



Report Reference Number 2020/1325/FUL

To: Planning Committee
Date: 7 April 2021
Author: Rebecca Leggott (Senior Planning Officer)
Lead Officer: Ruth Hardingham (Planning Development Manager)

APPLICATION NUMBER:	2020/1325/FUL	PARISH:	Cliffe Parish Council
APPLICANT:	Condor Projects Ltd	VALID DATE:	9th December 2020
		EXPIRY DATE:	3rd February 2021
PROPOSAL:	Erection of new hangar		
LOCATION:	Birchwood Lodge Market Weighton Road Barlby Selby North Yorkshire YO8 5LE		
RECOMMENDATION:	APPROVE		

This application has been brought before Planning Committee, as the application has been called in by Ward Councillor Arthur due to concerns over the adverse impact on the residential amenity of neighbouring occupiers, through visual and noise impacts.

1. INTRODUCTION AND BACKGROUND

Site and Context

- 1.1. The application site is located between the villages of Barlby and North Duffield and outside the defined development limits of both settlements and is therefore located within the open countryside.
- 1.2. The application site is located to the north of the A163 Market Weighton Road comprises land to the north east of Birchwood Lodge. The site consists of a mixture of existing buildings used by Condor Projects Ltd in the carrying out of their specialist civil engineering business and aviation projects. The application site is surrounded by existing buildings at Birchwood Lodge to the west, a grass runway to the north, with open fields beyond, open fields to the east and residential properties to the south.
- 1.3. This is 1 of 2 applications on this agenda, the other being 2021/0107/FUL - Erection of new workshop to replace temporary workshop.

The Proposal

- 1.4. The application form describes the proposals as a proposed new hangar. The Design and Access Statement indicates that the new hangar is to provide valuable additional storage space as the aviation arm of the business expands. The buildings will be formed utilising shipping containers as the main structure, with larch cladding to provide a simple smart dynamic aesthetic which sits comfortably in the rural surroundings and matches the existing buildings on site.
- 1.5. The new hangar will be erected to the north-east of the site as indicated on the drawing. The new hanger has a triangular footprint measuring approximately 5.8 metres in height 19.9 metres in width and 20.7 metres in depth.

Relevant Planning History

- 1.6. The following historical application is considered to be relevant to the determination of this application.
- 2021/0107/FUL, Erection of new workshop to replace temporary workshop, Decision: PCO.
 - 2020/0366/FUL, Proposed erection of research and development building to replace an existing store building, Decision: PER, Decision Date: 04-JUN-20.
 - Application 2018/1387/FUL for the proposed forming of new storage area, forming of new workshop and use of runway for any day of the week, was approved on 15th October 2019.
 - Retrospective application 2007/0408/FUL for the retention of livery stables was approved on 25 May 2007.
 - Application 2012/0248/COU for a proposed change of use of existing buildings for use by Condor Projects Ltd (mix of uses comprising B1/B2/B8) following the demolition of some existing buildings was approved on 21 May 2012.
 - Application 2012/0926/DPC for the discharge of condition 2 (materials) of approval 2012/0248/COU for the change of use of existing buildings for use by Condor Projects Ltd (mix of uses comprising B1/B2/B8) following the demolition of some existing buildings was Part Discharged on 23 November 2012.
 - Application 2013/0349/DPC for the discharge of condition 2 (materials) to substitute previously approved materials of approval 2012/0248/COU for the change of use of existing buildings for use by Condor Projects Ltd (mix of uses comprising B1/B2/B8) following the demolition of some existing buildings was Discharged on 8 May 2013.
 - Application 2014/0959/FUL for the proposed conversion of existing building to form manager's dwelling and conversion of existing building to disabled living accommodation was Approved on 12 March 2015.

- Application 2015/0763/FUL for the proposed erection of 2m high fence was approved on 11 September 2015.
- Application 2015/0768/FUL for the proposed conversion of building to allow disabled accommodation (amendment to previously approved application 2014/0959/FUL) was approved on 9 December 2015.
- Application 2016/0141/COU for the proposed change of use to form grass runway was approved on 9 March 2017. It should be noted that this permission had a time limit of 2 year. This expired on 9th March 2019.
- Application 2017/0528/FUL for the proposed construction of hanger/storage building was refused on 10 November 2017.

