

Parish: Kirby
Ward: Stokesley
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Committee date: 3 May 2018
Officer dealing: Kevin Ayrton
Target date: 17 May 2018

18/00280/FUL

**Product development facility with office accommodation and associated car parking
At Station Road, Stokesley
For Marlow Foods Limited**

1.0 SITE, CONTEXT AND PROPOSAL

- 1.1 The applicant, Marlow Foods, is the owner of Quorn, which was founded in Stokesley in 1985.
- 1.2 The site is approximately 1 hectare in size, located to the south of Stokesley, forming land associated with the existing Quorn factory. Its main frontage is onto Kirkby Lane, which links to Stokesley to the north and Kirkby in Cleveland to the south. The existing Quorn facility is viewed at the southern edge of the wider Stokesley Business Park, which covers a large area of land that is physically detached from the main built up area of Stokesley, the centre of which is located 1.5km to the north.
- 1.3 The site comprises previously developed land and is currently underused, other than overflow car parking by existing employees. It is understood that the site previously accommodated buildings associated with an auction mart with associated cattle pens. Larger areas of hardstanding remain. There is a green perimeter security fence alongside the site's frontage. The existing Quorn factory to the south is used predominantly for processing, offices and research. The existing buildings include a two storey office building, which is of no particular architectural merit. This links to a steel clad (light grey) warehouse type building, which extends back into the site. There are two vehicular access points; one to the north, and one to the south of the building.
- 1.4 There is a large shed-like building to the north, which accommodates 'Mole' country stores. To the north of this is a cluster of former station buildings, the most prominent of which is now occupied by a firm of architects. There is also a handful of residential properties located approximately 100 metres to the north of the site, including a non-designated heritage asset; and a dwelling located opposite the entrance to the existing site.
- 1.5 Located to the west of the site is a nursery, comprising greenhouses. Much of this is screened by a mature hedge along the roadside.
- 1.6 There are connections to the town centre along Kirkby Lane, changing to Station Road, which passes Stokesley School. However, there is not a footpath for its entirety. Stokesley Business Park also has an access to the B1257 to the north, which allows access to the wider road network whilst avoiding the town centre.
- 1.7 The proposal is to construct a new building to accommodate offices and research and development facilities. It will be used to develop new products and also be used as the main headquarters and is therefore important in 'selling' the brand.
- 1.8 The commercial scale building will deliver two levels of accommodation, with a building comparable in height to those adjoining the site. It reflects the typical shape of a modern industrial building, albeit with echoes of a large agricultural building in its form and use of materials. The appearance is given a more contemporary edge with the treatment of fenestration, with windows punctuating the building with bright

orange surrounds and a fully glazed gable fronting the main road. The use of orange also frames the main entrance, making it clearly legible.

- 1.9 The entrance would be sited closest to the existing facility with a new pedestrian walkway linking the buildings. Landscaping is proposed to the front of the building.
- 1.10 The wider site will see the introduction of a more formal car parking arrangement. The existing facility provides a total of 225 car parking spaces. This will increase to a total of 311 over the entirety of the Quorn site. A new vehicular access is proposed at the northern most part of the site along with improved access arrangements for the existing site.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

2.1 The site has a lengthy planning history which is summarised below:

- 92/1275/FUL - Extension To Existing Offices - Granted 27/03/1992.
- 01/00133/FUL - Construction of office and amenities block - Granted 07/09/2001
- 04/02563/FUL - Alterations and extension to existing industrial unit - Granted 15/02/2005
- 06/01970/FUL - Alterations and extension to existing factory as amended by plan as received by Hambleton District Council on 2 November 2006 - Granted 20.11.2006
- 08/01959/FUL - Formation of a temporary car park, fence and turnstile, siting of a smoking shelter and site cabin - Granted 20.08.2008

3.0 RELEVANT PLANNING POLICIES

3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 - Access
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP12 – Priorities for employment development
Core Strategy Policy CP16 - Protecting and enhancing man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Development Policies DP1 - Protecting amenity
Development Policies DP3 - Site accessibility
Development Policies DP4 - Access for all
Development Policies DP16 - Specific measures to assist the economy and employment
Development Policies DP17 – Retention of employment sites
Development Policies DP32 - General design
Development Policies DP33 - Landscaping
Development Policies DP34 - Sustainable energy
National Planning Policy Framework - published 27 March 2012

4.0 CONSULTATIONS

4.1 Kirkby Parish Council – Expresses the following concerns:

- The increase in the volume of traffic (both car and HGV) on a small country road - would it not be possible to gain access through the business park, which would reduce the noise and heavy traffic pollution caused to local residents in the

NDHA properties. It would also reduce damage to the road surface on Station Road;

- Whether an odour suppressant is to be installed; and
- While the design of the building is acceptable is it necessary for the windows and doors to be framed in such a bright colour?

