

COMMITTEE REPORT

Date: 2 December 2010 **Ward:** Skelton, Rawcliffe, Clifton Without
Team: Major and Commercial Team **Parish:** Clifton Without Parish Council

Reference: 10/02127/FULM
Application at: Adams Hydraulics George Cayley Drive York YO30 4XE
For: Single storey side extension to existing industrial building after demolition of existing detached storage building
By: Argon Properties Ltd
Application Type: Major Full Application (13 weeks)
Target Date: 4 January 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 The application site is situated off George Cayley Drive within Clifton Moor Industrial Park. The overall site area is approximately 1.0 hectare.

1.2 The site is surrounded by a combination of industrial, commercial and office uses. Office blocks Athena House and Concept Court are situated to the north of the application site. To the east off Lysander Close are a number of small office buildings. Builders' merchant Travis Perkins and plumber's merchant City Plumbing lie to the south, and Menzies distribution and Peter Turpin design and print are situated to the west.

1.3 The site was previously occupied by Adams Hydraulics who typically fabricate engineered structure, mainly in the field of sewage and drainage works. It comprises a large warehouse with an office accommodation block facing George Cayley Drive, a large service yard and an internal car park and access road. The existing warehouse and office accommodation is arranged over 3 floors.

1.4 It is proposed to further expand the existing industrial/storage element by erecting a single storey side extension within the existing service yard. The overall floor area would be increased by 1640sq.m to 4440sq.m. It would measure 29.6m x 68m with eaves height of 7.6m and an overall height of 10.2m. The overall height of the existing building is 8.5m. Similar to the existing warehouse the external profile of the extension would be primarily metal cladding. To enhance its visual appearance the latest plan shows that three different types of external cladding materials would be used for the construction of the principal elevation (the west elevation facing George Cayley Drive).

1.5 The access arrangements would not be altered by virtue of the proposals, although the existing gates will be brought forward towards the public highway by approximately 5.0m. Parking and internal access arrangements would also be

changed. Currently all parking bays are situated to the front of the service yard facing George Cayley Drive. It is proposed to relocate some parking spaces to the rear of the site and around the proposed extension. At the present time the site contains approximately 50 parking spaces. This would be increased to 54 as the result of the proposals. An internal access road linking the rear parking spaces and delivery area with the rest of the site and access entrance is also proposed.

1.6 There are currently 35 full-time and 1 part-time staff employed on site. It is anticipated that by virtue of the proposed business expansion the number of full-time employees would be increased to 88, although the maximum number of staff anticipated being on site at any one time would be between 45 and 53. The site would be open for business 24 hours a day Mondays to Fridays, 0:00 to 18:00 hours on Saturdays, and 06:00 to 0:00 on Sundays and Bank holidays.

RELEVANT PLANNING HISTORY:

The application site has been the subject of a number of planning applications. For the purpose of assessing the merits of the proposals the following applications are considered to be of most relevance:

1.7 3/27/310/FA: Erection of industrial units (use Class B2) with associated offices, compound, car park and access. Permission granted in August 1990.

1.8 97/01160/FUL: Erection of light industrial unit (Use Class B1). Permission granted in October 1997.

1.9 02/02875/FUL: Renewal of planning permission 97/01160/FUL for erection of light industrial unit (Use Class B1). Permission granted in May 2007.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

Contaminated Land GMS Constraints:

City Boundary GMS Constraints: York City Boundary 0001

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

2.2 Policies:

CYE4

Employment devt on unallocated land

CYGP1

Design

CYGP3

Planning against crime

CYGP4A
Sustainability

CYGP5
Renewable energy

CYGP9
Landscaping

CYT4
Cycle parking standards

CYT13A
Travel Plans and Contributions

3.0 CONSULTATIONS

EXTERNAL

3.1 Neighbours notified, site notice posted, press advertised. Consultation expired on 11 November 2010: No response received.

3.2 Clifton Without Planning Panel consulted. Response received on 12 November 2010: No objections. It is suggested that an early decision should be made on this application, as there appears to be a serious employment issue for the re-siting of a former established local company.