2. CONSULTATION AND PUBLICITY

- 2.1. **Riccall Parish Council** - Riccall Parish Council have raised no objections to the proposed development.
- 2.2. **Barlby Parish Council** – Barlby Parish Council have raised no objections to the proposed development.
- 2.3. **Cliffe Parish Council** – No comments received within the statutory consultation period.
- 2.4. **NYCC Highways Canal Rd** – NYCC Highways have raised no objections to the proposed development subject to a condition relating to private access/ verge crossings: constructions requirements.
- 2.5. **Land Use Planning Yorkshire Water Services Ltd** – No comments received within the statutory consultation period.
- 2.6. **The Ouse & Derwent Internal Drainage Board** – The IDB has raised no objections subject to a number of standard conditions.
- 2.7. **Neighbour Summary** - All immediate neighbours were informed by letter, a site notice was erected, and an advert placed in the local press. It is noted that 3 letters of objection were received. In summary these raise concerns for:
- Noise disturbance, increased vehicle movements;
 - The building is in the flight path of the planes;
 - Traffic and highway safety, due to increased vehicle movements.
 - Overlooking and loss of privacy, due to the viewing platform and increased visitors to the site;
 - Over development of the site;
 - Lack of visual amenity;
 - Impact on the open countryside; and
 - Pollution

3. SITE CONSTRAINTS

Constraints

- 3.1. The application site is located outside the defined development limits of any settlement and is therefore located within the open countryside. The application site is located within Flood Zone 1.

4. POLICY CONSIDERATIONS

- 4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states "if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise". This is recognised in paragraph 11 of the NPPF, with paragraph 12 stating that the framework does not change the statutory status of the development plan as the starting point for decision making.
- 4.2. The development plan for the Selby District comprises the Selby District Core Strategy Local Plan (adopted 22nd October 2013) and those policies in the Selby District Local Plan (adopted on 8 February 2005) which were saved by the direction of the Secretary of State and which have not been superseded by the Core Strategy.
- 4.3. On 17 September 2019 the Council agreed to prepare a new Local Plan. The timetable set out in the updated Local Development Scheme envisages adoption of a new Local Plan in 2023. Consultation on issues and options took place early in 2020. Consultation on preferred options took place in early 2021. There are therefore no emerging policies at this stage so no weight can be attached to emerging local plan policies.
- 4.4. The National Planning Policy Framework (February 2019) (NPPF) replaced the July 2018 NPPF, first published in March 2012. The NPPF does not change the status of an up to date development plan and where a planning application conflicts with such a plan, permission should not usually be granted unless material considerations indicate otherwise (paragraph 12). This application has been considered against the 2019 NPPF.
- 4.5. Annex 1 of the National Planning Policy Framework (NPPF) outlines the implementation of the Framework -

"213.existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)."

Selby District Core Strategy Local Plan

- 4.6. The relevant Core Strategy Policies are:
- SP1 – Presumption in Favour of Sustainable Development
 - SP2 – Spatial Development Strategy
 - SP13 – Scale and Distribution of Economic Growth
 - SP15 – Sustainable Development and Climate Change
 - SP18 – Protecting and Enhancing the Environment
 - SP19 – Design Quality

Selby District Local Plan

4.7. The relevant Selby District Local Plan Policies are:

- ENV1 – Control of Development
- EMP2 – Location of Economic Development
- EMP9 – Expansion of Existing Employment Uses in Rural Area
- T1 – Development in Relation to the Highway Network

5. APPRAISAL

5.1. The main issues to be taken into account when assessing this application are:

- Principle of Development
- Design and Impact on the Character and Appearance of the Area
- Impact on Residential Amenity
- Impact on Highway Safety
- Flood Risk and Drainage

The Principle of the Development

5.2. Policy SP1 of the Core Strategy outlines that "when considering development proposals, the Council will take a positive approach that reflects the presumption in favor of sustainable development contained in the National Planning Policy Framework" and sets out how this will be undertaken.

5.3. Policy SP1 is therefore consistent with the guidance in Paragraph 11 of the NPPF.

5.4. Policy SP2 (c) of the Core Strategy states that "Development in the countryside (outside Development Limits) will be limited to the replacement or extension of existing buildings, the re-use of buildings preferably for employment purposes, and well-designed new buildings of an appropriate scale, which would contribute towards and improve the local economy and where it will enhance or maintain the vitality of rural communities, in accordance with Policy SP13; or meet rural affordable housing need (which meets the provisions of Policy SP10, or other special circumstances".

