

**PLANNING STATEMENT IN SUPPORT OF
NEW PLANNING APPLICATION ON
BAGBY AIRFIELD FOR
(i) NEW HOTEL CLUBHOUSE
(ii) NEW/REPLACEMENT HANGARS AND
AIRFIELD RELATED BUILDINGS
(iii) ACCESS, LANDSCAPE AND CAR PARKING
(iv) RETENTION OF EXISTING HARD STANDING
AND HANGAR**

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SECTION 1: INTRODUCTION

- 1.1 This document comprises the planning statement in support of a new planning application by Bagby Airfield for development on the airfield comprising a new hotel/clubhouse facility, together with replacement and new hangars, other airfield related development, a new workshop/employment building (replacing existing units), together with access and landscaping proposals. The application follows the submission of an earlier scheme to Hambleton District Council, which was withdrawn in October 2008.
- 1.2 The earlier application was for proposals which, whilst similar in nature, comprised a new hotel and clubhouse that also included a leisure club and health spa. Concern was expressed by local residents and other organisations about the scale and nature of that proposed development. As a direct response to these concerns, the applicants and their advisors have carried out a comprehensive re-evaluation of the proposals and have now come forward with a new application that seeks to address, as far as possible, concerns about the scale of the development. The new hotel/clubhouse building has been significantly reduced in size in this respect.
- 1.3 In addition to concerns about the buildings, there were also views received relating to the intensity of use of the airfield in terms of number of flights. Despite earlier planning permissions on the airfield, there are no planning controls that effectively restrict the numbers of aircraft movements and to clarify the likely scale of existing operations, a survey of aircraft movements was carried out in August 2008.
- 1.4 In addition to the survey of flights, further information has been submitted with this application concerning the alleged noise impact of flight operations from the airfield. Independent noise surveys have been commissioned from RPS and the results of these surveys, together with a noise report, are submitted as a separate document. This confirms that when measuring noise from the airfield in accordance with Government and other guidelines, there would not be a material impact on the residents of Bagby from existing flight operations. It would in any event be possible for the Council to impose a planning condition that would restrict the level of noise from the airfield to specific limits and also the activities to within certain times.

- 1.5 In this respect, the applicants would be prepared to accept conditions that could address matters such as:
- a. a restriction on hours of operation of flights to prevent night time flights (between 11 p.m. and 7 a.m.);
 - b. a restriction on noise levels at the boundary of the airfield to Bagby village (see RPS report);
 - c. the prevention of any additional hard surfacing of runways (notwithstanding permitted development rights);
 - d. the prevention of use of the north/south runway (number 15/33) unless in emergencies or other safety reasons;
 - e. the prevention of any jet aircraft using Bagby Airfield.
- 1.6 Whilst the new application therefore makes material changes to the previous proposals, there are a number of factors that remain the same – notably the commitment of the clients to the construction of the main hotel clubhouse using the most sustainable means. These are set out in the design and access statement prepared for the main building by Buschow Henley Architects.
- 1.7 The proposals for new/replacement hangars for the aircraft also remain the same, as these were not the subject of any objections from third parties. Furthermore, the proposal for a new/replacement workshop allowing a continuation of existing small-scale employment operations on the airfield remains. The applicants would be willing to have the commercial activities within the new workshop conditioned to relate to predominantly aviation related activities.
- 1.8 The application also applies (in retrospect) for a concrete apron on part of the main (north east/south west) runway.

