

## COMMITTEE REPORT

**Date:** 2 February 2023      **Ward:** Haxby And Wigginton  
**Team:** West Area      **Parish:** Wigginton Parish Council  
**Reference:** 22/01908/OUTM  
**Application at:** Geoff Neal Roofing Factory Sutton Road Wigginton York  
**For:** Outline application for erection of business incubator units, warehousing and regional training facility for roofing, biomass and stoves in association with change of use to Class E with all matters reserved  
**By:** Mr Oliver Neal  
**Application Type:** Major Outline Application  
**Target Date:** 26 December 2022  
**Recommendation:** Refuse

### 1.0 PROPOSAL

#### Application Site

1.1 The application site relates to an area of land approximately 1.5 hectares in diameter located on the B1363 Sutton Road, to the north of York. This site is predominately in use has an established base for Geoff Neal Roofing Contractors (GNR). The site also occupies multiple business comprising of a Reclaimed Brick/Tile Company, The Lead Lads, Hot Box Fire starts and Stove Guys.

1.2 The site is regarded as being within the general extent of the Green Belt.

1.3 In the 2018 Publication Draft Local Plan the site been documented in Annex 4 to the Topic Paper 1 Addendum (page 7 onwards) as to be in the Green Belt.

#### Proposals

1.4 The proposal seeks outline planning permission (with all other matters reserved) for the construction of 6.no single storey incubator units to serve as a flexible use for office/ IT technology and classroom-based teaching facilities. In addition, a further two-storey building will be located at rear of the site. This building will serve as an additional storage area and will include offices and open plan areas for the training and teaching of manual skills. The proposed buildings would be laid out on grassed land to the northwest of existing site, evenly spaced between permeable paths and landscaping with designated individual laid out car/cycle parking areas.

1.5 The rationale is that the proposals seeks to expand the current business facility to predominately provide a regional centre for the training of roofing, building and stove/ biomass appliances.

## 1.6 Site History

- Application to remove condition No.3 of decision 3/150/276/PA dated 29.04.85 restricting the factory to be used in association with the existing factory (ref: 3/150/276A/PA) approved without conditions on 02.09.1985.
- Erection of extension to factory at Sutton Road (ref: 3/150/276B/PA) approved 29.10.1992.
- Change of use of agricultural land to industrial use at Sutton Road (ref: 3/150/276C/PA) refused 04.04.1990.
- Change of use of agricultural land to car parking (ref: 3/150/276D/PA) approved 29.10.1992.
- Variation of condition 7 of planning permission 3/150/276/B/FA to extend use to include B8 (storage and distribution) and removal of condition 2 of planning permission 3/150/276/PA to enable users other than Davies Industrial Com. Ltd (ref: 01/02189/FUL) approved 06.09.2001.
- Variation of conditions of planning permission 3/150/276/PA and 3/150/276B/PA as subsequently modified by planning permission 01/02189/FUL to permit additional use of building as joinery workshop (ref: 02/01434/FUL) approved 04.07.2002.
- Erection of rear extension with mezzanine (ref: 12/02504/FUL) withdrawn on 10.09.2012.

## **2.0 POLICY CONTEXT**

2.1 Section 38(6) of the Planning and Compensation Act 2004 requires that determinations be made in accordance with the development plan unless material considerations indicate otherwise.

2.2 The development plan for York relevant to this application comprises the saved policies of the Yorkshire and Humber Regional Spatial Strategy (RSS) relating to the general extent of the York Green Belt.

### Saved Yorkshire and Humber Regional Spatial Strategy (RSS) policies

2.3 The Regional Spatial Strategy for Yorkshire and the Humber (May 2008) policies which relate to the York Green Belt have been saved together with the Key Diagram insofar as it illustrates the general extent of the Green Belt around York.

2.4 The environmental assessment process for the RSS abolition highlighted that revocation of the York Green Belt policies before an adopted local plan was in place could lead to a significant negative effect upon the special character and setting of York. As such, the Government concluded that the York Green Belt policies that are part of the regional strategy be retained.

2.5 The saved RSS policies are YH9(C) and Y1 (C1 and C2) which relate to York's Green Belt and the key diagram insofar as it illustrates general extent of the Green Belt.

#### POLICY YH9C: Green Belts

The detailed inner boundaries of the Green Belt around York should be defined in order to establish long-term development limits that safeguard the special character and setting of the historic city.

#### POLICY Y1C: York sub area policy

Plans, strategies, investment decisions and programmes for the York sub area should:

- Define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from York city centre and the inner boundary in line with policy YH9C.
- Protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas.

