



# Planning Statement

On behalf of:

**St Modwen Properties SARM I**

In respect of:

**Outline Planning Application for the Erection of buildings for  
Employment Use (B1, B2 and B8) with full details in respect of  
Plot 21, associated access, car parking, landscaping and works**

At

**Land to the East and West of Brickyard Lane, Melton**

Date:

**February 2011**

Reference:

**Final Draft**



LRQ 400 3060

**Leeds** Apsley House, 78 Wellington Street, Leeds LS1 2EQ Tel: 0113 243 8399 Fax: 0113 246 5930  
[www.dpplp.com](http://www.dpplp.com)

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## Executive Summary

- 1.1 This Planning Statement has been prepared on behalf of St Modwen Properties SARL I to support a planning application at land to the east and west of Brickyard Lane, Melton. The application seeks planning permission for the following:
- Erection of buildings for employment use (B1, B2 and B8) with associated access, car parking, landscaping and works
  - Full details in respect of Plot 21 for employment purposes (Use Class B1 and B8).
- 1.2 The site currently benefits from extant permission for such uses. In addition the site is allocated for employment purposes within East Riding's Local Plan and future Local Development Framework Documents. Overall the proposed development will create a total floorspace of in the region of 135,000m<sup>2</sup> for office, industrial and warehousing purposes. This will maintain Melton Park's position as one of East Riding's major strategic employment locations, and will attract significant investment into the area.
- 1.3 In conclusion, for the reasons and the benefits discussed in this Statement, it is considered the proposal fully complies with the relevant national, strategic, and local planning policies as well as other material considerations. As such it is considered outline planning permission should be granted for the proposed development.

## 2.0 Introduction

- 2.1 This Planning Statement has been prepared to assist East Riding Council in the consideration of a planning application at land east and west of Brickyard Lane, Melton. The application seeks planning permission for the erection of buildings for employment use (Use Class B1, B2 and B8) with associated access, car parking, landscaping and works at Melton Park; and development of Plot 21 of the Masterplan for employment purposes (Use Class B1 and B8) and associated car parking facilities.
- 2.2 It has been agreed in advance with the Local Planning Authority that this application will be treated as a 'hybrid' with full details being submitted in respect of Plot 21 with the remainder of the site considered on an outline basis.
- 2.3 This application seeks approval for the development of a high quality business park which involves the development of a vacant site identified for employment purposes through extant permissions and existing and future policy allocations. Overall the development will provide flexible accommodation aimed at meeting the needs of a range of potential occupiers.
- 2.4 The site has previously benefitted from outline planning permission for the development of the site for employment purposes (see planning history section). The current application is now required as the relevant timescales for the submission of reserved matters has lapsed. The Statement provides an assessment of the proposed development having regard to relevant national and local planning policy. Section 3 describes the development proposal, and Sections 4 and 5 provide a brief outline of the application site and planning history whilst Section 6 outlines the relevant planning policy at national and local level whilst Section 7 considers the proposals having regards to these policies. Section 8 considers the life time of any permission granted, whilst an overall conclusion is presented in Section 9.
- 2.5 The planning application is also supported by other documents which have been agreed in advance with the Local Planning Authority (LPA) and address facets of the proposed development in more detail. These include:

- Application Forms,
- Plans;

- Indicative Masterplan;
- Biodiversity / Ecological Survey;
- Flood Risk Assessment;
- Drainage Statement;
- Archaeological Statement;
- Land Contamination Assessment;
- Transportation Assessment (including Travel Plan and Parking details);
- Tree Survey and Landscaping; and
- Design and Access Statement.

2.6 This Planning Statement should be read in conjunction with the planning application documentation including all drawings and supporting information.

## **3.0 The Development Proposal**

- 3.1 Planning permission is sought for the development of land east and west of Brickyard Lane identified for employment purposes. The site area totals circa 39ha. Overall the site is intended to accommodate uses falling with Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and would provide a total of circa 135,000m<sup>2</sup> of B class floorspace. All matters are reserved for subsequent determination apart from means of access. Indicative details on the layout and design of the proposed development are described in the Design and Access Statement submitted as part of the planning application.
- 3.2 The range of uses proposed (Use Class B1, B2 and B8) would provide flexibility for potential tenants who may wish to occupy the proposed units and would allow a range of business uses, small scale manufacturing uses as well as storage and distribution uses to operate from Melton Business Park.
- 3.3 As set out earlier this is a 'hybrid' application will full details put forward in respect of Plot 21. This has resulted from market demand for a specific unit at this plot which will be provided on a design and build basis.