3.3 Safer York Partnership consulted. Response received on 25 October 2010:

- there have been no police recorded incidents reported from this site in the past twelve months.
- in respect of 'designing out crime', North Yorkshire police have no comments to make.

3.4 Internal Drainage Board – No response received to date.

INTERNAL

3.5 Environmental Protection Unit – Response received on 9 November 2010. No objections. A number of informatives regarding ground contamination and noise during construction have been recommended to ensure that the developers of the site are aware of the relevant legislation governing their activities.

3.6 Highway Network Management – First response received on 2 November 2010:
- no objections to the principal of the development. Nevertheless the cycle storage should be increased to at least 20 covered and secured spaces, and the additional cycle spaces should be located in lieu of two of the parallel spaces along side of the main extension. Furthermore the size of the disabled bays should meet the minimal requirements, and that the 2m wide footway should be constructed to the rear of the access radii and carried through to the main entrance. Finally the proposed entrance

gate should be no closer than 19m from the line of the rear of the footway/highway boundary.

3.7 Latest consultation response received on 19 November 2010 following the submission of amended scheme:

- the revisions previously suggested have now been included. As such the proposal accords with highway standards.
- it is noted that a Travel Plan has been included as part of the application. The contents of this Travel Plan are acceptable to the highways as the initial stages of such procedures but should be subject to reviews on an annual basis.
- conditions recommended.

3.8 Drainage – Response received on 29 October 2010: The team objected as insufficient information has been provided to determine the potential impact that proposals may have on the existing drainage systems.

4.0 APPRAISAL

4.1 The main issues to be considered are whether the proposed extension to existing industrial building would conflict with the aims and objectives of the City of York Draft Local Plan and whether it would materially affect the visual appearance and amenity of the area, in particular whether it would create conditions prejudicial to highway safety.

PRINCIPLE OF THE DEVELOPMENT

4.2 This application seeks planning consent to extend an existing industrial building within an established industrial estate. This accords with the policies set out in the City of York Draft Local Plan, in particular Policy E4 “ Employment Development on Unallocated Land” provided that the scale and design of the scheme is appropriate to the locality.

SCALE, DESIGN AND APPEARANCE

Scale:

4.3 The proposal would increase the size of an already large industrial block. Furthermore, the introduction of a new gable would increase the overall height of the building by 1.9m to 10.4m. Whilst the proposal would materially change the existing appearance of the locality especially the streetscene along George Cayley Drive the overall scale and massing of the scheme would not be notably larger than the adjoining commercial block to the south of the site currently occupied by Travis Perkins and City Plumbing. The principal elevation of this neighbouring property measures 66m wide with a rear projection of 63m. In considering its impact it is further noted that the bulk of the extension would be tucked away to the rear away from public view. To further reduce its visual impact the proposed extension is set 15m back from the principal elevation with a distance of more than 43m from the public highway (George Cayley Drive). As such it is unlikely that the overall scale and massing of the proposal would have a detrimental effect on the visual appearance and amenity of the area.

Cumulative effect:

4.4 The cumulative visual impact of the proposed addition and the parent building together with the neighbouring commercial block currently occupied by Travis Perkins and City Plumbing has been taken into account. Nevertheless given the separation distance between the application site and this neighbouring building (by an open builders' yard) it is not considered that the cumulative impact resulted from the development proposal would compromise the visual appearance and amenity of the locality.

Design

4.5 To enhance its visual appearance the latest plan shows three different types of external cladding materials proposed for the construction of the principal elevation (the west elevation facing George Cayley Drive). These include the use of horizontally spanning profile cladding in metallic silver grey, horizontally spanning profiled metal cladding in albatross, and vertically spanning profile profiled metal cladding in merlin grey. It is considered that a wide range of cladding materials for the external surfacing of the principal elevation would help to break up the overall massing of the extension as well as enhancing the character of the new addition.

