

Pro-Pak Expansion

For

Pro-Pak Foods Ltd

at

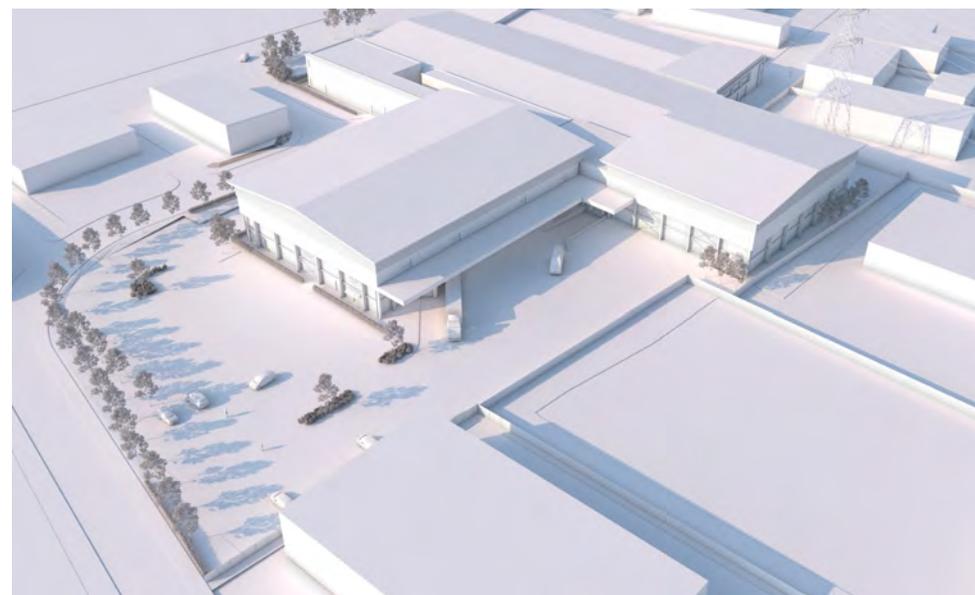
York Road Industrial Park
Seven Street, Malton, YO17 6YA

Design and Access Statement (including Planning Statement)

Prepared by **Myhill Consulting Ltd**

December 2020

Revised June 2021



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1.0 Introduction

Pro-Pak Expansion
Pro-Pak Foods Ltd
York Road Industrial Park
Seven Street
Malton
North Yorkshire
YO17 6YA

This Design & Access Assessment has been prepared by Myhill Consulting Ltd on behalf of Pro-Pak Foods Ltd, in support of a Planning Application for the proposed expansion of Pro-Pak Foods Ltd.

The expansion proposals comprise the construction of new Raw Materials and Finished Goods cold stores including new product development offices and associated car parking and service yards.

The purpose of this document is to set out the design solution proposed for the development of the site and has been prepared in accordance with the requirements of Section 62 of the Town and County Planning Act 1990 (as substituted by Section 42 of the Planning and Compulsory Purchase Act 2004) which requires the submission of a Design and Access Statement to accompany planning applications.

This document has been written in line with CABE publications Design & Access Statements, 'How to write, read and use them', based on the principles of inclusive design. In this Design and Access Statement we follow the approach recommended and cover the following:

- Use
- Layout
- Amount
- Scale
- Landscaping
- Appearance
- Access

Please ensure that this statement is read in conjunction with the supporting plans and documents, which make up the full detailed planning application.



Location of Pro-Pak Foods Ltd, Malton

Proposals Summary

The site of the proposals comprises two parts. Part 1 being the existing Pro-Pak Foods Ltd site located on York Road Industrial Park, and Part 2 being vacant development land located off Cherry Farm Close. The overall site area is located to the south of the York Road (B1248) close to the junction with the A64.

Both parts of the site are designated as ‘existing employment’ and ‘employment committed’ within the Ryedale Adopted Development Plan.

The proposal is to expand the Pro-Pak Foods Ltd facilities to accommodate new Raw Materials and Finished Goods cold stores and will include a New Product Development office with associated parking and service yards.

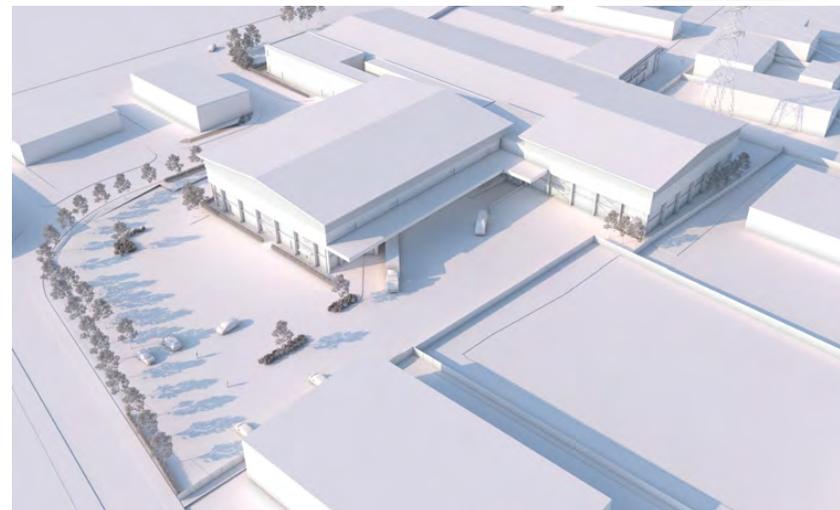
The proposals which have been developed following consultations seek to improve the process flows within the factory and rationalise delivery and despatch functions of the business. All as advised within the pre-app submission.

The new Raw Materials Warehouse is located to the south of the existing factory providing a direct feed into the process lines. The Finished Goods warehouse is located on the Cherry Farm Close development site and is connected to the main factory via a palletising and transfer corridor which connects the end of the process flow within the existing factory to the new Finished Goods store. The two storey transfer corridor also provides screening of the existing operational plant and equipment.

