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WREN KITCHENS

Land off Victory Way, Falkland Way,
Barton upon Humber

Planning Statement

December 2021

Walton & Co (Planning Lawyers) Limited
2 Queen Street
Leeds
LS1 2TW

t: 0113 245 8100
e: info@walton-co.co.uk
w: www.walton-co.co.uk

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Planning Statement

1. Introduction

- 1.1 This Planning Statement is submitted on behalf of Wren Kitchens (“the Applicant”) in support of a planning application for a lorry park with ancillary car parking, security fencing, lighting and landscaping on land off Victory Way, Falkland Way, Barton upon Humber (“the Site”).
- 1.2 Wren Kitchens own and operate the Wren Kitchens facility at Barton upon Humber which is located to the south east of the Site (known as ‘The Nest’). However, there are currently capacity issues at The Nest as there is not enough space to accommodate HGVs prior to loading or unloading.
- 1.3 In order to access additional storage space, Wren Kitchens currently send additional empty HGVs and trailers to their other facilities at Brough, Howden and Scunthorpe for storage. It is then necessary to make additional trips to collect these HGVs so that they can be loaded up at The Nest.
- 1.4 The need to use the off-site facilities at Howden, Scunthorpe and Brough results in an additional 1.1 million miles being driven per annum. The proposed lorry park will therefore improve the efficiency of the operation and result in a significant reduction of over 1 million miles and associated emissions. It will also result in a lower number of HGV trips travelling through Barton upon Humber to access the sites at Howden, Scunthorpe and Brough.

2. Planning History

- 2.1 The following planning permissions have been granted in relation to the Site:

7/1976/0769	Construct roads and sewers to serve industrial development (granted 11/11/1976)
GBC4/1980/0017	Construct roads and sewers to serve an industrial site (granted 29/1/1981)
GBC5/1991/0026	Construct workshop/factory units for light industrial/manufacturing/warehouse use (granted 5/9/1991)
PA/1999/0609	Planning permission to erect a prefabricated extension to an existing store/workshop (granted 22/7/1999)
PA/2007/2009	Erect 11 industrial units (to include offices, access roads and car parking) (granted 20/11/2008)
- 2.2 Victory Way and sewers to serve the industrial site have already been constructed pursuant to the planning permission granted in 1981. It is believed that the site was cleared and the planning permission granted in 2008 was implemented.

3. **Statutory Context**

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the determination of a planning application must be made in accordance with the development plan unless material considerations indicate otherwise.

4. **Local Development Plan**

- 4.1 The statutory development plan for the area comprises the saved policies from the North Lincolnshire Local Plan (adopted in May 2003), the Core Strategy (adopted in June 2011) and the Housing and Employment Land Allocations DPD (adopted March 2016).

2003 Local Plan

- 4.2 The western half of the site is allocated as 'committed industry' in the 2003 Local Plan under reference CIN6.
- 4.3 Table 10 of the 2003 Local Plan sets out the details of the committed industrial sites. Site reference CIN6 is identified as the 'Humber Bridge Industrial Estate, Barton' and the use classes permitted are stated as B1, B2 and B8.
- 4.4 Paragraph 5.14 of the 2003 Local Plan states:

"North Lincolnshire has industrial land already committed for development, defined as a site which has planning permission, and has either had roads and sewers implemented or development has commenced."

Housing and Employment Land Allocations DPD

- 4.5 The Site lies within the development limits of Barton upon Humber. The western half of the Site is allocated for employment use within the Humber Bridge Industrial Estate off Falkland Way to the north-east of Barton upon Humber. Policy BARE-1 of the DPD states:

"Land at the Humber Bridge Industrial Estate, Barton upon Humber (7.15 ha) is allocated for employment use. These sites will be developed in accordance to the following site specific criteria:

- The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses*
- Vehicular access points and financial contributions for improvements to the Falkland Way/Barrow Road junction will need to be agreed with the Highways Authority*
- Local reinforcements may be required regarding provision of water and disposal of waste water and surface water dependent upon type/scale of development*