4.2 Highway Authority – Awaiting comments from local highway authority. These will be included in the update report.

4.3 Environmental Health Officer – No objection.

4.4 Northumbrian Water – No objection subject to conditions.

4.5 HDC Economic Development - As Economic Development we would be supportive of this application as it supports the growth of an important employer in the district. The new building will also improve the appearance of the existing site. Although the application provides a significant amount of parking, no details are provided about the number of employees on the site so it would be useful to have this information to assess if the parking provision is sufficient for the number of people on site day to day to ensure there is no overflow into the surrounding areas.

4.6 Public comments – Three representations have been made objecting to the scheme on the following grounds:

- Increase in noise pollution;
- The proposed orange silo is over-the-top;
- Odour issues;
- Impact of increase in traffic;
- Increase in light pollution;
- The road network is not suitable for the existing traffic let alone the increase as a result of the development;
- The site is not in a sustainable location accessible by public transport or even a public footpath link; and
- There should be a road link through the back of the site to Ellerbeck Way via Ellerbeck Court Road.

5.0 OBSERVATIONS

5.1 The main issues to consider are: (i) the principle of the development in this location; (ii) the design and form of the proposed development; (iii) residential amenity; (iv) and highway matters.

Principle

5.2 The application site is within the Development Limits of Stokesley, with commercial uses to the immediate north and south and within an area recognised for industrial activity.

5.3 Core Strategy Policy CP1 states that proposals will be supported if they promote and encourage or protect and enhance, among other things, (i) the efficient use of land and infrastructure, including developments which include a sustainable and complementary mix of uses; and (viii) a high quality and adaptability of development should utilise previously developed land (“brownfield” land), where that land is in a sustainable location, in preference to greenfield sites.

5.4 The application site is in close proximity to the Town Centre and comprises previously developed land. The proposed development is considered to make

efficient use of the site and will further develop an existing business. The proposed development is considered to comply with the requirements of CP1.

- 5.5 Core Strategy Policy CP4 states that development or activities of a scale and nature appropriate to secure the sustainability of each settlement, as identified in Spatial Principle 3 and in the Core Strategy policies, will be supported within the Development Limits of the settlements in the hierarchy designated.
- 5.6 The site falls within the Development Limits for Stokesley, which has been designated a service centre and whilst not directly well served by public transport is considered to be in a sustainable location.
- 5.7 Core Strategy Policy - CP12 states that support will be given to developing and sustaining the economy of Hambleton. This is expanded upon in policy DP16, which identifies economic priorities. These include (i) diversification in the range of economic activities, in particular encouraging employment opportunities in higher skilled jobs; (v) and increasing manufacturing productivity generally, including through encouragement to the development of support services, and supporting existing businesses to grow to realise their potential.
- 5.8 The local policy is consistent with the NPPF, which confirms that the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth.
- 5.9 The proposed development would provide high quality accommodation to support Marlow Foods' development in Stokesley and enable the Headquarters to be retained in Stokesley.
- 5.10 The principle of the development in this location is considered to be acceptable.

Design and Form

- 5.11 One of Hambleton's strategic planning objectives, set out in The Core Strategy Local Development Document (2007), is "To protect and enhance the historic heritage and the unique character and identity of the towns and villages by ensuring that new developments are appropriate in terms of scale and location in the context of settlement form and character."
- 5.12 Policies CP17 and DP32 require the highest quality of creative, innovative and sustainable design for buildings and landscaping that take account of local character and settings, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.
- 5.13 The National Planning Policy Framework supports this approach and, at paragraph 64, states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Paragraph 66 sets an expectation that applicants engage with the local community in drawing up the design of their schemes:

"Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably."
- 5.14 Whilst it is understood that no local consultation took place, the scheme has been the subject of pre-application discussions, where the need to consider the highway impact and the site's context were highlighted as being key issues to be addressed in

the planning submission. In response, the application has been supported by a Transport Assessment and Design and Access Statement.

- 5.15 The context for the building is open countryside to the west but dominated by the Industrial Estate to the north, south and east with its associated industrial shed architecture. The site and surrounding area clearly offer scope for significant improvements to the appearance of the area and to raise design standards generally.
- 5.16 The design of the proposed development, whilst reflective of both the function of the site and the general character of the industrial buildings in the vicinity, attempts to create a higher quality, more attractive façade to the road frontage. This improved setting will also benefit from the introduction of landscaping, which will help to announce the proposed building.
- 5.17 The design approach is clearly to be welcomed and is considered to be of a high quality having regard to its context, better reflecting the status of the business and the use of the building.
- 5.18 The scale and siting of the building will relate well to the existing Quorn building, being of a comparable height and building line. Its position to the front of the site will avoid the large area of car parking proposed from dominating the appearance of the street frontage.
- 5.19 Overall the design will make a positive contribution to the character and appearance of the area.