4.6 The proposed extension would be approximately 30m away from the nearest office blocks Viking House and Wright House to the east of the application site. Given its distances from these nearby commercial properties and the nature of office use within an established industrial unit it is unlikely that the proposal would compromise the visual amenity of the nearby occupants.

ENVIRONMENTAL PROTECTION

4.7 The additional information provided indicates that the site would be engaged in the manufacture of self adhesive labels printed on both paper and filmic substrates, using U.V, water-based and solvent printing inks. The site is anticipated to be in operation 24 hours Mondays to Fridays, 0:00 to 18:00hrs on Saturdays and 06:00 to 0:00 on Sundays and Bank Holidays. Notwithstanding the hours of opening and the nature of the production no objections have been raised by the Environmental Protection team subject to the imposition of a list of standard informatives to ensure that the developers of the site are aware of the relevant legislation governing their activities.

4.8 In the interests of local amenity, it is considered that the work restriction planning condition imposed back in 1990 for the erection of the existing industrial building should be carried forward should permission be given (condition 7 of 3/27/310/FA). This condition requires work not to be undertaken on the site except within the building. It also requires all work within the building to be carried out behind closed doors except during the ingress and egress of vehicles to and from the building.

HIGHWAY CONSIDERATIONS

4.9 According to the submitted travel plan all staff are employed at George Cayley Drive, with a working shift pattern in the production and warehousing and the typical working hours for office based staff are 8:30am - 5:30pm. The vast majority of the existing staff live within 5 miles of the site. In order to reduce the impact of transporting goods it is proposed to encourage businesses to restrict the number of delivery vehicles to arrive on site on a daily basis. Planned distribution of goods is also proposed to minimise road miles travelled and ensure maximum fill rate of vehicles. To reduce the impact of staff travelling staff would be encouraged to car share and to use public transport whenever possible. In addition on site facilities such as bike shelters would be provided. York car share scheme and cycle routes would also be publicised. Campaigns to walk or cycle to work would be organised, with prizes awarded to the staff who do this.

4.10 Initial concerns raised by the Highway Network Management team in respect of cycle and parking provisions, disabled bays, the proposed footway and main gates have now been addressed following the submission of amended drawings. As such, and having taken into account the initiatives set out in the submitted Travel Plan it is considered that any increased traffic movements resulted from the proposed extension would unlikely to create conditions prejudicial to highway safety.

SUSTAINABILITY

4.11 The Sustainability Statement submitted with the application identified that heating is the predominant energy user; as such the renewable energy sources should be for heating. It recommends a combined renewable energy solution which include heat pump technology and biomass for the office heating, and photovoltaic panels for the contributions to the building electricity.

4.12 With regard to waste, the current waste stream is in the region of 7 tonnes per week and this is removed to landfill at the present time. It is the intention to biomass this waste once technology allows this to take place. Factory and office cooling will be installed using CFC free refrigerants.

4.13 Notwithstanding the above commitments, in accordance with the standards set out in the City of York Interim Planning Statement on Sustainable Design and Construction the development will be expected to achieve an overall BREEAM Standard rating of 'very good'. In addition 10% of the expected energy demand for the development is also expected to be provided for through on site renewable generation for heat and/or electricity. These are recommended to be secured by planning conditions. It has been confirmed by the applicant's engineering consultant that the proposed extension would exceed the 10% renewable energy obligation through utilising Air Source Heat pumps for the heating and cooling to the existing office. It is also the intention for the development to achieve a minimum of BREEAM 'good' with aspirations to 'very good'.

OTHER MATERIAL CONSIDERATIONS

4.14 DRAINAGE – The drainage details requested by York Drainage Consultancy are expected to be submitted and approved in writing by the local planning authority

prior to the commencement of development. These are recommended to be secured by condition.

