

Omega 2: Proposed Visitor Reception Centre

Planning, Design and Access
Statement

August 2014

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1. Introduction

- 1.1. This Planning, Design and Access Statement ('the Statement') has been prepared to support an application by Morgan Sindall for full planning permission for the development of a new visitor reception centre, vehicle inspection bay, delivered goods store, guardhouse kiosk, vehicle entrance and exit points, and parking facilities at the Authority facility west of Scarborough, North Yorkshire.
- 1.2. The purpose of the scheme is to provide modern and secure facilities for receiving visitors to the site, consolidated in one location to the south of the existing main buildings. The scheme incorporates a visitor reception building with meeting rooms and office space, plus internal traffic management and parking facilities for staff and visitors.
- 1.3. The Statement (Document Ref: 5133025-ATK-00-XX-RP-Z-0001) is part of a suite of documents and drawings which form the full planning application. The following material is submitted with the application and should be read in parallel with the Planning, Design and Access Statement (some of which is confidential and not for public viewing or distribution):

- Completed Application Form and Ownership Certificate A

Confidential:

- Extended Phase 1 Habitat Survey – Golder Associates, 8 August 2014
- Flood Risk Assessment and Drainage Statement – 3e Consulting Engineers Ltd, July 2014
- Geo-environmental Assessment - 3e Consulting Engineers Ltd, 30 July 2014
- Noise Issues and Assessment – Apex Acoustics, 3 August 2014
- Tree Survey Report – Golder Associates, July 2014
- Landscape Scheme and Management Plan (including Planting Schedules) – Atkins, August 2014
- Lighting Layout and Luminaire Schedule – Atkins, August 2014
- Heritage Statement – Wardell Armstrong, August 2014

| P / C | Drawing Title | Drawing Reference Number | Site / Building Number | Scale | Size |
|-------|--------------------------------------|-----------------------------|------------------------|----------------|------|
| C | Existing Site Plan and Location Plan | 5133025-ATK-00-ZZ-DR-A-1900 | Site | 1:200 / 1:2500 | A0 |
| C | Proposed Site Plan (Sheet 1 of 2) | 5133025-ATK-00-ZZ-DR-A-1901 | Site | 1:200 | A0 |
| C | Proposed Site Plan (Sheet 2 of 2) | 5133025-ATK-00-ZZ-DR-A-1902 | Site | 1:200 | A0 |
| C | Existing Site Sections | 5133025-ATK-00-ZZ-DR-A-1903 | Site | 1:500 | A1 |
| C | Proposed Site Sections | 5133025-ATK-00-ZZ-DR-A-1904 | Site | 1:500 | A1 |

| | | | | | |
|---|--|-----------------------------|-------------|-------|----|
| C | Surface Water GA South | 5133025-ATK-00-XX-DR-C-7004 | Site | 1:250 | A1 |
| C | Foul Water GA South | 5133025-ATK-00-XX-DR-C-7005 | Site | 1:250 | A1 |
| C | GA – Gradients and Levels South | 5133025-ATK-00-XX-DR-C-7002 | Site | 1:250 | A1 |
| C | GA - Gradients and Levels North | 5133025-ATK-00-XX-DR-C-7102 | Site | 1:250 | A1 |
| P | VRC – Ground Floor Plan | 5133025-ATK-01-GF-DR-A-1910 | Building 01 | 1:100 | A1 |
| P | VRC - Roof Plan | 5133025-ATK-01-RF-DR-A-1911 | Building 01 | 1:100 | A1 |
| P | VRC - Elevations | 5133025-ATK-01-XX-DR-A-1912 | Building 01 | 1:100 | A1 |
| P | DGS - Ground Floor and Roof Plan | 5133025-ATK-02-XX-DR-A-1920 | Building 02 | 1:100 | A1 |
| P | DGS - Elevations | 5133025-ATK-02-XX-DR-A-1921 | Building 02 | 1:100 | A1 |
| P | VIB - Floor and Roof Plan | 5133025-ATK-03-XX-DR-A-1930 | Building 03 | 1:100 | A1 |
| P | VIB - Proposed Elevations | 5133025-ATK-03-XX-DR-A-1931 | Building 03 | 1:100 | A1 |
| C | Surface Water GA North | 5133025-ATK-00-XX-DR-C-7104 | Site | 1:250 | A1 |
| C | Soft and Hard Landscaping (Sheet 1 of 2) | 5133025-ATK-00-ZZ-DR-L-6001 | Site | 1:200 | A0 |
| C | Soft and Hard Landscaping (Sheet 2 of 2) | 5133025-ATK-00-ZZ-DR-L-6002 | Site | 1:200 | A0 |
| C | Site Lighting Plot Plan | 5133025-ATK-00-ZZ-DR-E-3102 | Site | 1:200 | A0 |

(P = Public / C = Confidential)

2. Scheme Background

2.1. Site Location and Description

- 2.1.1. The application site is located to the south west of Scarborough, approximately 3km from the town centre. The site lies in the open countryside, outside of the settlement boundary. It is accessed via Irton Moor Lane off Racecourse Road, which is the A170 Scarborough to Pickering road, and provides a direct link to the centre of Scarborough.
- 2.1.2. The existing main entrance to the site is accessed via Irton Moor Lane. Access to the site is controlled from the Security Gatehouse located adjacent the main entrance. The lane continues north past the main entrance and provides connections to various farm roads, then passes through East Ayton and reconnects to the A170 further west.
- 2.1.3. The site is currently open ground and maintained as managed grassland, situated immediately south of a security fence and the cluster of existing buildings within the facility. Open fields lie to the east and west, with the buildings of Irton Mount farm and caravan park to the south. Irton Moor Lane provides the boundary to the west, partly aligned with hedgerow. A line of trees and hedgerow forms part of the southern boundary, with an unmetalled access track just within the site perimeter. The topography of the site is gently sloping from north to south. The landscape surrounding the facility is characterised by open fields interspersed with hedgerows, areas of woodland and scattered farmsteads. The smaller settlements of East Ayton and Irton lie further west and south respectively.
- 2.1.4. There are no environmental constraints affecting the site itself. The site is not within an area at risk of flooding. There is a Scheduled Monument to the south east of the site - a section of linear earthwork on Seamer Moor Hill. The North York Moors National Park extends to the west and north-west of the site and at its closest is approximately 1.2km from the site boundary. The Raincliffe and Forge Valley Woods Site of Special Scientific Interest (SSSI) lies just over 2km north west of the site.

2.2. Existing Building and Facilities

- 2.2.1. Approximately three miles from the Town Centre, the facility moved to its present location in early 1943, previously the site of the old Scarborough racecourse. The working conditions in the original facility were far from ideal. Space, heating and water supplies were inadequate, and rainwater would seep into the building.
- 2.2.2. Work on the Main Operations building began in 1972 and all operations had been relocated to it by 1974. In July 2001, the site was given its current name. Subsequent phases of work have been carried out at the site during 2012 and 2013.
- 2.2.3. The existing security gatehouse is positioned on the Western side of the site on an East/West axis. It comprises a detached, irregularly shaped, single-story building measuring approximately 21m x 17m overall. The existing building footprint covers approximately 248 square metres.
- 2.2.4. Dating from the early 1970's, the security gatehouse has been modified to add an aluminium and perspex visitor's area to the front of the building. More recently, a new reception counter and Access Control have also been added. The majority of the building is of low rise steel frame, brickwork and cladding design subdivided internally into rooms. Generally open plan there are security offices, administrative areas, staff welfare facilities and externally a garage and wash down point for the patrol vehicle at the rear of the building. The security control room is glazed on two external elevations to provide visibility of the inner entrance gate and access road. The majority of the building relies on natural ventilation.

