



Application for planning permission for a classic car storage and workshops building
in connection with the expansion of existing classic car sales and restoration
business, external improvements to existing buildings, community allotment, together
with associated new access and landscaping

Corner Farm, West Knapton, Malton, YO17 8JB

PLANNING AND DESIGN AND ACCESS STATEMENT

February 2021

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Maria Ferguson Planning

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1.0 INTRODUCTION AND BACKGROUND

- 1.1 This statement has been prepared on behalf of Mr N J Szkiler, Classic & Sportscar Ltd., to accompany and provide additional information in relation to an application for full planning permission for the expansion of his existing business at Corner Farm, West Knapton, Malton. The proposed development involves the erection of a building for the storage, maintenance and restoration of classic motor vehicles, the alteration and improvement of existing buildings on the land, together with associated access arrangements and landscaping. Also proposed is an area of orchard and allotments for community use.
- 1.2 The statement is intended to address matters relevant to the development proposals, including appraising the planning policy considerations associated with them. The application is also accompanied by the following plans and documents:
- Application forms, duly completed and signed
 - Site location plan – dwg PD235-01A
 - Existing site block plan – dwg PD235-02
 - Proposed site block plan – dwg PD235-03A
 - As proposed floor plans – dwg PD235-04A
 - Proposed elevations (units 2 and 3) – dwg PD23505A
 - Extended Phase 1 Habitat Survey and Preliminary Ecological Appraisal – Wold Ecology – March 2020
 - Noise Impact Assessment – Nova Acoustics – November 2020
 - Arboricultural Impact Assessment – Andrew Hampton – November 2020
 - Flood Risk and Drainage Assessment – Alan Wood & Partners - February 2020
 - Summary Assessment & Recommendations regarding Archaeological Implications – The Landscape Research Centre – January 2021
 - Planning Statement – Maria Ferguson Planning Ltd – February 2021

2.0 SITE DESCRIPTION & PROPOSAL

- 2.1 The application site comprises a field and an existing former farmstead. Since 1998 it has been a classic car sales business with associated repair facility and storage (Classic & Sportscar Ltd.). The site extends to around 1.65ha. The site contains two single storey buildings in use by Classic & Sportscar Ltd., and a car parking area. The remainder is vacant, formerly agricultural land previously in the ownership of Mr Szkiler and his wife and used as a paddock.
- 2.2 The application site is located in open countryside, outside of, but adjoining the development limits of West Knapton. West Knapton is a small, linear village located to the east and north of the application site. To the west of the site are gallops, and to the south is a layby, beyond which is a wooded area. The site is predominately flat, and contains a small number of trees. Its boundary is delineated by a 1m timber post and rail fence.
- 2.3 Planning permission is sought for the following:
- Erection of new workshop and storage building. This will be L-shaped, extending to 2975 sq m. This will accommodate a classic car upholstery / trim workshop, a new MOT testing facility (single bay), paint / body workshop, mechanical service / repair facility and an associated light engineering workshop.



- Refurbishment of existing buildings, including re-cladding
- Creation of more formal parking areas
- New access to the south west corner of the site
- A new community allotment site

2.4 The site will be landscaped, and a new pond created.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Planning permission given for the extension of an existing building to form offices, a replacement workshop, staff facilities and for the storage and display of vehicles (14/00141/FUL). This was not implemented.
- 3.2 The site was historically in use for the storage and maintenance of caravans. In 1998, planning permission was given for the change of use of the buildings and land from the storage and maintenance of caravans to the sale of vintage and classic cars (1998/00946/FUL). Approved hours of use connected to this permission were varied by virtue of permission reference 10/01223/73.
- 3.3 Pre-application advice was sought in respect of a scheme to grow and consolidate the existing business in 2017, as well as at that time provide starter units for other new businesses (reference 17/00888/PREAPP). The advice provided in the pre-application response, as well as the events of the last three years, have helped frame this proposed development and no provision is made in the proposed development for new starter units.

4.0 PLANNING POLICY

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) was published in February 2019. It is a material planning consideration in planning decisions.
- 4.2 NPPF imposes a presumption in favour of sustainable development (paragraph 11). This means approving planning applications without delay where development proposals accord with an up to date development plan. Where development plan policies are silent or out of date, planning permission should be approved unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the Framework as a whole.
- 4.3 NPPF highlights that there are three dimensions to sustainable development – an economic role, a social role, and an environmental role. These should not be undertaken in isolation as they are mutually dependent, but instead should be sought jointly and simultaneously through the planning system in order to improve the lives of people and communities.
- 4.4 Part 6 of NPPF relates to the economy. Paragraph 83 states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, as well as the development and diversification of agricultural and other land-based businesses. It also states that they should enable sustainable rural tourism and leisure developments that respect the character of the countryside.