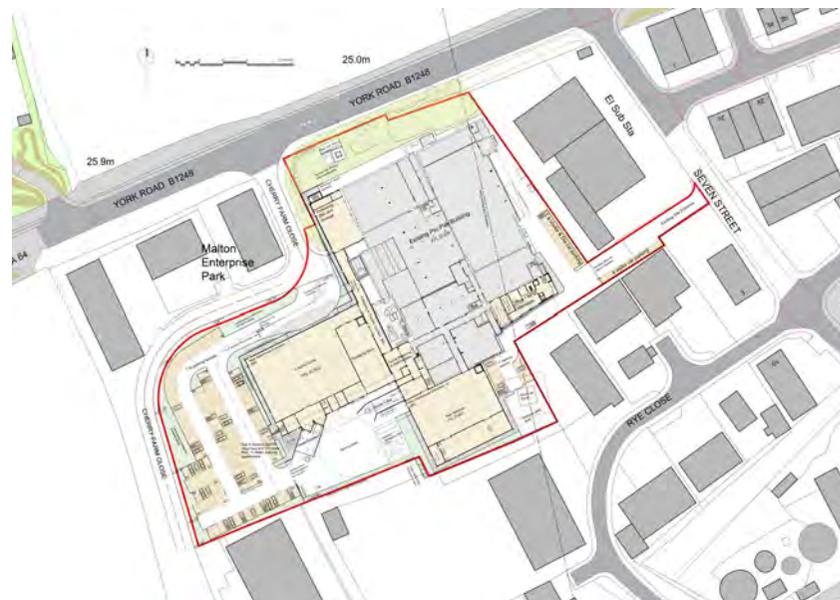
New car parking and service yards are accessed off the recently constructed Cherry Farm Close. This will help reduce HGV traffic from the older Seven Street road enabling the existing entrance off Seven Street to be used primarily for visitors with occasional deliveries.

The new NPD offices are located to the side of the existing offices opposite the existing main entrance to the site. The office extension will create a new modern main entrance for the larger improved facility.

Landscaping is being provided to the north and west of the proposed extension to provide screening and softening of views into the site from York Road and beyond.



Block image of proposal



Proposed site layout

2.0 The Process

2.1 Site Assessment

a) Physical (Site Location)

The site lies within the York Road Industrial Park to the south of York Road, accessed from Seven Street and Cherry Farm Close in Malton. Malton lies within the administrative county of North Yorkshire under the control of Ryedale District Council.

Malton is a market town, civil parish and electoral ward in North Yorkshire, England. Historically part of the North Riding of Yorkshire, the town is the location of the offices of Ryedale District Council and has a population of around 13,000 people.

The site lies approximately 1.1 miles to the west of the historic market town of Malton and 300m to the east of the A64. The existing Pro-Pak building is located among a number of similar functional industrial buildings. The Pro-Pak building is larger in plan area than its neighbours being the combination of an original smaller industrial building and a larger later extension.

The area of land off Cherry Farm Close is currently undeveloped, although this land has been used as a temporary parking area for the business.

There is a large electricity pylon to the south east corner of the site with HV cable passing over the existing building.



Aerial view of the site

The site generally slopes from the north towards the south boundaries. The difference in level from the York Road to the south boundary is approximately 2.43m.

The existing Pro-Pak building floor level is set 1.2m below York Road and approximately 1.3m above the south boundary.

The application site area is 2.0294 hectares / 5.015 acres.

York Road and Seven Street are adopted highways. Cherry Farm Close does not form part of the highway maintained at public expense nor is it subject to an agreement and bond under Section 38 of the Highways Act.

The boundaries of the existing Pro-Pak site are secured with 2.5m high palisade fencing, although the north fence is located within the site approximately 5.0m away from the existing factory.

The area between the north boundary and the security fence is mounded and landscaped with a number of mature trees. Within this area is the former site access from York Road which was closed off when Cherry Farm Close was constructed.

The east boundary to the Volvo garage is formed from 2.5m high palisade fencing ranging from 1.5m to 18.0m from the existing Pro-Pak building.

The south boundary is offset on the line of the two parts of the existing factory and is formed with 2.5m palisade fencing.

There is no existing on-site landscaping to either the east or south boundaries. The east and south boundaries face onto the service areas of various adjacent industrial units which appear to be used for areas of external storage or parking of service vehicles.

The west boundary to the current Pro-Pak site is formed from 2.5m high palisade security fencing which is screened by an existing hedge.

The vacant development site off Cherry Farm Close forming the second part of the development site is generally open, although the temporary car parking area has recently been secured with 2.0m high mesh security fencing with some young laurel hedging planting.

To the north and south of the Cherry Farm Close area of the site, a range of new industrial units have been built with car parking and service areas facing the boundaries.

b) Social

i) Local Issues and Challenges

Ryedale is a large rural District in North Yorkshire, located between the historic city of York and Scarborough on the coast. The North York Moors form the northern border of the District with the Yorkshire Wolds to the south and east. Covering approximately 580 square miles, Ryedale is a diverse and beautiful area of spectacular scenery, productive countryside, bustling market towns and picturesque villages.

ii) Communities

The population of Ryedale at the time of the 2001 Census was approximately 51,000 and estimates since that date show that the District's population will continue to increase, primarily as a result of continued in-migration of working couples, families and retiring households. The recent 2011 Census has revealed that Ryedale's population has increased to 51,700 over the last ten years. Whilst the population has increased, it has not increased as much as previously estimated by trend based population and household projections. In terms of age structure, Ryedale has a significantly higher proportion of people over the age of 65 than the national average. Indeed the District has the third highest proportion of retired and elderly people in Yorkshire and The Humber. This is compounded by the fact that Ryedale has a substantially lower proportion of young people and adults in the 16-29 year age group than national and regional averages. The proportion of people in this age group has declined whilst the proportion of the population at or near retirement age has progressively increased. Therefore, although the population of the District is increasing, it is also ageing, with the proportion of very old people (75+) set to increase significantly over the next two decades.

c) Economic

Within Ryedale a significant proportion of the workforce is employed in traditional manufacturing and agricultural sectors. Although these activities have experienced decline over the past decade they remain core elements of Ryedale's economy and are likely to experience further restructuring in the future. Tourism and retailing also employ significant numbers of people within the District, although tourism in particular tends to generate a higher proportion of part time, seasonal jobs. Whilst levels of unemployment are relatively low, the dominance of these sectors means that Ryedale has a low wage economy. Indeed, the District has one of the highest proportions of unskilled and low paid jobs in Yorkshire.

Nationally, Ryedale has one of the highest levels of businesses relative to its population, with high levels of small and medium sized businesses. The District also has high business start-up rates which are indicative of a strong enterprise culture.

2.2 Design Process

The site was assessed in context with the existing boundaries and the adjacent buildings. From the initial site assessment, the following site constraints were identified:

- Arrangement of existing highway access points
- Landscape zone to north of site
- Change in levels across the site
- Location of electricity pylon
- HGV servicing arrangement
- Location of pumped foul and water mains across the site

Following a review of the site levels, location of existing site access points and taking account of Pro-Pak operational requirements, it was considered appropriate to place a combined raw materials and finished goods cold store to the south of the site with the transfer corridor located to the west side of the existing building.