1.9 The application itself is submitted to Hambleton District Council as a detailed scheme and therefore comprises the following documents:

- a. The statutory application forms.
- b. Site location plan reference 0715.PL.001 Rev B and the following plans:-

- 0715 PL 002 Rev B – Existing Site Plan
- 0715 PL 003 Rev A – Existing Site Plan and Demolition
- 0715 PL 004 – Survey Photos
- 0715 PL 005 Rev C – Site Plan Proposed
- 0715 PL 006 Rev B – Clubhouse Lower Ground/Ground Floor Plan
- 0715 PL 007 Rev B – Clubhouse Mezzanine Floor Plan
- 0715 PL 009 Rev A – Clubhouse Roof Plan
- 0715 PL 010 Rev A – Clubhouse Sections AA and BB
- 0715 PL 011 Rev A – Clubhouse North West and South East Elevations
- 0715 PL 012 Rev A – Clubhouse South West and North East Elevations
- 0715 PL 013 Rev A – Clubhouse 3D View
- 0715 PL 014 Rev A – Clubhouse Materials Palette
- 0715 PL 015 – Maintenance Hangar Plan – Elevations and Sections
- 0715 PL 016 Rev A – Remote Plant Room and Fuel Stop - Plans and Elevations
- 0715 PL 017 – Survey Photos – Existing Hangars A, B and C
- 0715 PL 018 – Existing Hangar A – Extension Plan, Elevations and Sections
- 0715 PL 019 – Existing Hangar B and Proposed Wind Turbines
- 0715 PL 020 – Proposed Hangars F, G, H, I and J – Plans Sections and Elevations
- 0715 PL 021 – Proposed Hangar K – Ground Floor Plan
- 0715 PL 022 – Proposed Hangar K – Elevations and Sections
- 0715 PL 023 – Proposed Entrance Gate Posts from Bagby Lane
- 0715 PL 024 Rev B – Site Section – Existing and Proposed Heights
- 0715 PL 025 – Proposed Landscape – Clubhouse and Car Park, Garden
- 323 504 – Landscape Proposals, Existing Trees
- 323 503 – Bagby Lane Entrance – Junction Visibility Splays
- ZEF 00 SIT –
- DRE 6300 Rev P3 – Lighting Scheme (see Appendix of Sustainability and MEP Design Services Statement)

- c. A design and access statement relating to the main hotel/clubhouse building.
- d. A noise assessment prepared by RPS.
- e. This planning support statement.
- f. A report on viability and tourism issues.
- g. A statement on Sustainability and MEP Services Design.
- h. An Aircraft Movement Survey (August 2008).
- i. A site investigation report.
- j. A Flood risk/drainage report.
- k. A Landscape Proposals Report.

SECTION 2: THE PROPOSALS

2.1 The proposals of the new application comprise of a number of elements:

- a. A new hotel (18 bedrooms) at the centre of the airfield incorporating a clubhouse facility for existing members and administration facilities. As will be seen from drawing number PL 005 Rev B, this is located on the approximate siting of the current clubhouse, which is a small building incapable of providing for modern requirements. The building itself now does not include a leisure club and health spa and its redesign has resulted in a reduction in overall height, footprint and floor space. In particular, the reduction in height (see drawing PL 010 Rev A) gives the building the appearance of single storey with only the southern elevations revealing a second storey or mezzanine.

The table below demonstrates the significant reduction in scale of the proposal for the clubhouse/hotel compared to the previous application.

COMPARISON OF NEW APPLICATION FOR DEVELOPMENT AT BAGBY AIRFIELD WITH PREVIOUS APPLICATION

Element	Previous Application	New Application	Change
<u>Clubhouse/Hotel</u>			
Storeys	3	2 (in part)	Loss of one storey
Floor space	2,087 sq m	1,504 sq m	Loss of 583 sq m (28%)
Maximum height (excl control tower)			Reduction of circa 2.3m
Bedrooms	18	18	No change
Leisure Club	Yes	No	Removed
Spa	Yes	No	Removed
Car Parking	29 spaces	29 spaces	No change
<u>Hangars</u>			
Demolished	4 (C,D,P orL)	4 (C,D,P,L)	No change
New hangars	6 and 1 extension	6 and 1 extension	No change
Total new floor space	2,218 sq m	2,218 sq m	No change
Workshop size	804 sq m	804 sq m	No change
Other plant, storage, etc	101 sq m	101 sq m	No change

