planning Policy Framework (NPPF) 2012.

CL4 - Remediation Strategies should have regard to current best practice and the advice and guidance contained in CLR11 (Environment Agency, 2004). Further advice is contained in the YALPAG Technical Guidance for Developers, Landowners and Consultants "Development on Land Affected by Contamination", version 9.2 March 2018. Remediation Strategies should include an options appraisal, objectives for remediation, proposed remediation works, proposed verification works, permits or consents required, contingency measures and unexpected contamination, and timescales.

CL5 - Verification reports should have regard to current best practice including CLR11 (Environment Agency, 2004) and YALPAG Technical Guidance for Developers, Landowners and Consultants documents "Development on Land Affected by Contamination", version 9.2 March 2018, "Verification Requirements for Cover Systems", version 3.4 November 2017, and "Verification Requirements for Gas Protection Systems, version 1.1 (YALPAG, 2016). Verification reports should contain the details and objectives of all the remediation works undertaken on site. This should include a description of all remediation works carried out including photographs, certificates and transfer notes, plans showing areas remediated, volume and location of materials affected by contamination and treated or disposed of either on or off-site, volume and source of clean materials re-used or imported

onto site, justification for any deviation from the agreed remediation strategy, details of any unexpected contamination encountered, details of verification sampling including laboratory results and comparison with agreed remediation criteria, evidence of appropriate installation of gas protection systems, and conclusions demonstrating that all pollutant linkages have been broken.