### **Employment Opportunities**

- 3.4 The proposed business park, once implemented, will represent significant investment into the local economy which will provide enhanced employment opportunities, help secure lasting employment, and attract additional investment. In line with Arup Economics and Planning on Employment Densities (2001), the proposed development will create approximately 4,089 full time and part time jobs (see Section 7).

### **Implementation of Planning Permission**

- 3.5 Following the introduction of the Planning and Compulsory Purchase Act 2004, the default life time for planning permissions was reduced from 5 to 3 years. However, the Act also made provision for Local Planning Authorities to grant planning permissions for longer periods of time in certain situations.

- 3.6 In this instance, the applicant is seeking a 10 year implementation period with a 15 year submission of reserved matters period. This would limit any planning permission granted in line with the timescale set in the Core Strategy (up to 2024). The reasons for this are set out in further detail later in this Statement

## **4.0 Application Site and Surrounding Area**

### **Application site**

- 4.1 The application site is located within Melton Park which is approximately 0.087km west of North Ferriby's development limits. Melton Park is a wider mixed use development comprising five plots of land for industrial and commercial development (Use Class B1, B2, B8, C1 and D2).
- 4.2 Plot A and the majority of Plot B have been implemented for industrial and commercial purposes following the approval of previous outline and reserved matters applications in 2010. Plot A comprises a hotel, offices, retail units, a public house and leisure facilities (Use Classes, A1, B1, C1, A4 and D1) and Plot B contains a number of high quality office/industrial and warehouse space (Use Class B1, B2 & B8).
- 4.3 The application site is circa 39ha in area. The site is currently a vacant site identified for employment purposes through extant permissions, and existing and future policy allocations. The site lies to the east and west of Brickyard Lane and to the north of the Hull to Doncaster Railway. To the north of the site is the proposed Melton Grade Separate Junction (GSJ) site and to the east, the site is bound by an area to be retained for open space adjoining Long Plantation, whilst to the west the boundary is Gibson Lane.
- 4.4 The site is generally flat and falls slightly from north to south, towards the railway and the River Humber beyond. There are no significant landscape features and few trees on the site.

### **Surrounding Area**

- 4.5 Other key features which characterise the area in which the site lies is the former

Capper Pass smelter site which lies south of the railway on the west side of Brickyard Lane. The site is a large area of previously developed land, part of which is now occupied by the Carpets International buildings. To the south of the application site is the Hull to Doncaster railway line, which creates a degree of severance between the application site and the area to the south running down the River Humber. To the north of the site the existing A63 trunk road runs parallel to the railway. The A63 separates the rather degraded and mixed use area to the south and the more rural area to the north.

## 5.0 Planning History

### Application Site

- 5.1 The site already benefits from relevant planning history for the range of uses sought in the current application. As set out earlier in this Statement, the current planning application has been made on the basis that it is no longer possible to submit reserved matters applications under the terms of the original outline permissions as the relevant time periods have now lapsed.
- 5.2 In July 1998 an outline planning application (LPA ref: 324-10090) was submitted on 147.6ha of land including the present application site, for the construction of buildings for employment use (Use Class B1, B2 and B8); a grade separated junction with the A63 and associated roads; a new railway station; rail freight facilities; a park and ride car park; a hotel; a residential development (700 to 800 dwellings); a supermarket and retail development; community facilities and open space; cycle paths; landscaping; ancillary uses and associated works. The planning application was deferred by the former PETS Committee on the 24th of February 2000 for further consultation with the Highways Agency and the local community. The application was withdrawn after failure to complete the S106.
- 5.3 In July 2001 an outline application was submitted by Ashtenne Holding plc for B1, B2, and B8 development on land east and west of Brickyard Lane (App Ref: 01/03878/STOUT). The application was approved on the 8th of November 2001.
- 5.4 Following this an application was submitted to the Council in 2003 to 'vary conditions 1 and 2 relating to outline planning application no. 01/03878/STOUT for the erection



of buildings for use within Classes B1, B2 and B8, car parking, landscaping and associated works' The application was granted planning permission in October 2004 (App ref: 03/05511/STVAR). As a result a new decision notice was issued with all conditions transferred.

