

APPLICATION NO	PA/2013/1496
APPLICANT	Wren Kitchens
DEVELOPMENT	Planning permission to construct a new vehicular access from Barrow Road and two new car parks (800 spaces), carry out additional landscaping, and retain a 2m high electric perimeter fence and 12 loading bays with canopies
LOCATION	Wren Kitchens, Falkland Way, Barton-upon-Humber
PARISH	BARTON-UPON-HUMBER
WARD	Barton-upon-Humber
CASE OFFICER	David Wordsworth
SUMMARY RECOMMENDATION	Subject to the completion of a unilateral undertaking, grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Barton-upon-Humber Town Council

POLICIES

National Planning Policy Framework: Paragraphs 14, 17, 18, 19, 20, 21, 32, 34, 56, 96, 98, 186, 187, 196 and 197.

North Lincolnshire Local Plan: Policies IN3, DS1, T1, T2, T3, T4 and SPG2 (Industrial development).

North Lincolnshire Core Strategy: Policies CS1, CS2, CS3 and CS5.

CONSULTATIONS

Highways: Objected to the proposals originally but have now withdrawn their objections subject to conditions and the submission by application of the unilateral undertaking that provides funding for:

- (1) suitable traffic regulation orders;
- (2) traffic calming measures;
- (3) speed monitoring/enforcement measures; and
- (4) a sum to provide street lighting and maintenance for a period of 25 years.

The unilateral undertaking should also include a clause for Traffic Regulation Orders and traffic calming to be transferable to other within-highway improvements such as footway and cycle way works that would benefit the application site in the event that after a period of

monitoring they are judged to be unnecessary. A section 278 is also required prior to any works commencing within the adopted highway.

Historic Environment Record: No objections.

Barton-upon-Humber Civic Society: Object on the following grounds:

- the application should be dealt with by the planning committee
- the proposed access onto Barrow Road is totally unsuitable because it is a very busy A road
- the exit is at a very dangerous point with heavy traffic at the bends
- why can't the existing entrance onto Falkland Way be used and if not, why not a second entrance where traffic is less heavy?

Public Rights of Way: No objections, as the application does not affect any public right of way.

Environmental Health: No objections subject to the submission of a noise impact assessment that should be submitted to the local planning authority and controlled via a condition.

North East Lindsey Drainage Board: The board is responsible for the drainage system downstream of the on-site balancing pond and should be consulted regarding the method of surface water disposal and a written consent issued prior to site works commencing.

Humberside Fire and Rescue Service: No objections.

Environment Agency: No objections subject to the imposition of a condition regarding surface water drainage.

TOWN COUNCIL

Object to the proposal on the following grounds:

- extreme road safety concerns for the new access onto Barrow Road
- the A1077 is a major route prone to flooding with obscured vision due to a dip in the road, adjacent to the entrance to the special adult learning school and picnic site
- access to the site would be difficult to manoeuvre HGVs
- this is a public bus route with no speed restriction
- the existing entrance onto Falkland Way is ideal which is purpose-built, very wide and currently safe
- there is currently a very large car park on the site therefore the formation of two new car parks is not justified

- there appears to be an existing drain/water course and a power line where the proposed new access is to be located
- the land falls from south to north and land to the south of Barrow Road has a history of flood water flowing off the land onto the road which causes ice in winter and hazardous conditions
- concern for hazardous materials on site such as glue, wood and spray paint
- despite objections regarding the access onto Barrow Road the town council welcomes the Wren development into the town bringing much needed employment opportunities and attracting further business.

PUBLICITY

Neighbouring properties adjacent to the site have been consulted by letter, and site and press notices posted.