Residential Amenity

- 5.20 The main impacts on residential amenity associated with this site come from the noise and odour associated with the processing plant on the neighbouring site, along with the impact of vehicle movements in the vicinity of the site. The proposed office and research and development functions to be contained within the proposed new structure are considered to have no additional impact on residential amenity.
- 5.21 Along with noise and odour, representations have raised the question of transport impacts from lorries and cars associated with the development and have suggested that an alternative route to the site be provided from the east from within the estate.
- 5.22 There are a number of residential properties located on Station Road with two properties within 100m of the existing operational building. One directly opposite the existing site; and a second immediately to the south of the existing site.
- 5.23 The application has been subject to consultation with the Council's Environmental Health Team who has raised no concerns about the proposed development. Extract ducts have been sited at the rear of the building, away from the nearest residential property. Given the absence of objection from the Environmental Health team, along with the nature and location of the proposed use, the development is considered to have no significant harmful impact on residential amenity.

Highways

- 5.24 Representations have highlighted existing on-site parking issues and noted that at times the applicant makes use of the application site for overflow parking. The applicant has included a detailed assessment of the current parking situation and the implications on parking of the proposed development. This has been informed by a detailed Transport Statement (TS).

- 5.25 The existing site has two access points. The one to the south of the building is used as an entry only, with the one to the north of the building used as an exit only. They are used by both general traffic and servicing vehicles. The supporting TS also identified a fenced off access, which presumably served the auction mart.
- 5.26 The proposed development includes the creation of a new access at the northernmost extent of the site. This will be used by cars/vans visiting/working at the new building. The existing access to the north of the existing building will be used as an entry for service vehicles only with no access permitted to general traffic. The existing access to the south of the existing building will be used as an exit only for service vehicles. Any other site traffic will also use this access as an entry/exit.
- 5.27 Pedestrian access is proposed in three locations. These include the new access to the north of the site, which heads towards the town centre. A footway has also been included along the site frontage on the eastern side of Kirkby Lane.
- 5.28 Representations have also highlighted concerns over the current and proposed use of the local highway network through both the number of vehicle movements along with the types of vehicle movements, particularly HGVs. Those making representation consider that the road network is not suitable for the number and types of vehicles using the road and that the proposed development will only exacerbate the situation.
- 5.29 An alternative access from the east of the site has been suggested in representations but does not form part of this application and in deed the applicant does not own the intervening land between the application site and Ellerbeck Court.
- 5.30 The amount of car parking proposed has been informed by County Council guidelines. The supporting TS states that the provision is slightly in excess of local standards. However, the statement goes on to add that the level of car parking proposed is based on the level of provision that is operationally required.
- 5.31 The comments from the local highway authority and any suggested conditions will be included in the update report.

Other Matters

- 5.32 A non-designated heritage asset (NDHA) has been identified to the north of the site. However, due to the separation from the site and it's context, which is in amongst existing commercial buildings, the proposed development will not result in any harm to the NDHA.
- 5.33 The application has been supported by a detailed flood risk assessment and drainage strategy. The report concludes that the site is at very low risk of flooding from all sources. It also identifies Sustainable Urban Drainage techniques to address surface water flows generated from the development. The drainage scheme can be secured through condition.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered 90/002, 21/003, 27/003, 22/007, 22/008,

20/101, 20/011, 90/010 and 2000 received by Hambleton District Council on 9 February 2018 unless otherwise approved in writing by the Local Planning Authority.

3. The external surfaces of the development shall not be constructed other than of materials, samples of which have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of work above ground level.
4. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Layout Plan" dated "January 2018". The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 2302 and ensure that surface water discharges to the surface water sewer in the vicinity of manhole 2304. The surface water discharge rate shall not exceed the available capacity of 45.0 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.
5. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. No part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.
6. No permanent boundary treatments shall be erected until details relating to boundary walls, fences and other means of enclosure for all parts of the development have been submitted to and approved in writing by the Local Planning Authority.
7. No external lighting shall be installed other than in complete accordance with a scheme that has previously been approved in writing by the Local Planning Authority.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policy(ies) CP17.
3. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policy DP32.
4. To prevent the increased risk of flooding from any sources in accordance with Development Policy DP43 and the National Planning Policy Framework.
5. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with Local Development Framework Policy CP17.
6. To protect the amenity of the neighbouring residents and to ensure that the development is appropriate to the character and appearance of its surroundings in accordance with the Local Development Framework Policies CP1, DP1, CP17 and DP32.

7. In order that the Local Planning Authority can consider the impact of the proposed lighting scheme and avoid environmental pollution in accordance with Local Development Framework Policies CP1 and DP1.