- *A Transport Assessment and Travel Plan will be required*
- *Footpath and cycle provision should be provided throughout the site, linking the development to local services, residential areas and the wider rights of way network*
- *An Ecology Survey is required*
- *A Flood Risk Assessment will be required to demonstrate that safe development can be achieved on the site without increasing flood risks elsewhere*
- *The HRA has assessed this allocation for its potential to result in an adverse impact on the integrity of the European and international site. On the basis of the information available, it has been found that there will be no adverse effects on integrity of the BARE-1 site. However, a HRA of the project will be required at the development control stage when detailed design are available, to further examine the potential for the proposed development to result in an adverse impact on the integrity of the international site. Should any mitigation be required, it should be integrated in to detailed designs and the delivery must be agreed prior to granting planning permission. If with mitigation, it cannot be proven that there will be no effects on integrity then planning permission will be refused.*
- *A Heritage Assessment will be required*
- *A comprehensive landscaping scheme, including biodiversity enhancement, is required*
- *Design must be in accordance with Core Strategy Policy CS5”*

Core Strategy

- 4.6 Spatial Objective 4 of the Core Strategy is to “**create a strong, competitive and diverse economy by encouraging business growth and employment opportunities** supported by the delivery of strategic employment sites and improvement of the range and level of skills by developing a higher education sector.”
- 4.7 Policy CS1 provides the spatial strategy for North Lincolnshire. Section A of the policy covers the aim to deliver an urban renaissance in Scunthorpe and section B addresses the vision to support “*the Market Towns of Barton upon Humber, Brigg, Crowley, Epworth, Kirton in Lindsey and Winterton as thriving places to live, work and visit, and as important service centres serving the needs of local communities across North Lincolnshire.*”
- 4.8 Policy CS2 deals with delivering more sustainable development and provides that development should be focused on:
- “2. *Previously developed land and buildings within the defined development limits of North Lincolnshire’s Market Towns followed by other suitable*

infill opportunities then appropriate small scale greenfield extensions to meet identified local needs.”

4.9 Policy CS2 goes on to state:

“All future development in North Lincolnshire will be required to contribute towards achieving sustainable development. Proposals should comply with the overall spatial strategy together with the following sustainable development principles:

...

- *Contribute to achieving sustainable economic development to support a competitive business and industrial sector...”*

4.10 Policy CS5 requires well designed and appropriate new developments which take opportunities to improve the character and quality of the area.

4.11 Policy CS6 deals with the historic environment and provides:

“The council will promote the effective management of North Lincolnshire’s historic assets through:

- *Safeguarding the nationally significant medieval landscapes of the Isle of Oxholm (notably the open strip fields and turbaries) and supporting initiatives which seek to realise the potential of these areas as a tourist, educational and environmental resource.*
- *Preserving and enhancing the rich archaeological heritage of North Lincolnshire*
- *Ensuring that development within Epworth (including schemes needed to exploit the economic potential of the Wesleys or manage visitors) safeguards and, where possible, improves the setting of buildings associated with its Methodist heritage.*
- *Ensuring that development within North Lincolnshire’s Market Towns safeguards their distinctive character and landscape setting, **especially Barton upon Humber**, Crowle and Epworth.*

The council will seek to protect, conserve and enhance North Lincolnshire’s historic environment, as well as the character and setting of areas of acknowledged importance including historic buildings, conservation areas, listed buildings (both statutory and locally listed), registered parks and gardens, scheduled ancient monuments and archaeological remains.

All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated, particularly in areas with high heritage value.

Development proposals should provide archaeological assessments where appropriate.”