Existing floor space on airfield	3,308 sq m
Proposed demolition	2,032 sq m
Proposed new floor space	4,779 sq m
Net new floor space	5,210 sq m

The number of bedrooms that are included in the hotel (18) seeks to provide a small to medium sized hotel using the airfield as its unique selling point. It also would offer accommodation to private and commercial pilots and to organisations that might use the airfield for social or commercial purposes. The advice from MDT (see their report) is that there is a reasonable prospect that an hotel of this size in this location would be viable and that the retention of a leisure club and spa facility would not be necessary to achieve the purpose for the hotel. The hotel includes not just the 18 bedrooms but also appropriate administrative facilities and a restaurant, together with clubhouse facilities and facilities for airfield members including a very small aircraft control facility built into the building.

In association with the hotel are proposed to be 29 car parking spaces for both people using the airfield and the hotel.

- b. Replacement hangars and other airfield related building/machinery. There are a number of replacement hangars (six) proposed as part of the facilities to replace existing inadequate hangars and provide new facilities. The aim of the hangars is to provide indoor storage capacity for approximately 45 light aircraft that use the airfield. These planes are currently stored either outside on the airfield or within existing inadequate hangars. The size of hangars proposed is set out below and each hangar of 300 sq m could accommodate approximately four light aircraft of the type commonly used on the airfield, ie, providing storage capacity for the existing level of aeroplanes that are either based permanently at the airfield or may arrive on business or pleasure flights.

As shown on plan number PL 005 Rev B, the six new hangars proposed are Units F, G, H, I, J and K) and an extension to an existing hangar (Unit A). The new hangars are each 300 sq m with the exception of Unit K, which is 520 sq m. Unit A is being extended by 198 sq m, making it 396 sq m in area.

On the basis that this level of hangars is to accommodate generally existing operations, it should not be read into these proposals that there will be a significant increase in the number of planes using the airfield.

In addition to the hangars, there are new remote plant, fuel stop and storage facilities.

- c. Replacement workshop (maintenance hangar) – there is an existing workshop or maintenance hangar on the airfield which houses a business servicing and maintaining existing aeroplanes. That business is intended to remain on the airfield although it requires additional space. The airfield wishes to also encourage existing rural businesses that could have a connection to the airfield. Thus, the new workshop is larger than that existing. There is support in planning policy for standalone rural businesses in areas including Bagby Airfield that could potentially result in the new workshop building being used by non-aircraft related activities. However, it is suggested that a planning condition that restricts the use of the workshop to predominantly aviation related activity would be appropriate.
- d. Access, car parking/landscaping – the previous car parking and landscaping proposals in relation to the earlier application are retained (see design and access statement). This shows a landscaped car park accommodating some 29 spaces at the front of the hotel/clubhouse building and significant landscaping between the new access and the clubhouse/hotel. As previously, the existing access into the airfield will be closed and moved outside of Bagby village.

2.2 It is considered that the combination of these elements generally represents an acceptable scale of development and a diversification of activities on the airfield through the introduction of an hotel. The majority of the new buildings seek to cater for existing operational and other requirements (ie, the new hangars; workshop and part of the new building dedicated to existing airfield members). The new investment relating to the hotel seeks to diversify the economy and introduce a tourism facility on to the airfield as a support for existing activities and investment in

the local economy. In this regard, some 20 new jobs in total (13 full time equivalent) will be created.

SECTION 3: CASE IN SUPPORT OF APPLICATION

3.1 The overall proposals can be considered in the context of development plan and related policy matters dealing with the introduction of the tourism facility on to the airfield and the development/replacement of existing mainly operational development. The assessment of planning policies setting out these relevant issues is undertaken below. In addition to (or as part of) the planning policy assessment, regard must also be paid to a number of other aspects including the perceived need for the hotel and its contribution to the local economy, together with the impact of the proposals on the environment. Thus the principal planning case deals with the following matters:

- a. accordance with planning policy;
- b. other material considerations, including:
 - the need for the hotel and benefits to the local economy;
 - lack of environmental impact of proposals;
 - technical considerations – noise, etc.