- 5.5 All pre-commencement conditions in relation to planning application 03/05511/STVAR have been agreed and discharged between 2005 and 2006 in relation to the use of Gibson Lane and Brickyard Lane (6), Transport Assessment (7), archaeological works (25) and masterplanning (1).
- 5.6 A reserved matters application was submitted to the Council in 2006 for *'the erection of B1, B2 and B8 office and industrial units and associated works'* (App ref: 06/08920/STREM). The application was approved by the Council in February 2007.
- 5.7 Following approval of the reserved matters application, a number of applications were submitted to the Council for the discharge of any outstanding conditions associated planning permission 03/05511/STVAR. These include condition 5 (Construction of GSJ), Condition No. 11 (Foul and Surface Water drainage), condition 9 (Noise), Condition 15 (Contamination) and Conditions 16 and 18 (Landscaping). All applications were approved by the Council.
- 5.8 In 2007, a minor amendment application to Planning Approval 06/08920/STREM (App ref: 07/20486/AMPLAN) was submitted to the Council, and approved in March 2008. Following approval the council requested additional information for the discharge of conditions in relation to decision notice 06/08920/STREM. This includes the following:
- Condition 1 (Materials) - 07/31660/CONDET
  - Condition 3 (Boundary Treatment) - 08/30911/CONDET
  - Condition 4 (Levels) - 08/30136/CONDET
  - Condition 14 (Parking) - 08/30138/CONDET
  - Condition 16 (Green Travel Plan) - 08/30396/CONDET
- 5.9 Conditions 2 (Lighting, Condition), 8 (Inspection Manholes), 12 (Service Roads), 13 (Cycle Facilities), 15 (Wheel Cleaning) and 17 (Footway to Gibson Lane) of planning permission 06/08920/STREM remain outstanding.

- 5.10 In 2008, a further reserved matters application was submitted on Plot B to the Council for the *'erection of B1, B2 and B8 office and industrial unit and associated works on Block 2 following planning permission 03/05511/STVAR (All matters to be considered) [Revised scheme for Block 2 of 06/08920/STREM]*'. The application was approved and a number of conditions 1 (Lighting), 2 (Boundary Treatment), 3 (Floor Levels), 7 (Manholes), 10 (Service Roads), 12 (Pedestrian/ Cycle Facilities) and 15 (Footway Scheme). However development on the southern part of the site has not been implemented. Hence this application.
- 5.11 Prior to the submission of the current planning application a letter was sent to the Council, requesting a screening opinion from the Local Planning Authority under Regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 on whether or not the Local Planning Authority consider that a formal Environmental Impact Assessment would be required to accompany a planning application for the proposed development at Melton Park. Overall the Council considered that an EIA would not be required given that the site does not fall within an environmentally sensitive area, and the principle of developing the site has already been established through the Local Plan process and by way of previous planning permissions which have not been considered E.I.A development.

## 6.0 Planning Policy

6.1 A full review of the key local, strategic and national planning policies of relevance to the consideration of this application is included within Appendix 1 of this document. These are briefly set out below. The following section provides an assessment of the key policies relevant to the consideration of the economic issues associated with this application.

### National Planning Policy

6.2 In summary, the relevant national planning policy includes:-

- Planning Policy Statement 1 (PPS1) - *Delivering Sustainable Development (2005)*; which sets out the Government's commitment to a planning system which seeks to create sustainable communities and deliver sustainable development.
- Planning Policy Statement 4 (PPS4) - *Planning for Sustainable Economic Growth (2009)*; which provides national guidance on development and supports economic growth. Accompanying the statement is a practice guidance which is intended to support the implementation of economic development.
- Planning Guidance 13 (PPG13) - *Transport (2011)*; which provides national guidance in respect of transport issues.
- Planning Policy Guidance 16 (PPG16) - *Archaeology (2004)*; sets out guidance on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.
- Planning Policy Guidance 17 (PPG17): *Planning for Open space, Sport and Recreation (2002)*; seeks to guide Local Planning Authorities to ensure that effective planning for open space, sport and recreation is carried out.
- Planning Policy Statement 23 (PPS23) - *Planning and Pollution Control (2004)*; is intended to complement the pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000.
- Planning Policy Guidance 24 (PPG24) - *Planning and Noise (1994)*; provides advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.

- Planning Policy Statement 25 (PPG25) - *Development and Flood Risk (2006)*; provides advice to ensure flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.

6.3 Further details on PPS4 is set out below.

#### **Planning Policy Statement 4: Planning for Sustainable Economic Growth**

6.4 PPS4, paragraphs 9 and 10, states that to help achieve sustainable economic growth, the Government's objectives for planning are (among other things) to:

- build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural
- reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation
- deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change
- promote the vitality and viability of town and other centres as important places for communities.

6.5 Against this background, PPS4 sets out Development Management Policies.

6.6 As set out later in this Statement, the proposals are in accordance with an up to date development plan and it is therefore not necessary to assess the proposals against the policies of PPS4 including EC15, EC16 and EC17.

6.7 **Policy EC10.1** states that 'local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.'