4.12 Policy CS11 deals with the provision and distribution of employment land providing that the continued expansion and improvement of North Lincolnshire's economy will be met through the identification and allocation of employment sites. The policy adds that *"in considering all development proposals for employment purposes in North Lincolnshire, regard should be given to making all locations accessible by range of transport modes in particular by public transport, cycling and walking. Accordingly, travel plans will be required setting out how employment locations will be linked to settlements in the area."*

4.13 Policy CS17 deals with the area's biodiversity and aims to protect North Lincolnshire's wildlife by:

1. *Safeguarding national and international protected sites for nature conservation from inappropriate development.*
2. *Appropriate consideration being given to European and nationally important habitats and species.*
3. *Maintaining and promoting a North Lincolnshire network of local wildlife sites and corridors, links and stepping stones between areas of natural green space.*
4. *Ensuring development retains, protects and enhances features of biological and geological interest and provides for the appropriate management of these features.*
5. *Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.*
6. *Supporting wildlife enhancements that contribute to the habitat restoration targets set out in the North Lincolnshire's Nature Map and in national, regional and local biodiversity action plans.*
7. *Improving access to and education/interpretation of biodiversity sites for tourism and the local population, providing their ecological integrity is not harmed.*

4.14 Policy CS19 addresses flood risk and states:

The council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood. Development in areas of high flood risk will only be permitted where it meets the following prerequisites:

1. *It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.*
2. *The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.*

3. *A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development.*

4.15 Policy CS25 of the Core Strategy supports and promotes sustainable transport in North Lincolnshire and with regard to transport network management states:

- *Support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves*

5. **Material Considerations**

National Planning Policy Framework

5.1 The National Planning Policy Framework (“NPPF”) was recently revised in February 2019 (with a further update published in July 2021). The NPPF is an important material consideration for planning applications. The Planning Practice Guidance (“PPG”) also supports and informs the NPPF. Together the NPPF and PPG set out the Government’s national planning policies and guidance for new development.

5.2 Paragraph 11 of the NPPF states:

“Plans and decisions should apply a presumption in favour of sustainable development.

...

*For **decision-taking** this means:*

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁷, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

5.3 Paragraph 38 of the NPPF states:

“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”

- 5.4 Paragraph 81 of the NPPF deals with building a strong and competitive economy and states:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

- 5.5 Paragraph 83 of the NPPF provides:

“Planning policies and decision should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”

- 5.6 Paragraph 104 of the NPPF deals with promoting sustainable transport and states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

5.7 Paragraph 109 of the NPPF deals specifically with lorry parking:

“Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.”

5.8 Paragraph 111 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

5.9 Paragraph 112 goes on to state:

“With this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

5.10 Paragraph 113 provides that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or a transport assessment so that the likely impacts of the proposal can be assessed”*.

Emerging Local Plan

5.11 The Council is also currently in the process of preparing a new single Local Plan for North Lincolnshire (“the Emerging Local Plan”). Once this has been

formally adopted it will replace the 2003 Local Plan, the Core Strategy and the Housing and Employment Land Allocations DPD.

- 5.12 The Emerging Local Plan is currently at its third stage in plan preparation and a 'Preferred Options' document was published for consultation in February 2020. This document builds on earlier consultation which has been undertaken. The next stage will be to prepare the draft plan.
- 5.13 Policy SS2p sets out the spatial strategy for North Lincolnshire and in relation to Principal Towns (which includes Barton upon Humber) states:

"To maintain and enhance their roles as key service centres for North Lincolnshire. Barton upon Humber and Brigg will be a focus for growth including new housing, employment, retail and service provision. Most this growth will be through site allocations in this plan. It may be possible for growth to take place on non-allocated sites within their defined development limits, where it is of an appropriate scale and nature, and meets the policies of this plan. All development should reflect the historic nature of each town, alongside existing environmental constraints such as flood risk."