- 2.2.5. The adaptations over time have sought to improve the functionality and requirements of this building, with limited success. Originally conceived for the simple function of providing security for the site and booking staff / visitors in, it does not address the needs of today, with over 40 years of technological evolution. The age and condition of the existing building and the need to provide a more welcoming and modern image, coupled with broader functionality and flexibility has in essence made the existing Security Gatehouse unfit for purpose and inadequate for the modern needs of the site.
- 2.2.6. Currently there are two car parks serving the facility. The Visitors car park is located on the opposite side of the Lane, opposite and to the West of the security gatehouse, comprising an open tarmac area for 38 cars plus 2 disabled parking spaces. The staff car park is directly to the North of the security gatehouse and comprises 129 parking spaces, 2 disabled parking spaces, 10 motorbikes and 20 bicycles.
- 2.2.7. The Visitors car park is rarely at full capacity. It suffers from being separated from the site on the other side of the Lane. The staff car park shares the same entrance off the Lane as other vehicles waiting to enter the site. This can cause congestion and operational challenges when delivery vehicles are waiting to enter the site whilst staff are arriving / departing from the car park.
- 2.2.8. Deliveries to / from the facility pass through the Security Control gates adjacent to the existing gatehouse and then onto the site. A one way service road runs around the facility for deliveries, which are dropped off at various locations around the site. Refuse is dealt with in the same manner. The current solution has to be adopted as no centralised storage facility exists.

3. The Proposed Development

3.1. Scheme Objectives and Proposals

- 3.1.1. The Client's vision is for a larger purpose-built Visitor Reception Centre (VRC), Delivered Goods Store (DGS), covered Vehicle Inspection Bay (VIB) and new parking facilities positioned to the South West of the site. In summary, the development would provide:
- New entrance and exits to the site, drop off area, internal circulation and vehicle waiting;
 - Visitor Reception Centre;
 - Delivered Goods Store;
 - Vehicle Inspection Bay;
 - Enlarged staff car park;
 - Separate visitor car park;
 - Fencing to delineate areas;
 - Security measures;
 - Parking, highway, pathway and building illumination;
 - Tree planting and soft landscape infill to part of the Southern boundary of the site and low level soft landscaping to the roads and car parks;
 - New foul drainage via an underground proprietary sewage treatment plant and ground infiltration;
 - New surface water drainage using ground infiltration, via interceptors where required; and
 - Alterations to the existing site entrance, demolition of the existing security building, extension of perimeter fencing and provision of accessible parking bays for staff.

Proposed Buildings and Facilities

- 3.1.2. The single storey VRC will include a visitor reception area and toilets for visitors, meeting facilities and security team offices and facilities. The DGS would be a dedicated facility for the storage of delivered goods and onward transfer to site. It would also act as the refuse collection point. The VIB would be a glass sided semi enclosed 'drive through' facility for the searching of vehicles, as required prior to permitting them on site. A rejection lane will be provided for vehicles not permitted or vehicles accidentally turning into the site.

Amendments to Existing Facilities

- 3.1.3. Alterations to the existing site entrance in the vicinity of the main building will be made to extend the outer perimeter fencing and to provide new personnel fencing parallel to the outer fence. This will involve taking up a portion of the existing staff car park surface which will be surfaced with gravel between the two fences. The upper portion of the car park will be utilised for ISO storage containers. New entrance gates and a new section of road will pass through the two fences to provide access for staff to 7no. accessible parking bays and for emergency access. Alterations to the internal access road will link with the existing ring road within the site, with vehicle speed controlled near the main building entrance with a raised table. The existing single storey security building will be demolished once the new VRC is operational.

Access and Parking

- 3.1.4. New vehicle entrance and exits are proposed to the site from the existing lane with significantly improved arrangements for drop off and set down (including buses and taxis), circulation for staff, visitors and deliveries to site and waiting for vehicles off the highway.
- 3.1.5. The design proposes a visitor car park with 38 standard and 2 accessible parking spaces. The staff car park, following entry past the new gatehouse, will provide 212 standard car parking spaces, 20 motorbike spaces and 26 bicycles spaces. There is a separate area, following entry past the new gatehouse, for 5 accessible/disabled staff car parking spaces. There is also provision for 10 additional staff car parking spaces near the delivered goods store.

Lighting

- 3.1.6. Lighting will be utilised to ensure that staff and visitors are working in a safe and secure environment. The developed area will utilise a number of different LUX levels in line with the requirements laid out in the Lighting Against Crime standard. Higher LUX levels will be localised to only where they are required and all lighting will be appropriately covered to minimise light pollution. In some cases timers or triggers for lighting configurations may be deemed appropriate to reduce this further and cut energy usage.

Fencing

- 3.1.7. An upgrade to the existing perimeter fence will be undertaken. This will predominantly involve modifying the existing fenceline to accommodate the new development. The fence utilised will be in keeping with the existing fencing at the site (4m in overall height). This perimeter configuration is intended to preserve the integrity of the site and safety of the occupants. Additionally a less substantial fence (1.2m in height) will be introduced around the circumference of the car parks to prevent the theft of vehicles and discourage unauthorised parking on a private site.

CCTV

- 3.1.8. CCTV cameras will monitor the new car parks to ensure the safety of staff and visitors and that rights of way are obeyed within the site boundary. The cameras will be focused on the developed area though as the adjacent land belongs to the same owner there will be no privacy or Data Protection issues. These cameras will at times be mounted on free standing poles.

Landscape and Planting

- 3.1.9. Soft landscaping proposals include additional planting along the boundary hedges and in the amenity grass areas. Planting is also proposed in the car park, in the form of new groundcover, under planting and accent planting. The hard landscaping proposals include precast concrete paving around the building frontage and along the main access path, rear access ramp and steps, and car park footway. Tarmac paving will be used for the car park.

Drainage Proposals

- 3.1.10. All surface water drainage elements (including storm water attenuation/soakaway facilities) will be designed under pipe full conditions. All surface water is proposed to infiltrate into the ground via soakaways. A series of Sustainable Urban Drainage (SuDS) features are proposed including infiltration/soakaways in the form of below ground 'honeycombed' storage structures, trapped outfall gullies, catchpits, infiltration trenches and filter carrier drains. Foul drainage is proposed to be provided via an on-site sewage treatment plant, followed by infiltration via a drainage field of perforated pipes.

4. Recent Planning History

4.1. No recent planning applications have been submitted for new development at the facility. A series of planning applications submitted between 1975 and 2005 were however listed on the Council's online planning pages and these are listed below for information:

- Planning application ref. 05/00656/GD: *Erection of 9no 9.15m antennas and the construction of an underground chamber enclosed with stock proof fencing*
- Planning application ref. 98/00658/GD: *Defence Estate Organisation notification under circular 18/84 for enhancement of security measures*
- Planning application ref. 96/00583/GD: *Notification under Circular 18/84 for the erection of a single-storey modular building with link to main building*
- Planning application ref. 96/00582/GD: *Notification under Circular 18/84 to provide additional car parking facilities*
- Planning application ref. 75/00627/GD: *Erection of new incinerator building*

5. Planning Policy Context

5.1. Introduction

- 5.1.1. This section reviews relevant planning policies, at both national and local levels. At the national level, the planning policy and guidance is provided by the National Planning Policy Framework (NPPF), published in March 2012. The NPPF is a key part of the Government's reforms which aim to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The framework supersedes the myriad of Planning Policy Statements (PPS) and Guidance (PPG) documents which previously provided the planning policy framework for England.
- 5.1.2. The Development Plan for the area is provided by the Scarborough Borough Local Plan 1999. The current Local Plan will eventually be superseded by a replacement Local Plan for the Borough. The new Plan is currently at draft stage and therefore although key policies are set out below, these can only be afforded limited weight.

5.2. National Planning Policy Guidance

- 5.2.1. The NPPF contains a number of references to the presumption in favour of sustainable development. Its dimensions give rise to the need for the planning system to perform the following roles:
- an economic role – contributing to building a strong, responsive and competitive economy.
 - a social role – supporting strong vibrant and healthy communities.
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment.
- 5.2.2. The pursuit of sustainable development encompasses improvements in the built, natural and historic environments, as well as in people's quality of life, including:
- 'Making it easier for jobs to be created in cities, towns and villages;
 - Moving from a net loss of bio-diversity to achieving net gains for nature;
 - Replacing poor design with better design;
 - Improving the conditions in which people live, work, travel and take leisure; and
 - Widening the choice of high quality homes'.
- 5.2.3. Paragraph 17 of the NPPF sets out 12 core planning principles which plan making and decision taking should promote. These cover:
- Empowering local people to set out a vision for the future;
 - Promoting creative ways to enhance and improve places;
 - Proactively drive and support economic growth;
 - Secure high quality design;
 - Take account of different roles and character areas;
 - Support the transition to a low carbon future;

- Conserve and enhance the natural environment;
- Encourage effective use of land by reusing brownfield land;
- Promote mixed use development and encourage multiple benefits from the use of land;
- Conserve heritage assets;
- Actively manage patterns of growth to make the fullest use of sustainable transport; and
- Support local strategies to improve health, social and cultural wellbeing for all, and delivery sufficient community and cultural facilities and services to meet local needs.