The floor level of the proposed extension is to be set to match the existing factory.

The heights of the buildings to reflect the operational requirements of the Pro-Pak business.

The existing HGV access points were maintained with a new additional access point being provided off Cherry Farm Close to provide access to the new car park.

A feasibility plan was prepared to show the above arrangement as issued to Ryedale District Council for pre-application advice. Please refer to Section 2.3 for details of the engagement process.

Following consultation with Ryedale District Council, Northern Power and Yorkshire Water, the proposals were modified to accommodate various areas of advice provided via the engagement process.



Aerial view of Pro-Pak site

2.4 Planning Policy Review (Planning Statement)

The subject site is located on a large industrial park known as ‘York Road Industrial Park’. Both parts of the site are designated employment sites. The existing Pro-Pak site being an existing employment site in accordance with Ryedale Local Plan Policy SP6 and the expansion land off Cherry Farm Close being employment committed in accordance with Ryedale Local Plan Policy SD12.

The site is serviced off Seven Street being an adopted highway and Cherry Farm Close being an unadopted estate road from a junction with York Road being an adopted highway.

Material consideration in planning policy terms are:

- A) National Planning Policy Framework - February 2019
- B) Ryedale Plan - Local Plan Strategy (adopted September 2013)
- C) Ryedale Plan - Local Plan Sites Document (adopted June 2019)

The developed scheme and submitted proposals will meet the current design standards and planning policies.

A) National Planning Policy Framework

The proposals accord with the relevant NPPF policies. The key policies are as follows:

Section 2 - Achieving sustainable development

- 10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).
- 11. Plans and decisions should apply a presumption in favour of sustainable development.

For **plan-making** this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i. the application of policies in this Framework that protect areas or

assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

- ii. any adverse impacts of doing so would significantly and
- iii. demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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-date, 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 proposed; 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

Section 4 - Decision-making

- 38. 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.

Pre-application engagement and front-loading

- 39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.
- 44. Local planning authorities should publish a list of their information requirements for applications for planning permission. These requirements should be kept to

the minimum needed to make decisions, and should be reviewed at least every two years. Local planning authorities should only request supporting information that is relevant, necessary and material to the application in question.

Determining applications

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Planning conditions and obligations

54. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
55. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Section 6 - Building a strong, competitive economy

80. 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 innovation⁴⁰, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
81. Planning policies should:
- a) set out a clear economic vision and strategy which positively and

proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;

- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
- d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

82. Planning policies and decisions 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.

Supporting a prosperous rural economy

83. Planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
 - d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Section 9 - Promoting sustainable transport

102. 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.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Section 11 - Making effective use of land

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' Land.

Section 12 - Achieving well-designed places

128. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the

community should be looked on more favourably than those that cannot.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Planning and flood risk

162. Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account.
165. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
- a) take account of advice from the lead local flood authority;
 - b) have appropriate proposed minimum operational standards;
 - c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
 - d) where possible, provide multifunctional benefits.

Section 15 - Conserving and enhancing the natural Environment Habitats and biodiversity

Habitats and biodiversity

175. When determining planning applications, local planning authorities should apply the following principles:
- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
 - b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific

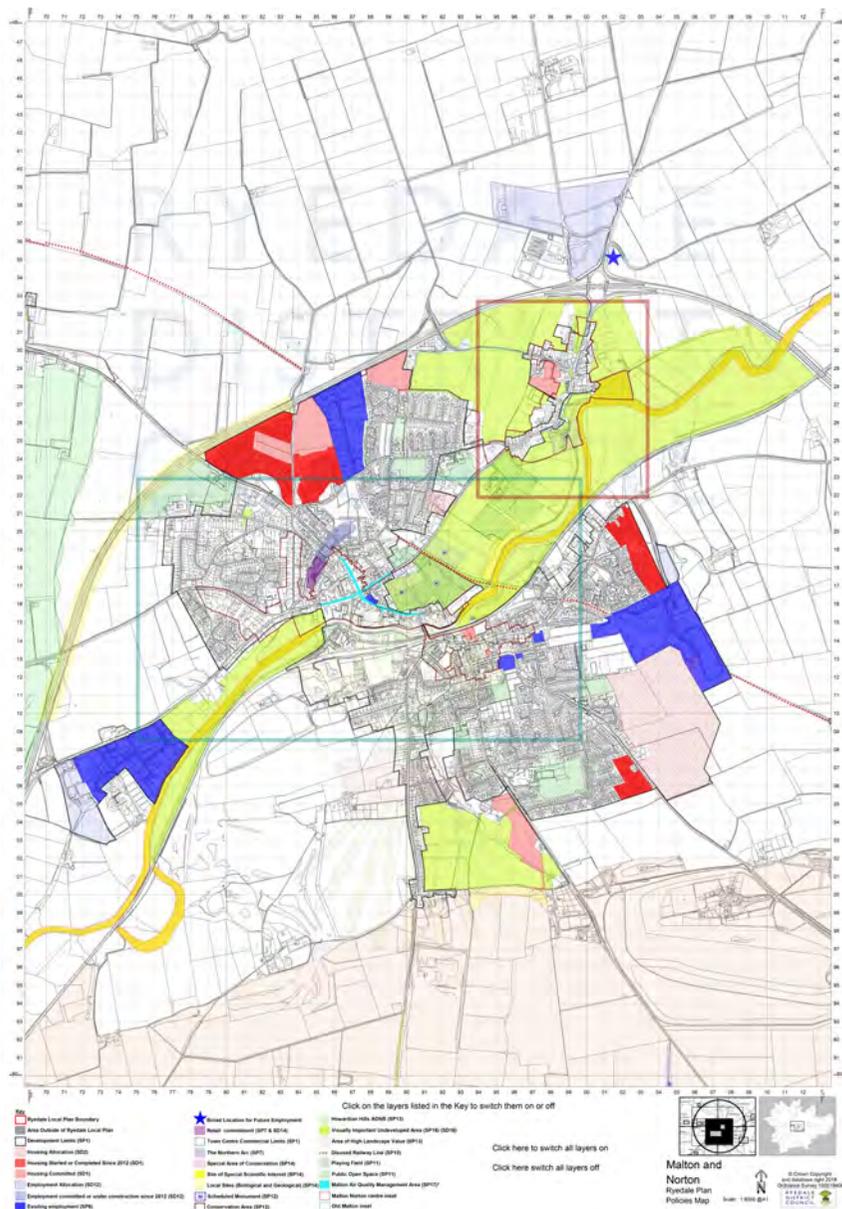
- Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁵⁸ and a suitable compensation strategy exists; and
 - d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Ground conditions and pollution

178. Planning policies and decisions should ensure that:
- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
 - b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
 - c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.
183. The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.