Local planning policy – The Development Plan

- 4.5 NPPF does not change the statutory position that the Development Plan should be the starting point for assessing planning applications, and that applications should be determined in accordance with the Development Plan unless material planning considerations indicate otherwise.
- 4.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. The adopted development plan for the application site comprises the Ryedale Local Plan Strategy (2013), The Development Sites Document (2019) and the Proposals Map.
- 4.7 The following policies contained in the development plan are listed below, together with a summary:
- Policy SP6 – Delivery and distribution of employment / industrial land and premises

This policy indicates the Council's priorities for the distribution of employment land, and states that new land and buildings for employment will be supported in the service villages and other villages on small-scale sites in and adjacent to the development limits, and for expansion land/sites for established businesses.

In the wider open countryside, the expansion of existing established businesses or provision of new buildings to support appropriate rural economic activity in line with the provisions of Policy SP9 will also be supported.
 - Policy SP9 – The land based and rural economy

Policy S9 states that the conversion of existing buildings and the provision of new buildings for appropriate small-scale rural economic activity in line with Policy SP6 will be supported.
 - Policy SP11 – Community facilities and services

This policy provides for the provision and expansion of community facilities (including allotments) and states that the provision of new facilities within development limits, of facilities limited to the conversion of existing buildings outside of development limits will be provided. New provision outside of development limits will be supported where the facility is needed to serve the local area and could not be provided within development limits.
 - Policy SP14 - Biodiversity

Through Policy SP14, it is intended to conserve and enhance the District's biodiversity by, inter alia, supporting, in principle, proposals for development that aim to conserve or enhance biodiversity and geodiversity through the prevention of loss of habitat or species and the incorporation of beneficial biodiversity features, requiring a net gain in biodiversity to be provided as part of new development schemes, and resisting development proposals that would result in significant loss or harm to biodiversity.



In considering proposals for development, proposals which would have an adverse effect on any site or species protected under international or national legislation will be considered in the context of the statutory protection which is afforded to them.

- Policy SP19 – Presumption in favour of sustainable development

This policy reiterates the NPPF presumption in favour of sustainable development, which means that planning applications which accord with the policies in the development plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date then permission will be granted unless any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

- Policy SP20 – Generic development management issues

This policy seeks to ensure development has an acceptable impact on its surroundings. It is a generic policy applying to all new development across the District. Among other things, it requires development to respect the character and context of the surroundings, be compatible with neighbouring land uses in terms of noise, dust, or odour. Access to and movement within the site by vehicles, cycles and pedestrians should not be prejudicial to road safety, or the safety of pedestrians and cyclists.

5.0 KEY ISSUES AND CONSIDERATIONS

From an assessment of the site and development, the key issues for the consideration of the proposals are considered to be:

- Principle of the development and business case
- Residential amenity
- Visual impact and design
- Biodiversity and trees
- Access, highway safety
- Flood risk and drainage

These are dealt with in turn below:

5.1 Principle of Development and business case

- 5.1.1 The application proposes the extension of an existing site which is in use by Classic and Sportscar Ltd. for the sale, preparation, storage and restoration of classic and vintage cars.
- 5.1.2 Classic & Sportscar Ltd, purveyors of high-quality classic, vintage, and collector's cars relocated from Huddersfield to West Knapton in 1998. In 2014, a new sister company was created (Malton Coachworks Ltd.), This sister company's activities are intrinsically linked to the operations at the application site but are presently based across three sites on Showfield Lane in Malton
- 5.1.3 The application site originally included a classic car preparation workshop, now used as a valeting / inspection and storage area. Malton Coachworks Ltd began with a mechanical service / repair facility and separate paint / bodyshop. However, that business has developed and later added a trim shop for carrying out car upholstery work. Malton Coachworks' capacity for providing various



highly skilled services which were not available locally has been vital to the growth of Classic & Sportscar Ltd., its largest customer.