5.5. Policy SP13 of the Core Strategy states that in rural areas, sustainable development which brings about sustainable economic growth through local employment opportunities or expansion of businesses and enterprise will be supported, including (amongst other things) the re-use of existing building and infrastructure and the development of well-designed new buildings. In all cases development should be sustainable and be appropriate in scale and type to its location, not harm the character of the area, and seek a good standard of amenity.

5.6. Policy EMP9 of the Selby District Local Plan relates to the expansion of existing employment uses in rural areas and sets out that proposals for the expansion and/or redevelopment of existing industrial and business uses outside development limits and established employment areas, as defined on the proposals map are acceptable in principle, subject to four criteria which will be assessed later in this report.

- 5.7. The application is for the proposed erection of a new hangar. The proposed building would be used in association with the existing use of the site, which has permission for B1/B2/B8. The site is currently occupied by Condor Aviation, the applicant states within the submitted documents that Condor Aviation are, the leading company in the UK for experimental aircraft and are among the world leaders in the use of radial engines in sport aircraft.
- 5.8. In terms of the need for the proposals the applicant has advised that, the proposals would provide valuable additional storage space as the aviation arm of the business expands.
- 5.9. Overall, the proposals are considered acceptable in principle as the scheme would present an expansion of an existing business facility, which would support the growth of rural enterprise and is well designed and is considered appropriate in terms of its scale in accordance with Local Plan Policy EMP9 and Core SP13.
- 5.10. Where the proposed scheme may be acceptable in principle it would be required to meet the policy, tests set out in Local Plan Policy EMP9 (1), (2), (3), (4) and all other relevant local and national policy tests.
- 5.11. The impact on acknowledged interests against the above policy tests is considered in the following parts of the report, including the issue of scale.

Design and Impact on the Character and Appearance of the Area

- 5.12. Relevant policies in respect of design and impact on the character of the area include Policies ENV1 (1) and (4) and EMP9 of the Selby District Local Plan and Policy SP19 "Design Quality" of the Core Strategy. Significant weight should be attached to the Local Plan Policies ENV1 and EMP9 as they are broadly consistent with the aims of the NPPF. Relevant policies within the NPPF, which relate to design, include paragraphs 124, 127, 128, 130 and 131.
- 5.13. The site lies within the open countryside, which by its very nature is sensitive to new development. New buildings should respect their setting, be well related to existing structures and take advantage of screening where possible. The application site is located to the north east corner of the existing site, which consists of a group of commercial buildings and is screened from the A163. The application site already hosts a cluster of buildings, which include workshop, accommodation and site office, with the more open aspects of the site being the grassed runway.
- 5.14. The comments of the occupiers of the neighbouring properties in relation to the proposed development have been noted. These relate to, over development of the site; lack of visual amenity; and impact on the open countryside.
- 5.15. In terms of the appearance and scale of the proposed building it is noted that this would be relatively large in footprint and height. The new hangar would have a triangular footprint measuring approximately 19.9 metres in width, 20.7 metres in depth and 5.8 metres in height from the existing ground floor level with a shallow mono pitch roof.
- 5.16. Whilst being detached, the building would reflect the character and appearance of the area as it would be designed to look like a typical agricultural outbuilding, with its portal framed design, shallow roof and timber cladded exterior. Due to the buildings position it is not regarded to have a significant impact on the character of

the rural area. Further to this, the materials to be used in the construction of the proposed scheme would be simple and traditional materials, as detailed on the application form:

- Walls – Larch cladding
- Roof – Profile metal sheet roofing (dark green and grey)
- Doors – Grey aluminium doors/ windows

5.17. The proposed building would be located to the north east corner of the site. Whilst it is noted that the building would be located some distance away from the cluster of existing buildings on site, there would be limited views of the hangar from Market Weighton Road and surrounding properties. Further to this, there is a clear requirement for the building to be located towards the end of the runway, given the use of the building would be to store aircraft. Therefore, it is considered that the new hangar would not have any significant adverse impact on the character and appearance of the surrounding area. Furthermore, having regard to the context of the site, it is not considered that the proposal would be unduly visually intrusive within the open countryside.

5.18. In terms of landscaping and boundary treatments, all existing boundary treatments are to be retained as seen on site. However, it is considered reasonable to attach a condition requesting further details of landscaping along the eastern and southern boundaries of the site.