B) Ryedale Plan - Local Plan Strategy

The proposals accord with the relevant policies as follows:



SP1 General Location of Development and Settlement Hierarchy

Ryedale’s future development requirements will be distributed and accommodated in line with the Spatial Strategy Summary and on the basis of the following hierarchy of settlements:

Principal Town - Primary Focus for Growth

- Malton and Norton (including Old Malton*)

Local Service Centres (Market Towns) – Secondary Focus for Growth

- Pickering
- Kirkbymoorside
- Helmsley

Local Service Centres (Service Villages)- Tertiary Focus for Growth

- Amotherby and Swinton
- Ampleforth
- Beadlam and Nawton
- Hovingham
- Rillington
- Sherburn
- Sheriff Hutton
- Slingsby
- Staxton and Willerby
- Thornton le Dale

If a formal review of housing land supply triggers a requirement for further development sites, the search for sites may include additional settlements which, at the time are found to contain:

- a school
- a convenience store or food shop which offers basic food for the preparation of a meal
- a reasonable daily bus service which would enable residents to access employment facilities, shops and community and educational facilities at higher order settlements

In allocating and releasing development sites at the above locations:

- the use of deliverable and developable Brownfield land will be prioritised and
- development will be guided to areas with lowest flood risk, taking account of the vulnerability of types of development and the need to achieve sustainable

development and in accordance with the requirements of the Government's latest flooding guidance

Additionally as part of the site selection process, the Local Planning Authority have regard to the deliverability and developability of sites and their ability to:

- deliver against the Objectives and Policies of the Plan, policy standards and Community Infrastructure Levy (CIL) requirements
- support access on foot to centrally located shops, services and facilities
- be compatible with neighbouring land uses
- avoid adverse impacts on interests of acknowledged importance
- be accommodated without detriment to the character of the settlement and its setting
- satisfactorily address highway capacity and safety

In all other villages, hamlets and in the open countryside development will be restricted to that:

- which is necessary to support a sustainable, vibrant and healthy rural economy and communities, or
- which can be justified in order to secure significant improvements to the environment or conservation of significant heritage assets in accordance with the National Enabling Development Policy and Policy SP12 of this Plan, or
- which is justified through the Neighbourhood Planning process

Development Limits and Town Centre Commercial Limits

Development Limits and Town Centre Commercial Limits are as defined on the adopted Proposals Map.

The York Green Belt

That part of the York Green Belt falling within the Plan area is as defined on the adopted Proposals Map. Proposals for development within the Green Belt will be considered against national policy.

Neighbourhood Plans

Neighbourhood Plans which align with the Settlement Hierarchy will be supported. Where neighbourhoods wish to plan for higher levels of development at the Principal Town or other Local Service Centres these will be supported where:

- this is reflective of the settlement's role within the Settlement Hierarchy**
- existing or improved infrastructure is capable of being provided to support additional levels of growth
- sufficient land is available to ensure growth aspirations can be delivered

- the Neighbourhood Plan would not prejudice the ability of other settlements to deliver their strategic requirements

**The village of Old Malton is adjacent to the northern boundary of Malton. A planned approach to the future development needs of the Principal Town considers the three settlements in their entirety.*

***and in the case of Thornton-le-Dale and Ampleforth, are consistent with the strategic development plan policies of the North York Moors National Park Authority*

Applicant Comment: *The site being in the principal town of Malton complies with this policy.*

SP6 Delivery and Distribution of Employment/Industrial Land and Premises Delivery

New land and buildings for employment will be supported from the following sources in the following locations:

Malton and Norton; Pickering; Kirkbymoorside; Helmsley

Employment land allocations; conversion of existing buildings for employment purposes; expansion land/sites for major employers/established businesses

Service Villages and other Villages

Small-scale sites in and adjacent to Development Limits (coming forward as 'windfall' development); conversion of buildings within and outside of Development Limits for employment uses and rural diversification; expansion land/sites for major employers/ established businesses

Wider Open Countryside

Expansion land for existing major employers/ established businesses; small scale conversion of existing buildings or provision of new buildings to support appropriate rural economic activity in line with the provisions of Policy SP9

The Council will ensure that a sufficient supply of land is available for employment purposes providing range and choice over the Plan Period. This will be achieved by:

- Allocating 37ha of net* additional employment land to meet the needs of the District in the Local Plan Sites Document and Helmsley Plan. The release of allocations will be phased to ensure a flexible rolling supply of employment land necessary for the specific needs of the District, including the diversification of the local and regional economy
- Sites that form the District’s core supply of employment land (existing employment sites and employment allocations made through the Local Plan Sites Document and Helmsley Plan) will be protected as employment sites and their change of use to non-employment uses resisted. These sites are listed in Table 1 below. The change of use of other land and buildings in current employment use will also be resisted where it is considered that they contribute to the sustainability of the local economy

Distribution

On this basis, new employment land allocations will be distributed as follows:

Malton and Norton	Approx. 29.6ha to 36ha (80%)	Sites within, adjacent to and on the outskirts of the built up areas of the towns
Pickering	Approx. 5.5ha to 6.75ha (15%)	As above
Kikbymoorside and Helmsley	Approx. 1.85-2.25ha (5%)	As above

Land for employment uses will provide a portfolio of sites and premises offering a range and choice of accommodation in appropriate locations. The intention is to support established sectors in the local economy and provide opportunities for diversification which over the Plan Period, will enable a step change in business growth, improved skills and a more sustainable local economy. This will include the provision of higher quality employment sites and premises which:

- Are capable of supporting the sub-regional economy for science based businesses, including expansion of existing sites and the provision of a new Science and Technology Business Park at Malton and Norton.
- Offer opportunities for specialist sectors including precision engineering and advanced manufacturing and existing key businesses. This will include: expansion space for existing businesses, new sites and premises for move on accommodation to support business growth and growing these key clusters.

Are able to provide accommodation for small businesses, supporting the high business formation rate in Ryedale. This will include incubator space, new managed workspace, small business units and live-work space.