5.2.4. The NPPF also sets out 13 key policies; key themes relevant to this development proposal are set out below:

7: Requiring Good Design states that it is important to plan positively for the achievement of high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes (para 57).

10: Managing the challenge of Climate Change, flooding and coastal change requires local authorities to adopt proactive strategies to mitigate and adapt to climate change and states that when setting any local requirement for a buildings sustainability they should do so in a way consistent with the Government's zero carbon policy and adopt to national standards

11: Conserving and enhancing the natural environment stipulates the protection and enhancement of the natural environment, namely through protecting and enhancing valued landscape and minimising impacts on biodiversity and providing net gains in biodiversity. In addition to preventing new development adversely affecting soil, air, water and remediating contaminated land where appropriate.

5.3. Borough Local Plan 1999

5.3.1. The Borough Local Plan was statutorily adopted on 3rd April, 1999 and was originally intended to guide the future development of the area in the period up to 2006. The Plan has two main purposes:-

- i) to set out the Borough Council's policies for the control of development; and
- ii) to make proposals for the development and use of land and to allocate land for specific purposes.

5.3.2. The policies considered most relevant to the proposed Omega 2 facility are Policies E1, E7, E11, E12, E13, E27, E39, E41, I4, T7, T8 and T10.

5.3.3. Policy E1 'Protection of Open Countryside' advises that land outside of the settlement boundary is regarded as open countryside where development will be strictly controlled and only permitted where, inter alia, an open countryside location is essential and no suitable alternative exists. Development permitted in such a location will have regard to its setting as well as to the local nature conservation interests.

5.3.4. Policy E7 'Local Nature Conservation Sites' states that development that could have an adverse impact on nature conservation interests will only be permitted where its benefits outweigh the nature conservation importance of the site in question, or where planning conditions or legal agreements can be used to minimise or compensate for any harm caused by the development.

- 5.3.5. Policy E11 'Protection of Water Resources' does not permit development that would lead to a deterioration or threaten the quality of surface, underground, or sea water.
- 5.3.6. Policy E12 'Design of New Development' requires the design of new development to result in visually attractive buildings which complement and positively contribute to the character and appearance of their surroundings. The following will be considered by the LPA when assessing development proposals:
- Scale;
 - Form;
 - Height;
 - Layout;
 - Materials;
 - Colouring;
 - Fenestration;
 - Architectural detailing, including brickwork and stonework; and,
 - Landscaping.
- 5.3.7. Policy E13 'Landscaping of New Development' advises that the design of new development is expected to incorporate landscaping schemes including details of how existing attractive landscape features have been protected. Landscaping schemes are also expected to include substantial areas of hard and soft landscaping and tree planting as well as maximising the potential for creating and maintaining wildlife habitats.
- 5.3.8. Policy E27 'The Protection of Significant Views' seeks to ensure that new development does not adversely impact on views of and from the area's important landscape and townscape features. Key views that the policy seeks to protect are of and from the North York Moors fringe, the Wolds, the coastal zone, Oliver's Mount and the designated conservation areas.
- 5.3.9. Policy E28 'Archaeology' states a presumption in favour of the preservation of nationally important archaeological remains. The policy requires that where research indicates that archaeological remains may exist within a site, applicants will be required to submit an archaeological field evaluation to assist the determination of the application. Conditions may be applied to undertake an archaeological investigation prior to the development commencing and/or the siting and design of new buildings and foundations to enable the preservation in situ of any remains.
- 5.3.10. Policy E39 'Development Affecting Hedgerows and Trees' requires that any impact of new development on hedgerows and trees which make an important contribution to landscape character or wildlife, is kept to an absolute minimum.
- 5.3.11. Policy E41 'Access for the Disabled' states that applications for new development used for employment and education purposes will be required to demonstrate suitable access for people with disabilities.
- 5.3.12. Policy I4 'Safeguarding Existing Employment Areas' seeks to protect existing industrial and business premises and sites.
- 5.3.13. Policy T7 'Car Parking' advises that provision of operational car parking and servicing space will be required to meet the needs of all new development. Maximum parking levels for new development are provided in the 'Car Parking Standards' (Appendix C of the Local Plan). The maximum non-operational provision for offices in greenfield sites is 1 space / 20 sq m GFA.

- 5.3.14. Policy T8 'Public Transport' supports proposals that encourage the use of public transport or that improve existing provision. The policies advises that larger new developments should, where appropriate, be accessible to buses and incorporate bus stopping and passenger waiting facilities.
- 5.3.15. Policy T10 'Facilities for Cyclists' requires the provision of secure cycle parking facilities in association with all major developments.

5.4. Emerging Local Plan

- 5.4.1. The new Local Plan for the Borough which will eventually supersede the 1999 Plan has progressed to draft stage. Consultation on the draft Plan ended on 8th August 2014.
- 5.4.2. During the consultation exercise the Borough Council sought views on planning policies and the proposed location of housing and other forms of development across the Borough up to 2030.
- 5.4.3. Given that the Plan is at a relatively early stage in the adoption process, its policies can only be afforded limited weight. Nevertheless, the draft policies most relevant to the Omega 2 scheme are briefly highlighted below.

Policy SD 1 'Presumption in Favour of Sustainable Development' seeks to reflect the approach to development promoted in the NPPF and also encourages applicants to work jointly with the LPA to find solutions that mean that proposals can be approved wherever possible.

Policy DEC 1 'Principles of Good Design' promotes good design in new development and sets out a number of principles that all new development will be required to meet.

Policy EG 4 'Safeguarding Existing and Committed Employment Sites' seeks to safeguard existing sites and premises.

Policy EG 5 'Expansion of Existing Businesses in the Countryside' permits the expansion of existing employment sites and premises into land outside of the defined development limits provided that:

- 'a. The proposed development cannot physically and reasonably be accommodated within the curtilage of the existing site;
- b. There is a proven need for such development in terms of the operational requirements of the business;
- c. There is a proven need for the development to be located at the proposed site;
- d. The scale of development is appropriate in the proposed location; and,
- e. There is no unacceptable impact on the character of the countryside or the surrounding landscape.'

- 5.4.4. **Policy ENV 2 'Environmental Risk'** expects proposals to respond to the implications of environmental risk and the effects of climate change by, inter alia, using mitigation measures such as Sustainable Drainage Systems where possible in order to facilitate development in areas of sensitive drainage; ensuring development has adequate provision for foul and surface water disposal in advance of occupation; maintaining good ambient air quality standards.
- 5.4.5. **Policy ENV 3 'Groundwater Protection'** states that proposals will have to demonstrate that they do not compromise groundwater and its abstraction.