6.8 **Policy EC10.2** requires that all planning applications for economic development should be assessed against specified "*impact considerations*" which are:

- 'a) whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change
- 'b) the accessibility of the proposal by a choice of means of transport, including walking, cycling, public transport and the car, the effect on local traffic levels and congestion... after public transport and traffic management measures have been secured
- 'c) whether the proposal secures a high quality and inclusive design which takes opportunities available for improving the character and quality of the area and the way it functions
- 'd) the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives
- 'e) the impact on local employment.'

## **Development Plan**

- 6.9 The Yorkshire and Humber Plan (2008) Regional Spatial Strategy was adopted in May 2008. The following policies and relevant bullet points are summarised below Local Planning Policy.
- 6.10 Policy HE1 outlines the criteria for development within the Humber Estuary Sub Area where Site C, D and E is located.
- 6.11 With regard to Employment, Policy E3 encourages LPAs to make use of appropriately located previously developed land and current allocations, and ensure the availability of sufficient land and premises in sustainable locations. Policy E5 seeks to safeguard existing employment land.
- 6.12 On the 10th of November 2010, a decision was passed by the High Court, which considered that the powers set out in section 79 [6] of the Local Democracy, Economic Development and Construction Act 2009 could not be used to revoke all Regional Strategies in their entirety. The effect of this decision is to re-establish Regional Strategies as part of the development plan.

## Local Planning Policy

- 6.13 Beverley Borough Local Plan was adopted in 1996. The site is allocated for employment and industrial use under policy IN1 (r, s and t) of the Beverley Borough Local Plan for a mixture of B1, B2 and B8 uses. The following policies have been saved beyond September 2007 and are therefore up to date.

### Industrial

- 6.14 Policy IN1 (Employment Land Provision in its Entirety) – '*allocates the application site for B1, B2 or B8 development subject to the following:*

- r) East of Brickyard Lane, Melton (12.1 hectares, 30 acres) subject to the development being for B1 uses.
- s) *Land between Brickyard Lane and Gibson Lane, north of the Hull/Kings Cross railway line, Melton (23.5 hectares, 58 acres)*
- t) *Land between Gibson Lane and Lowfield Lane, Melton (41.3 hectares, 102 acres) subject to: i) the development incorporating an attractive landscaped setting alongside the A63(T) in the interests of visual amenity, ii) the submission of a scheme of works for disposing of foul and surface water discharges and implementation of such a scheme before the development is brought into use, and iii) securing any highway works necessary in relation to the A63(T) in the interests of road safety'.*

- 6.15 Other Policies

- Policy E35 (Archaeology) – seeks to prevent inappropriate development on sites identified for archaeological importance.
- Policy D1 (Layout and design) – seeks to deliver a high quality design.
- Policy D3 (Landscaping) – promotes the use of landscaping within a development scheme.

# Local Development Framework

## Core Strategy DPD Preferred Approach (2009)

6.16 East Riding of Yorkshire Council released their Core Strategy DPD for public consultation in May 2010. A number of policies are proposed that relate to our development proposal. The policies are as follows:

6.17 Proposed Policy SS8: Beverley & Central sub area is summarised below and states:

*'Plans, strategies and development decisions in the Beverley & Central Sub Area should...:*

*B: Economy*

2. *Support the development of the sub area's economy by making maximum use of location and infrastructure assets of the sub area's key employment sites including....:*

iv. *Melton Park – as a Strategic Employment Site predominantly for manufacturing, storage, and distribution, making use of the site's high quality multi-modal transport links. In the longer term, support will be given to developing land to the south of the railway line once all land on the allocated site to the north has been exhausted and subject to the delivery of a rail link and/or jetty, where viable.*

3. *Support the growth of the economy of Beverley through provision of sufficient land and premises for business expansion and additional start-ups, including office provision, and through improvements to the physical environment of the key industrial estates.'*

6.18 Proposed policy PE1 – Supporting the East Riding Economy seeks to strengthen and encourage growth of the East Riding economy, and therefore states:

*'Proposals which meet the economic objectives of the Core Strategy will be*

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*encouraged. Support will be given to proposals for economic development that involve the development of employment allocations, the expansion of existing businesses of a scale suitable to the location, or suitable sites within development limits, and where the proposal:*

- 1. Contributes to the modernisation and diversification of the local economy; or*
- 2. Develops and strengthens the East Riding's key employment sectors and clusters including: logistics and port related industries; food and drink; energy and chemicals production; manufacturing and engineering; digital and creative industries; finance and business services; and tourism; or*
- 3. Contributes towards reducing social exclusion and provide employment opportunities in deprived areas; or*
- 4. Contributes to the improvement in the physical appearance of an existing employment site or premises; or*
- 5. Supports the vitality and viability of Town and District Centres in accordance with PE4.*