Proposals for new employment development and in particular Use Classes B2 (general industrial) and B8 (storage and distribution) uses on unallocated sites, will be supported in line with the sources table set out above and which:

- Are of an appropriate scale to their surroundings having regard to their visual impact
- Are capable of achieving suitable highway and access arrangements commensurate with the nature of their use, without an unacceptable impact
- Satisfy the provisions of Policies SP12, SP17 and SP18

Significant Industrial Processes in Open Countryside Locations

Major industrial processes involving the extraction, utilisation, working or harnessing of natural materials or land assets will be supported where:

- They are required in that location and no other suitable sites are available in the locality
- They can be satisfactorily accommodated on the highway network and will not lead to significant adverse highways impacts
- They do not adversely affect the amenity of neighbouring occupants of the site in line with Policy SP20
- They can be satisfactorily accommodated in the surrounding landscape in line with Policies SP13 and SP16
- The economic benefits to the District outweigh any adverse impacts

Applicant Comment: The site being within the employment zone for Malton complies with this policy.

SP14 Biodiversity

Biodiversity in Ryedale will be conserved, restored and enhanced by:

- Co-ordinated and targeted activity by public, private, voluntary and charitable organisations to support the implementation of the Yorkshire and Humber Biodiversity Strategy and Delivery Plan; the Ryedale Biodiversity Action Plan and the Howardian Hills Area of Outstanding Natural Beauty Management Plan
- Providing support and advice to landowners to encourage land management practises that support the objectives, priorities and targets of these plans and strategies
- Minimising the fragmentation of habitats and maximising opportunities for the restoration and enhancement of habitats and improving connectivity between habitats through the management of development and by working in partnership with landowners and land managers
- Maintaining, creating and improving ecological networks and Green Infrastructure routes to assist the resilience of habitats and species in the face of climate change
- Supporting, in principle, proposals for development that aim to conserve or enhance biodiversity and geodiversity through the prevention of loss of habitat or species and the incorporation of beneficial biodiversity features
- Requiring a net gain in biodiversity to be provided as part of new development schemes
- Resisting development proposals that would result in significant loss or harm to biodiversity in Ryedale
- Encouraging the use of native and locally characteristic species in landscaping schemes

Investment in the conservation, restoration and enhancement of biodiversity in Ryedale will be targeted at –

- The landscape-scale projects identified in the Yorkshire and Humber Biodiversity Delivery Plan which are wholly or partially within Ryedale:
- Howardian Hills Area of Outstanding Natural Beauty and Western North York Moors Belt
- North York Moors Grassland Fringe
- Vale of Pickering
- West Wolds
- Lower Derwent Valley
- Yorkshire Peatlands

The habitats and species identified in the Ryedale Biodiversity Action Plan including those habitats which are particularly distinctive in the following areas:

- Ancient woodland in the Howardian Hills
- Species rich grassland, a traditional feature of strip fields around Ryedale's villages
- Marsh wetland in the Vale of Pickering
- Fen meadows in the Howardian Hills
- Floodplain swamps in the Derwent Floodplain and streamside swamps in the Howardian Hills and Wolds
- Chalk grassland on the Wolds
- Acid grassland at the foot of the Wolds; southern edge of the Vale of Pickering and Howardian Hills
- Limestone grassland in the Howardian Hills
- Ponds in the Vale of Pickering and at Flaxton
- Dry wooded valleys along the Fringe of the Moors
- Wet woodland in the Vales of Pickering and York; the Howardian Hills
- Wood pasture and Parkland associated with large country houses
- Heathland remnants in the Howardian Hills and southern Ryedale

In considering proposals for development –

Proposals which would have an adverse effect on any site or species protected under international or national legislation will be considered in the context of the statutory protection which is afforded to them.

Proposals for development which would result in loss or significant harm to:

- Habitats or species included in the Ryedale Biodiversity Action Plan and priority species and habitat in the UK Biodiversity Action Plan
- Local Sites of Nature Conservation Importance or Sites of Geodiversity Importance
- Other types of Ancient Woodland and Ancient/Veteran Trees

will only be permitted where it can be demonstrated that there is a need for the development in that location and that the benefit of the development outweighs the loss and harm. Where loss and harm cannot be prevented or adequately mitigated, compensation for the loss/harm will be sought. Applications for planning permission will be refused where significant harm cannot be prevented, adequately mitigated against or compensated for.

Loss or harm to other nature conservation features should be avoided or mitigated. Compensation will be sought for the loss or damage to other nature conservation features which would result from the development proposed.

Protected sites, including internationally and nationally protected sites and Sites of Importance for Nature Conservation are identified on the adopted Proposals Map.

Applicant Comment: The landscape and ecology reports demonstrate the submitted proposals comply with this policy.

SP16 Design

Development proposals will be expected to create high quality durable places that are accessible, well integrated with their surroundings and which:

- Reinforce local distinctiveness
- Provide a well-connected public realm which is accessible and usable by all, safe and easily navigated
- Protect amenity and promote well-being

To reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings including:

- Topography and landform that shape the form and structure of settlements in the landscape
- The structure of towns and villages formed by street patterns, routes, public spaces, rivers and becks. The medieval street patterns and historic cores of Malton, Pickering, Kirkbymoorside and Helmsley are of particular significance and medieval two row villages with back lanes are typical in Ryedale
- The grain of the settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings
- The character and appearance of open space and green spaces including existing Visually Important Undeveloped Areas (VIUAs) or further VIUAs which may be designated in the Local Plan Sites Document or in a Neighbourhood Plan. Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement

- Views, vistas and skylines that are provided and framed by the above and/or influenced by the position of key historic or landmark buildings and structures
- The type, texture and colour of materials, quality and type of building techniques and elements of architectural detail

The design of new development will also be expected to:

- Incorporate appropriate hard and soft landscaping features to enhance the setting of the development and/or space
- Contribute to a safe and well connected public realm by respecting and incorporating routes, buildings and views which create local identity and assist orientation and wayfinding; creating public spaces which are safe and easy to use and move through by all members of the community; facilitating access by sustainable modes of travel including public transport, cycling and walking
- Reduce crime and the fear of crime through the careful design of buildings and spaces
- Provide, where appropriate, active and interesting public frontages, clearly defined public spaces and secure private spaces
- Make efficient use of land and to be built at a density which is appropriate to its surrounding context. In general new housing development should not be built below an indicative density of 30 dwellings to the hectare unless this can be justified in terms of the surrounding context
- Proposals for major development will be expected to include a statement identifying the waste implications of the development and measures taken to minimise and manage waste generated

Extensions and alterations to existing buildings will be appropriate and sympathetic to the character and appearance of the host building in terms of scale, form and use of materials and in considering proposals for the alteration, re-use or extension of individual historic buildings the Council will seek to ensure that:

- A building is capable of conversion to the use proposed without the need for extensions or alterations that would be detrimental to its character
- Proposed extensions and alterations, considered acceptable in principle, that are of an architectural style which complements the traditional character of the main building
- Appropriate materials and traditional construction methods and techniques are used

Applicant Comment: The Design and Access Statement demonstrates the submitted proposals comply with this policy.