5.19. Having regard to the above, it is considered that the proposed new building is sited appropriately. The proposals are therefore acceptable in terms of design and appearance and would not have any significant adverse impact on the character and appearance of the area. The proposal is therefore in accordance with Policies ENV1 (1) and (4) and EMP9 of the Selby District Local Plan, Policy SP19 of the Core Strategy and policies within the NPPF.

Impact on Residential Amenity

5.20. Relevant policies in respect to impact on residential amenity include Policies ENV1 (1) and (4) and EMP9 of the Selby District Local Plan and Policy SP19 "Design Quality" of the Core Strategy. In respect of the NPPF it is noted that one of the Core Principles of the framework is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

5.21. The comments of the occupiers of the neighbouring properties in relation to the impacts of the proposed development on residential amenity are noted. These include concerns for, noise disturbance and pollution.

5.22. It should be noted that this application relates only to the erection of a new hangar building on site and does not relate to working hours, use of the runway or the use of other parts of the site.

5.23. In respect of the proposed building, while the proposed building would be visible from neighbouring properties, given the size, siting and design of the proposed building and its relationship to neighbouring residential properties, with a separation distance of approximately 123 metres. It is considered that the proposal would not have an oppressive appearance when viewed from any neighbouring residential properties. Further to this, any visual impact is further reduced by the low scale of the buildings the existing fence and the planting that has taken place.

- 5.24. In terms of the use of the building it is not considered that they would introduce any new uses on the site, given the existing permission for B1/ B2/ B8. A condition is suggested in the recommendation, restricting the use of building to the operator of the wider site, to ensure the building and site isn't subdivided in order to control the use of the site in the interests of the amenities of neighbouring properties.
- 5.25. Overall given the siting of the proposed scheme and the distance to surrounding residential properties, the proposal would not result in any adverse effects of overshadowing so as to have any adverse effects on the amenities of the occupiers of any neighbouring properties.
- 5.26. The proposal is therefore acceptable in terms of its impact on residential amenity in accordance with Policies ENV1 (1) and (4) and EMP9 of the Selby District Local Plan, Policy SP19 of the Core Strategy and the advice contained with the NPPF.

Impact on Highway Safety

- 5.27. Policies in relation to highway safety are Policies ENV1 (2), T1 and EMP13 (3) of the Local Plan and Policy SP19 of the Core Strategy and paragraphs 34, 35 and 39 of the NPPF.
- 5.28. The comments of the neighbouring properties are noted. These include concerns for, highway safety, due to increased vehicle movements. North Yorkshire County Council Highways have been consulted on the application and have raise no objections subject to a condition relating to improvements to the existing access.
- 5.29. In considering the above, officers consider that the proposed condition is reasonable as the use of the site is intensifying and there is sufficient space on site in order to cater for the access upgrade.
- 5.30. Having regard to the above, it is considered that the proposal would not result in a detrimental impact on highway safety in accordance with Policies ENV1 (2), T1 and EMP9 (1) of the Local Plan, Policy SP19 of the Core Strategy and the advice contained within the NPPF.

Flood Risk and Drainage

- 5.31. The application site is located within Flood Zone 1, which has a low probability of flooding. No sequential or exceptions test is therefore necessary.
- 5.32. In terms of drainage, the submitted application form states that surface water would be disposed of via sustainable drainage system. However, no details of this have been supplied. Further to this, the application form states that no provisions are to be made for the disposal of foul water.
- 5.33. The Ouse and Derwent Internal Drainage Board and Yorkshire Water have been consulted on the proposals. The Ouse and Derwent Internal Drainage Board have advised that they have no objections to the proposals, subject to a condition requiring drainage works to be agreed. It is considered that attaching the condition requiring drainage works to be agreed as part of any planning permission is sufficient for the purposes of this application.

5.34. On the basis of the above the proposals are considered to be acceptable in terms of drainage, and flood risk and therefore accord with Policies SP15, SP16, SP19 of the Core Strategy, and paragraph 163 of the NPPF.

6. CONCLUSION

6.1. This type of development for the expansion of an existing business use is supported by the NPPF and in development plan policy and EMP9 of the Core Strategy. It is considered that the proposed building is considered acceptable in all respects. Furthermore, it is considered that the NPPF is a material consideration and in line with paragraph 83 and 84 of the NPPF relating to the expansion of all types of business in rural areas and the recognition of business and community needs in rural areas would be acceptable.

6.2. Therefore, subject to the conditions set out below, this application complies with the up to date Framework guidance and with, principally SDLP Policy EMP9 and compliance with the conditions would create a scheme in compliance with the development plan.