### NPPF

2.6 Key sections of the NPPF are as follows –

- 4. Decision-making
- 6. Building a strong competitive economy
- 13. Protecting Green Belt land

The Publication Draft City of York Local Plan 2018 (2018 eLP)

2.7 Key relevant Publication Draft Local Plan 2018 Policies (in respect of the principle of development) are as follows -

SS1	Delivering Sustainable Growth for York
SS2	The Role of York's Green Belt
EC1	Provision of Employment Land
GB1	Development in the Green Belt

### **3.0 CONSULTATIONS**

#### INTERNAL

#### Design, Conservation, and Sustainable Development – Ecology

3.1 In support of the final application, Officers recommend conditions in respect of biodiversity enhancement, nesting birds, and lighting.

#### Public Protection

3.2 Officers recommend conditions for a site investigation and risk assessment to be undertaken to investigate if the ground conditions are suitable for development if any risk of land contamination is identified.

3.3 Officers recommended conditions for Electric Charging facilities in line with the National and Local policy guidance. This advises that in some circumstances the local guidance - draft Low Emission Planning Guidance, which requires a minimum of 5% of all parking spaces (or 1 space, whichever is greater) be provided with EV charge points – may exceed minimum requirements for active EV charge point provision as set out in the Building Regulations Approved Document S (note this is the case here where the Building Regulations would only require 1 EV charging point).

#### Network Management (Highways)

3.4 The Highway Development Control Officer has requested further information to the scheme as follows:

- Detailed drawing for the existing GNR parking with associated bin stores.
- Bin store and collection point for the proposed units and the training facility
- In accordance with our cycle parking standards, the cycle parking must be covered and secured. Sheffield stands are mostly preferred for public realm use.
- The existing GNR unit will require associated cycle parking as well.

- Due to Sutton Road being narrow, the proposed access will have to be widened to accommodate two passing vehicles.
- The proposed will require parking for service vehicles within the site as well as vehicular tracking for both parking.
- Clear visibility splay for both existing and proposed accesses.
- Vehicle tracking dimensions

## EXTERNAL

### Kyle and Upper Ouse Internal Drainage Board

3.5 The Internal Drainage Board raise no objection to the proposal subject to any permission being conditioned to require submission and prior approval of a surface water drainage scheme.

### Wigginton Parish Council

3.6 The Parish Council Support the proposals.

## **4.0 REPRESENTATIONS**

4.1 The application was publicised by Neighbour Notification Letters and Site Notice. One letter has been received in support of the proposals from the residents of Strathmore (a bungalow adjacent to the site).

## **5.0 APPRAISAL**

### KEY ISSUES

5.1 The key issues regarding this scheme are -

- Application of Green Belt policy
- Highway Network Management
- Ecology / biodiversity
- Amenity
- Sustainable Design and Construction
- Drainage
- Land Contamination
- Air Quality
- Consideration of Very Special Circumstances

### Application of Green Belt policy

## Whether the site is within the Green Belt

5.2 The site is regarded as being within the general extent of the Green Belt.

5.3 The RSS states that the detailed inner boundaries of the Green Belt around York should be defined in order to establish long-term development limits that safeguard the special character and setting of the historic city. In advance of such defining (through the local plan examination), in decision-making it has been consistently the case that the lack of a defined boundary is not sufficient to arbitrarily exclude sites from the general extent of the Green Belt.

5.4 The *Wedgewood v City of York Council* Judgment, March 2020 is a material consideration in the approach to decision making in the general extent of the Green Belt. The case decided that in the absence of a defining Local Development Plan that specifies what is and is not Green Belt, ... (the Council) must apply the high-level policy rationally in order to determine what land within the inner and outer boundaries of the Green Belt) is and is not to be treated as Green Belt land. In doing so, it may have regard to –

- The 2005 Draft Local Plan incorporating the full set of changes.
- The emerging Local Plan, provided it has due regard to the guidance at paragraph 48 of the NPPF.
- Site-specific features that may tend to treating the site as Green Belt or not.

5.5 The site was shown as being “Green Belt” in the 2005 Development Control Local Plan proposals map for the north of York.

5.6 In the 2018 eLP the site been documented in Annex 4 to the Topic Paper 1 Addendum (page 7 onwards) as to be in the Green Belt.

5.7 In respect of site-specific features, the GNR site is a relatively narrow section of land approximately 1.5 hectares in diameter which terminates towards agricultural fields and Wigginton Moor, separated by hedges and post and rail fencing. The entrance into the site is from Sutton Road laid with hardstanding surfaces and vehicle parking. The buildings on the site are agricultural in nature which comprise of a part two and single storey warehouse with office accommodation at first floor which serves the GNR establishment. At the rear of this building there are a collection of single storey buildings serving the multiple establishments, inclusive of a corrugated circular open sided storage building for the purposes of reclamation of bricks and tiles. The surrounding area on the B1363 Sutton Road when travelling from the north of York is generally rural in nature, characterised by sporadic

development of farm steads, and small clusters of agricultural and commercial holdings separated by agricultural fields.