SP17 Managing Air Quality, Land and Water Resources

Land resources will be protected and improved by:

- Supporting new uses for land which is contaminated or degraded where an appropriate scheme of remediation and restoration is agreed and in place
- Prioritising the use of previously developed land and protecting the best and most versatile agricultural land from irreversible loss. New land allocations will be planned to avoid and minimise the loss of the Best and Most Versatile Agricultural Land. Proposals for major development coming forward on sites that are not allocated for development which would result in the loss of the Best and Most Versatile Agricultural Land will be resisted unless it can be demonstrated that the use proposed cannot be located elsewhere and that the need for the development outweighs the loss of the resource

Flood risk will be managed by:

- Requiring the use of sustainable drainage systems and techniques, where technically feasible, to promote groundwater recharge and reduce flood risk. Development proposals will be expected to attenuate surface water run off to the rates recommended in the Strategic Flood Risk Assessment. In addition, major development proposals within areas highlighted as having critical drainage problems in the North East Yorkshire Strategic Flood Risk Assessment (or future updates) as Critical Drainage Areas may, if appropriate, be required to demonstrate that the development will not exacerbate existing problems by modelling impact on the wider drainage system
- Ensuring new development does not prevent access to water courses for the maintenance of flood defences
- Undertaking a risk based sequential approach to the allocation of land for new development and in the consideration of development proposals in order to guide new development to areas with the lowest probability of flooding, whilst taking account of the need to regenerate vacant and previously developed sites within the towns. In considering development proposals or the allocation of land, full account will be taken of the flood risk vulnerability of proposed uses and the national 'Exception Test' will be applied if required

Water resources will be managed by:

- Supporting the water efficient design of new development and requiring developers to demonstrate how development proposals will seek to minimise water consumption
- Ensuring applications for new development assess impacts on water quality and propose mitigation measures to reduce the risk of pollution and a deterioration of

water quality

- Protecting surface and groundwater from potentially polluting development and activity. Sources of groundwater protection within and adjacent to the District will be protected using the Source Protection Zones (SPZs) identified by the Environment Agency. Within SPZ1 the following types of development will not be permitted unless adequate safeguards against possible contamination can be agreed:
 - ◆ Septic tanks, waste water treatment works, storage tanks containing hydrocarbons or any chemicals or underground storage tanks;
 - ◆ Sustainable drainage systems with infiltration to ground
 - ◆ Oil pipelines
 - ◆ Storm water overflows and below ground attenuation tanks
 - ◆ Activities which involve the disposal of liquid waste to land
 - ◆ Graveyards and cemeteries
 - ◆ Other specific types of development identified within the Environment Agency's Groundwater Protection Policy
- Within Source Protection Zones 2 and 3 a risk based approach will be applied to the consideration of development proposals with the exception of development involving deep soakaways, sewerage, trade and storm effluent to ground which will not be permitted unless it can be demonstrated that these are necessary, are the only option available and where adequate safeguards against possible contamination can be agreed.
- Within Source Protection Zones developers will be expected to provide full details of the proposed construction of new buildings and construction techniques, including foundation design as part of their proposals.
- Ensuring that necessary sewerage and water treatment infrastructure improvements are provided in tandem with new development and that scale, type, location and phasing of new development or land-based activity can be accommodated without an unacceptable impact on water supply

Air Quality will be protected and improved by:

- Locating and managing development to reduce traffic congestion and air pollution and promote the use of alternative forms of travel to the private car
- Supporting measures to encourage non-car based means of travel or the use of low emission vehicles
- Reducing air quality emissions from buildings through renewable energy provision and sustainable building standards in line with Policy SP18
- Requiring development proposals within or adjoining the Malton Air Quality Management Area to demonstrate how effects on air quality will be mitigated and further human exposure to poor air quality reduced. All development

proposals within or near to the Air Quality Management Area which are likely to impact upon air quality; which are sensitive to poor air quality or which would conflict with any Air Quality Action Plan will be accompanied by an Air Quality Assessment

- Only permitting development if the individual or cumulative impact on air quality is acceptable and appropriate mitigation measures are secured

Applicant Comment: *The flood risk assessment and drainage strategy demonstrate the submitted proposals comply with this policy. Travel Plan proposals demonstrate initiatives to reduce air pollution.*

SP18 Renewable and Low Carbon Energy

Developments that generate renewable and/or low carbon sources of energy will be supported providing that individually and cumulatively proposals:

- Can be satisfactorily assimilated into the landscape or built environment, especially in respect of the setting of the North York Moors National Park, the Howardian Hills Area of Outstanding Natural Beauty (and its setting), the Wolds and the Vale of Pickering;
- Would not impact adversely on the local community, economy, or historical interests, unless their impact can be acceptably mitigated;
- Would not have an adverse impact on nature conservation, in particular in relation to any sites of international biodiversity importance, unless their impact can be acceptably mitigated;
- Would not have an adverse impact on air quality, soil and water resources in Policy SP17, unless their impact can be acceptably mitigated.

In the absence of major opportunities for large-scale renewable and low carbon energy generation, new development is expected to play a key role in reducing carbon emissions and improving building sustainability through the following:

- All new development will demonstrate that all levels of the Energy Hierarchy have been considered, taking into account the nature, scale and location of the development. The Local Planning Authority will take into account the feasibility and viability issues associated with the delivery of decentralised renewable and low carbon energy. Where it is not feasible or viable to provide on-site renewable/low carbon energy, or within the locality, consideration will be given to Allowable Solutions in line with agreed national definitions.
- For all new build residential development, the proposal demonstrates that it

meets the highest 'Code for Sustainable Homes' standard (or its successor) that is feasible and viable on the site.

- For major (1000 sq. metres or more of floor space) non-residential development, the proposal demonstrates that it meets the highest BREEAM standard (or its successor) that is feasible and viable for that type of development on the site proposed.
- The Local Plan Sites Document will seek to establish site-specific targets using sustainable building standards and identify opportunities for the use of particular technologies (such as combined heat and power (CHP) and district heating schemes) for sites allocated, subject to feasibility and viability.