Three letters have been received commenting as follows:

- The travel plan states that the 45 bus service between South Killingholme and Grimsby stops in Barrow Road, Barton every hour, however this is not true as the 45 does not serve Barton and should not be in the travel plan.
- The travel plan also states that the 260 bus service operates on Saturdays.
- TB3 is listed in the travel plan despite the service having been withdrawn in March 2014.
- The travel plan states they have no Sunday vale service which is also incorrect as four journeys operate to and from Cleethorpes in the summer.
- No effort has been made to update the Lincolnshire rural bus map of 2011.
- New bus stops should surely be added closer to the new entrance on Barrow Road near to Barton school to encourage public transport to and from the site because the existing bus stops will be a long distance away for employees working on the eastern side of the Wren site.
- A condition should be added to any permission requiring the large illuminated signs on Falkland Way to be removed as they create light pollution in the area of North Bay/Leaf Lane and disturb residents.
- The information available for the application is very limited.
- This is an unsuitable location for an access onto the A1077 and would cause danger to traffic, pedestrians and cyclists.

ASSESSMENT

Full planning permission is sought for a number of changes to an existing industrial complex in operation by Wren Kitchens (formerly occupied by Kimberly Clark) that is located on a roughly rectangular site to the north of Barrow Road, Barton-upon-Humber. The application site is located within the development boundary of Barton-upon-Humber, as shown within

the North Lincolnshire Local Plan. The industrial complex is currently accessed from the west via Falkland Way and this has been the only vehicular access into the site during the life of the complex. The main components of this planning application are:

- the creation of a new vehicular access from Barrow Road that is to be located to the east of the existing industrial building – the applicants intend this vehicular access to replace the Falkland Way access for all traffic as soon as it is constructed
- the construction of two new internal car parks of 300 and 500 spaces which will replace the existing 400-space car park accessed from Falkland Way – the 500-space car park is proposed in an L-shaped configuration to the north of the existing warehouse/industrial building and to the east of the existing balancing lake, the 300-space car park is proposed to the east of the existing building
- the retention of a new 2 metre high perimeter security fence that is to be electrified – the alignment and height of the fence is the same as the previous fence surrounding the Kimberly-Clark factory.
- the retention of 12 loading bays with canopies constructed on the eastern elevation of the existing building.

In August 2013 planning permission was granted under reference PA/2013/0252 for the change of use from B2 (General Industry) to Use Classes B1 (Business) and/or B2 (General Industrial) and/or B8 (Storage & Distribution). This planning permission will facilitate the manufacturing of furniture and a number of changes to the existing building internally do not require planning permission which include the reconfiguration of existing space for office distribution and future manufacturing use.

The key issues in the determination of this planning application are whether the proposed new access to the site on Barrow Road is acceptable in terms of levels of highway safety, whether the proposed mitigation measures to be provided through the unilateral undertaking are sufficient to prevent a reduction in levels of highway safety, and consideration of the wider economic benefits for the development of this site.

Wren Kitchens acquired the former Kimberly-Clark factory in August 2013 which closed in March of that year with the loss of 572 jobs. The applicants intend the existing industrial building to form the new headquarters. Wren Kitchens is a rapidly expanding business which currently employs 1,450 people in the UK, 750 of which are in the Humber region. Further expansion of manufacture, distribution and retail operations is an intention of Wren Kitchens which is illustrated by its recent expansion of product lines to include bedroom, dining and lounge furniture.

It should be noted that future development of the Wren Kitchens site, both to the east and west of the existing factory and office building, do not form part of this planning application and are not yet at the planning submission stage. (These proposals are referred to by Barton Town Council.) However, the proposals that are included within this planning application would greatly contribute towards the aspirations of Wren Kitchens to transform this site into its new headquarters which would complement an existing distribution and office complex at Howden and the large factory at Scunthorpe. In support of this application the applicants have stated that a total of 46 new warehouse staff have been employed at Barton and it was intended that by the end of 2013 a total of 195 staff would be operating at

the site. It is anticipated that further jobs would be created in the construction/re-fitting phases of the project and possible contracts being awarded to local companies. Full-time employment in the Wren complex would lead to a multiplier effect in the local economy through use of local service companies and the additional support provided for local shops and services via household expenditure. The plans by Wren Kitchens for the development of the Barton complex and operation of the site is projected to be a major economic boost to the locality and the North Lincolnshire district.

The economic considerations summarised are considered to be material considerations in the determination of this planning application.