3.2 The planning policies are pertinent to the proposals at Bagby Airfield and our assessment of the proposals in the context of these is set out below and relates to national, regional and local policies.

National Policy and Guidance

Planning Policy Statement 1 – Delivering Sustainable Development 2005 (PPS1)

3.3 PPS 1 sets out the Government's objectives for the planning system and states in paragraph 1 that:

“Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people’s lives and helps to deliver homes, jobs and better opportunities for all, whilst protecting and enhancing the natural and historic environment,

and conserving the countryside and open spaces that are vital resources to everyone.”

- 3.4 The proposals at Bagby Airfield offer well designed proposals that integrate into their surroundings and deliver jobs to the local economy. The design aspects are set out in the design and access statement that will form part of the planning application submission. It will be noted that some 20 full and part time jobs will be created.

Planning Policy Statement 6 – Planning for Town Centres (PPS6)

- 3.5 PPS6 sets out the Government’s objectives to promote the vitality and viability in town centres. In order to achieve this, PPS6 requires sites for key town centre uses, such as offices, shops and leisure, to be considered against the following:

- assess the need for the development;
- identify the appropriate scale for the development;
- apply the sequential approach to site selection;
- assess the impact of development on existing centres;
- ensure locations are accessible and well served by a choice and means of transport.

- 3.6 In respect of the requirements of PPS6, an assessment of the proposals has been prepared by MDT Leisure Solutions Limited, which accompanies the planning application.

- 3.7 It is the case that in terms of ‘need’, the likely amendments to PPS6 will remove the need test as the weight to be attached to this issue in isolation is in our view not overriding. However, it is clear from the MDT report that the location of the airfield itself is the “unique selling point” that will be used to encourage both tourists and visitors to Bagby arriving by aeroplane to use the hotel. The whole ethos behind the scheme relies on the airfield location so it would not be realistic in viability terms to consider an alternative site elsewhere. We comment further on these issues below. However, MDT considers that there is a need case to be made for a small/medium sized quality hotel of the type proposed on the application site – particularly as the former leisure club and spa have been removed.

Planning Policy Statement 7 – Sustainable Development in Rural Areas (PPS7)

- 3.8 PPS7 sets out the Government's objectives for rural areas with the aim of providing sustainable economic growth and diversification and good quality, sustainable development that enhances local distinctiveness and the intrinsic qualities of the countryside. Paragraph 15 of PPS7 states:

“Planning policy should provide a positive framework for facilitating sustainable development that supports additional land-based activities and makes the most of new leisure and recreational opportunities that require a countryside location. Planning authorities should continue to ensure that the quality and character of the wider countryside is protected and, where possible, enhanced ...”

- 3.9 At paragraph 34 of PPS7, it is stated that local planning authorities should recognise local development documents that tourism and leisure activities are vital to many rural economies. As well as sustaining many rural businesses, these industries are a significant source of employment and help to support the prosperity of country towns and villages.
- 3.10 In respect of tourist accommodation, paragraph 37 of PPS7 states that the Government expects most tourist accommodation requiring new buildings to be located in, or adjacent to existing towns and villages.
- 3.11 The proposals will allow Bagby Airfield to further contribute to the rural economy by offering additional jobs and providing an important tourism resource. It would not be able to deliver these benefits if it (particularly the hotel) were located in an existing town, albeit the location is adjacent to an existing village.

Planning Policy 13 – Transport (PPG13)

- 3.12 The emphasis in PPG13, as set out in the introduction to this guidance, is to see the integration of transport and land use planning. At paragraph 4 of annex B to PPG13, it is stated that local planning authorities will need to consider the role of small airports and airfields in serving businesses, recreational, training and emergency

services needs. As demand for commercial air transport grows, this General Aviation (GA) may find access to larger airports increasingly restricted. GA operators will therefore have to look to smaller airfields to provide facilities. In formulating plan policies and proposals and determining planning applications, local authorities should take account of economic, environmental and social impacts of GA on local and regional economies.