5.5. Other Material Considerations

Borough Landscape Character Assessment (2013)

- 5.5.1. This Landscape Character Assessment (finalised in 2013) forms part of the evidence base for the Borough Local Plan and informs the direction of future landscape planning policy. It will also provide evidence at strategic level for Development Management decisions.
- 5.5.2. The Assessment describes, assesses and evaluates the character of the rural landscapes of the area, identifying broadly aspects of the landscape which would be sensitive to change, and appropriate strategies for the landscapes.
- 5.5.3. The landscape character of the Borough has been created by a combination of physical, historic, natural, social and economic processes. This diversity is recognised in the identification of 14 landscape types, each with a distinct and relatively homogenous character with similar physical and cultural attributes, including geology, landform, land cover and historic evolution.
- 5.5.4. The landscape types are further subdivided into component landscape character areas. The character areas are discrete geographic areas that possess the common characteristics described for the landscape type. Each character area has a distinct and recognisable local identity.
- 5.5.5. The landscape type that characterises the application site is that of the Tabular Foothill. Within this landscape type the site falls in the East Ayton landscape character area (character area E2). Key characteristics include:
- Smoothly rolling landform, which shapes the foothills topography.
 - Bedrock geology is formed by layers of limestone and sandstone, and overlain in places with sand and gravel deposits.
 - Farmland, predominantly large fields of arable use, with some rough grassland fields for pasture and grazing in the north.
 - There are a number of areas of lowland calcareous grassland (Priority BAP Habitats) which are also recognised as SINC, and Black Rigg plantation forms a large area of coniferous woodland, also designated as a SINC.
 - The principle historic landscape processes acting on the landscape are semi irregular enclosure shaped by modern improved fields, plus a few smaller areas of Parliamentary Enclosure consisting of medium sized regular fields.
 - There are a significant number of bowl barrows which are recognised as sites of scheduled (ancient) monuments, which are typically limited to the northern part of the character area.
 - A low density of dispersed settlement, which is composed of scattered stone built farmsteads and a small cluster of modern residential properties in the south.
 - A large scale, open landscape, with a simple land use dominated by farmland.
 - Densely vegetated field boundaries and rural roads, and occasional woodland blocks help to create a greater legibility within the landscape, and introduce intimate, enclosed features which contrast with the typically open and simplistic character which prevails elsewhere.
 - Expansive views south across the landscape and to the Vale of Pickering. Intervisibility to the north, west and east is largely confined by rising landform and the wooded scarps which fringe parts the area.

- 5.5.6. The strategy put forward in the Assessment for this landscape character area is to enhance and restore the landscape, seeking opportunities to create improved landscape connectivity (by using trees, hedgerow boundaries and woodland), whilst seeking to respect the expansive, open character of the landscape, protecting the setting of the adjoining National Park.

North Yorkshire and York's Landscape Character Assessment Report (May 2011)

- 5.5.7. The application site falls in the Undulating Lowland Farmland Landscape Character Type. This landscape type is characterised by a rich patchwork of pastures, mixed farm woodlands, copses, hedgerows and scattered picturesque stone villages.
- 5.5.8. In terms of sensitivity to change, the assessment report highlights the following:
- Moderate visual sensitivity overall. In places, woodland and hedgerows limit views, whilst in places there is strong intervisibility with adjacent Landscape Character Types;
 - Moderate ecological sensitivity overall as a result of the combination of hedges, hedgerow tree small stream corridors which provide key habitats;
 - Moderate landscape and cultural sensitivity overall, resulting from the predominantly intact network of drystone walls, mature hedgerows and hedgerow trees.
- 5.5.9. The assessment report provides guidance to managing landscape change. Key points include creating new hedgerows and regenerating existing hedges; encouraging conservation of existing key landscape features and habitats; encouraging the conservation of significant historic buildings and features; conserving open views towards the surrounding higher Moorland Plateaux and Unenclosed and Enclosed Moorland Hills Landscape Character Types.

Transport Assessments SPD (April 2007)

- 5.5.10. The SPD provides guidance to developers and members of the public on the nature and content of transport assessments and when these will be required as part of the planning application submission process.
- 5.5.11. The SPD sets out the Transport Assessment process as well as setting out the minimum GFA which would trigger a requirement for a Transport Statement or Assessment from the Council. For office development (B1) a Transport Statement would be required for development with a minimum GFA of 1,500 sqm; a Transport Assessment would be required for development with a minimum GFA of 2,500 sqm. The SPD also highlights that the LPA reserves the right to require a transport assessment in other instances, particularly where the location and/ or type of development is particularly sensitive.

Sustainable Buildings - Guidance for Developments (March 2008)

- 5.5.12. The guidance sets out the different standards that apply to different types of development:
- Any commercial/non-residential developments with a total useable floorspace of 1000 m² or over would be assessed through BREEAM standards.
 - Residential development comprising 10 or more new dwellings or on a site having an area of 0.5 hectares or more would be assessed through the Code for Sustainable Homes rating system.
 - For all other planning applications, the environmental performance of the development should be demonstrated
 - For 'other forms of development' the guidance advises that sustainability will need to be addressed in a Design and Access Statement.

6. Development Appraisal

6.1. Introduction

- 6.1.1. The following section examines the Proposed Scheme in the context of the Development Plan, national policy guidance and other material considerations. It includes an appraisal of the design and access principles employed in the proposed development and the potential impacts of the proposals on the environment and amenity of the surrounding area.
- 6.1.2. The planning, environmental, design and access considerations relevant to this application include:
- The principle of development;
 - Site options and design parameters;
 - Use, layout and appearance;
 - Scale and amount of development;
 - Impact on landscape, trees and visual amenity;
 - Access and transport impact;
 - Disabled access;
 - Ecological impact;
 - Cultural heritage and archaeology;
 - Flood risk and drainage;
 - Ground conditions and land contamination;
 - Lighting impact;
 - Noise impact;
 - Air quality; and
 - Sustainability
- 6.1.3. The statement examines how these issues are considered and mitigated where necessary in such a way as to minimise the impact on the surrounding environment. These issues and justifications for development are now considered in term below.

6.2. Principle of Development

- 6.2.1. The purpose of the scheme is to provide modern, flexible and secure facilities for receiving visitors to the site. The existing access and security building are constrained in terms of capacity to receive vehicles entering the facility. The existing visitor car park is located on the west side of the lane opposite the site entrance which is poor in safety terms. There is a need to upgrade and consolidate the visitor reception and security measures to support the continuing operations of the facility, which is an important economic driver for the local area.
- 6.2.2. The proposals have been devised in accordance with the NPPF and adopted Development Plan, and have been assessed to gauge any potential impact in terms of the location, appearance and scale of the buildings in the context of local environmental and heritage considerations.

- 6.2.3. An assessment has been undertaken of the potential ecological impacts of the proposal and the formulation of appropriate mitigation measures; ensuring the layout, scale and design of the development minimises the potential impact on the character and quality of the local landscape and countryside; assessing the potential impact of land contamination; and taking account of potential flood risk, surface water drainage and impact upon the cultural heritage of the area. Principles of sustainable design and construction have also been inherent to the scheme in order to assist in meeting carbon reduction objectives.

6.3. Site Options and Design Parameters

- 6.3.1. Options were considered for the siting and layout of the scheme in June 2014, in consultation with the Authority. Option A provided a layout comparable to the current proposals, with an internal vehicle circulation system, separate visitor and staff parking areas, with the Visitor Reception Centre located centrally to optimise site efficiency. Option B sought to relocate the VRC to the east side of the site envelope, with a reorientation of the vehicle circulation system and parking areas. Option A was preferred in terms of the VRC's proximity to the main building and central location for improved security operations.
- 6.3.2. Design options for the VRC were developed to utilise the natural site gradient and to minimise the height and potential prominence of the building. A section analysis is provided at Appendix A which shows options for partially sinking the building into the ground for level or graded entry/exit and testing different roof profiles. The third option was selected, introducing a level entry to the building and graded exit, with a curved roof form to assimilate the building within the landscape.

6.4. Use, Layout and Appearance

- 6.4.1. The proposed development will act as the new gateway for vehicles, people and goods on to the facility. As such the site is designed to safely manage and control entry into the car parks while ensuring the adjacent lane remains free from obstruction. All systems and structures have been designed with the focus of the safety and security of those who will be visiting or using the site on a day to day basis.
- 6.4.2. The proposed VRC is located central to the proposal to provide the shortest views across all components of the development for the security team, whilst providing the most direct route from both car parks for staff and visitors alike. Its location is also closest to the new main building staff entrance completed in the spring of 2014. As outlined in the section above, other locations for the VRC were discounted as being less efficient and operationally, more complicated.
- 6.4.3. The proposed VRC building is designed to provide a modern and welcoming public façade to the facility whilst optimising security and operational management. The building is partially sunken into the ground to minimise the effect of the sloping site and create a single storey front elevation addressing the car parks. The curved roof form, through which the staff will pass, is inspired by the rolling countryside surrounding the area and reflects the curved roof forms of the new staff entrance opened in spring 2014.
- 6.4.4. The DGS is sited at the North Eastern corner of the proposal and is connected to the existing ring road inside the site. It is located away from the principle car movements to facilitate 15m articulated vehicles reverse manoeuvring into the delivery bay. The DGS has the same colours and family of materials for walls, doors and roof as the VRC. Its single storey linear simple form is driven by its internal function of receiving and issuing goods. The roof is monopitch to allow effective siting of the PV cells on top.
- 6.4.5. The VIB is located close to the main entrance and enables a 15m articulated vehicle to manoeuvre through the solid roof and glass sided structure and after inspection, onto the site. Glass is required to the sides to permit visibility through the structure by the security team, whilst minimising its impact. It will be a simple monopitch roof, matching the form of the DGS.