*B. Strategic Employment Sites (as defined in policies SS8, SS9 and SS11) will be safeguarded in the Allocations DPD from non-economic development uses.*

*C. Proposals involving the loss of sites for economic development that are not safeguarded would need to demonstrate that:*

- 1. There is no longer a need for that or any other economic development use on the site, which can be demonstrated by the most up-to-date employment land review or through a visible marketing exercise; or*
- 2. The use of the site for economic development purposes has and is likely to continue to give rise to justifiable complaint.*



*In either case, there will be a presumption in favour of retaining the site for economic development use if there is an inadequate supply of available employment sites or premises in the locality'.*

- 6.19 Proposed policy HQE8: Promoting sustainable construction which seeks to reduce carbon emissions through design and through the incorporation of renewable technologies.

## **7.0 Planning Assessment**

- 7.1 The planning policy review in section 5 has established the local and national planning policy considerations which are key to the consideration of this application. This section will assess the proposals having regard to these policy considerations:

### **Principle of Development**

#### **Assessment against PPS4**

- 7.2 PPS4 was published in December 2009. This new national planning policy guidance replaces PPS6 (Planning for Town Centres) and sets out the range of 'main town centre uses' which includes B class uses.
- 7.3 As set out earlier in this statement it is not necessary to assess the proposals against Policies EC15, EC16 and EC17 as the proposals are in accordance with an up to date development plan.

#### Policy EC10: Determining Planning Applications for Economic Development

- 7.4 Policy EC10.1 states that *'LPAs should adopt a positive and constructive approach towards planning applications for economic development'*. Therefore planning applications that secure sustainable economic growth should be treated favourably clearly the development proposals will fulfil this objective.
- 7.5 Policy EC10.2 requires applicants to demonstrate compliance with a wide range of

impacts, including matters relating to sustainability, accessibility, design and employment/regeneration. Whilst these matters are dealt with in detail in other supporting documents, we deal with each of the criteria of EC10.2 in turn below:

- 7.6 *Limiting carbon dioxide emissions and resilience to climate change:* the proposal will be designed in order to ensure that the proposed development is able to appropriately reduce carbon dioxide emissions. The detailed design of the buildings will be determined at reserved matters stage once end users are known.
- 7.7 *Accessibility by a choice of means of transport:* the site is situated in a highly accessible location on the A63, and is within walking and cycling distance of the surrounding settlements including North Ferriby and Melton. Vehicular access will be via a three armed roundabout off the A63 Trunk Road. From here the access road will lead into the development site via Brickyard Lane.
- 7.8 An existing operation railway runs along the southern boundary of the site. This scheme will be designed for potential rail access with the possibility of accommodating inter-modal interchange to capitalise on the locations close to the Humber Estuary.
- 7.9 The outline planning permissions previously granted for the site, resulted in significant improvements to the highway network to serve the proposed development in its entirety. It is therefore considered that the proposed business park will not materially impact on the effective operation of the local highway network. This is supported within the accompanying Transport Assessment which identifies that the proposed development will not materially impact upon the highway network.
- 7.10 The TA also states that the site is situated within a sustainable location close to public transport routes (bus routes 151, 152, 153, 155. 156) and is widely accessible by a range of modes of transport, therefore travel by sustainable modes is a genuine possibility for both staff and customers.
- 7.11 Therefore the development also fully complies with the requirements of policy HQE8 of the draft Core Strategy and PPG13 which seek to ensure developments are accessible and will not result in any adverse impact upon the surrounding highway network.

- 7.12 *High quality and inclusive design:* The proposals are intended to be for a high quality and inclusive design, in keeping with the quality of design already provided. These details will be determined at reserved matters stage once end users are known.
- 7.13 *Impact upon economic and physical regeneration:* the proposal would enable the development of an allocated employment site (within the Council's Local Plan and future LDF documents) for employment purposes. In addition the site also benefits from extant permissions for B1, B2 and B8 purposes. By approving this application, it will secure the delivery of a strategic employment site.
- 7.14 *Impact on local employment:* the proposal is located within a sustainable and highly accessible location providing flexible accommodation for businesses in an attractive environment. Overall the proposed development will create a significant number of new jobs. Further detail is provided later on in this Statement.
- 7.15 As we have identified above the proposal would have a number of significant positive impacts which ensure compliance with Policy EC10 of PPS4.