- 3.13 Paragraph 9 to Annex B of PPG13 states inter alia that existing sites with established aviation uses, including redundant military airfields, will often provide the best opportunities for aviation facilities, insofar as neighbouring development is likely to be compatible with aviation use. The continuation of aviation activities on Bagby Airfield is a matter which, in principle, planning cannot control in any event.

Regional Policies

Regional Spatial Strategy for Yorkshire and Humber Region

- 3.14 The RSS, also known as the Yorkshire and Humber Plan, sets out policies in relation to the development of land within the region. In preparation of local development frameworks and local transport plans, local authorities must take into account advice contained within this document as it has an important influence on housing, economic development, waste, renaissance and other strategy.
- 3.15 Policy YH1 sets out the overall approach and key spatial priorities within the RSS. Key requirements of this policy include achieving sustainable development, promoting economic regeneration, encouraging diversification of the rural economy, providing increasing flood risk, encouraging renewable energy generation and ensuring that transport management in investment support helps with the spatial strategy.
- 3.16 Policy YH2 of the RSS refers to climate change and resource and aims to help meet the targets set to reduce greenhouse gas emissions in the region in 2016 by 20% to 25% when compared to 1990 levels.

- 3.17 The development proposals are compliant with Policies YH1 and YH2 as they assist in diversifying the rural economy. Sustainability is a key priority in the proposals as is demonstrated in the information accompanying the planning application, including in the design and access statement and the Sustainability and MEP Services Design Statement.
- 3.18 Policy VTL1 is specific to the Vales and Tees Links sub-area policy in which the application site is located. Key components of this policy of relevance to the application include protection and enhancement of the bio diversity and landscape character of the area, reducing the risk of flooding, developing good local transport links between the sub-areas, principal towns and catchment areas and diversification of the sub-area economy to lessen dependency upon agricultural sector and reduce out-commuting. Again, the proposals are fully supportive of the aims and objectives of this policy.
- 3.19 Policy E6 of the RSS deals with sustainable tourism and states that tourism should be promoted, supported and encouraged by adopting an overall approach which:
- a. recognises a sustainable growth of tourism as an integral contributor to the economy;
 - b. promotes responsible investment in the quality of the tourism and related services in order to provide a high quality experience, throughout the year;
 - c. secures investment in local people's skills and capabilities in the Yorkshire tourism industry;
 - d. supports local cultural distinctiveness;
 - e. conserves and enhances the built and natural environment; and
 - f. integrates tourism activity with a viable transport infrastructure.
- 3.20 Policy E6 identifies rural areas as tourism priority areas and advises that where tourism and recreation can provide jobs for local residents of the scale and type

apparent for the location, development should be promoted. The proposed hotel and improvements to the airfield will provide an important tourist asset in this rural location and will provide new employment for local residents. The proposals comply with the six objectives within Policy E6.

3.21 Policy E7 of the RSS relates to the rural economy and states that plans, strategies, investment decisions and programmes should help diversity and strengthen the rural economy by facilitating the development of rural industries, businesses and enterprises. This again is complied with by the proposals.

3.22 Policy T5 of the RSS sets out the policy position on transport and tourism. This policy seeks to improve access to tourist destinations and to encourage tourist destinations and attractions to provide incentives to visitors to arrive by modes other than private car and to reduce seasonality to relieve stress on transport infrastructure, particularly on strategic networks. The proposed hotel will in part cater for airside customers who presently have to travel from the airfield by road to other accommodation.