Applicant Comment: *The energy report demonstrates the submitted proposals comply with this policy.*

SP19 Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Applicant Comment: *No material considerations exist to indicate submitted proposals should not be approved without delay.*

SP20 Generic Development Management Issues

Character

New development will respect the character and context of the immediate locality and the wider landscape/townscape character in terms of physical features and the type and variety of existing uses.

Proposed uses and activity will be compatible with the existing ambience of the immediate locality and the surrounding area and with neighbouring land uses and would not prejudice the continued operation of existing neighbouring land uses.

The cumulative impact of new development on the character of an area will also be considered.

Design

The design of new development will follow the principles established in Policy SP16. Extensions or alterations to existing buildings will be appropriate and sympathetic to the character and appearance of the existing building in terms of scale, form, and use of materials.

Amenity and Safety

New development will not have a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings or the wider community by virtue of its design, use, location and proximity to neighbouring land uses. Impacts on amenity can include, for example, noise, dust, odour, light flicker, loss of privacy or natural daylight or be an overbearing presence.

Developers will be expected to apply the highest standards outlined in the World Health Organisation, British Standards and wider international and national standards relating to noise.

New development proposals which will result in an unacceptable risk to human life, health and safety or unacceptable risk to property will be resisted. Developers will be expected to address the risks/potential risks posed by contamination and/or unstable land in accordance with recognised national and international standards and guidance.

All sensitive receptors will be protected from land and other contamination. Developers will be expected to assess the risks/ potential risks posed by contamination in accordance with recognised national and international standards and guidance.

Access, Parking and Servicing

Access to and movement within the site by vehicles, cycles and pedestrians would not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists. Information will be required in terms of the positioning and treatment of accesses and circulation routes, including how these relate to surrounding footpaths and roads.

Access into and within buildings will be expected to be of a standard that allows all to access the building unimpeded.

Development will be expected to comply with the relevant standards in place at the time a planning application is made to the Local Planning Authority. A Travel Plan may be required to set out how the use of the building can be made more sustainable by reducing the need to travel by private car.

Where applicable, proposals will need to demonstrate the inclusion of safe and effective vehicular servicing arrangements.

Applicant Comment: The Design and Access Statement and Transport Statement demonstrate the submitted proposals comply with this policy.

SP22 Planning Obligations, Developer Contributions and the Community Infrastructure Levy

New development will contribute to the place-making objectives and aspirations of this Plan and to the infrastructure necessary to support future development in the District.

The Local Planning Authority will negotiate planning obligations/ developer contributions and charge a Community Infrastructure Levy (CIL) to address the necessary improvements to social, physical or utility infrastructure which are required as a result of new development.

Planning obligations will be sought to regulate development, to address necessary on-site mitigation measures to address its impact or to provide compensation for the loss or damage to a facility, feature or resource of acknowledged significance.

Developer contributions and the Community Infrastructure Levy (CIL) funds will be used to contribute to all or some of the following:

- Affordable housing and/or specialist housing to meet specific needs
- Transport infrastructure improvements including public and community transport schemes and revenue support, transport infrastructure schemes, car parking, cycling and pedestrian improvements, Travel Plans and behavioural change measures
- Education provision and facilities
- Health care provision
- Emergency services
- Renewable energy, community energy schemes and 'Allowable Solutions'
- Community buildings, open space, leisure and play facilities, allotments and burial facilities
- Drainage and flood prevention measures
- Water and sewerage utilities
- Environmental/public realm improvements
- Green Infrastructure Networks
- Biodiversity and habitat compensation measures
- Refuse collection receptacles and vehicles

Applicant Comment: *The various reports submitted with the application demonstrate that the submitted proposals do not require any planning obligation or developer contributions.*

Once the Council has prepared and adopted the Community Infrastructure Levy (CIL) Charging Schedule and relevant infrastructure list, developer contributions through Section 106 Agreements will be limited to site/development specific contributions, including affordable housing provision and site specific contributions which are necessary as a result of the scheme and which are essential to allow the granting of planning permission.

Prior to the adoption of the Community Infrastructure Levy, the Local Planning Authority will negotiate developer (Section 106) contributions which are necessary to mitigate the impact that arises as a result of the development proposed. This will include contributions to some of the infrastructure requirements listed above where these are relevant to a scheme and will be informed by relevant policy targets included within this Plan.

In negotiating contributions, the Local Planning Authority will have regard to development viability. Any proposed reduction in contributions will be weighed in the balance against the benefits of a scheme. Applicants should be aware that issues of viability will not override situations where a development would be unacceptable in planning terms without necessary mitigation.

C) Ryedale Plan – Local Plan Sites Document Adopted June 2019

Policy SD 12 New Employment Land Provision

The following sites are allocated or committed, as indicated on the Policies Map, for the development of the employment uses specified:

Employment Land - Commitments

- York Road Industrial Estate, Malton 6.8ha B1,B2,B8 uses
- Land at Norton Grove, Norton 2.08 ha B1,B2,B8 uses
- Agri-Business Park and Business
Technology Park, Eden House Road,
Malton 17.8ha B1,B2,B8 uses
- Land to the west of Kirkby Mills Road,
Kirkbymoorside 0.49ha B1,B2,B8 uses

Employment development sites shown on the Policies Map as existing Employment Commitments will be treated as allocations for employment development. Employment development should be consistent with the site's existing permission, in the event that the current permission expires.

Employment Land Allocations

- Land to the south of Thornton Road Industrial Estate, Pickering 6.6 ha (B1 and B2 Uses)

The release of additional employment land to meet outstanding identified requirements over the course of the plan period will be supported in principle at the following broad location subject to it being demonstrated that material planning considerations can be satisfactorily addressed:

- Land to the north of the A64 and to the east of the A169, Malton (B1, B2 , B8 Uses). Particular consideration will be required in respect of ensuring:
 - ◆ Appropriate Surface water management;
 - ◆ No adverse impacts on the safe operation of the Strategic Road Network; and
 - ◆ No adverse impacts on the water quality of the River Derwent SAC
 - ◆ Appropriate archaeological evaluation and mitigation as detailed in Appendix 1
 - ◆ As a Safeguarded Site, the feasibility and viability of the extraction/ utilisation of the minerals resource will be demonstrated