- 5.14 The 'Preferred Options' document shows the whole of the Site proposed to be allocated as an 'existing employment area'.
- 5.15 Policy EC2p deals with existing employment areas and states:

1. *Existing employment areas as identified on the Policies Map will be safeguarded for employment uses. Proposals which promote development or reuse of vacant sites located within existing employment areas for employment use will be supported subject to other relevant policies in the Plan..."*

6. **Assessment of the Proposed Development**

Principle of Development

- 6.1 The western half of the Site is identified as a committed industrial site in the 2003 Local Plan and is also allocated for industrial/employment purposes in the Housing and Employment Land Allocations DPD. The Site forms part of the Humber Bridge Industrial Estate.
- 6.2 The whole of the Site is also proposed to be allocated as an 'existing employment area' in the Emerging Local Plan whereby the land is safeguarded for employment uses.
- 6.3 The Site has also been the subject of various planning permissions over the years for the construction of roads and sewers and the erection of industrial units.
- 6.4 Any development for industrial/storage purposes will therefore be acceptable in terms of local plan policies and should be supported. The lorry parking is specifically for the Wren facility which is located to the south east of the Site and is required to support the company's existing operations. The proposed development is therefore ancillary to the existing B2/B8 Wren facility.

- 6.5 Wren Kitchens is one of the area's largest employers and the proposed development will facilitate a more efficient transport yard which would reduce the amount of traffic movements through the town.

Highways

- 6.6 A Transport Assessment has been prepared by Bryan G Hall in support of the application. The report advises that access to the site will be taken via a new priority junction with Victory Way on the western boundary of the Site. The proposed site access junction has been designed to accommodate a 16.5m max legal HGV and swept path analysis demonstrates that the site access can safely accommodate such a vehicle.
- 6.7 There are currently capacity issues at the main Wren Kitchens site as there is not enough space to accommodate HGVs prior to loading or unloading at The Nest.
- 6.8 In order to access additional storage space, Wren Kitchens currently send additional empty HGVs and trailers to their other facilities at Brough, Howden and Scunthorpe for storage. It is then necessary to make additional trips to collect these HGVs so that they can be loaded up at The Nest. It is anticipated that a worst-case scenario of these current arrangements would result in approximately 260 HGV movements per day travelling each way to the facility.
- 6.9 The Howden, Scunthorpe and Brough facilities are 25 miles, 16 miles and 10 miles from The Nest respectively. Based on an average distance of 17 miles, 260 trips per day and a 5-day working week, the need to use the off-site facilities results in an additional 1.1 million miles being driven per annum.
- 6.10 The proposed lorry park will therefore improve the efficiency of the operation and result in a significant reduction in mileage and emissions. It will also result in a lower number of HGV trips travelling through Barton upon Humber to access the sites at Howden, Scunthorpe and Brough.
- 6.11 The report concludes that there are no road safety issues on the adjacent highway network in the vicinity of the Site and the proposed development will not be detrimental to the level of road safety in the vicinity.
- 6.12 It is anticipated that the proposals will generate 32 two-way vehicle trips in the AM peak hour and 30 two-way vehicle trips in the PM peak hour. Operational assessments have been undertaken at three junctions on the highway network but the results of these assessments show that the addition of the development trips will result in no material impact on the operation of any of these junctions.
- 6.13 The Transport Assessment concludes that the site is accessible by sustainable modes of transport and that the level of traffic generated by the proposed development will not have a significant or severe impact on the local highway network. The proposed development is therefore in accordance with the NPPF.

Landscape

- 6.14 A Landscape Summary Report has been produced by Golby & Luck in support of the application.
- 6.15 The Site is not covered by any landscape designation that would suggest an increased value or sensitivity to change and is not covered by any statutory or non-statutory designation that would prohibit its development for a lorry parking facility.
- 6.16 The Landscape Report advises that the degree to which the Site contributes to the wider farmed and rural setting of the Lincolnshire Drift LCA and Open Undulating Farmland LLT is considered to be minimal and is a relationship that will be permanently severed following the implementation of the BARE-1 allocation. Its development as a lorry park is therefore likely to result in a negligible effect on the wider setting.
- 6.17 The Landscape Report advises that the proposed development will not introduce any new or visually discordant elements into the Site or its local setting and, given the absence of any notable built form, the proposal is likely to result in a relatively low magnitude of change. The Report notes that when the lorry park is in use the visual effect of the proposal will vary but given the relatively low nature of HGV vehicles when compared to the height of the surrounding existing industrial units, any expected visual effect is likely to be low.
- 6.18 Detailed landscape proposals have been produced in consultation with the ecologist and form part of the Biodiversity Net Gain calculation for the proposed development.
- 6.19 The proposed landscaping measures secure the following elements:
- New native boundary hedgerows and native scrub cover
 - New native tree planting
 - A new wetland feature that will be subject to seasonal flooding with emergent planting and species rich meadow seeding
 - Areas of species rich grassland