3.23 Policy T6 of the RSS relates to airports and states that the following consideration should apply to airport development and expansion proposals:

"A The following considerations should apply to airport development and expansion proposals:

1. Contribution towards an overall strategy of achieving better access, particularly by rail and other public transport, for the people and businesses of Yorkshire and the Humber to the full range of types of airport facility and services, including international long-haul opportunities and airfreight.

2. Contribution to the regeneration requirements of the local and regional economy and the maximisation of potential economic benefit to the Region.

3. Fully meets the principles of sustainable development as demonstrated through a sustainability appraisal setting economic and social benefits alongside local and global environmental impacts, and protects the integrity of internationally important biodiversity sites.

4. Fully responds to the key policy principles of reducing surface travel distances to air services outside Yorkshire & Humber.

5. Making best use of existing transport infrastructure (including Travel Plans for managing surface access, minimising generation of car-borne traffic and reviewing airport parking charges); and wherever possible improving or providing new access by public transport.

B Leeds, Doncaster and North Lincolnshire Councils should ensure that any development of airport surface access takes account of the wider transport strategy for the local area, including in adjoining districts, and provides for a wider choice of mode of travel. Airport Transport Forums should implement surface transport initiatives to ensure that access is less car-dependent.”

3.24 It is recognised that this policy primarily concerns itself with large airports. However, many of the principles of the objectives can be applied to these proposals which offer social and economic benefits and improve transport facilities to this part of the Yorkshire Region.

Local Policy and Guidance

3.25 The local policies within the development plan are those that were saved in 2007 pending the Council's completion of its Local Development Framework. In this regard, the Council has adopted its Core Strategy so the policies that are adopted in that document are also of relevance. Given the wording of the relevant policies in both documents will be known to officers of the Council, it is not intended to quote the text of the policies in this supporting statement. However, we think it is helpful if we comment on the accordancy of the proposals with the relevant policies starting with the Local Development Framework.

Local Development Framework

Hambleton District Council Core Strategy

3.26 Within the adopted Core Strategy, it is considered that the following policies are of relevance:

CP1 – Sustainable Development

Proposals comply – further details of the sustainability of the proposals in terms of the design and materials used for the main clubhouse/hotel building, as well as the landscaping are set out in the design and access statement.

CP2 – Access

The existing access to be closed and the new improved access provided in accordance with highway standards.

CP15 – Rural Regeneration

The proposals allow for the expansion of the existing business on the airfield in accordance with this policy and will also promote a new business and jobs in connection with the hotel/clubhouse facility.

CP16 – Protecting and Enhancing Natural and Manmade Assets

The proposal includes a robust landscaping scheme to the site.

CP17 – Promoting High Quality Design

The design and access statement sets out how the proposals comprise high quality design.

CP18 – Prudent Use of Natural Resources

The sustainability statement in the design and access statement demonstrates that this policy can be complied with.

CP21 – Safe Response to Natural and Other Forces

A noise survey has been undertaken and demonstrates that the amenity of residents in Bagby will not be adversely affected. As stated earlier, it would be possible for conditions to be imposed restricting noise levels and hours of flight operations protecting local amenity.

- 3.27 In these terms, the relevant policies of the adopted Core Strategy are complied with by the proposed development. In this regard, Council officers will be aware that the proposed Policy DP27 in the Core Strategy dealing with tourism was deleted by the Inspector who considered the justification for policies during the adoption process.

Hambleton District Council Adopted Development Policies

- 3.28 Within this document, it is considered that the following policies are pertinent to the consideration of this planning application:

DP1 – Protecting Amenity

A detailed noise report demonstrates that the proposals would satisfy this policy in combination with any additional planning conditions that the Council may impose.

DP3 – Site Accessibility

The site is easily accessible from Bagby as well as by road and air.

DP6 – Utilities and Infrastructure

Infrastructure is adequate to serve the proposals.

