

Item Number: 15
Application No: 16/01640/FUL
Parish: Malton Town Council
Appn. Type: Full Application
Applicant: Hydramotion Ltd (Mr John Gallagher)
Proposal: Erection of a two storey linking extension for office and storage use, replacement of metal cladding on Unit 1 and sections of Unit 3 with a composite panel on the roof and walls to include 10no. rooflights to Unit 1, replacement of existing windows and installation of additional windows to Unit 1
Location: Hydramotion Ltd 1A - 1B Seven Street Malton North Yorkshire YO17 6YA

Registration Date:
8/13 Wk Expiry Date: 5 December 2016
Overall Expiry Date: 25 April 2017
Case Officer: Alan Hunter **Ext:** Ext 276

CONSULTATIONS:

Tree & Landscape Officer	Object
Parish Council	No objection
Countryside Officer	Concerns relating to the existing tree belt
Highways North Yorkshire	Requires further information
Neighbouring Parish Council	No objection
Tree & Landscape Officer	Concerns
Parish Council	Support
Highways North Yorkshire	Object
Highways North Yorkshire	Concerns
Neighbouring Parish Council	No views received to date

Neighbour responses: None

SITE:

The application site comprises Units 1 and 3B, Seven Street, Malton. The site is located within the development limit of Malton on the York Road Industrial Estate, a designated Employment Site. To the northern side of the application site are existing trees planted within the limits of the highway boundary. The Units gain their access from Seven Street with an adopted turning head between the units. York Road runs along the northern boundary of the application site. Off street parking is provided in front of the units.

PROPOSAL:

Planning permission is sought for the erection of a two storey linking extension for office and storage use, replacement of metal cladding on Unit 1 and sections of Unit 3 with a composite panel on the roof and walls to include 10 no. rooflights to Unit 1, replacement of existing windows and installation of additional windows to Unit 1.

The re-cladding of the existing building will replace the current brown cladding with a Silver metallic composite sheeting under moonstone coloured roof sheeting.

The new and existing windows are proposed to be replaced in UPVc.

The proposed extension will measure 20.8m in width by 8.75m in depth and is 5.8m to the eaves height and 7.3m to the mono pitch roof height. It is also proposed to clad the new extension in silver metallic composite sheeting under a moonstone coloured roof sheeting, with a merlin grey trim.

HISTORY:

2013: Planning permission approved for the erection of a first floor extension to form additional office area and replacement of existing ground floor windows

2004: Planning permission granted for the erection of a portable building for storage

1985: Planning permission granted for the construction of 2 industrial blocks consisting of 5 factory units, with provision of car parking. And LPG storage tanks and landscaping

POLICY:

National Policy

NPPF - 2012

NPPG- 2014

Local Plan Strategy

Policy SP6 - Delivery and Distributing of Employment Land and Premises

Policy SP9 - The Land- Based and Rural Economy

Policy SP13 - Landscapes

Policy SP16 - Design

Policy SP19 - Presumption in favour of sustainable development

Policy SP20 - Generic Development Management Issues

APPRAISAL:

The main considerations in relation to this application are:

- The siting, scale and design of the proposed extension;
- The impact of the proposal upon the visual amenity of the area;
- Highway safety and parking provision;
- The impact of the proposed development upon existing trees on the site.

This application is referred to the Planning Committee because Huttons Ambos Parish Council has supported the application, and because the proposal relates to the expansion of an existing business on the estate.

Hydramotion operates from Unit 1 and Unit 3a Seven Street. It is understood that the company designs and manufactures products that measure viscosity in liquids. It is understood the business exports to 53 countries and wishes to improve the appearance of its business premises. The extension is required for office and storage space and to allow a re-configuration of the internal areas.

Policy SP16 and Policy SP20 of the Local Plan Strategy require the design of new development to relate well to existing buildings and not to adversely affect the character and appearance of the area. The existing units on Seven Street have a strong building line fronting York Road, with a 3m separation between the buildings and the highway verge. The buildings were all originally single storey.

An extension at the eastern side of the application site also on Seven Street was allowed on appeal in 2003 for a 2 - storey side extension with a 0.4m projection beyond the building line fronting York Road. It was considered that the extension did not relate well to the existing building and would that it would be harmful to the character and appearance of the area.

The current proposal is to extend approximately 3 metres further forward of the building line and be built directly on the boundary to the highway verge. Furthermore, the proposal is to be 2-storey and it features an unusual asymmetrical roof design which is not a characteristic of the existing buildings on site. On the southern side, extensive glazing is proposed, with 3 ground and first floor windows on the northern elevation. The existing buildings on Seven Street have pitched roofs with relatively shallow pitches. The siting of the dwelling is considered to be completely at odds with the other buildings on Seven Street and other buildings along York Road. Its design and mono-pitch roof will also accentuate this poor siting. It results in an extension which is considerably higher at eaves and ridge height than the existing building and much closer to York Road than the existing buildings. The design approach does not successfully unite the two buildings and in the opinion of officers does not result in an acceptable design solution. If the proposed extension respected the existing building line together with a more sympathetic design approach Officers could have been able to support the application.