Ecology

- 6.20 In order to assess the potential impacts of the development upon the ecological interests within and surrounding the Site, Ramm Sanderson have been appointed to produce an Ecological Impact Assessment.
- 6.21 The Assessment confirms that the Site falls within the Impact Risk Zone of the Humber Estuary RAMSAR SAC SPA SSSI. However, a previous Habitats Regulations Assessment (JBA 2020) has scoped out this allocated employment site for further assessment. Therefore, no impacts are considered likely to the Humber Estuary from the proposed development.
- 6.22 Natural England has issued the Provisional Impact Assessment and Conservation Payment Certificate for the District Level Licence for Great Crested Newts for the Site and payment has now been made.

- 6.23 A Biodiversity Impact Assessment (“BIA”) has been undertaken which indicates that there would be a net loss in biodiversity of -78.29%. In consideration of this loss, off-setting off-site has been proposed within nearby land within the curtilage of Wren Kitchens’ headquarters (known as The Nest). Following incorporation of these off-setting areas into the DEFRA Metric 3.0 it has been considered that there will be a quantified net gain in biodiversity of 10.40% within the scope of the proposals, which accords with emerging national policy. Existing hedgerows on the Site will also be enhanced with new hedgerow planting around the Site periphery.

Archaeology

- 6.24 An Archaeological Evaluation by trial trenching on the Site has been undertaken by Allen Archaeology and is submitted in support of the application. The Evaluation confirms that the Site is located in an area of moderate archaeological interest.
- 6.25 Seven trenches were excavated across the proposed development area and no archaeological finds or features were identified. The results of the Evaluation suggest a negligible potential for the proposed development area.

Flood Risk

- 6.26 The Site is located within Flood Zone 3. A Flood Risk Assessment (“FRA”) prepared by Weetwood Services is submitted in support of the application and this concludes that the proposal is not expected to impact flood risk elsewhere.
- 6.27 The proposal also provides wider sustainability benefits for the community because it reduces the number of HGV movements through the residential area and the development is located on a previously developed site. This therefore outweighs any flood risk.
- 6.28 The FRA demonstrates that the proposed development may be completed in accordance with the requirements of planning policy subject to the implementation of a Flood Plan, which would be developed in consultation with North Lincolnshire Council.
- 6.29 A Flood Risk Sequential Test Assessment is also submitted in support of the application. The proposed development is not a vulnerable use and the Sequential Test Assessment demonstrates that the proposal needs to be located close to the existing factory and cannot be located elsewhere.

Phase 1 Desk Study

- 6.30 A Phase 1 Desk Study has been undertaken by Ground Engineering. The Study concludes that there are no sources of contamination.

7. Conclusions

- 7.1 In summary, it is concluded that the proposal accords with development plan policies, emerging policy and the NPPF. It is not considered that there are any material considerations which would indicate that permission should be refused.

- 7.2 Overall, this development represents a highly sustainable development which will save over 1.1 million miles per annum of trips. The proposed development will support the continuing success of the existing Wren Kitchens manufacturing facility to the south east of the Site, which represents a significant and important local employer.
- 7.3 The proposal will generate a 10% net gain in biodiversity and in landscape terms any expected visual effect is likely to be low. Detailed landscape proposals are also proposed for the development.
- 7.4 The results of the archaeological evaluation suggest a negligible potential for the proposed development area.
- 7.5 The Flood Risk Assessment demonstrates that the proposal is not expected to impact flood risk elsewhere and can be completed in accordance with the requirements of planning policy subject to the implementation of a Flood Plan. Given the proposal is a lorry park such a flood plan can be readily approved by way of a condition.

Walton & Co
13 December 2021