

## COMMITTEE REPORT

**Committee:** East Area  
**Date:** 7 February 2008

**Ward:** Huntington/New Earswick  
**Parish:** Huntington Parish Council

**Reference:** 07/02669/FULM  
**Application at:** Rodgers Carpets Julia Avenue Huntington York YO32 9JR  
**For:** Extension to warehouse (1008 sq.m)  
**By:** Rodgers Of York  
**Application Type:** Full Application  
**Target Date:** 11 February 2008

### 1.0 PROPOSAL

1.1 This full application relates to a site occupied by Rodgers of York Limited, which has its principal frontage to Jockey Lane but with vehicular access from Julia Avenue. To the south of the site lies a large open field and a derelict dwelling, identified within the City of York Draft Local Plan as part of the 13 ha Monks Cross South Premier Employment site. This site has the benefit of an outline planning permission, granted in 1998, to provide access, vehicle and cycle parking, park and ride facility, landscaping, and the erection of buildings for B1 and B2 use (98/02301/OUT). Subsequent reserved matters applications have been approved to erect office blocks on the site. To the north of the site, adjacent to the roundabout, there is a further retail unit containing a number of different outlets. To the west lie various business units.

#### Proposal Description

1.2 This application seeks planning consent to erect a warehouse extension in the south west corner of the site. The proposed extension would provide an additional floor space of 1008sq.m to the existing 1440sq.m building. The maximum dimensions of the extension are a footprint of 35.0m x 31.0m, eaves height of 8.2m and a ridge at 11.2m. The bulk of the existing warehouse measures 8.0m high.

1.3 The proposed external materials would be facing bricks for the lower 2.5m of the structure, with silver-coloured profiled metal sheeting for the walls and roof. Four roller-shutter loading doors are proposed on the north elevation, two emergency personnel doors on the southern elevation, whilst the western elevation would be blank. The site is enclosed by a 2.0m high steel palisade fence. In order to provide further security a pair of sliding gates has been proposed at the northern end of the service yard.

1.4 The building would be sited in an area currently used as a service yard. The existing service yard comprises a staff parking area (17 spaces), and a hardstanding. Customer car parking for 49 vehicles plus two disabled spaces is arranged around the north east side of the store. By virtue of this development staff parking spaces would be reduced to 12, although 14 cycle parking spaces would be provided. There is currently no formal provision for cycle parking within the site.

### RELEVANT PLANNING HISTORY

1.5 3/66/649B/PA: Change of use and extension to warehouse with retailing facility to form carpet store. Permission was granted in 1987.

1.6 96/01906/OTH: Extension & Alteration To Retail Carpet Showroom. Permission was granted in 1986.

1.7 00/00773/FUL: Erection of single storey pitched roof extension to East elevation and external alterations including enclosure of existing covered walkways. Permission was granted on 17.5.2000.

1.8 03/00618/FUL: Erection of two storey showroom extension to North and East elevations. Permission was granted on 8.4.2003.

## **2.0 POLICY CONTEXT**

### 2.1 Development Plan Allocation:

Contaminated Land

City Boundary York City Boundary 0001

DC Area Teams East Area (2) 0005

### 2.2 Policies:

CYS2

Out of centre retail warehouse criteria

CYGP1

Design

CYGP3

Planning against crime

CYGP17

Security shutters

CYSP8

Reducing dependence on the car

CYSP9

Action Areas

CYGP4

Environmental sustainability

CYT4

Cycle parking standards

CYE4

Employment devt on unallocated land

### **3.0 CONSULTATIONS**

#### INTERNAL

3.1 Highway Network Management. Latest response received 22 January 2008. The following comments were made:

- on-site reversing manoeuvre of Heavy Goods Vehicles has been the normal practice since the stores opened in 1987 without, apparently, any incidents,
- although larger vehicles may now be used to serve the site, the frequencies of visits would be similar to the existing level,
- as such there are no highway objections subject to condition.

3.2 Environmental Protection Unit consulted. Response received 5 December 2007. The unit have no objections. Informative recommended to ensure the developers are aware of the legislation governing their activities.

#### EXTERNAL

3.3 Huntington Parish Council consulted. Response received 27 November 2007. The Council has no objections.

3.4 Neighbours consulted, press advertised and site notice posted. Expired 25 December 2007. One letter received confirming NYCOM Limited, the property to the north of the site has no objections to the scheme proposed.