### **Assessment against the Development Plan**

- 7.16 In this section the acceptability of the proposals is critical in context of PPS4 and the Development Plan as identified in Section 6.
- 7.17 The principle of developing the application site for B1, B2 and B8 purposes is well established through numerous planning documents (The RSS Policy E3 and the Council's Local Plan Policy IN1 and Core Strategy Policy SS8) outlined in section 5. The site also benefits from extant planning permission for employment purposes as highlighted in section 3. It is also important to note that the wider site has already been implemented for B1, B2 and B8 purposes, a hotel and residential development (Use Class C1 and C3). The proposed development is therefore fully in accordance with the up to date planning policy for the area and site.

### **Summary**

- 7.18 The proposed development wholly accords with the aims and principles of PPS4 and fully accords with the Development Plan and policies objectives, and future

allocations within the emerging core strategy.

## Detailed Considerations

7.19 This section of the Statement assesses detailed considerations associated with the proposals in the context of the relevant policies.

### Job Creation

7.20 As set out earlier in this Statement the proposals will result in very significant levels of new direct job creation.

7.21 In terms of investment, the proposal, once implemented, will represent significant investment into the local economy which will provide enhanced employment opportunities, help secure lasting employment, and attract additional investment. The proposal therefore conforms to PPS1, PPS4, Local Planning Policy and Policy SS8 of the Draft Core Strategy.

7.22 In terms of direct job creation, we have drawn on research by Arup Economics and Planning on Employment Densities undertaken on behalf of English Partnerships in 2001. A copy is contained in Appendix 2. The research identifies the assumed densities:

- 1 job per 34m<sup>2</sup> of general industrial buildings floorspace;
- 1 job per 50m<sup>2</sup> of warehouse and distribution floorspace; and,
- 1 job per 19m<sup>2</sup> of general office floorspace.

7.23 Obviously, the precise levels of job creation will depend on the specific companies who occupy / own the individual units and also the split between B1, B2 and B8 uses. However, in the interest of providing a guide to the likely levels of job creation, we have assumed that the site will be developed on the following basis:

- 27,000m<sup>2</sup> B1 development
- 54,000m<sup>2</sup> B2 development
- 54,000m<sup>2</sup> B8 development

7.24 If the English Partnership Research is applied to the floorspace, the following levels of job creation are anticipated:

- B1 = 1,421
- B2 = 1,588
- B8 = 1080
- Total assumed job creation = 4089

7.25 In addition to the jobs provided within the proposed development itself, construction jobs will be created during the development period and post development in terms of the ongoing servicing and maintenance of the buildings and well as the multiplier effect.

7.26 These significant levels of new job creation represent a weightily material consideration in favour of the proposal. As such, the development conforms to the strategic development aims contained within the Draft Core Strategy (Policy SS8) and the guidance contained within PPS1 and PPS4.

## **Transport Assessment**

7.27 A transport Assessment has been prepared by Halcrow Transportation to accompany the current planning application. This assessment builds on the findings of previous assessments and the implementation of key site wide infrastructure. In particular planning permission 01/03878/STOUT which has been implemented and includes pedestrian walkways, a cycle route and improvements to the A63 Melton junction. The works include:

- Extension and widening of the westbound exit slip road;
- The provision of a dual carriageway over bridge linking the dumb-bell roundabouts;
- Enlargement of the southern dumb-bell roundabout and provision of left turn filter lane;
- Enlargement of the Corby Park roundabout;
- Enlargement of the Brickyard Lane roundabout
- New pedestrian footbridge over the A63(T).

- 7.28 The site is situated within a sustainable location close to public transport routes and is accessible by a range of modes of transport.
- 7.29 Walking forms a part of all travel, therefore well designed walking facilities are key to encouraging people to replace car journeys with more sustainable modes of transport. Pavements from the site provide walking routes into the surrounding office blocks and residential development to the north of the site. Uncontrolled pedestrian crossings with dropped kerbs and tactile paving will be provided on the existing roundabout with pedestrian refuge islands ensure safe access into and out of the site from the main carriageway A63(T).
- 7.30 Cycling is the next most sustainable mode of transport after walking and can replace short car journeys that are too long to be made on foot. Cycle routes in the vicinity of the site provide good quality, well-lit links to the residential areas of North Ferriby to the east of the site and Welton and Brough to the west of the site.
- 7.31 The National Cycle Network on-road route runs from the North West at Welton to the East, along the north edge of the proposed site towards North Ferriby, and North East towards Swanland.
- 7.32 Access to public transport is already well established with The East Riding Bus Line providing a frequent service from the site into the surrounding areas of Hull City Centre, Hessle, Analby, and Cottingham (Bus No. 153, 155, 155A).
- 7.33 The main vehicular access to the development is from the A63(T) which directs users into the site from a separate roundabout. The existing access will have adequate traffic capacity to accommodate the proposed development.
- 7.34 The Travel Plan which accompanies this application seeks to reduce single occupancy vehicle travel created by the proposed development and encourage sustainable forms of transport as discussed.
- 7.35 Overall the site is situated within a sustainable location close to public transport routes and is widely accessible by a range of modes of transport including cycling and walking. The necessary transportation infrastructure to serve the site has already been implemented under previous planning permissions. The development fully

complies with the requirements of PPG13, PPS4 and local planning policies, which seek to ensure developments are accessible and will not result in any adverse impact upon the surrounding highway network.