- 6.4.6. Both the security outer fence and the personnel inner fence will be built to match the existing in height, style, colour, lighting and security measures. Around the car parks, site perimeter, entrance road edge and across the rising arm vehicle barriers, will be a 1.2m high fence, complete with manually operated, lockable pedestrian and vehicle gates.
- 6.4.7. Traffic light and intercom systems inside the VIB and at the end of the staff access road will allow communications to those in vehicles from the VRC. Directional signage at the main entrance, at the end of the VIB and at both car parks will give clear instructions to drivers.

6.5. Scale and Amount of Development

- 6.5.3. The proposed development is essentially low rise, with the single storey VRC set within the slope of the site to minimise the overall mass and prominence of the structure in the surrounding landscape. The support buildings are small and functional in scale and appearance, with materials in keeping with the proposed VRC. The extent of hard surfacing in the southern portion of the site associated with the internal circulation and new parking areas will be softened with appropriate planting.
- 6.5.4. The dimensions, built footprint and gross internal floorspace of the buildings and structures are provided in the following table:

| Buildings / Facilities | Height (m) | Width (m) | Length (m) | Footprint (m ²) | Gross Internal Floorspace (m ²) |
|--------------------------------|------------|-----------|------------|-----------------------------|---|
| Visitor Reception Centre (VRC) | 5.8 max | 26.2 | 28.3 | 649 | 600 |
| Delivered Goods Store (DGS) | 5.3 max | 8.0 | 18.7 | 148.5 | 126 |
| Visual Inspection Bay (VIB) | 6.0 max | 7.5 | 18.0 | 135 | 123.7 |
| Guardhouse Kiosk (VCP) | 2.65 | 1.5 | 2.8 | 3.8 | 3.2 |

- 6.5.5. The gross internal floorspace of the Visitor Reception Centre will be 600m². The Delivered Goods Store and Guardhouse Kiosk would equate to an additional 129.2m² of internal floorspace. The total footprint of built structures of the development would be 936.3m².
- 6.5.6. The proposed form, scale and appearance of the proposed VRC building are compatible with the existing main building and surrounding area in terms of its position set within the topography of the site and the wider landscape. The layout, design, selection of materials and external appearance are sympathetic to the context of the development at the existing facility, providing legibility with the neighbouring building and facilities. The proposals are therefore considered to comply with Policy 7 of the NPPF, Policy E12 of the Borough Local Plan 1999 and Policy DEC1 of the emerging replacement Local Plan.

6.6. Impact on Landscape, Trees and Visual Amenity

- 6.6.1. The proposed location for Omega 2 is within the existing boundaries of the Authority owned land, on the southern extents of the site. The facility comprises various technical and administration buildings that generally date from the mid 1970's onwards with some recent additions. There is little formal layout in the arrangement of the buildings; the remainder of the site is undeveloped and consisting of grassland.

- 6.6.2. The proposed site location for the new reception building is on a sloping area that falls away to the southern boundary. The current site is predominantly composed of grassland, there is a mature hedgerow running along the western boundary (to Irton Moor Lane) and screening vegetation along part of the southern boundary in particular adjacent to buildings at Irton Mount.
- 6.6.3. The boundary to the North Yorkshire Moors National Park lies approximately 1.2 km to the west, however there are no specific landscape designations covering the site. There are no Public Rights of Way (PRoW) within or crossing the site.
- 6.6.4. Due to the lack of surrounding settlements and adjacent blocks of vegetation the site is generally well screened within the locality. Apart from the farm buildings located to the south at Irton Mount, which are close enough to have potential views into the site.
- 6.6.5. The proposed location for the buildings lies within an open grassland. To minimise any potential visual impact from the development, it has been designed to sit within the current landform, through the use of cutting into the slope.
- 6.6.6. A Tree Survey Report has been undertaken and is submitted with this application. The Report concludes that overall there are few trees within the surveyed area and that most of the trees identified are either outside of the site area, or creating a screen along its edge. As the majority of the trees contribute to screening, the Report recommends that these are retained where possible.
- 6.6.7. A Landscape and Visual Impact Appraisal of the proposed development has been undertaken and is included in Section 3 of the Landscape Scheme and Management Plan submitted with the application. The appraisal concludes that the proposed development would not affect the immediate or surrounding study area, nor will it impact upon surrounding designated landscapes. The proposals would not require the removal of any trees present on site and it is considered that the design and size of the development would be compatible with the existing buildings on site.
- 6.6.8. Although the site area would experience direct change with the introduction of a new building and additional car parking, it is considered that this will be offset by proposed areas of soft landscape. In terms of visual impact, the scheme will be visible in parts during both construction and operation from PRoW (footpath) No.30.19/19.1, though these views will be partially screened by existing vegetation and boundary fencing. It is therefore considered that the visual impact of the scheme on the PRoW is negligible.
- 6.6.9. The security lighting proposals will be designed to limit the amount of light spread to within 5 metres of the site boundary, the proposed choice and location of the lighting components will reduce the potential effect on the landscape particularly with regards to the close proximity of the North Yorkshire Moors National Park which has a dark skies policy.
- 6.6.10. The proposed development would therefore have minimal visual impact and would preserve the existing landscape character in line with the Borough Local Plan Policies E13 and E27. Given the context of the development, the proposed siting and scale of Omega 2 is considered to reflect the size and scale of existing buildings on site without being overly prominent or detrimental to the surrounding open countryside protected by Policy E1 of the adopted Local Plan. No further mitigation is considered to be required as the design is considered to reflect the existing character across the site.

Landscaping Proposals

- 6.6.11. Drawings reference 5133025-ATK-00-ZZ-DR-L-6001 and 6002 have been prepared showing the proposed hard and soft landscaping schemes for the development and is submitted with this application. The drawing should be read in conjunction with the Landscape Scheme and Management Plan also included in the planning submission.
- 6.6.12. The hard and soft landscape design for Omega 2 seeks to respond to the following aims:

- New planting adjacent to the southern boundary and within the car park to partially reduce the visual impact and aid in integrating the proposals with existing landscape design.
- Provision for pedestrian, maintenance and fire access through a hierarchy of path networks and materials.
- Retention of existing trees

- 6.6.13. The hard landscaping proposals include precast concrete paving around the building frontage and along the main access path, rear access ramp and steps, and car park footway. Tarmac paving will be used for the car park. In terms of soft landscaping, additional planting is proposed along the boundary hedges as well and in the amenity grass areas. Planting is also proposed in the car park, in the form of new shrubs, under planting and accent planting.
- 6.6.14. The design, arrangement and lighting layout of the proposed development, including the landscaping proposals, will minimise landscape and visual impact to protect any local and significant views from the fringe of the North York Moors National Park in accordance with Policy E27 of the Borough Local Plan 1999. The proposed soft landscaping across the site and within the car parking areas will aid in softening the appearance of the hard surfacing element of the scheme, to comply with the objectives of Policy E13 of the Local Plan.

