

COMMITTEE REPORT

Date: 5 January 2012 **Ward:** Skelton, Rawcliffe, Clifton Without
Team: Major and Commercial Team **Parish:** Clifton Without Parish Council

Reference: 11/02828/FULM
Application at: DHL Centurion Way York YO30 4WW
For: Change of use and external alterations to form vehicle service centre with commercial vehicle sales
By: Mr Mark Taylor
Application Type: Major Full Application (13 weeks)
Target Date: 23 January 2012
Recommendation: Approve

1.0 PROPOSAL

1.1 Change of use of parcel distribution centre (use class B8) to vehicle service centre with sale of commercial vehicles (sui generis). The building would be divided into three parts, each with its own car parking. The easternmost part and approximately 47 outdoor parking spaces would be used for car valeting and car storage in connection with the applicant's existing Audi car dealership on Clifton Moorgate. The central part of the building and approximately 15 outdoor parking spaces would be used by the applicant as a stand alone enterprise for the sale and repair/maintenance of VW commercial vans. The westernmost part of the building and approximately 58 parking spaces would be used for car repair/maintenance in connection with the Audi car dealership.

1.2 The application includes alterations to the external elevations, mainly relating to the size and distribution of external openings. The proportion of total floorspace devoted to retail use would be approximately 30%. The applicant anticipates that over the next three years there would be an increase of 35 full time jobs above those already employed in the existing Audi facility.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary GMS Constraints: York City Boundary 0001

DC Area Teams GMS Constraints: East Area (2) 0005

Scheduled Ancient Monuments GMS Constraints: SMR No.30152 Roman Camp On Clifton Moor 275m NNE Moor Farm

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2.2 Policies:

CYT4

Cycle parking standards

CYE3B

Existing and Proposed Employment Sites

CYGP1

Design

3.0 CONSULTATIONS

3.1 INTERNAL

Highway Network Management - No objections. The proposal is unlikely to change the level of traffic movements generated by the existing distribution centre.

3.2 EXTERNAL

Clifton Without Parish Council - No response.

Public Consultation - The consultation period expired on 16 December 2011. No response.

4.0 APPRAISAL

4.1 KEY ISSUES:-

- Loss of employment land.
- Transport and accessibility

THE APPLICATION SITE

4.2 The site is a detached, single-storey commercial shed providing approximately 1770sqm of floorspace. The site has a total of approximately 120 car parking spaces arranged around three of the sides of the building, which is vacant. The site lies at the edge of Clifton Moor Business Park and is allocated for employment use. To the front are other commercial buildings. To the sides and rear is open space of Bootham Stray.

POLICY CONTEXT

4.3 The most recent and over-arching national planning policy on economic development is set out in a ministerial statement dated 23 March 2011. It states that (in the current economic climate) there is a pressing need to ensure that the planning system does everything it can to help secure a swift return to economic growth. Further, that the government's clear expectation is that the answer to

development and growth should be 'yes' except where this would compromise the key sustainable development principles set out in national planning policy. When deciding whether to grant planning permission local planning authorities should support enterprise and facilitate housing, economic and other forms of development.

4.4 Local plan policy E3b states that planning permission will only be granted for non-employment uses where, inter alia: (a) there is a sufficient supply of employment land (c) the proposed use would have significant benefits for the local economy and (d) the proposed use is ancillary to employment use.

4.5 GP1 - Development proposals should be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and local character; respect or enhance the local environment; provide/protect amenity space; protect residential amenity; accord with sustainable design principles; include refuse facilities; and include, where appropriate, landscaping.

4.6 T4 - Seeks to promote cycling and states that all new development should provide storage for cycles in accordance with the standards in the local plan.

ECONOMIC IMPACT

4.7 Most of the floorspace would remain in employment use, which would accord with policy E3b of the local plan. The only floorspace that would be lost to employment would be the central part of the building, which would be used for the retail sale of commercial vehicles. This floorspace would be small, approximately 520sqm, and its loss would not have a significant impact on the total supply of employment land in the area. Furthermore, the premises would be occupied by an expanding business, which anticipates providing 35 additional jobs over the next three years. The proposal would have significant benefits for the local economy in terms of providing (or sustaining) local jobs. The application therefore accords with latest government policy, which is to support economic development and, overall, accords with policy E3b of the local plan.

TRANSPORT

4.8 The site is highly accessible by bus, walking and cycling. Traffic levels generated by the use are unlikely to increase from those generated by the distribution centre and HGV movements would be less. The development would require a total of 12 secure, covered stands for 12 cycles. This has been accepted by the applicant; details are awaited.

VISUAL AMENITY

4.9 The proposed alterations would be in keeping with the character of the existing building and the business park.

5.0 CONCLUSION

5.1 The proposal accords with national planning policy on economic development and relevant policies of the City of York Local Plan Deposit Draft. The restriction of the retail sales area would help to ensure the remainder of the building is retained for employment uses.

6.0 RECOMMENDATION: Approve

1 TIME2 Development start within three years -

2 The development hereby permitted shall not be carried otherwise than in complete accordance with the approved plans numbered A(PL)01 001 and A(PL)01 100 received 21 October 2011.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 The use of the site for retail sales shall be confined to the area marked 'VW COMMERCIAL VEHICLE' on approved plan A(PL)01 001 received 21 October 2011.

Reason: In order to protect the supply of suitable employment land in the area.

4 The development shall not be occupied until the cycle facilities shown on drawing have been provided. They shall be retained and used for no other purpose except with the written consent of the local planning authority. [*Members to be updated at the committee meeting*]

Reason: To promote the use of cycles thereby reducing congestion on adjacent roads and in the interests of the amenity of neighbours.

7.0 INFORMATIVES:

Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to loss of employment premises and transport. As such the proposal complies with policies E3b, GP1 and T4 of the City of York Local Plan Deposit Draft.

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