5.8 The proposed development has a different context. The proposed buildings, inclusive of additional hardstanding would expand beyond the agricultural built form of the current site, whereby, the land around the site is a flat open landscape, with little topographical variation. This area is therefore more open; openness is an essential characteristic of Green Belt, as stated in NPPF.

#### Whether inappropriate development

5.9 NPPF paragraph 147 states “inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”.

5.10 Paragraph 149 lists the exceptions where new buildings are not inappropriate. Within criteria g) is limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development.

5.11 The development proposed is not regarded to be limited infilling of site, nor on previously developed land. As such, should be regarded as inappropriate which is, by definition, harmful to the Green Belt.

5.12 NPPF 148 states “when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt”.

#### Impacts on openness and permanence of the Green Belt and the five Green Belt purposes.

5.13 NPPF paragraph 137 advises the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

5.14 Paragraph 138 states the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.15 When looking at the site-specific features of the site, the GNR site occupies a prominent, open location and is visible from Sutton Road. The existing buildings are reflective of the other industrial uses and confined to the front of the site, which is characteristic of the buildings in the wider surrounding area. The proposed buildings would change the overall visual appearance of the site when viewed from this vantage points around the site. Although, the application is in outline only, the overall amount and scale of development, in terms of massing and volume, would be greater than the existing low-key agricultural built form of the existing buildings in this locality. In this context, the development proposed, due to its location, would be detrimental to the openness of the Green Belt. It would also constitute unrestricted sprawl and would encroach further into the countryside compared to the extent of the development at this site.

5.16 There is no conflict with Green Belt purposes b and d.

5.17 In respect of criteria a and e, the 2018 eLP evidence base document related to the proposed Green Belt boundaries (Topic Paper 1 Approach to defining York's Green Belt addendum 2021) explains development needs over the emerging plan period cannot be met by using only land in the existing urban area or on previously developed land.

5.18 The approach to accommodating growth is explained in 2018 eLP policy SS1: Delivering Sustainable Growth for York (modifications April 2021). The policy states (allocated) "development is directed to the most sustainable locations, making as much use as possible of suitable previously developed land (with some release of green belt land). As is set out in SS1, sustainable growth for York emphasises conserving and enhancing York's historic environment. The scale and pattern of development is guided by the need to safeguard a number of key elements identified as contributing to the special character and setting of the historic City. These include the City's size and compact nature, the perception of York being a free-standing historic city set within a rural hinterland, key views towards the City from the ring road and the relationship of the City to its surrounding settlements".

5.19 In following this spatial approach, the proposed development is not on land allocated for development; as is set out in SS1 which have been defined taking into account the aforementioned special character of the city and NPPF paragraph 143f which advises that when defining Green Belt boundaries plans should "define boundaries clearly, using physical features that are readily recognisable and likely to be permanent".

## Conclusions



5.20 The identified harm to the Green Belt is therefore as follows –

- Inappropriate development, which is harmful by definition.
- Harm to openness.
- Contrary to two of the five Green Belt purposes

5.21 In applying NPPF Green Belt policy very special circumstances are required. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

### Highway Network Management

5.22 NPPF 110 states in assessing development proposals it should be ensured that –

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.23 Paragraph 108 advises maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).

5.24 Paragraph 111 states “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

5.25 Paragraph 112 goes on to advise that proposals should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”.

### Parking standards

5.26 Local parking standards are contained in the 2005 Draft Local Plan.

5.27 Cycle parking standards require a minimum of 1:300 for B8 & 1:60 for offices. Minimums in LTN1/20 differ and are 1:500 & 1:200 respectively.

5.28 Car parking should be provided at a ratio of 1 space per 300m<sup>2</sup> for B8 (storage/distribution) and 1 per 30m<sup>2</sup> for the office element (assuming the site is classed as outside the built-up area, otherwise 1 per 45m<sup>2</sup>).

5.29 The Development Control Highway Officer has requested further information, inclusive of detailed drawings to be submitted, in respect of car parking, parking for service vehicles (as well as vehicular tracking for parking), cycle storage and bin enclosures. In addition, Officers require details to satisfy highway safety issues for a widened access into the site for two vehicles and diagrams illustrating visibility to splays for existing and proposed accesses. The Agents Bramhall Blenkarn Leonard have been notified of the highway responses. However, have explained these details could be addressed through the submission of any future Reserved Matters application and conditions.