4.15 SECURED BY DESIGN – no objections have been raised by North Yorkshire Police.

4.16 Having taken the above into account, it is considered that the proposed development accords with the Central Government guidance contained within national planning policies and the policies set out in the City of York Local Plan. 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 in accordance with the following plans:

AD(00)015 Rev B Proposed Elevations

AD(00)012 Rev B Proposed Floor Plan

AD(00)013 Rev C Proposed Site Plan

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

3 VISQ8 Samples of exterior materials to be app

4 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 safeguard the amenities of adjoining occupants.

5 No work shall be undertaken on the site except within the building hereby approved, and all work within that building shall take place behind closed door except during the ingress and egress of vehicles to and from the building.

Reason: In the interests of amenity of the area.

6 HWAY9 Vehicle areas surfaced

7 HWAY19 Car and cycle parking laid out

8 HWAY21 Internal turning areas to be provided

9 HWAY35 Servicing within the site

10 Within 12 months of occupation of the site a first year staff travel survey shall have been submitted and approved in writing by the Local Planning Authority. Results of the yearly staff travel surveys shall then be submitted annually to the authority's travel plan officer for approval.

Reason: To ensure the development complies with advice contained in PPG 13-Transport, and in Policy T13a of the City of York deposit Draft Local Plan, and to ensure that adequate provision is made for the movement of vehicles, pedestrians, cycles and other modes of transport to and from the site, together with provision of parking on site for these users

11 The developer shall aim to achieve a Building Research Establishment Environmental Assessment Method (BREEAM) assessment standard of at least "very good" for the development. Unless otherwise agreed in writing prior to the commencement of the development, the developer shall submit in writing for the approval of the Local Planning Authority a BREEAM design assessment demonstrating the progress of the BREEAM assessment, the percentage score expected to be achieved and the standard to which this relates. Where this does not meet at least a 'very good' standard then the developer shall demonstrate the changes that will be made to the development in order to achieve this standard.

Reason: To ensure that the development is sustainable and accords with Policy GP4a of the Draft City of York Local Plan and the Interim Planning Statement on Sustainable Design and Construction.

12 Unless otherwise agreed in writing by the Local Planning Authority, a minimum of 10% of the expected energy demand for the development hereby approved shall be provided through on site renewable generation for heat and/or electricity. Prior to the commencement of development a statement outlining how these are achieved shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is sustainable and accords with Policy GP4a of the Draft City of York Local Plan and the City of York Interim Planning Statement on Sustainable Design and Construction.

13 Development shall not begin until details of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority, and carried out in accordance with these approved details.

Reason: So that the Local Planning Authority may be satisfied with these details for the proper drainage of the site.

INFORMATIVE

To satisfy the above condition the following information must also be submitted to and approved in writing by the Local Planning Authority:

- i. Details to include calculations of the existing surface water system should be provided together with details to include calculations of the proposals for the new development;
- ii. A topographical survey showing the proposed ground and finished floor levels to ordnance datum for the site and adjacent properties. The development should not be raised above the level of the adjacent land, to prevent runoff from the site affecting nearby properties; and
- iii. Existing and proposed surfacing should be specified. Additional surface water shall not be connected to any foul / combined sewer, if a suitable surface water sewer is available.
- iv. In addition, in accordance with PPS25 and in agreement with the Environment Agency / IDB / City of York Council, peak run-off from developments must be attenuated to 70% of the existing rate (based on 140 l/s/ha of connected impermeable areas). Storage volume calculations, using computer modelling, must accommodate a 1:30 year storm with no surface flooding, along with no internal flooding of buildings or surface run-off from the site in a 1:100 year storm. Proposed areas within the model must also include an additional 20% allowance for climate change. The modelling must use a range of storm durations, with both summer and winter profiles, to find the worst-case volume required. If existing connected impermeable areas not proven then a Greenfield run-off rate based on 1.4 l/sec/ha shall be used for the above.

14 HT1 IN Height - 10.2

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 the principal of additional employment development on unallocated land, scale, design and appearance, environmental protection and amenity, highway considerations and sustainability. As such the proposal complies with Policies E4, GP1, GP3, GP4a, GP5, GP9, T4 and T13a of the City of York Development Control Local Plan.

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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