7. RECOMMENDATION

7.1. This application is recommended to be APPROVED subject to the following conditions:

01. The development for which permission is hereby granted shall be begun within a period of three years from the date of this permission.

Reason:

In order to comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.

02. The development hereby permitted shall be carried out in accordance with the plans/drawings listed below:

- Location Plan – 20-126 S-002 01
- Proposed Site Plan - 20-126 P-002 02
- Proposed Plans and Elevations – 20-1126 P-001 02

Reason:

For the avoidance of doubt.

03. The materials to be used in the construction of the external surfaces of the proposed development hereby permitted shall be as stated on the application form:

- Walls – Larch cladding
- Roof – Profile metal sheet roofing (dark green and grey)
- Doors – Grey aluminium doors/ windows

Only the approved materials shall be utilised.

Reason:

In the interests of visual amenity and in order to comply with Policy ENV1 of the Selby District Local Plan.

04. The development hereby permitted shall only be used for the storage of aircraft and shall not at any time be used for the maintenance or repair of aircraft, or for any other purpose. Furthermore, there shall be no external storage of aircraft parts within the application site. The development hereby approved shall be used in association with Condor Projects Ltd & Condor Aviation International Ltd only. The building shall only be occupied in connection with the existing business on site hereby approved and not sold off separately.

Reason:

To avoid the establishment of additional businesses on site outside development limits; to comply with the terms of the application as submitted; and to comply with Policy EMP9 of the Selby District Core Strategy

05. Prior to the commencement of the development hereby approved a scheme of landscaping and boundary treatment should be submitted to and approved by the Local Planning Authority. The scheme of landscaping shall be carried out accordance with the approved details in the first planting season following occupation of the building and be retained and maintained for a period of 5 years.

Reason:

In the interests of visual and residential amenity and in order to comply with Policies ENV1 and EMP9 of the Selby District Local Plan.

06. A scheme of surface water drainage should be submitted to and approved by the local planning authority prior to the development first being first brought into use. This should include details of discharge rates, the existing surface water discharge and details of the Sustainable Drainage System – SUDS (Combined Systems) and any surface water to adjacent watercourse.

Reason:

To ensure the development is provided with satisfactory means of drainage and to reduce the risk of flooding.

07. The development must not be brought into use until the access to the site at Birch Lodge, Market Weighton Road has been set out and constructed in accordance with the ‘Specification for Housing and Industrial Estate Roads and Private Street Works’ published by the Local Highway Authority and the following requirements:

The existing access must be widened to give a minimum carriageway width of 4.5 metres, extending 20 metres into the site and must be constructed in accordance with Standard Detail number A2 and the following requirements.

- Any gates or barriers must be erected a minimum distance of 20 metres back from the carriageway of the existing highway and must not be able to swing over the existing or proposed highway.
- Provision should be made to prevent surface water from the site/plot discharging onto the existing or proposed highway in accordance with the specification of the
- Measures to enable vehicles to enter and leave the site in a forward gear.

All works must accord with the approved details.

Reason:

In accordance with policy T1 and T2 of the Selby Local Plan in the interests of highway safety and the general amenity of the area.

INFORMATIVES:

01. INFORMATIVE:

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the NPPF.

02. HIGHWAYS:

You are advised that a separate licence will be required from the Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.

03. COAL:

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

04. RIPARIAN MAINTENANCE RESPONSIBILITY:

Any watercourse adjacent to and/or affected by this development is not maintained by the IDB's. The responsibility for the continued maintenance of any such watercourse and its banks rests ultimately with the riparian owners.

05. CONSENT – DISCHARGE:

Under the IDB's Byelaws the written consent of the Board is required prior to any discharge (directly or indirectly) into any watercourse within the Board's District.

8. Legal Issues

8.1. Planning Acts

This application has been determined in accordance with the relevant planning acts.

8.2. Human Rights Act 1998

It is considered that a decision made in accordance with this recommendation would not result in any breach of convention rights.

8.3. Equality Act 2010

This application has been determined with regard to the Council's duties and obligations under the Equality Act 2010. However, it is considered that the recommendation made in this report is proportionate taking into account the conflicting matters of the public and private interest so that there is no violation of those rights.

9. Financial Issues

Financial issues are not material to the determination of this application.

10. Background Documents

Planning Application file reference 2020/1325/FUL and associated documents.

Contact Officer: Rebecca Leggott (Senior Planning Officer)

Appendices: None