#### Ecology / biodiversity

5.30 The NPPF states decisions should contribute to and enhance the natural and local environment by minimising the impacts on, and providing net gains for biodiversity and recognising the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

5.31 The Ecology Officer has commented that although the site does not fall within any statutory or non-statutory wildlife sites, any future final Reserved Matters application need to include information regarding potential ecological to support protected and notable habitats and species around the site.

#### Amenity

5.32 The site is located directly adjacent to Strathmore to the southeast of the site. This is a large, detached bungalow, which is set back from the public highway and entered from a relatively wide driveway. The rear of the property has agricultural buildings located beyond the domestic gardens. In this context, the proposed two - storey warehouse/ office and training facility at the rear of the site will occur view over to this property. However, by virtue of the separation distances would not appear overly intrusive, nor have a detrimental impact to the light and outlook this dwelling currently receives. Further, given the existing built form and mature vegetation around this dwelling will ensure that garden privacy is retained.

5.33 The Reliance Bungalow and associated garage/bus depot and office building to the northwest of the site are located at a sufficient distance from the development to avoid impact on amenity.

### Sustainable Design and Construction

5.34 Policies CC1 and CC2 of the 2018 eLP establish the following requirements in respect of sustainable design and construction –

- CC1 - New buildings must achieve a reasonable reduction in carbon emissions of at least 28% unless it can be demonstrated that this is not viable. This should be achieved through the provision of renewable and low carbon technologies in the locality of the development or through energy efficiency measures.
- CC2 - All new non-residential buildings (with a total internal floor area of 100m<sup>2</sup> or greater) should achieve BREEAM 'Excellent' (or equivalent).

5.35 The applicants have issued a Design and Access Statement dated May 2022 that acknowledges local requirements can be achieved through the submission of Reserved Matters application. It notes that the technologies listed below would be suitable for the site -

- Use of air-sourced heat pumps
- Mechanical ventilation systems shall incorporate heat recovery (MVHR) to minimise energy wastage by transferring heat from the extract air to temper the incoming fresh air, thereby saving large amounts of heating energy especially in the colder climate.
- PV
- Combined heat and power.

Policy requirements would need to be secured through planning conditions.

5.36 NPPF paragraph 130 provides overarching design guidance. It requires developments function well and add to the overall quality of the area, over the lifetime of the development.

5.37 While, in outline only no specific details have been provided. However, the Design and Access Statement represents {in principle} a future design proposal. These details illustrate the individual buildings are to be used as a flexible to function for storage, workshops and offices and training spaces. The buildings are to be designed with low carbon sustainable modern open plan internal spaces with net zero operational running costs. This will be supported by large solar PV arrays running an air sourced heat pump to provide heating and hot water high levels of air tightness and thermal insulation. The permeable outside spaces will provide electric

vehicle charging points within designated parking areas and facilities for cycle storage.

5.38 The key features of the scheme, which illustrate good design are as follows –

- Office facilities to meet the applicant's needs and contribute to the health and well-being of users of the building, including a variety of workspaces and social space.
- Sustainable design including features in the future use of materials, energy efficient building envelope, optimum natural light gain and solar shading.
- Landscaping design illustrating aspirations for biodiversity net gain.

### Drainage

5.39 Policy ENV5 of the 2018 eLP sets sustainable drainage requirements. In terms of surface water run-off, it requires the following, unless it is agreed such rates are not reasonably practical –

- Previously developed sites – 70% of existing run-off rates.
- New development on greenfield sites – run off rate shall be no higher than the existing rate prior to development taking place.

5.40 The site of the proposed building lies within Flood Zone 1 (low risk) and is, therefore, unlikely to suffer from river flooding. The Kyle and Upper Ouse Internal Drainage Board have established recommendations for surface water drainage. In this respect, The Board have recommended a condition for a detailed surface water drainage scheme to be submitted and agreed before development is brought in to use to be submitted for approval.

### Land Contamination

5.41 Paragraph 178 NPPF and local policy ENV 3 and Policy ENV2: "Managing Environmental Quality" of the Publication Draft Local Plan states that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts such as noise, vibration, odour, fumes/emissions, dust, and light pollution without effective mitigation measures.

5.42 This site is located on land previously used for agricultural purposes. In line with paragraph 178 of the NPPF, Public Protection Officers recommend conditions for a site investigation and risk assessment to be undertaken to ensure site is suitable for development taking account of ground conditions and any risk of land contamination.