The operational development proposals within the site, including the erection of the perimeter fencing, construction of additional loading bays and the reconfiguration of the external space on the site to replace the existing car park with two new car parking areas, are not considered to raise any issues in terms of planning policy nor have raised any objection from statutory and non-statutory consultees or during the consultation period and the proposed layout is considered to be acceptable. With regard to the fence, which resembles a green powder-coated palisade structure with wire connections, this is required for site security and does not adversely affect the appearance of the area. The existing 12 loading bays to the north and north-eastern elevations have been remodelled. The existing canopy has been closed in and 5 replacement loading docks created. Additionally 7 existing roller shutter door -level access bays have been replaced by 7 new recessed docks. These works have already been undertaken but are considered to be acceptable.

With regard to the access and highway-related issues, the Highways department has been consulted and has commented as follows:

'New access onto A1077, Barrow Road

Our preferred method of accessing the site would be to utilise the existing access from Falkland Way. However, we understand from discussions with Wren's representatives that:

- they have aspirations to develop the land to the west of the site, adjacent to Falkland Way, for a mixed use development – continuing to use the existing access arrangements would restrict this;
- the proposed access would improve site circulation for HGVs, loading docks and car park locations.

The new access has been designed to DMRB standards (Design Manual for Roads and Bridges) and the required visibility splays can be achieved. To support the provision of the new access a variety of off-site highway works are proposed including:

- provision of a right-turn holding lane into the site;
- pedestrian crossing paving at the site entrance; and
- extending existing street lighting east past the new access to the picnic site.

In addition to the above, the applicants are also willing to enter into a Section 106 agreement/Unilateral Undertaking with the council which would provide funding for:

- suitable Traffic Regulation Orders should further speed surveys support the need for introducing a reduced speed limit along the A1077;
- traffic calming measures;
- speed monitoring/enforcement measures; and
- a commuted sum for street-lighting maintenance.

It is proposed that any monies allocated for Traffic Regulation Orders or traffic calming measures should be transferable to other within-highway improvements, such as footway and cycleway works that would benefit the application site. This will be after a period of monitoring that identifies there would be little benefit in introducing Traffic Regulation Orders or traffic calming measures.

It is anticipated that the provision of the above measures should mitigate against concerns raised regarding the operation of the proposed new access.

Car parking

The council parking guidelines recommend:

- for warehousing/wholesale uses, 1 space per 150m^2 ground floor area plus appropriate office accommodation – this would equate to 463 parking spaces;
- industrial uses, 1 space per 65m^2 ground floor area plus appropriate office accommodation – this would equate to 1,068 parking spaces.

Therefore, whilst the proposed level of parking provision represents a significant increase in the level of parking provided for the former Kimberly-Clark factory, it still complies with the council's parking guidelines.

Travel plan

The travel plan submitted to support the planning application was a framework travel plan. The highway authority recommends planning conditions to secure the final travel plan and this document would be expected to contain accurate data, including public transport data.

Additional bus stops near the new access on the A1077, Barrow Road

Whilst we support the aspiration to encourage sustainable travel, we would not wish to encourage the provision of additional bus stops on the A1077, Barrow Road near the new site access for safety reasons.'

No reasons exist to withhold the granting of planning permission subject to the imposition of conditions and the submission of a unilateral undertaking.

RECOMMENDATION

Subject to the completion of a unilateral undertaking providing for traffic-calming measures, speed monitoring and enforcement, street-lighting maintenance and possibly Traffic Regulation Orders (TROs), the committee resolves:

- (i) it is mindful to grant permission for the development;
- (ii) the decision be delegated to the Head of Development Management upon completion of the undertaking;
 - if the undertaking is not completed by 22 November 2014 the Head of Development Management be authorised to refuse the application on the grounds that the proposal would have an adverse impact upon levels of highway safety contrary to the provisions of paragraphs 32 and 34 of the National Planning Policy Framework and policy T2 of the North Lincolnshire Local Plan; and

(iii) the permission so granted be subject to the following conditions:

1.

The development must be begun before the expiration of three years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: 29813/200 Rev A, 29813/103, 29813/204, 29813/100, DRG-T-2506/02/C, DRG-T-2506/03, 1320SPS/FWB/MP06A and site location plan.

Reason

For the avoidance of doubt and in the interests of proper planning.