- 5.1.4 Since 2014 the combined turnover of the two companies, Classic & Sportscar Ltd. and Malton Coachworks Ltd. has more than tripled. However, the fact that the businesses operate over split sites some 6 miles apart creates a significant constraint to efficiency, and in turn the growth of both businesses.
- 5.1.5 A business consolidation and re-location plan was first considered by the applicant in 2017, when pre-application advice was sought from the local planning authority (reference 17/00888/PREAPP). The advice given in reply has framed the application proposal.
- 5.1.6 In March 2020 a temporary hold was placed on the project because of the economic uncertainty presented by the Covid 19 pandemic. However, Classic & Sportscar Ltd. has a long history and excellent reputation in the industry both nationally and internationally. The businesses as a consequence have recovered well from the challenges faced earlier during 2020 and to streamline the business and continue its success it is necessary to consolidate all of the businesses' activities on one site. This would achieve the following:
- Removal of all commercial traffic associated with the businesses from the village and from the centre of Malton;
 - Reduction in operating costs and increased viability;
 - Reduction of the combined businesses' carbon footprint and emissions, particularly in Malton and West Knapton village;
 - Increased operational efficiency
 - Creation of a horticulture-based village amenity with disabled access.
- 5.1.6 The proposed development would see sister company Malton Coachworks Ltd. relocate to the application site, and the resultant combined car business would then comprise classic car sales, service, maintained vehicle storage, trim/upholstery department, engineering department, body and paintwork restoration. This latter department which due to technological improvements now has a very low environmental impact, would be based on the south-western part of the site. Its location in the proposed new building would be the farthest distance from the residential part of West Knapton village.
- 5.1.7 The improvements that can be made by increasing the efficiency of the business and the growth this would create immediately, would initially mean five new skilled jobs would be created. The firm's successful apprenticeship scheme will be continued and expanded to ensure that the specialist skills which are key to the industry continue with the next generation. The businesses currently employ 25 full-time staff, making it a key employer in this rural area where diversification of employment opportunities is important.
- 5.1.8 The businesses both contribute significantly to the local economy, not only in terms of employment, but tax contributions and the use of other local businesses, contractors and services. The proposed allotments will provide a benefit to the wider community, in close proximity to residents of West Knapton – a public amenity that cannot be accommodated in the village.
- 5.1.9 West Knapton is identified in the Ryedale Local Plan Strategy as being an 'Other Village' for the purposes of locating new development. Policy SP6 of the Strategy sets out the Council's priorities for the distribution of employment land. It provides support for the creation of new land and buildings for employment uses in villages both in and adjacent to the development limits, as well



as for expansion land/sites for established businesses. As an existing business wishing to expand, located adjacent to the development limits of West Knapton, the proposed development complies fully with Policy SP6.

- 5.1.10 Even in the wider open countryside, the expansion of existing established businesses or provision of new buildings to support appropriate rural economic activity is given support by the Strategy (Policy SP9).
- 5.1.11 The proposed development is necessary for the development, expansion, and future growth of an existing successful and viable business. It will enable the contribution it makes to the local economy to continue, providing employment and support for other businesses in the local area. There is a clear business case and the proposed development will have a significant positive impact on the local economy. The proposed development complies with the development plan, and as such is acceptable in principle, subject to the detailed considerations addressed in the following sections of this statement. The proposed allotments are similarly compliant with the Local Plan Strategy, providing a valuable community facility which could not otherwise be accommodated in the village, in accordance with Policy SP11.

5.2 Residential amenity

- 5.2.1 The application site is located in relatively close proximity to residential properties. Those nearest the site are located to its north east. They share a boundary with the site.
- 5.2.2 The business is already operating from the site, with little mitigation save operating hours, which are restricted to between 0800-1800 Monday to Friday, and between 1000-1600 Sunday.
- 5.2.3 The use of the adjacent site will enable the business to expand, intensifying the use, though the operations taking place will remain the same. Business hours will not increase. All traffic associated with the business will now access the site via a new entrance.
- 5.2.4 The main potential impact on nearby dwellings and their occupiers is noise. Because operations take place inside buildings, there can be no nuisance in relation to odour or other environmental effects. The main noise sources are from the operations taking place within the buildings, and from vehicles.
- 5.2.5 In order to better understand the likely impacts of the development proposed on the amenity of nearby occupiers, the applicant commissioned a noise impact assessment. This assessment was carried out in November 2019 by Nova Acoustics, and the report entitled 'Noise Impact Assessment of a Car Restoration Facility' is submitted with the application for planning permission.
- 5.2.6 The assessment concludes that no adverse impact is predicted at the nearest noise sensitive receptors due to the operation of the proposed development. The maximum noise level emissions are predicted to be within the BS8233:2014 criteria considering the attenuation provided by partially open windows at the nearby dwellings. The noise levels within the garden areas of the properties are also predicted to be within World Health Organisation guideline levels.
- 5.2.7 Having regard to ongoing activities at the existing site, and the fact that the proposed new building envelope will have better acoustic performance than the existing, and be further away from residents, the proposed development is unlikely to have an adverse impact on the living conditions of occupiers of nearby dwellings. The new MOT testing facility will also be located furthest from dwellings, and will only have capacity for around 8 no. vehicles a day. This will negate the requirement to move vehicles to other testing facilities elsewhere for MOT tests and



re-tests, reducing vehicle movements (and associated disturbance) and the carbon footprint of the business.

