

3.0 CONSULTATIONS

INTERNAL:-

3.1 Structures and Drainage Engineering Consultancy object to the proposal on the grounds that insufficient information has been submitted with the proposal in order to assess its impact upon the local surface water drainage network.

EXTERNAL:-

3.2 Murton Parish Council object to the proposal on the grounds of its retrospective nature and its impact upon the open character of the Green Belt.

4.0 APPRAISAL

KEY CONSIDERATIONS:-

4.1 KEY CONSIDERATIONS INCLUDE:-

- * Impact upon the open character and purposes of designation of the Green Belt;
- * The need to support local employment and economic growth.

IMPACT UPON THE GREEN BELT:-

4.2 Policy GB 1 of the York Development Control Local Plan sets out a firm policy presumption that within the Green Belt planning permission will only be granted where the scale and location of development would not detract from the open character of the Green Belt, it would not conflict with the purposes of including land within the Green Belt and it would be for one of a limited range of purposes felt to be appropriate within the Green Belt. This generally follows Central Government planning guidance in respect of Green Belts outlined in paragraphs 80 to 89 of the NPPF. Any development deemed to be inappropriate within the Green Belt is by definition harmful to it and a clear case to demonstrate "very special circumstances must be advanced in order to overcome the usual presumption against such development. Furthermore any development which is permissible within the Green Belt must also demonstrate that it would safeguard the openness of the Green Belt".

4.3 The development relates to a substantial profile steel clad extension to provide a covered, secure loading bay infilling a semi open , east facing area within the building complex. The profiled steel cladding of the extension matches that of the existing building as does its scale and massing. However the development as being for employment, albeit a relatively low intensity employment use, is by definition inappropriate within the Green Belt. The applicant has submitted a detailed case in respect of "very special circumstances" for the erection of the development.

This focuses on the client base of House of James which is primarily a motor component supplier called McKechnie Plastics based in Pickering. McKechnie Plastics is a primary component supplier to Jaguar/Land Rover cars and has been closely involved in the development of a new model the Range Rover Evoque. In order to support the development and manufacture of the Rover Evoque McKechnie Plastics require an intermediate storage and distribution facility with a secure, all weather loading and unloading facility at an intermediate location between the component manufacturing site and the vehicle production facility. The extension, which provides a secure cover for the previous open-air loading bay, enables the complex to provide such a capability. It is considered that the relationship of the development to McKechnie Plastics does amount to a case for "very special circumstances."

4.4 In terms of impact upon the openness of the Green Belt the extension it appears modest. It is only readily visible in views from the east and south east and its scale and massing together with the use of a matching palette of materials cause it to blend in with the surrounding building. However, in order for the storage and distribution operation to work effectively a holding/turning area between the building and the road frontage is required, which would have its own impact upon the openness of the Green Belt. The previous application for the retention of a parking area on this site was refused on the grounds of impact upon the openness of the Green Belt caused by the large number of trailers and some open storage clearly visible in long and short distance views along the line of the A166. The applicant has proposed a solution to restrict both the number of and time which trailers can be on the site so that they genuinely serve the operation of the depot. The applicant has also suggested a layout which incorporates a degree of dense landscaping which would effectively mitigate the impact upon the openness of the Green Belt if made the subject of a condition on any approval. It is considered, therefore, that the terms of Policy GB1 of the Draft Local Plan can be satisfied.

LOCAL EMPLOYMENT AND ECONOMIC GROWTH:-

4.5 Central Government Planning Policy as set out in the National Planning Policy Framework paragraphs 21 and 28 sets out a requirement to support existing business sectors and to support the sustainable growth and expansion of all types of business and enterprise in rural areas. The application site has been used as a warehousing and distribution hub since its initial permission in the late 1980s and together with its sister facility at Dunnington developed close links with a range of local businesses as well as supporting local employment. The provision of the extension to allow for secure all weather loading and unloading to provide a distribution hub for a major component supplier based in Pickering, has underwritten the long term future of the operation as well as securing the employment of a further 10 additional staff. The applicant has submitted detailed information with the application clearly demonstrating that the company's other premises at Dunnington and other non-Green Belt sites within the City would not be suitable for this facility.

As a consequence without the extension the contract and consequent employment generation for the City would have been lost.

OTHER ISSUES:-

4.6 Concern has been expressed in respect of the surface water drainage implications of the development, however no additional hard surfacing has been undertaken and the extension is connected to the existing surface water drainage network as the previous open air loading area had been. Any impact is not therefore felt to be material to the determination of this application.

5.0 CONCLUSION

5.1 Planning permission is sought for the retention of a covered loading bay extension located within the main building complex. The development is considered to be "inappropriate" within the Green Belt; however, a clear case for "very special circumstances" has been advanced by the applicant. This focuses on the need to provide a secure all weather loading and unloading area in connection with a long term contract as an intermediate distribution centre for a motor component supplier based in Pickering. The supplier McKechnie Plastics is closely engaged with Jaguar/Land Rover cars in the development of a new model which has at the same time resulted in a major investment at the company's manufacturing plant in the West Midlands. The case for "very special circumstances" is accepted however, there is a clear issue in respect of the "openness" of the Green Belt arising from the parking and turning of vehicles within the site associated with the functioning of the operation. Planning permission for retention of a parking area for trailers on the road frontage of the site has previously been refused on the grounds of impact upon the openness of the Green Belt. Any permission should therefore be conditioned to require the submission and approval of a suitably landscaped turning and waiting area in order to secure the openness of the Green Belt. Subject to such a scheme being agreed the development is felt to be acceptable and approval is therefore recommended.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 The development hereby permitted shall be carried out in accordance with the following plans:-

Drawing Refs: - BS2870-02 Rev A and BS2870-01 Rev A. Date Stamped 5th April 2012.

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

Application Reference Number: 12/01259/FULM

Item No: 4a

Page 4 of 5

2 The extension hereby authorised shall be used solely for the purpose of loading and unloading of vehicles parked within and for no other purpose connected with the operation of the site.

Reason: - To ensure that the extension is used as a covered loading bay and to ensure that loading and unloading activities do not take place in the open air to the detriment of the openness of the Green Belt.

3 Within 28 days of the date of this permission full details of a turning and waiting area for the usage of no more than 8 vehicles operating from the site including full details of landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall thenceforth be undertaken in strict accordance with the details thereby approved within 56 days of the date of this permission. The waiting and turning area shall be kept free of obstruction at all times.

Reason: - To protect the openness and visual amenity of the Green Belt and to secure compliance with York Development Control Local Plan Policies GB1 and GB11.

4 No HGVs or associated trailers shall be parked at the site other than inside of the loading bay overnight or at other times when the depot is in operation.

Reason: - To protect the openness of the Green Belt and to secure compliance with Policies GB1 and GB11 of the York Development Control Local Plan.

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. In particular, it is considered that the potential harm to the Green Belt by reason of inappropriateness is outweighed by other considerations, specifically the safeguarding of local employment and economic growth. As such the proposal complies with Policy YH9 and Y1C of The Yorkshire and Humber Plan, policies GB1 and GB11 of the City of York Development Control Local Plan and Government policy contained within Planning Policy Guidance note 2 'Green Belts'.

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