3.

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- details and calculations of the additional surface water storage to be provided in the existing balancing pond;
- details of how the existing discharge rate from the site will be maintained and how the control structure has been altered to take into account the increased discharge rate from the site into the balancing pond. This should take into account the potential impacts of high ground water which has been known to affect the site previously;
- evidence that the surface water calculations and details have been discussed with the North East Lindsey Drainage Board and confirmation that they are satisfied with the final discharge rate from the balancing pond.

Reason

To prevent the increased risk of flooding, both on and off site.

4.

No development shall take place until a noise impact assessment has been submitted to and approved in writing by the local planning authority. The noise impact assessment shall be carried out with reference to:

- BS 4142 (1997) Rating Industrial Noise Affecting Mixed Residential and Industrial Areas;
- World Health Organisation Guidelines for Community Noise (1999);
- World Health Organisation Night Noise Guidelines for Europe (2009);
- BS8233 (1999) Sound Insulation and Noise Reduction for Buildings – Code of Practice.

The assessment report shall provide details of existing background noise levels, likely noise sources which will impact upon the proposed development, mitigation methods to be employed and the resulting predicted level of noise at sensitive locations. Any approved mitigation measures shall be carried out in their entirety before the use of the site commences and shall be retained thereafter.

Reason

To ensure that the development does not adversely affect the residential amenity of occupants of nearby properties in accordance with policy DS1 of the North Lincolnshire Local Plan.

5.

No development shall take place (within the limits of the adopted highway) until all details (including construction specification) relating to the construction of the new vehicular access to Barrow Road have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

6.

No development shall take place (within the limits of the adopted highway) until all details relating to the within-highway works including right-turn holding lane, footway, cycleway alterations, drainage and street lighting have been submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

7.

The proposed new vehicular access to the site shall not be brought into use until all within-highway works agreed in condition 6 have been completed in accordance with the approved details.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

8.

The proposed new access road shall not be brought into use until it has been completed to at least base course level from its junction with the adopted highway.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

9.

The proposed new access road shall be for the sole purpose of servicing the new internal arrangements of Wren Kitchens as laid out in the application.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

10.

Works shall not commence on site until wheel cleaning facilities, in accordance with details to be submitted to and approved in writing by the local planning authority, have been provided within the curtilage of the site, and this facility shall be retained for the duration of the works.

Reason

To prevent material being deposited on the highway and creating unsafe road conditions.

11.

No other works shall be commenced on the site until the access road junction with the adjacent highway, including the required visibility splays, has been set out and established.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

12.

The submitted framework travel plan shall be fully implemented prior to the proposed development being brought into use and all conditions and requirements of the plan shall be fully implemented and retained at all times that the use is in operation.

Reason

To ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the highway network.

13.

The final travel plan shall be submitted to and approved in writing by the local planning authority within six months of the proposed development being brought into use and all conditions and requirements of the plan, once approved, shall be implemented and retained at all times.

Reason

To ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the highway network.

14.

The travel plan, once approved and in place, shall be subject to monitoring on an annual basis for a period of three years from the approval date. The monitoring report on the impact of the travel plan shall be submitted to the local planning authority on the first of January each year following the grant of planning permission. All amendments to the approved travel plan identified as a result of the monitoring process shall be implemented and retained.

Reason

To ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the highway network.

15.

No development shall take place until a construction phase traffic management plan showing details of all associated traffic movements, including delivery vehicles and staff/construction movements, any abnormal load movements, contractor parking and welfare facilities, storage of materials and traffic management requirements on the adjacent highway, has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary throughout the construction period.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

Informative 1

This application must be read in conjunction with the relevant Unilateral Undertaking.