## **Flood Risk**

- 7.36 The site is located within flood zone 1 which indicates there is limited likelihood that flooding from fluvial sources will occur. As the site is over 1 hectare, a Flood Risk Assessment of the development has been undertaken which concludes the site is not at risk of flooding from ground water, storm drainage, urban drainage, fluvial or tidal sources. The Assessment also outlines appropriate drainage systems for the site. These findings and suggested drainage solutions have been previously accepted by the Environmental Agency and Local Planning Authority and appropriate conditions attached to previous planning permissions. The proposed development complies fully with the requirements of PPS25 which establishes that development should not be put at risk from flooding and should not increase flood risk within the wider area.

## **Archaeology**

- 7.37 An archaeological investigation at Brickyard Lane, Melton, was undertaken as part of the previous application and in association with planning conditions attached to planning permission 03/05511/STVAR. An Archaeology Assessment has been prepared by Humber Archaeology and is submitted in support for the application. The Assessment states that the nearby area is well documented for its Iron Age and Romano-British occupation, and earlier geophysical survey at the site identified a number of possible archaeological features. The trial trenches and test pits identified no archaeological deposits or features in the southern field (Area 2).
- 7.38 The current report draws together these previous findings into an informal strategy and identifies archaeological activity in the area which is almost certainly principally from the Iron Age/Romano-British period, with features of Bronze Age, Anglo-Saxon and medieval date.
- 7.39 Overall the proposed development will seek to take into account the above archaeological considerations and sets a strategy that deals with them through the development control process. The Archaeological Statement submitted in support of

this application recommends a watching brief is implemented during the development phases. Therefore the proposal complies fully with the requirements of PPG16 and Local Plan Policy E35.

## **Contamination/ Ground conditions**

- 7.40 A Contamination and Ground Conditions Report has been prepared by Halcrow and is submitted in support of the current application. This builds on the findings of previous reports and subsequent work submitted in support of the previous planning permissions. Overall the document is a collation of available information on the chemical and geotechnical ground conditions at the Melton Park site. All available information has been reassessed using current guidelines to enable assessment of the suitability of the site for redevelopment as light industrial, office and warehouse space.
- 7.41 The report concludes that concentrations of contamination and hazards represent a low level of risk, which should not require any active remediation prior to development. Therefore the proposed development is in accordance with PPG23.

## **Site Waste Management**

- 7.42 It is important to note that this is an outline application. All matters regarding site waste management will be dealt with in the reserved matters stage once the end users and their requirements are known.

## **Open Space Requirements**

- 7.43 The levels of open space associated with the proposed development have been previously agreed and outlined in previous planning permissions. The main area of open space will be located to the east of the site running parallel to Long Plantation and Plot E. This level of open space has now been implemented thus fulfilling the open space requirement associated with this development proposal.



## Trees

- 7.44 Located on site are a number of typical mature hedgerow specimens, planted landscape screening and some ornamental trees.
- 7.45 Following consultation with East Riding of Yorkshire Council it is understood that there are no Tree Preservation Orders or Conservation Area Designations that would apply to any trees present on, or in close proximity to the assessment site and therefore there would not be any statutory constraints to the development in respect of trees.
- 7.46 The application proposes the removal of a number of trees in order to facilitate the current proposal. The majority of trees being lost are considered of low quality, apart from the loss of a single veteran oak tree, which is of district value. However as part of the reserved matters application a supporting landscaping scheme will be submitted and will include a number of new amenity trees within the verges of the new infrastructure. This will mitigate for the loss of existing trees proposed onsite. In addition a number of mitigation measures will be implemented to minimise the effect of any damage to long-term tree health and safety.
- 7.47 Further details on the proposed mitigation measures are contained within our Arboriculture and Ecological Assessment.

## Ecological

- 7.48 The existing habitats of the proposed site are dominated by arable fields with hedgerows and a small area of pasture. The intrinsic ecological value of the majority of these habitats is considered to be negligible value. However it is important to note that best practice will be adopted to ensure that the potential risk of pollution events is minimised during both construction and operation of the proposed site. Therefore the accompanying ecological report states that a number of mitigation measures will be taken to ensure the following:
- That all retained habitats are afforded suitable protection during construction;

- Ensure that badgers are adequately protected from harm and disturbance during construction; and,
- Further bat surveys are recommended to determine the likely presence of bats within the pil-box that may be affected by the development proposals.