### **4.0 APPRAISAL**

4.1 The main issues to be considered are as follows:

- i. Out of Centre Warehouse Development
- ii. Design, scale and External Appearance
- iii. Sustainability
- iv. Highway Safety

#### OUT OF CENTRE WAREHOUSE DEVELOPMENT

4.2 This application relates to a warehouse extension to form an area for storage purposes. Two additional staff would be employed by virtue of the development, hence a total of 22 staff would be employed on site. In accordance with policy E4 of the City of York Draft Local Plan there is no objection in principle to warehouse development which involves the extension of existing building within the built up area of the city. This is provided that the scale and design is appropriate to the locality.

4.3 The proposed structure would form an extension to an existing retail warehouse, although the plan submitted shows the area proposed would be used for storage purposes only. As the proposal would not result in an increase in net retail floorspace within the application site, it is not considered that the "sales of goods" restrictions set out in policy S2 of the City of York Draft Local Plan is relevant to the proposal.

Furthermore, given that the application relates to the provision of additional storage accommodation at an established use within the Monks Cross Business Park, it is not considered that a sequential assessment and a retail impact assessment is necessary in this instance. In order to ensure that the proposed extension would not be used for any purposes other than storage a planning condition to restrict the use of the scheme is recommended.

## DESIGN, SCALE AND EXTERNAL APPEARANCE

4.4 The design of the proposed extension, together with the choice of external materials proposed would be in keeping with the general appearance of the existing warehouse and the surrounding buildings. The size of the external roller shutter entrances and other external features would be in proportion with the proposed extension and the existing building on the site

4.5 The maximum height of the extension would exceed that of the existing warehouse by 3.0m. Nevertheless, having considered the height and the massing of the recently approved office buildings to the south of the application site, on balance it is unlikely that the proposed extension would be more dominant than adjacent buildings that have already been approved within the locality. Furthermore, the existing buildings to the north, east and west of the application site would provide a reasonable degree of screening from the surrounding area.

## SUSTAINABILITY

4.6 Policy GP4a "Sustainability" of the City of York Draft Local Plan 2005 states all development should have regard to the principles of sustainable development as outlined in this policy. In the case of this development, the site is easily accessible by public transport, with frequent bus services, namely routes 9 and 13 which serve Monks Cross Shopping Park. A total of 14 cycle storage spaces are to be provided. Subject to condition the number of storage spaces proposed is considered acceptable.

4.7 In accordance with criterion 'c' of policy GP4a, the proposal could help to maintain the economic prosperity of York by providing additional storage space for the business to continue expanding. The proposed expansion would create two additional jobs. The business generates 20 jobs at the present time, many of whom are for young people starting their career in the retail industry.

4.8 The proposal would relate harmoniously with the general design and appearance of the existing warehouse and buildings within the locality. As such the proposal would not harm the visual character and appearance of the area, an important factor for creating a sustainable community.

4.9 The applicant intends to award the contract for the construction to a local firm, which employs largely local labour. Materials will be locally sourced as far as it is practicable. Due to the nature of the scheme, it is unlikely that the proposal would result in an unacceptable level of air, water, noise and light pollution. The Council's Environmental Protection Unit have raised no objections to the proposal.

4.12 This application was received before the Interim Planning Statement on Sustainability was approved by the Planning Committee for development control purposes. As such the provisions of this document are not a material planning consideration in this instance.

## HIGHWAY SAFETY

4.13 A large open area currently used as a service yard would be removed by virtue of the development. As such, it was originally thought that Heavy Goods Vehicles (HGV's) would need to do a right angled reversing manoeuvre at the main site entrance, within the sole entrance route and the customer parking area. Whilst this manoeuvre is unlikely to have any direct impact upon the public highway, such an arrangement has the potential to be hazardous within the confines of the main site entrance and public areas.

4.14 Further information has subsequently been submitted by the applicant's agent, which confirms that HGV's have been making the same manoeuvre as shown on the proposed site layout plan since the stores opened in 1987, without any incident. As such, the fact that the service yard would be removed does not in any way alter the current HGVs manoeuvring arrangement. Having taken the above into account, together with the consideration that the frequency of traffic movements involving HGV's would remain similar to the existing level, it is unlikely that the proposed extension would create conditions more hazardous than the existing arrangement. Highway Network Management have raised no objections to the proposal.