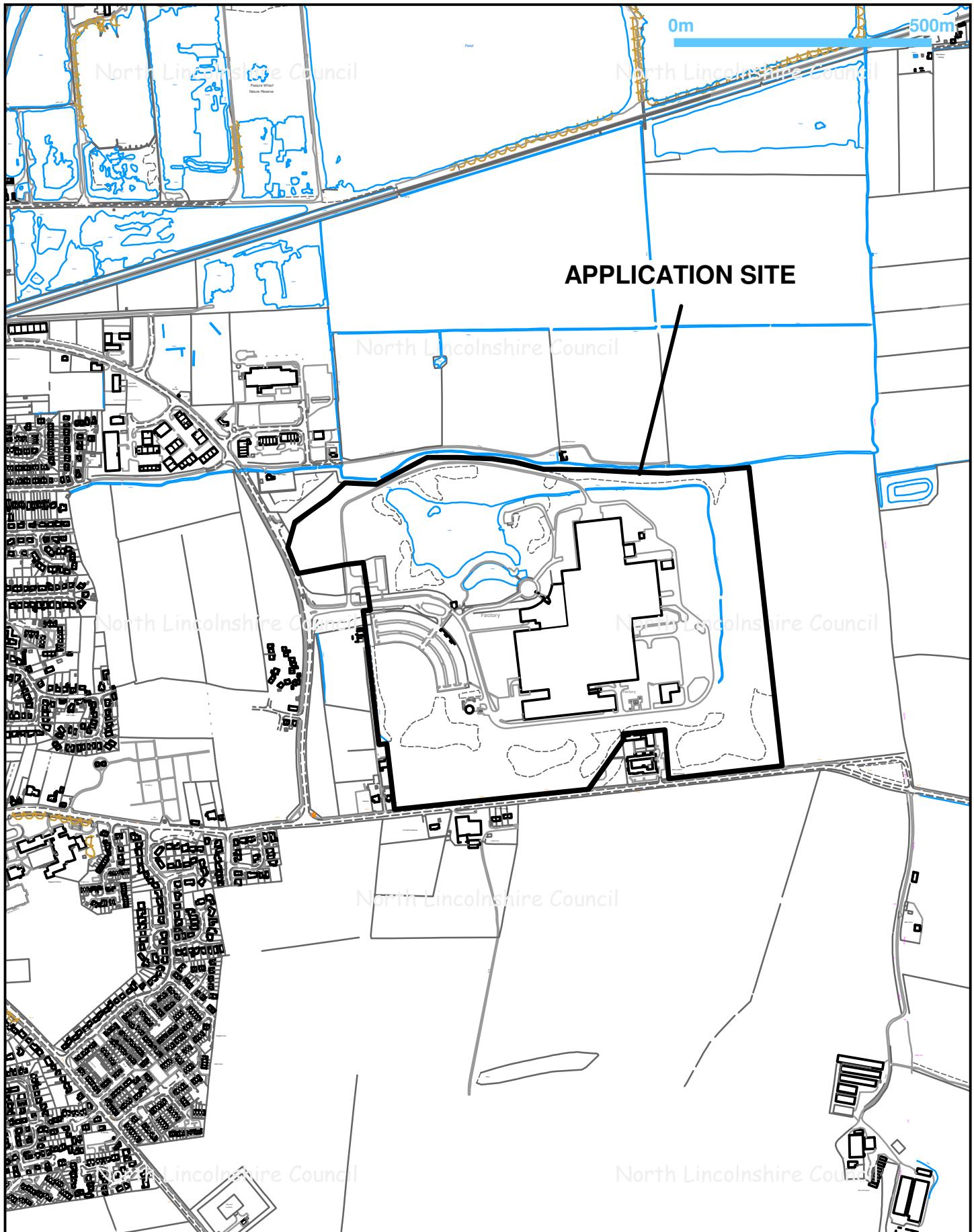
Informative 2

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

Informative 3

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



Title: PA/2013/1496

Drawn by: Sue Barden

Date: 06/08/2014

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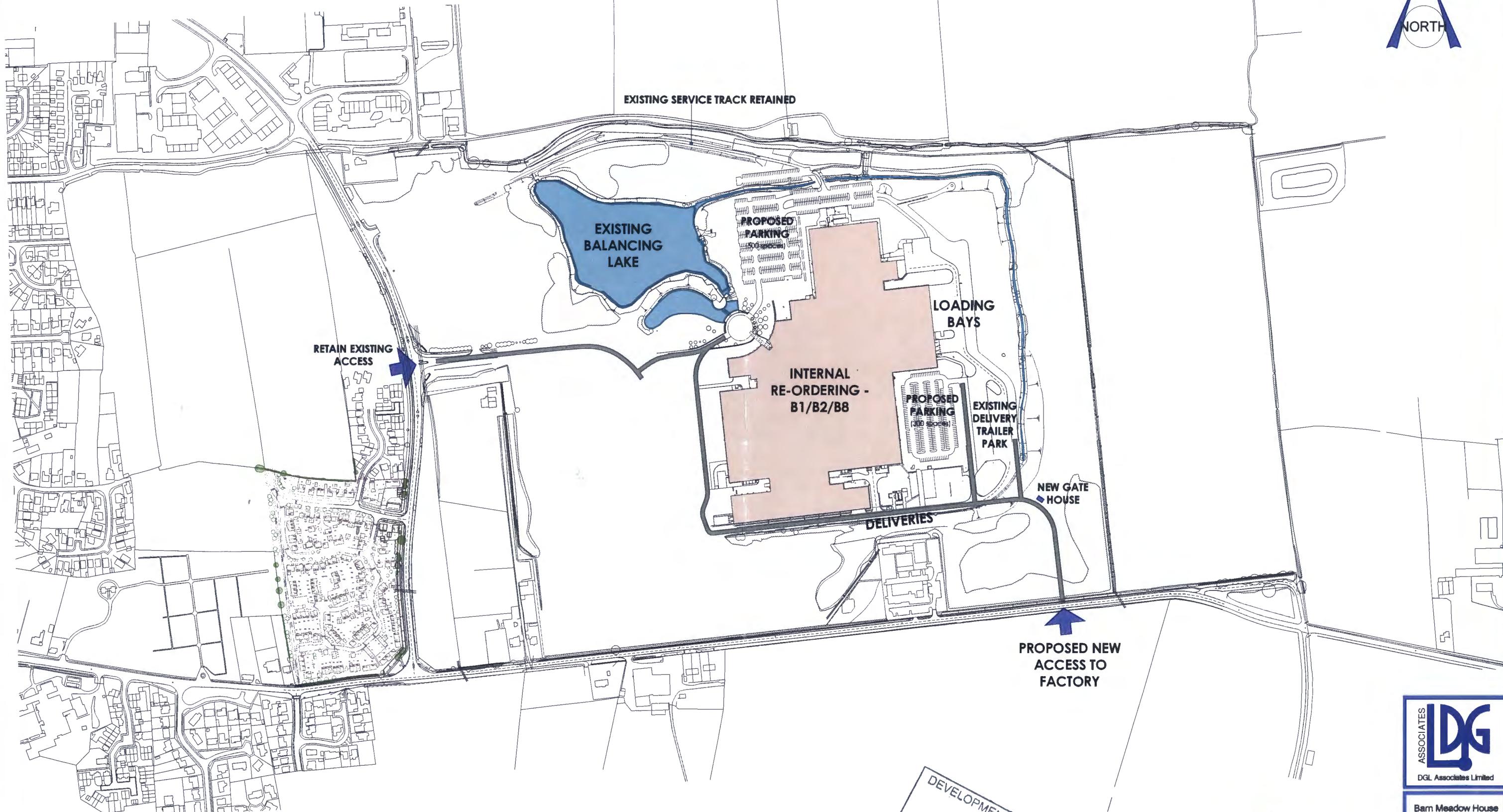


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Director of Places
Peter Williams
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2013/1496 - NOT TO SCALE



ILLUSTRATIVE
CONCEPT PLAN 6



ILLUSTRATIVE CONCEPT PLAN - Option 6A



Barn Meadow House
Southfield Fold Farm
Southfield
Burnley
Lancashire
BB10 5RH
Tel : 01282 601167
Mob : 07976 762976

Client	Skipton Properties	Checked
Project	Falkland Way, Barton upon Humber	
Drawing No.	D.G.Lever	
Drawing Title	Illustrative Concept Plan	
Scale	1:2000	Approved
Date	13th Nov 2013	
Drawing No.	1320SPS/FWB/MP06A	
E-mail:	dglever@dgla.co.uk	
		A3