5.2.8 Notwithstanding the above, some mitigation is proposed as follows:

- All façade elements including glazing, doors, walls and roof require a minimum sound reduction of 24 dB Rw
- Vehicles should not be left idling when not in use
- All windows and doors should remain closed where possible during the operational period. This includes roller shutters, which should be closed after use.
- During the site visit, the Body Shop section of the site was found to generate the highest amount of noise. For this reason, the Body Shop activities should be located in the southern section of the development in order to maximise the distance between this section and nearby dwellings.
- If any associated external plant is to be installed such as air conditioning units or extraction systems the noise emissions should not exceed the cumulative plant limit level of 32 dBA at the closest residential dwelling.
- Should any external plant be installed an appropriately qualified person should review all noise emissions to ensure the plant noise limit level can be achieved and advise accordingly if required.

5.2.9 The business receives very few customers into the site, due to the nature of its business model both nationally and internationally (online and remotely). This is borne out by the fact that the business has had its most financially productive year in 2020, despite lockdown. Furthermore, the proposed development will see the access relocated to a position further from residential properties. As such, potential disturbance from this noise source will be reduced.

5.2.9 As there will be no impact on the amenity of occupiers of nearby residential properties in terms of noise or environmental effects the proposed development complies with Policy SP20 in this regard.

5.3 Visual impact and design

5.3.1 The proposed development involves the erection of new buildings on a greenfield site in open countryside. However, the application site is located adjacent to development limits, and close to the built form of West Knapton. The expansion proposals will therefore not encroach into an otherwise undeveloped landscape and will be read against existing buildings and activities taking place in the area. The landscape is undesignated, and therefore less sensitive to change. Impact on the Area of High Landscape to the south of the site is unlikely due to the physical separation afforded by the road and screening by the adjacent woodland area.

5.3.2 The development proposed also involves the improvement of existing buildings on the application site, re-cladding to match the proposed new building. This will offer a visual improvement to the existing site.

5.3.3 Whilst five trees will be removed (Sycamore and Ash), these are clustered around the existing building, and are not highly visible from outside of the site. They do offer some positive benefit in terms of screening the existing building, and so replacement planting of native broadleaf species trees is proposed as part of the landscaping of the site.

5.3.4 The proposed development will not have a significant landscape impact, or an adverse impact on the visual amenity of the street scene. It will not be prominent from locations other than the adjacent road and land from which it will be read against the existing built form of the village.



New hedgerow and tree planting will soften the appearance of the new development from the surroundings, and the construction using materials in more organic colours will further mitigate their visual impact.

5.4 Biodiversity and trees

- 5.4.1 There are a number of trees within the site. Accordingly, a tree survey was commissioned by the applicant to determine the quality and life expectancy of the trees and the impact the development may have on them. This was carried out by Mr A Hampton in November 2019. His Arboricultural Impact Assessment accompanies the application. This sets out the trees affected, their root protection areas, and methods for the protection of retained trees and hedgerows.
- 5.4.2 It will be necessary to remove trees T1, T2 and T5-T9 to facilitate the proposed development and in the interest of sound Arboricultural practise. Trees T1, T2 and T5-T8 will need to be removed to facilitate the construction of the new access road and parking infrastructure.
- 5.4.3 In addition, it is recommended that Tree T6 which was damaged by fire in the past and had a limited life expectancy be removed. Tree T9 was in a poor condition and removal recommended due to a limited safe useful life expectancy and to facilitate the new building.
- 5.4.4 Replanting of all trees will take place as part of the landscaping of the site, with appropriate native broadleaf species.
- 5.4.5 In addition to assessing the trees on the site, the site has also been surveyed by a suitably qualified ecologist to ensure that no protected species or habitat will be adversely affected by the proposed development. Wold Ecology were commissioned to carry out the survey, and their report entitled Extended Phase 1 Habitat Survey and Preliminary Ecological Appraisal (PEA), dated March 2020, accompanies the planning application.
- 5.4.6 This report concludes that the application site is not one that provides valuable habitats supporting or with the potential to support bats, newts, reptiles or badgers. Mitigation is proposed in relation to bats, birds and hedgehogs to ensure they are not harmed by the proposal and their habitats are enhanced.
- 5.4.7 The report recommends mitigation and enhancement in terms of biodiversity, and for trees to be checked for birds and bats prior to their removal.
- 5.4.8 Policy SP14 of the Local Plan Strategy requires support for proposals for development that aim to conserve or enhance biodiversity and geodiversity through the prevention of loss of habitat or species and the incorporation of beneficial biodiversity features. The proposed development will achieve this in proposals for landscaping, as well as the mitigation and enhancement recommended in the Phase 1 survey and PEA which can be secured by planning conditions. The development would not result in significant loss or harm to biodiversity, and in fact will result in net gain following implementation of enhancement measures. The development proposed accords with Policy SP14.