## Air Quality

5.43 In line with paragraph 112 of the NPPF, which states developments should be designed to ‘*enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*’. A condition has also been recommended for the passive provision of electric vehicle recharge points. Active EV charge point provision shall meet minimum requirements as laid out in CYC’s Low Emission Planning Guidance. EV charge point shall additionally meet current Building Regulations. The strategy shall include details of numbers, locations, and full specifications for the charge points alongside details of the management and servicing arrangements for a period of 10 years.

## Very Special Circumstances

5.44 NPPF paragraph 148 states that “when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.

5.45 The identified harm is as follows -

### 5.46 Green Belt

- Inappropriate development which is, by definition, harmful.
- Harm to openness.
- Harm to 3 of the 5 Green Belt purposes.

5.47 The applicants have submitted an Economic Benefits Assessment within the context of the Design and Access Statement. This sets out the following benefits of the proposed expansions to the GNR group.

5.48 The GNR is an established high-quality craft-based construction skills operation, employing over 22 crafts people working on various heritage projects in the north of England. The multiple businesses at the site operate jointly with GNR, which has secured a combined group yearly turnover of more than £3 million pounds. As the site has development from its original use being a storage and distribution operation, this has created demand for a significant amount of additional storage space and availability for training of practical manual skills. In this respect alternative sites have been considered. However, it is concluded that no suitable sites have been secured which would be fundamental to the GNR groups core operations.

5.49 The expansion of the site will provide a purpose formed training space where craft trades can be taught in classrooms with workshop space. The training facility would be supported by the E- commence knowledge helping to create a training facility for apprentices with practical skills. The ethos of the proposal has considered in line with the Governments objectives through the Build Back Better Council (BBBBC) which was established in 2021 to support economic growth through significant investment in infrastructure and innovation.

## **6.0 CONCLUSION**

6.1 The identified harm to the Green Belt is that the proposals are inappropriate development, which is, by definition harmful.

6.2 No further harm has been identified that cannot be reasonably mitigated through the use of planning conditions.

6.3 The three overarching objectives of the NPPF in achieving sustainable development are economic, social, and environmental. The objective being to secure net gains across each objective.

6.4 The economic objective is to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.

6.5 The proposed development will supplement the existing warehouse use on site and provide opportunities for purpose formed training space where craft trades can be taught in classrooms with workshop space.

6.6 The site is currently in the general extent of the Green Belt. The site specifics have been documented in Annex 4 to the Topic Paper 1 Addendum (page 7 onwards), which provides relevance to land around the B1363 highway (Sutton Road to York Road) has concluded this location serves a green belt function, and it is necessary to keep the land permanently open to safeguard the countryside from encroachment. As such is not identified through the emerging local plan process as one suitable to contributing towards meeting development needs over the emerging plan period. Therefore, the proposed use is not compliant with the mix of uses identified as suitable for the site in the strategic allocation contained in policies SS1.

6.7 The scheme does not conflict with the social and environmental objectives, noting that mitigation can be secured through planning condition.

6.8 Taking into account the objectives in the NPPF, the level of identified Green Belt harm and the economic benefits of the scheme very special circumstances existing in this case do not clearly outweigh the harm.

## 7.0 RECOMMENDATION: Refuse

1 The proposal by reason of its location within the Green Belt would constitute inappropriate development in the Green Belt as set out in Section 13 of the National Planning Policy Framework (NPPF). Inappropriate development is by definition harmful to the Green Belt. The proposal would result in a detrimental impact on openness of the Green Belt and conflict with two of the Green Belt's purposes, as identified in NPPF paragraph 134.

The site is not one which has been identified for development in the Publication Draft Local Plan 2018 (which is at examination stage). The Local Plan process did consider the site for development and determined it was necessary to remain in the Green Belt, taking into account the spatial strategy for delivering sustainable growth for York.

The benefits put forward by the applicant do not, either individually or cumulatively, clearly outweigh the harms identified above and therefore do not amount to very special circumstances necessary to justify the proposal for the purposes of the NPPF. The proposal is, therefore, considered contrary to advice within the NPPF, in particular section 13 'Protecting Green Belt land', policy PNP1 of the Upper and Nether Poppleton Neighbourhood Plan and policies SS1, SS2: The Role of York's Green Belt and GB1: Development in the Green Belt of the Publication Draft Local Plan 2018.

## 8.0 INFORMATIVES:

### STATEMENT OF THE COUNCIL'S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) in seeking solutions to problems identified during the processing of the application. However, due to the Green Belt location, it was not considered that the proposal could be made acceptable through amendments to the submitted scheme, resulting in planning permission being refused for the reason stated.

Contact details:

Case Officer: Sharon Jackson

Tel No: 01904 551359