6.7. Access and Transport Impact

- 6.7.1. New access and exit points are proposed onto the adjacent highway (Irtton Moor Lane) with an internal waiting area for visitors and deliveries to site to prevent vehicles backing up onto the lane which currently occurs at the existing north site entrance. This is proposed in the interests of road safety and provides the capacity within the site to carry out security checks of vehicles at the proposed VIB, on route to the car parks or delivered goods store. The internal circulation system includes an 'escape' lane for rejected visitors or those who have entered the site in error. A Guardhouse kiosk is proposed further into the site for barrier controlled entry to the staff car park and DGS.
- 6.7.2. The principal objectives of the proposed internal traffic management and amount of car parking are to support existing and future operations at the site. The proposals reflect Policy T7 of the adopted Borough Local Plan, which advises that the provision of car parking and servicing space will be required to meet the needs of new development.
- 6.7.3. There will be no increase in staff numbers at the facility as a result of the development and no predicted increase in traffic movements. There will be highway safety improvements in terms of drawing visiting traffic immediately off the highway upon arrival which will be segregated from traffic leaving the site via the separate exit onto the lane.
- 6.7.4. Provision of the drop-off and pick-up area within the site will be used by mini-buses which are run by the facility for staff travel to site. Public transport will be encouraged, with potential to attract bus operators to provide a service to the site in the future. Covered facilities for cyclists and motorbikes include the provision of 26no. cycle parking spaces and 20no. motorbike spaces as part of the proposals, with changing and shower facilities within the existing main building.
- 6.7.5. The objectives of the car and cycle parking, safe traffic management and the encouragement of alternative travel modes are inherent to the proposals, to comply with Policies T7, T8 and T10 of the adopted Borough Local Plan 1999.

6.8. Disabled Access

- 6.8.1. The design concept includes considerations relating to accessibility for staff and visitors to the site with disabilities. These include access into the site, drop-off / set down and parking facilities, access up to and into the visitor reception centre, and circulation within the building.

- 6.8.2. The existing site has two wheelchair accessible parking bays for visitors and a further two for staff. This has proven more than adequate for current use, however this is proposed to be increased to current British Standards provided by BS8300: 2001 'Design of buildings and their approaches to meet the needs of disabled people – Code of practice'. Visitors accessing the site will be either staff based at the site, staff visiting from other sites or visitors by appointment only. Visitors will travel from the visitor's car park or drop-off area to the visitor reception centre. There will be no need for any visitors to go to the main building as all meetings will be held in this area. Staff will travel from the accessible parking bays, through the visitor reception and continue to the main building.
- 6.8.3. Wheelchair accessible parking bays are proposed in two locations. BS8300 requires 5% of total capacity to be enlarged spaces for the respective visitor and staff car parks which are separated for security. Two accessible parking bays are provided within the visitor parking area and 5no. accessible parking bays are located close to the proposed pathway entrance to the VRC (location L on the proposed site plan). A further 7no. flexible use accessible bays will be provided for staff within a dedicated parking area close to the entrance of the existing main building. Vehicle access to these bays will be managed by the site security team. All accessible bays will meet AD M in terms of signing, layout and size.
- 6.8.4. Drop-off / set down areas are proposed at two locations (E1 and E2) on the proposed site plan, both of which will provide accessible routes to the visitor reception centre.
- 6.8.5. On the approach to the VRC, all pedestrian main paths and ramps will be a minimum of 1800mm wide to accommodate all non-vehicular traffic without the need for passing places. All planting will remain below 300mm height to ensure visibility across the site for security, which will assist wheelchair users in seeing cars or being seen by drivers. A raised table ramp will be provided across the entrance to the visitor parking to give pedestrian prioritisation and link the paths. Ramp and steps will provide pedestrian access from the car park to the visitor centre. A ramp and steps will then provide access from the visitor reception to the main building.
- 6.8.6. The VRC building has been designed in accordance with the provision of the Building Regulation Approved Document M (2006) (Access to the Use of Buildings). The approach into the building from the visitor and staff car parks to the entrance on the south elevation is via separated pathways. All internal corridor widths, door widths and circulation areas have been designed in accordance with the space standards set out in Part M. The building is single storey with no level change or steps to ensure easy access throughout.
- 6.8.7. The proposed development demonstrates suitable access for both staff and visitors with disabilities in accordance with Policy E41 of the Borough Local Plan 1999.

6.9. Ecological Impact

- 6.9.1. An Extended Phase 1 Habitat Survey has been undertaken by Golder Associates of the land within the site boundary, as an update to a previous Ecological Risk Assessment and survey carried out in 2011. The survey was carried out on 4 August 2014 to record the habitats and vegetation on the site, including an assessment for its suitability to support protected species including badger, bat, breeding birds, amphibians and reptiles.
- 6.9.2. The site is characterised by improved and semi-improved grassland with patches of bare ground and tall ruderal vegetation. A species poor hedgerow aligns the western boundary along Irton Moor Lane. There are a small number of semi-mature trees within the fence line of local ecological value.
- 6.9.3. No evidence of badger was found on the site which is generally unsuitable for sett building. The site may offer some foraging opportunities by no evidence was recorded in 2011 or 2014.

- 6.9.4. There are no mature trees or structures likely to be used by roosting bats on site. The grassland may be of some ecological value to foraging bats in the area but this is considered limited in extent and quality. A bat licensed ecologist has reviewed the proposed lighting plan for the site with regards to potential impact on bat foraging and commuting routes. The site is small and isolated, surrounded by open farmland. Additional lighting is unlikely to significantly affect the local bat population which has been identified as common pipistrelle (recorded within 2km of the site in 2011). This species of bat is not generally adversely affected by lights and no other bat species have been recorded within 2km of the site.
- 6.9.5. The hedgerow along the western boundary and scattered trees within the facility provide suitable habitat for nesting birds, with goldfinch, woodpigeon, blackbird and wrens recorded in the trees during the survey. Red legged partridge were flushed from the vegetation during the site visit but no nests were identified in the survey and ground nesting birds would be unlikely to make use of the site. The habitats within the site are generally unsuitable to support populations of amphibians and reptiles. No ponds suitable for supporting amphibians are located within 250m of the site boundary.
- 6.9.6. The site is considered to have low ecological value and many of the species are common and widespread, with no species of conservation concern recorded during the survey. The hedgerow and trees within the site boundary are of low ecological value, but may have the potential to support breeding birds and invertebrates.
- 6.9.7. Recommendations to enhance the habitats and wildlife on site include the retention and enhancement of the existing hedgerow; vegetation removal to be undertaken outside the bird breeding season or checked by an ecologist prior to removal; employ a low intensity mowing regime along the borders of amenity grassland to enhance biodiversity; and installation of bird or bat boxes where possible.
- 6.9.8. The proposed development will not adversely impact the existing habitat and ecological value of the site and provides opportunities for biodiversity enhancement in accordance with NPPF Policy 11 and Policies E7 and E39 of the Borough Local Plan 1999.

6.10. Cultural Heritage and Archaeology

- 6.10.1. A desk-based assessment of archaeological and cultural heritage issues has been undertaken by consultants Wardell Armstrong, their report (Arch-001) dated August 2014 is submitted with this application. The assessment provides an evaluation of the archaeological and cultural heritage sensitivity of the areas which will be physically disturbed by the proposals. Potential impacts to the heritage resource are identified and discussed.
- 6.10.2. The North Yorkshire County Council Historic Environment Record (HER) was consulted for entries within the 1km search area from the site boundary. There are no Scheduled Monuments within the boundary of the site, but 8 within the search area relating to archaeological remains dating to the prehistoric period. The nearest to the site comprises a section of a late Bronze Age to late Iron Age dyke (reference 23835). The site does not lie within a Conservation Area and there are no Listed Buildings, Registered Parks and Gardens or Registered Battlefields within the search area.
- 6.10.3. The HER records four known non-designated heritage assets within the site boundary which comprise a Roman findspot (part of a roof tile, HER reference MNY12687); the site of Bronze Age barrow (recorded as removed, HER MNY12687) and two sections of a Late Bronze Age to Late Iron Age dyke (HER MNY9606 and MNY9608). The dyke extends across the north-eastern extent of the facility, across the route of the perimeter fencing, which falls outside of the proposed site boundary. The proposals would not disturb land in the immediate vicinity of the Roman findspot or the removed Bronze Age barrow, but may indicate the presence of associated finds and features in the vicinity of the proposals which may be disturbed by the works.