DP9 – Development Outside Development Limits

In part, the proposals represent replacement buildings on the airfield, ie, particularly the hangars, the workshop and the clubhouse element within the new hotel clubhouse building. It is recognised that Core Policy CP4 would seek to concentrate development to brownfield sites and also locations within development limits. In respect of the hotel, clearly the justification for it in terms of viability is the unique location on the airfield and therefore in reality there is not a choice of locations available for the type and characteristics of the hotel that is proposed. It would simply not be commercially appropriate to locate an hotel of the type proposed within a settlement limit, as it would not benefit from the location and linkage to the airfield. In this regard, the unique location can be regarded as an exceptional circumstance of the purposes of DP9, particularly in the background of the accordance with other policies of the plan.

DP16 – Specific Measures to Assist the Economy and Employment

The proposals will improve the tourist sector in Hambleton as well as providing job opportunities to local people. In this regard, there is compliance with priorities i. and xii. of DP16.

DP18 – Support for Small Businesses

The provision of an enlarged workshop on the site would comply with criterion i. of Policy DP18.

DP25 – Rural Employment

The proposals will positively contribute to the rural economy and support the aims of this policy. In this regard, in relation to the five criteria of the policy, the following comments can be made:

- a. The development as a whole, ie the additional employment floor space within the workshop, is small.

- b. The existing workshop is not capable of conversion or re-use. The new building is in effect a replacement of an existing building.
- c. The development as a whole including the new workshop and the employment element within the clubhouse/hotel, is not capable of location within a settlement because it relates to the airfield.
- d. The MDT report demonstrates the potential benefit to the local economy.
- e. The development will not adversely affect the economy of service centres.

DP30 – Protecting the Character and Appearance of the Countryside

As demonstrated in the design and access statement, the design of the proposals fully addresses the need to protect the character and appearance of the countryside. The revised proposal has particularly given priority to this matter.

DP32 – General Design

The design and access statement show the proposed design is acceptable.

DP33 – Landscaping

A comprehensive landscaping scheme is included as part of the proposals.

DP34 – Sustainable Energy

This issue has been fully considered in the design and is supported in the sustainability appraisal that accompanies the planning application.

DP44 – Very Noisy Activities

The noise survey that has been undertaken shows the proposals to be within acceptable limits.

Summary of Policy Issues

- 3.29 It is considered that on balance, although the development lies outside a settlement limit, there is sufficient policy accord for the proposals as a whole to be regarded as being in conformity with key planning policies. In essence, the hotel element of the proposal seeks to both diversify the local economy and provide an addition to the tourism offer within the area at a location where the hotel clubhouse has to be provided to fulfil its purpose, ie, on the airfield. The potential attraction and therefore viability of the hotel relies on the airfield location and clearly the potential economic benefits would not be achievable if the hotel was provided elsewhere. These factors are explained in more detail in the statement prepared by MDT Associates.
- 3.30 The overall design of the hotel and the provision of replacement hangar facilities and additional employment complies with all the relevant policies, particularly given the sustainable approach to the design of especially the hotel/clubhouse building as set out in the design and access statement.
- 3.31 Subject to the overall impact of the development being regarded as acceptable on the wider environment – and given the reduction in scale of the proposals compared to the previous application, this is considered to be the case (see below). The planning authority should regard the proposals as being in accordance with the development plan policies.

Other Material Considerations

- 3.32 To a great extent the key planning considerations are dealt with in the assessment of policy above. However, a number of them are worthy of emphasis as material considerations in themselves. These are as follows:

The Need for and Tourism Benefits of the Hotel

- 3.33 The background to this is explained in the MDT Associates' report. However, this identifies that there is a relative shortfall of good quality medium-sized hotels in the area – particularly those which enjoy a countryside location. The only one of any

note is Aldwark Manor. The location of Bagby Airfield is clearly unique for an hotel and the opportunity to maximise its potential for tourism should clearly be taken subject to normal environmental/amenity considerations. In addition to the potential to provide a unique addition to the tourism offer in the area, there are the benefits of additional jobs to take into account.