4.15 Having taken the above into account, it is considered that the proposed development accords with the national planning policies and the policies set out in the City of York Draft Local Plan (2005). Hence, this application is recommended for approval.

## 5.0 CONCLUSION

By virtue of the above this application is recommended for approval.

**6.0 RECOMMENDATION:** Approve

1 TIME2 Development start within three years

2 The development hereby permitted shall be carried out only in accordance with the following plans and other submitted details:

CO.795.09-C, CO.795.AE01-A, CO.790.11, CO.795.AE02-A and CO.795.10 as received by the City of York Council on 12 November 2007

or any plans or details subsequently agreed in writing by the Local Planning Authority as an amendment to the approved plans.

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 extension hereby approved shall be used for storage and distribution purposes only (as defined in Class B8 of the Town and Country Planning (Use Classes) Order 1987) and solely in association with the existing business on the site, and for no other purpose.

Reason: The Local Planning Authority would wish to carefully examine any alternative use of the extension to assess whether the development would be acceptable in terms of planning policy, access and amenity in accordance with Planning Policy Statement no.1 "Delivering Sustainable Development", Planning Policy Statement no.6 "Planning for Town Centres" and Policies S2, and SP7a of the City of York Draft Local Plan 2005.

4 VISQ8 Samples of exterior materials to be app

5 Unless otherwise agreed in writing by the Local Planning Authority, all demolition and construction works and ancillary operations, including deliveries to and despatch from the site shall be confined to the following hours:

Monday to Friday	08.00 to 18.00
Saturday	09.00 to 13.00
Not at all on Sundays and Bank Holidays.	

Reason: To protect the amenity of neighbouring occupants.

6 Notwithstanding the information contained on the approved plans, the height of the approved development shall not exceed 11.2 metres, as measured from existing ground level. Before any works commence on the site, a means of identifying the existing ground level on the site shall be agreed in writing, and any works required on site to mark that ground level accurately during the construction works shall be implemented prior to any disturbance of the existing ground level. Any such physical works or marker shall be retained at all times during the construction period.

Reason: to establish existing ground level and therefore to avoid confusion in measuring the height of the approved development, and to ensure that the approved development does not have an adverse impact on the character of the surrounding area.

7 VISQ4 Boundary details to be supplied

8 HWAY18 Cycle parking details to be agreed

## **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 Out of Centre Warehouse Development, Design, Scale and External Appearance, Sustainability and Highway Safety. As such the proposal

complies with Planning Policy Statement no.1 "Delivering Sustainable Development" and Policies GP1, GP3, GP17, SP8, SP9, GP4A, T4, E4 and S2 of the City of York Local Plan Deposit Draft.

2. If, as part of the proposed development, the applicant encounters any suspect contaminated materials in the ground, the Contaminated Land Officer at the council's Environmental Protection Unit should be contacted immediately. In such cases, the applicant will be required to design and implement a remediation scheme to the satisfaction of the Local Planning Authority. Should City of York Council become aware at a later date of suspect contaminated materials which have not been reported as described above, the council may consider taking action under Part IIA of the Environmental Protection Act 1990.

3. The developer's attention should also be drawn to the various requirements for the control of noise on construction sites laid down in the Control of Pollution Act 1974. In order to ensure that residents are not adversely affected by air pollution and noise, the following guidance should be attached to any planning approval, failure to do so could result in formal action being taken under the Control of Pollution Act 1974:

i. The work shall be carried out in such a manner so as to comply with the general recommendations of British Standards BS 5228: Part 1: 1997, a code of practice for "Noise and Vibration Control on Construction and Open Sites" and in particular Section 10 of Part 1 of the code entitled "Control of noise and vibration".

ii. All plant and machinery to be operated, sited and maintained in order to minimise disturbance. All items of machinery powered by internal combustion engines must be properly silenced and/or fitted with effective and well-maintained mufflers in accordance with manufacturers instructions.

iii. The best practicable means, as defined by Section 72 of the Control of Pollution Act 1974, shall be employed at all times, in order to minimise noise emissions.

iv. All reasonable measures shall be employed in order to control and minimise dust emissions, including sheeting of vehicles and use of water for dust suppression.

v. There shall be no bonfires on the site.

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