- 6.10.4. Previous archaeological work has been carried out at the site by the local Archaeological and Historical Society during March and April 2012, and between 2008 and 2010, focusing on a section of a presumed prehistoric dyke and an Iron Age rectangular earthwork.
- 6.10.5. The HER is dominated by archaeological remains within the study area dating to the prehistoric period, predominantly Bronze Age funeral remains. Other features include land divisions and defensive earthworks in the form of dykes from the Late Bronze Age to late Iron Age periods. Most significantly, there is a site of a Roman camp recorded 550m east of the site boundary (HER 9570) and a possible Roman road 9HER MNY9399).
- 6.10.6. With regard to statutory heritage assets, the report concludes that the proposed works will not physically impact upon any designated heritage assets. With regard to indirect setting impacts the monuments which will be inter-visible with the proposed car parking and new buildings are already inter-visible with the current fencing and buildings. The proximity and assumed similarity of the proposals to features which are already present within the landscape will result in no further impact to the settings of Scheduled Monuments.
- 6.10.7. In relation to non-designated heritage assets, the frequency and type of non-designated heritage assets, both within and around the site boundary, indicate that the area contains significant evidence of intensive Bronze Age and Iron Age activity. With regard to the proposed work for car parking and new buildings, planning requirements in respect of these archaeological remains will be established under the requirements of NPPF. It is possible therefore, that further work will be required.
- 6.10.8. Any proposed archaeological field evaluation and investigation would be carried out prior to commencing the development, in consultation with the Borough Council and North Yorkshire County Council Heritage Officers, to reflect the requirements of Policy E28 of the Borough Local Plan 1999.

6.11. Flood Risk and Drainage

- 6.11.1. A Flood Risk Assessment and Drainage Statement has been undertaken by 3e Consulting Engineers Ltd, which is submitted to support the application. In accordance with the guidelines produced by the Environment Agency regarding developments in Flood Zone 1, the FRA focuses on the management of surface water and drainage across the site. The report identifies the flood risks posed the site from all sources and sets out the principles for the proposed surface water drainage.
- 6.11.2. The report confirms that based on the Environment Agency's indicative flood map it is understood that the site is not at risk of flooding from rivers or sea up to a 1 in 1000 year event. The report identifies there is no risk of flooding from ground water and while no information is available from the Water Authority of such flooding in the area, the topography of the surrounding area would indicate that the proposed development would be unlikely to be affected should any existing systems fail.
- 6.11.3. Recommendations are made within the report to ensure the development is designed and built to direct any excess surface water run-off away from any of the existing or proposed buildings, towards surface water storage/drainage facilities, and to ensure any overland flows resulting from excess run-off are retained on site within the development area.
- 6.11.4. Further recommendations are made for the proposed drainage system and storm water attenuation/soakaway facilities to ensure no flooding up to the 1 in 30 year event and the 1 in 100 year event plus climate change. Finally the report recommends that foul water should discharge into the existing foul water system present with the facility.

Surface Water Drainage Proposals

- 6.11.5. The proposed surface water drainage facilities will be designed to meet the recommendations of the FRA and Drainage Statement, with setting out and surface water details provided on drawing numbers 5133025-ATK-00-XX-DR-C-7004 and 7104, submitted with the application. All ground levels fall away from buildings and towards surface water storage/soakaway facilities. The surface water drainage system will be designed to accommodate all flows resulting from the 1 in 100 year event (plus 20% climate change).
- 6.11.6. All surface water drainage elements (including storm water attenuation/soakaway facilities) will be designed under pipe full conditions to accept the following design storms and criteria:
- 1) No surcharging above pipe soffit in the 1 year return period;
 - 2) No flooding to any part of the site in the 30 year return period; and
 - 3) Controlled flooding to roads and/or sacrificial areas in the 100 year return period.
- 6.11.7. All surface water is proposed to infiltrate into the ground via soakaways. The soakaway rates and required storage volumes will be designed based on an outflow rate of 4.5×10^{-5} mm/hr, reflecting the advice on infiltration rates provided within the Geo-Environmental Assessment. The infiltration system will be positioned at least 5m away from existing or proposed buildings and the site boundary. Two oil interceptors are proposed to reflect the advice in the FRA and Drainage report, identified on drawing 5133025-ATK-00-XX-DR-C-7004.
- 6.11.8. A series of Sustainable Urban Drainage (SuDS) features are proposed, as follows:
- 1) Infiltration/soakaways in the form of below ground 'honeycombed' storage structures (such as SDS Geolight);
 - 2) Trapped outfall gullie (silt buckets);
 - 3) Catchpits with 300mm sump for siltation;
 - 4) Infiltration trenches;
 - 5) Filter carrier drains (French drains).
- 6.11.9. Due to the steepness and lack of space on site, green features, such as ponds and basins cannot viably be proposed.

Foul Drainage Proposals

- 6.11.10. Following clarification regarding operational matters at the site, the provision of a cesspit to manage foul drainage was concluded to be unfeasible. Equally, connection to the existing foul water drainage system, a significant distance uphill to the north of the proposal, would involve pumps and pits discharging into the old storage tank. This was also considered unfeasible. The alternative is to provide a sewage treatment plant, followed by infiltration via a drainage field of perforated pipes. This has been shown on the foul water general arrangement drawing 5133025-ATK-00-XX-DR-C-7005.

6.12. Ground Conditions and Land Contamination

- 6.12.1. A Geo-Environmental Assessment of the site has been undertaken by 3e Consulting Engineers Ltd, the report of which is submitted to support the application. This provides details of the site investigation works which included borehole and trial pit inspections, plus ground gas and groundwater monitoring. The geological information indicates there are no superficial deposits present on site and no landfill sites recorded with 250m. The site does not lie in a flood risk area and the nearest watercourse is 600m to the north east. The underlying strata is classified as a Principal Aquifer and there are two licensed groundwater abstractions within 1000m of the site, for domestic and farming use.

- 6.12.2. The ground conditions on site comprise made ground to depths of between 0.20m and 1.0m of topsoil with gravel of brick, concrete or glass, underlain by medium dense and locally loose gravel (sand/silt) sand, overlying weathered sandstone. Weathered bedrock comprising weak sandstone is present in all locations.
- 6.12.3. The intrusive works and preliminary gas monitoring confirmed no groundwater present on site. The ground gas monitoring results indicate that combustible gas (methane) is not present, but that carbon dioxide is present at levels around 5% in location BH3.
- 6.12.4. The intrusive works did not identify any physical evidence of contamination or asbestos. The results of laboratory testing on samples of made ground recorded none of the samples elevated above the generic criteria for a commercial end use. The assessment indicates there is a negligible risk to human health and the wider environment from contamination on the site. Based on the results of the investigation, remediation is not considered necessary for the proposed development.
- 6.12.5. The report provides recommendations for the construction of foundations, the floor slab, external works and buried concrete in accordance with the findings of the ground conditions assessment, including precautions for building near trees and incorporating basic gas protection measures. The results of the ground conditions assessment and infiltration testing confirm the disposal of surface water by soakaway would be considered suitable within the weathered sandstone bedrock.
- 6.12.6. The results of the assessment show that contamination is not present on site, no remediation works are required and there would be no risk or deterioration of surface or ground water as a result of the development, in accordance with Policy E11 of the Borough Local Plan 1999.

6.13. Lighting Impact

- 6.13.1. The lighting strategy for the proposed Omega 2 development has focused on minimising the impact of the proposed scheme on the surrounding area, while meeting operational requirements.
- 6.13.2. The proposed lighting scheme has been designed in accordance with 'Lighting Against Crime' guidance. The proposed installation emits no direct upward light and light spill would be contained within 5m of the site boundary to a maximum of 5 Lux, minimising any potential adverse impact on local wildlife and bats in particular which use hedgerows as foraging sites as well as to guide flight paths.
- 6.13.3. With the exception of some of the particular security features which require higher Lux levels, the proposed illuminance value for the majority of the site would be 15 Lux reducing to 5 Lux towards the boundaries. This would not cause an adverse light intrusion to the neighbouring property or the wider landscape.
- 6.13.4. The installation uses low energy and low maintenance LED technology throughout the site. Different luminaires are proposed at different locations:
- Pole mounted street lanterns (8,500 lumens) are proposed in the car parks and pathways
 - Pole mounted street lanterns (4,500 lumens) along the perimeter fence
 - Bulkhead luminaires (2,500 lumens) along the building facades
 - Linear battens (5,500 lumens) in the vehicle search area
- 6.13.5. The design and layout of the proposed lighting scheme will minimise light intrusion and visual impact to protect residential amenity and any views from the fringe of the North York Moors National Park in accordance with Policy E27 of the Borough Local Plan 1999.