Discussions have been held with both the agent and the applicant in an attempt to achieve an acceptable solution. However, as submitted, the extension by virtue of its siting, scale and design is considered to have a poor relationship to the existing buildings and to adversely affect the character and appearance of the area and to conflict with Policy SP16 and Policy SP20 of the Local Plan Strategy. In addition, the proposed extension will easily be seen from York Road on the entrance to Malton, and it is likely to result in the long-term loss of the existing tree planting along the northern boundary within the highway verge.

The Case Officer, the External Partnership Lead and the Head of Planning have had meetings with the applicant to try and resolve the issues relating to this proposal. Advice has been offered regarding the potential re-location of the business to a larger alternative site. Advice has also been offered, along with suggestions in respect of the re-siting and re-design the proposed extension. The applicant, however, has advised that he does not wish to amend the proposals and has requested that a decision is made on this scheme as submitted.

There are considered to be no objection to the replacement windows, re-cladding or proposed rooflights in the existing building.

There are several mature trees that are located within the highway verge along the northern boundary of the site. The proposed extension is immediately adjacent to these trees. At the request of the Tree and Landscape Officer a Tree Survey has been requested. The survey confirms the removal of 2 no. Robina trees is required if the application is approved in its submitted form.. However, the Council's Countryside Management Officer has concluded that the survey is inadequate as it does not confirm what the impact of the proposals will be upon the long-term retention of the other trees. The Countryside Management Officer is of the view this proposal is likely to have a detrimental impact upon the trees which are considered to be important from a visual amenity perspective adjacent to York Road which is one of the main roads in and out of the town.

Discussions have taken place between the Highway Authority and the applicant regarding amendments to the adopted cul-de-sac. In their consultation response to the planning application, Mr Stephen Boyne of the Highway Authority has stated:

I would place on record that John Putsey was looking at the site purely in relation to the possibilities of stopping-up a section of highway in order to facilitate the development. John has not been involved in the planning application for consultation and would not have been aware of the staffing increase and lack of on-site parking which I, as formal consultee on behalf of the highway authority, had previously raised in my responses dated 2 November 2016 and 21 April 2017. I would ask that members are made aware of highway authority concerns regarding the lack of parking on site and the increase in staffing numbers. The latest NYCC parking standards only relate to an absolute requirement of operational parking (for Business and Industrial Use classes), and the extension, in itself, would not generate any additional requirement other than that which is already in place. However, non-operational parking needs to be taken into consideration on a site-by-site basis, under the broad remit of the NPPF. The location is on the periphery of Malton and close to a regular bus route; walking and cycling modes therefore could reasonably be expected to a certain degree, but conversely the estate in general has existing problems with on-street parking which has resulted in no-waiting restrictions, and latterly 'no parking' cones being put in place at various locations. With the increase in staffing numbers the development can only be seen in a positive light if some element of additional on-site parking for non-operational use can be included OR the developer is willing to sign up to fully engage a meaningful and deliverable travel plan, which can reduce reliance on private car use. At the moment the scheme results in a net loss of two spaces and an increase in 15 staff, and therefore if implemented would likely put extra pressure on parking. Consequently it cannot be supported by the highway authority. The cycle parking should also be re-evaluated as per point 3 of my latest consultation.'

The comments of the Highway Authority have been forwarded to the agent, and additional information has been requested. No response has been received. Based on the lack of information addressing the increased requirement for on-site parking the proposal is considered to be inadequate.

Huttons Ambos PC originally supported the proposal, and stated they have no further comments to make when re-consulted. Malton Town Council has no objection to the proposal.

The requirements of the business to expand are clearly understood, and Officers have tried on more than one occasion to help find a solution for the applicant. However, the applicant has requested that this scheme be determined in its current form. Officers are supportive in principle of the business requirements and consider an alternative design may be achievable that can address the design and tree-related objections detailed above. In the absence of any agreement however the recommendation on this application is one of refusal for the following reasons.

RECOMMENDATION: Refusal

- 1 The proposed extension by virtue of its siting, scale and design is considered to have a poor relationship with the existing business units and that it would adversely affect the visual amenities of the area. The proposed development is therefore considered to be contrary to the requirements of the NPPF and Policies SP16 and SP20 of the adopted Ryedale Plan - Local Plan Strategy.
- 2 There is insufficient information submitted to demonstrate that the proposed development will not have an adverse effect upon the long term health and retention of the existing trees that are immediately adjacent to the northern boundary and which form an important visual amenity adjacent to York Road, one of the main approach roads to Malton. The proposal is therefore considered to be contrary to the requirements of Policy SP20 of the adopted Ryedale Plan - Local Plan Strategy.

- 3 There is insufficient information submitted to demonstrate how the additional parking provision that is necessary to serve the proposed development can be satisfactorily met on site. The lack of off road parking would be likely to result in additional pressure for on-street parking in a locality which already exhibits high levels of on-street parking on a busy industrial estate. The application as submitted is therefore considered to be contrary to the requirements of Policy SP20 of the adopted Ryedale Plan - Local Plan Strategy.

Background Papers:

Adopted Ryedale Local Plan 2002
Local Plan Strategy 2013
National Planning Policy Framework
Responses from consultees and interested parties