Environmental Impact

- 3.34 Subject to normal planning conditions that can control the hours of operation of the flights from the airfield and noise emissions, the revised planning application would have an acceptable effect on the environment and amenity. The moving of the access into the airfield from its current position would reduce the need for cars to drive into the village when approaching Bagby from the main road linking the A19 to the south. The reduction in size and height of the proposed clubhouse building (to single storey with mezzanine) would clearly significantly decrease the visual impact of the building when viewed from the surrounding area. The perception of the building would be that it would not be an alien feature on the airfield and would be viewed as the type of building in terms of its design that is akin to a lot of airport related (though not hotel) buildings.
- 3.35 The new/replacement hangars are clearly buildings one would expect to see on an airfield and therefore again would not have an intrusive visual impact.

Technical Issues

- 3.36 To a great extent, any technical matters relating to the proposals dealing with noise, drainage, etc, have been dealt with in the RPS report and in the design and access statement. There are no technical constraints to the development arising from any matters raised by authorities such as the Environment Agency, the County Surveyor, Yorkshire Water or the Environmental Health Department of the Council. The drainage/flood risk report submitted with the application confirms there are no outstanding issues in this regard.

Third Party Representations

- 3.37 The views of third parties as a response to the original planning application have been taken into account in the overall reduction in size of the development, particularly the hotel/clubhouse facility. It is considered that this was the main concern of third parties although it is acknowledged that there may still be outstanding issues. However, as far as possible, third party objections have been addressed and it is hoped that the application will be supported by the residents of Bagby and the Parish Council.

SECTION 4: SUMMARY AND CONCLUSIONS

- 4.1 A new planning application for development at Bagby Airfield has been submitted as a response to concerns about scale and nature of the original application, which has now been withdrawn. The new application proposes a much reduced hotel/clubhouse building and removes the proposal for a leisure club and spa. The building itself has been reduced in height so that it is in effect single storey plus a mezzanine and by about 28% of its floor space. The remaining elements for new and replacement hangars and related airfield facilities stay the same including a proposed enlarged workshop.
- 4.2 The details of the proposals and the design philosophy behind them is set out in the design and access statement prepared by Buschcow Henley Architects. In addition to this planning support statement, there is also a supporting report dealing with the need for and viability of the hotel/clubhouse facility prepared by MDT Associates.
- 4.3 From consideration of the previous application, the most significant element in planning terms is the new hotel and clubhouse facility. However, the submission of this application does allow conditions to be imposed by the Council (so long as they are compliant with Government advice) that can ensure that certain operations on the airfield are controlled in the interests of amenity. In this regard, the applicants are prepared to accept planning conditions that:
- restrict night time flight operations;
 - restrict noise levels;
 - prevent jet aircraft from using the airfield;
 - prevent use of the north/south runway number 15/33 (except in emergencies and for safety reasons);
 - prevent additional hardstanding of existing runways.

- 4.4 The purpose behind the application is to allow for an attractive addition to the tourism offer of hotels in the area in a unique location as well as providing for improved facilities for existing airfield users. The investment that is proposed will lead to benefits for the rural economy, both in terms of the hotel facility and the proposed enlarged workshop that is intended for companies with a connection to aircraft or related industries (and can be conditioned accordingly).
- 4.5 The proposals are considered to comply with key planning policies and there are no other material considerations that would override the general accord with policy. In particular, emphasis should be placed on the sustainability objectives for the new building (particularly the hotel/clubhouse) and the excellent design of it. Furthermore, due to the reduction in size of this principal building, there will be no material impact on the environment from either a visual, noise related or other aspect. The potential contribution to the tourism economy and the rural economy should be given considerable weight. This contribution can only be realised if the hotel element of the scheme is provided on the airfield as this gives it its unique selling point.
- 4.6 In these terms, therefore, Hambleton District Council is advised that planning permission should be granted for the revised planning application on Bagby Airfield subject to conditions, the content of which has been referred to in principle above.