5.5 Access and highway safety

- 5.5.1 The existing access to the site is from Main Street to the east of the site. It is proposed to retain this access for emergencies only. This is presently the entrance to the Farmhouse (New House, Corner Farm) and will provide pedestrian access to the proposed allotment.
- 5.5.2 It is proposed to create a new access from the lay-by to the south side of the site. Any increase in vehicle movements associated with the growth and development of the business will be off-set by efficiencies in the way it operates. For example, the MOT testing facility will mean the business is not taking cars into Malton for M.O.T tests to the three existing centres it currently uses. There will be no vehicle movements between West Knapton and the three Malton sites over which the



business presently operates. This will result in a decrease in vehicle movements from the application site, and also within Malton itself.

5.5.3 Anticipated vehicle movements are as follows:

- HGV / 3500kg small transporter – as existing – 1 per day
- Vans (including couriers / post) – as existing - 20 per day
- Cars, including staff – 43 per day (increasing by approximately 15)

5.5.4 The proposed development will improve the impact that the business has on the local road network. The proposed access is a significant improvement on existing arrangements. Permission should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe (paragraph 109 NPPF). This is not the case in this instance.

5.6 Flood risk and drainage

5.6.1 The application site is located in Flood Zone 1, and is at the least risk of flooding. Nevertheless, due to the size of the site and development proposed, a Flood Risk Assessment and Drainage Assessment was commissioned by the applicant, and a copy of this accompanies the planning application. As part of this, consultation has taken place with the Environment Agency in order to obtain relevant information in respect of flood mapping, details of which are included within the accompanying report. Consultation also took place with Ryedale County Council in respect of planning, flood risk and surface water run-off from the development by means of review of the Strategic Flood Risk Assessment (SFRA).

5.6.2 For the purposes of flood risk vulnerability, the assessment concludes that the proposed development is classed as 'Less Vulnerable', and in terms of flood zone compatibility the construction of 'Less Vulnerable Development' in Flood Zone 1 is considered appropriate.

5.6.3 No specific flood risk to the development has been identified in the assessment, however, recommendations are made in relation to the surface water drainage for the development to ensure the development does not increase the risk of flooding to other parties. These recommendations can be secured by way of suitably worded planning conditions.

5.6.4 Subject to conditions, there is no reason why planning permission should be withheld on flood risk grounds.

6.0 CONCLUSION

6.1 The application site contains two single storey buildings in use by Classic & Sportscar Ltd. and a car parking area. The remainder is vacant, formerly agricultural land. It is located in open countryside, outside of, but adjoining the development limits of West Knapton. Planning permission is sought for the following the erection of new workshop and storage building to accommodate a classic car upholstery / trim workshop, a new MOT testing facility (single bay), paint / body workshop, mechanical service / repair facility and an associated light engineering workshop. The remaining buildings will be refurbished. A new access is proposed together with a community allotment and orchard.

6.2 The application proposals comply fully with the development plan locational strategy, in that Policy SP6 of the Local Plan Strategy provides support for the creation of new land and buildings for employment uses in villages both in and adjacent to the development limits, as well as for



expansion land/sites for established businesses. Even in the wider open countryside, the expansion of existing established businesses or provision of new buildings to support appropriate rural economic activity is given support by the Strategy (Policy SP9).

- 6.3 The proposed development is necessary for the development, expansion, and future growth of an existing successful and viable business. It will enable the contribution it makes to the local economy to continue, providing employment and support for other businesses in the local area. There is a clear business case, and the proposed development will have a significant positive impact on the local economy. The proposed allotments are similarly compliant with the Local Plan Strategy, providing a valuable community facility which could not otherwise be accommodated in the village, in accordance with Policy SP11
- 6.4 The site will be landscaped, and a new pond created. In addition to this, the proposal is shown within the application documents to have no likely harmful impacts on the landscape, character of the countryside, trees, ecology / biodiversity, flood risk or on highway safety. Evidence has also been provided to show that the development will not harm the living conditions of nearby residents.
- 6.4 The proposed development accords fully with the adopted development plan in force and as such, in accordance with Paragraph 11 of NPPF should be approved without delay.