6.14. Noise Impact

- 6.14.1. The proposed noise assessment for the development is set out in a letter provided by Apex Acoustics dated 3 August 2014, which is submitted with the application. The letter states that noise from construction activities is expected to be subject to the normal constraints of operational hours on site, with noise limiting measures employed at the nearest noise sensitive locations in accordance with the normal practices of BS 5228.
- 6.14.2. The noise from the proposed building services plant and equipment will be assessed according to BS 4142: 1997, prior to commencing development on site. This will ensure that the rating level of all plant and equipment does not exceed the background noise level, at the nearest noise sensitive locations. This is limited to the neighbouring farm and tourism operation to south of the site (Irtton Mount) which includes a residential property.
- 6.14.3. The proposed development by nature will not be an adversely noise generating use during operation and is unlikely to cause disturbance. The development is located within an existing MoD facility within the context of other buildings in similar use, where noise disturbance is not considered an issue of concern. Traffic noise would be minimal associated with vehicles entering the site for deliveries and to use the visitor and staff parking facilities. There will be a wide buffer of land between the parking areas and the residential property to the south, screened by additional hedgerow and tree planting along the southern boundary.
- 6.14.4. The proposed development would not cause materially detrimental levels of noise and therefore would comply with the requirements of NPPF Para 123 and Policy ENV2 of the emerging Local Plan.

6.15. Air Quality

- 6.15.1. The proposed development is a continuation of activities already in operation at the site and is unlikely to impact upon air quality. There will be no increase in staff using the facility and reductions in car travel to the site will be encouraged through the provision of staff mini-bus and cycle parking facilities on site. Therefore, no additional impact on air quality levels due to traffic are anticipated as no increase in the level of traffic to and from the site is expected as a result of the development.
- 6.15.2. Measures to control dust and other airborne pollution during construction (such as regular water spraying and sweeping of unpaved and paved roads) will be specified within the contract documentation for the construction works.
- 6.15.3. The proposed development would be unlikely to have an adverse impact on air quality and is therefore in accordance with the requirement of Policy 11 of the NPPF and Policy ENV2 of the emerging Local Plan.

6.16. Sustainability

- 6.16.1. The National Planning Policy Framework (NPPF) states that “the purpose of the planning system is to contribute to the achievement of sustainable development”, and that “to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously”.
- 6.16.2. Policy 10 of the NPPF requires local authorities to adopt proactive strategies to mitigate and adapt to climate change and states that when setting any local requirement for a building's sustainability, they should do so in a way consistent with the Government's zero carbon policy targets and adopt national standards.

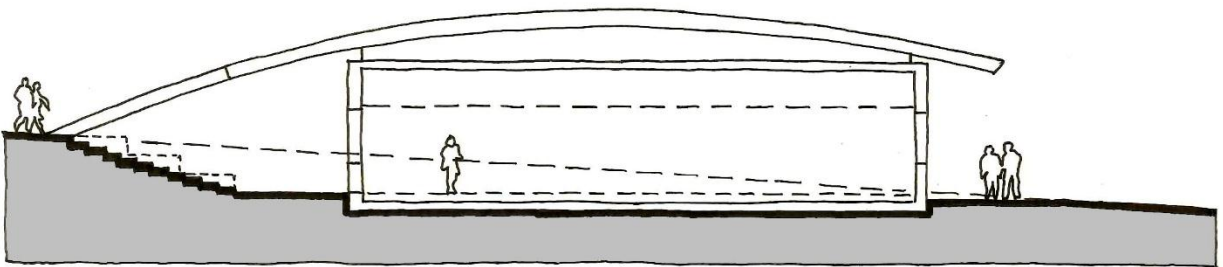
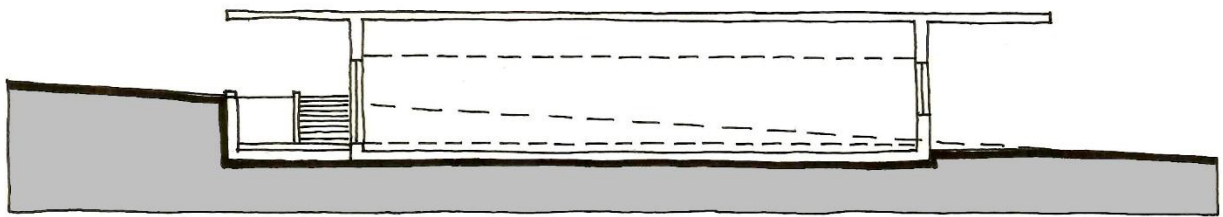
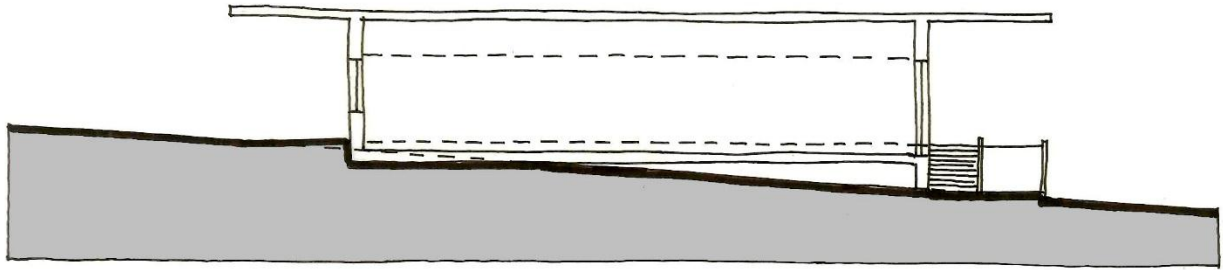
- 6.16.3. The proposed VRC will be designed and constructed in accordance with Part L of the Building Regulations (Conservation of fuel and power), using high performance and energy efficient materials, including photovoltaic panels.
- 6.16.4. The external works will allow for use of recycled materials such as recycled aggregate or use of excavated fill as part of selected fill for pipe/duct surrounds.
- 6.16.5. Provision of the drop-off and pick-up area within the site will be used by mini-buses which are run by the facility for staff travel to site. Public transport will be encouraged, with potential to attract bus operators to provide a service to the site in the future. Facilities for cyclists include the provision of 26no. cycle parking spaces as part of the proposals, with changing and shower facilities within the existing main building.
- 6.16.6. The building design, use of materials and range of potential travel modes to site will ensure that sustainable development is a significant part of the design approach, to reflect the objectives of the NPPF and Policy SD1 and DEC1 of the emerging Local Plan.

7. Conclusion

- 7.1. Full planning permission is sought for the development of a new visitor reception centre, vehicle inspection bay, delivered goods store, guardhouse kiosk, vehicle entrance and exit points, and parking facilities.
- 7.2. Section 54A of the Town and Country Planning Act 1990 requires that all planning applications should be determined in line with policies and proposals of the Development Plan unless other material considerations determine otherwise. The emphasis of the plan-led system continues to provide the policy context for the consideration of planning applications for the development or use of land under Section (38)6 of the Planning and Compulsory Purchase Act 2004.
- 7.3. It has been demonstrated that the proposals are in conformity with the relevant national and local planning policy, and it is considered that the proposed development would have no adverse impact on the landscape, environment and amenity of the surrounding area.
- 7.4. For the reasons set out above the proposed development generally accords with the provisions of the Development Plan and no material considerations have been identified which indicate that a decision on the application should be other than in accordance with the provisions of the development plan. Therefore the Council is respectfully requested to support this full planning application for the reasons outlined.

8. Appendices

Appendix A. Building Section Options



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