7.49 Should further survey demonstrate that either bats are present within the site then the Ecological Assessment accompanying this application states *'that further mitigation would be provided to ensure that each species is maintained at a favourable conservation status'*.

7.50 The development proposals will therefore adopt a scheme of biodiversity enhancements to include a scheme of native planting, habitat creation and green corridors, with the over-arching aim of achieving a net gain for Biodiversity Action Plan species, such as bats. Further information is provided within our accompanying Ecological Assessment.

## **Design**

7.51 The aspiration of St Modwen is to create a vibrant employment location providing a quality environment to attract high end employers ensuring a development of regional significance. The current application is in outline form only with all matters including layout and appearance reserved for subsequent determination. However the Masterplan submitted for illustration purposes in the broadest terms the way in which the site could be developed. The detailed design of the individual buildings will be determined at reserved matters stage once end users are known.

7.52 In terms of Plot 21, specific details are known and shown on the submitted plans and in the design and access statement.

7.53 The proposed development has been designed to meet the requirements of Middlegate Europe; an established European distribution and haulage firm. The design of the unit will be modern in appearance, and will act as a visual statement into Plot C through the use glazing and composite cladding.

## **Amenity/Noise**

- 7.54 As set out above, the current proposals are in outline form with all matters reserved for subsequent determination (apart from access). At this stage, it is therefore not known who the end users will be or whether any likely amenity issues will arise. During the reserved matters stage detailed consideration will need to be given to a range of potential noise mitigation measures including acoustic screening and the careful selection of mechanical services equipment. The proposal will therefore comply fully with the requirements of PPG24 which seek to ensure new development proposals do not cause unacceptable noise problems.

## **8.0 Life Time of Planning Permission**

- 8.1 As set out earlier in this Statement, the applicant is requesting that any planning permission granted has a 10 year implementation period and a 15 year submission of reserved matters period. Following the Planning and Compulsory Purchase Act 2004 becoming law, the default position has been for planning permissions to remain valid for 3 years. However, under certain circumstances, the Act makes provision for Local Planning Authorities to grant permission for an alternative number of years. This is considered further below.
- 8.2 This is evidenced by the letter to all Chief Planning Officers from the Chief Planner at DCLGT dated 30<sup>th</sup> April 2009. A copy is enclosed in Appendix 3. The purpose of the letter is to remind Chief Planning Officers' 'of the discretion which local planning authorities have under s.91 of the 1990 Town and Country Planning to grant planning permission for periods other than three years. While the default period for planning permissions is three years (s.91(1)(a)), local authorities have discretion under s.91(1)(b) and 91(2) to grant permission for any other period which they consider to be appropriate, having regard to the provisions of the development plan and to any other material considerations.'
- 8.3 Whilst it is the applicant's intention to proceed with the proposals as soon as possible, given the size of the site, the market conditions and relative take up rates, it is considered essential to have significantly long periods of time for implementing and the submission of reserved matters. It is for these reasons that an outline planning permission will allow a 10 year period for implementation and a 15 year

period for the submission of reserved matters. This will also link any permission to the Core Strategy timescales.

## 9.0 Conclusion

9.1 This outline planning application seeks approval for the erection of buildings for employment use (B1, B2 and B8) with full details in respect of Plot 21, associated access, car parking, landscaping and works at land to the east and west of Brickyard Lane, Melton. The site is an identified strategic employment site within the Council's current and future development plan documents.

9.2 The proposal has a number of significant benefits deriving from it and should be supported by the local planning authority for the following reasons:

- The site is allocated for B1, B2 and B8 employment use in the RSS, Local Plan and emerging Core Strategy.
- Create circa 4,000 new direct jobs and will be a clear sign of investor confidence in the area.
- There is a need for employment premises in Melton to support the local economy.
- The site will provide flexible accommodation space that will be suited to a wider range of occupiers depending on market demand.
- Significantly enhance the quality and choice of employment provision in the Melton area and represents a significant investment in the area.
- The development will provide a high quality and bespoke design that is sensitive to and reflective of the sites location and its surrounding.
- The site is in a sustainable location, close to the existing highway network and public transport.
- Secure Melton Park as a strategic employment location within the East Riding area.

9.3 In summary, the proposal is in accordance with nation, regional and local planning policy and directly offers a number of weighty material planning benefits which weight in favour of planning permission being granted. Therefore there is an overwhelming case for planning permission being granted.