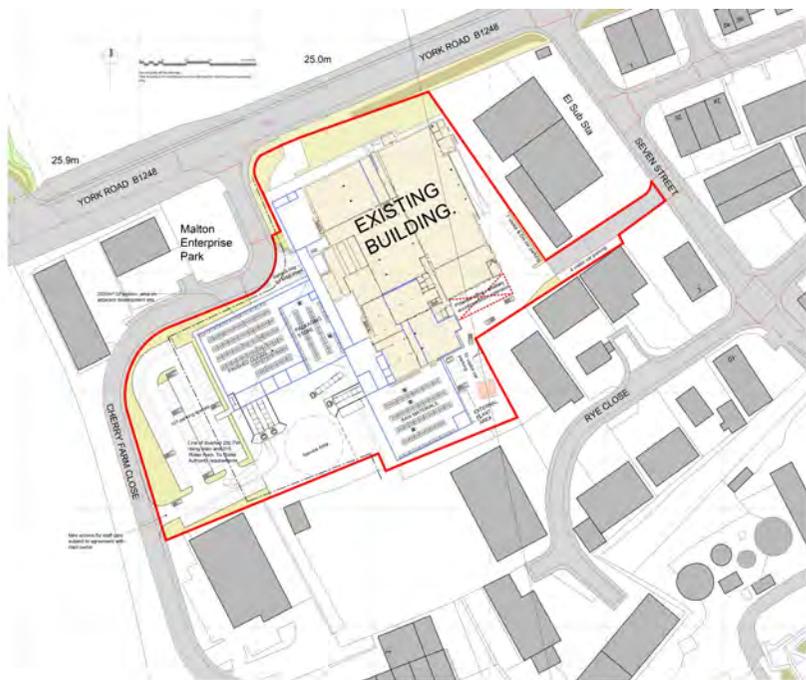
Applicant Comment: The site being within the zone for employment land commitments complies with this policy.

2.5 Evaluation

From the site assessment, site survey information, consultation responses from Ryedale District Council and others, and a review of planning policy requirements, the scheme has been amended from the initial proposals submitted for pre-app advice.

The proposals have been amended to provide improvements in the design in respect of the following:

- Finished Goods and Packaging Store repositioned to the north boundary of the expansion land on Cherry Farm Close, to provide screening of the delivery bays and service yard when approaching from York Road junction.
- Palletising extension has been amended to provide articulation and visual interest when viewed by those travelling east bound on York Road.
- Zone for screen planting provided to north of Finished Goods etc.
- Low level shrub planting is provided around the parking area.
- Additional planting to south boundaries added.
- Security fencing set close to proposed buildings behind landscaped zones.



Amended feasibility layout following consultations

2.6 Design

The proposals indicate the overall expansion plan for Pro-Pak Foods Ltd comprising principally B8 (Storage or Distribution) with a small element of B1 (Business). The gross internal floor area of the extensions is 5,294m². There is a small element of demolition works affecting 239m² giving a net additional internal floor area of 5,055m².

The proposed extension to the building comprises five main elements as follows:

- Finished Goods and Packing Store
 - ◆ This element incorporates a staff entrance staircase leading to a first floor corridor which links to new staff changing facilities
- Raw Materials Store
- Goods Receiving and Staff Facilities
 - ◆ This element incorporates the goods receiving bays and Logistics Manager's Office at ground floor with new Staff Locker Room at first floor.
- Palletising Facility and Transfer Corridor
 - ◆ This element incorporates the palletisation of finished products and the transfer to the Finished Goods Store.
 - ◆ The first floor corridor provides the required high level delivery route for packaging material to the packing lines.
- ◆ New Product Development / Office Expansion
 - ◆ This element set over two floors creates a new focal point for the principal visitor entrance to the facility.

The Raw Materials and Palletising Facility are located within the existing parking and service areas on the Pro-Pak site with the NPD office positioned in an existing loading area to the side of the existing offices. The Finished Goods and Packing Store, car parking and service area are positioned on the expansion land off Cherry Farm Close.

All extension elements are set orthogonally to the existing Pro-Pak building, which relates well to the new recently constructed industrial units on the Cherry Farm Close Malton Enterprise Park.

The positioning of the Palletising Facility and Transfer Corridor provides screening to the side of the existing building, creating internal plant space areas masking this essential plant from views into the site from York Road.

The location of the Raw Materials Store to the south of the existing building is positioned to provide the required flow of materials to the start of the process flow within the

factory, whilst the Finished Goods Store positioning provides screening of the service area when viewed from York Road and connects well to the Palletising facility.

The NPD office extension is set adjacent to the existing office entrance opposite the current main entrance to the site from Seven Street. This positioning enables a new main entrance to provide visibility from Seven Street.

The existing pedestrian links from Seven Street will be maintained with a new pedestrian link to the new car park being provided from Cherry Farm Close.

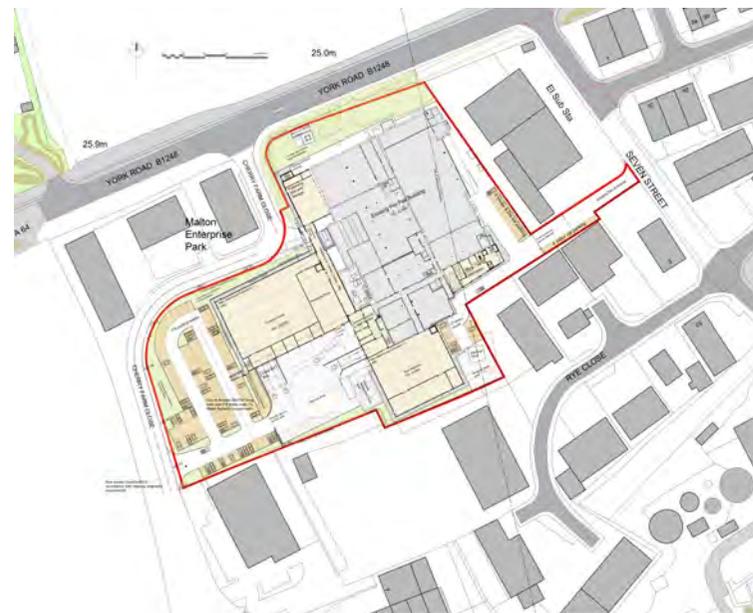
The site arrangement allows open passive surveillance of the service area from the buildings, its neighbours, the car park and Cherry Farm Close, providing a secure environment. The car park is set within an open landscaped area and will be suitably lit to provide a safe parking environment for staff and visitors. The service area and site will be provided with security gates and fencing as required for the hygiene protection of all food factories.

The existing Pro-Pak building provides approximately 7,696m² of accommodation which, together with the net increase of 5,055m², increases the total accommodation to 12,751m² (137,252 ft²) on an overall site area of approximately 20,271m² /2.02H. The proposed site layout provides 138 parking spaces with facilities for HGV loading and turning.

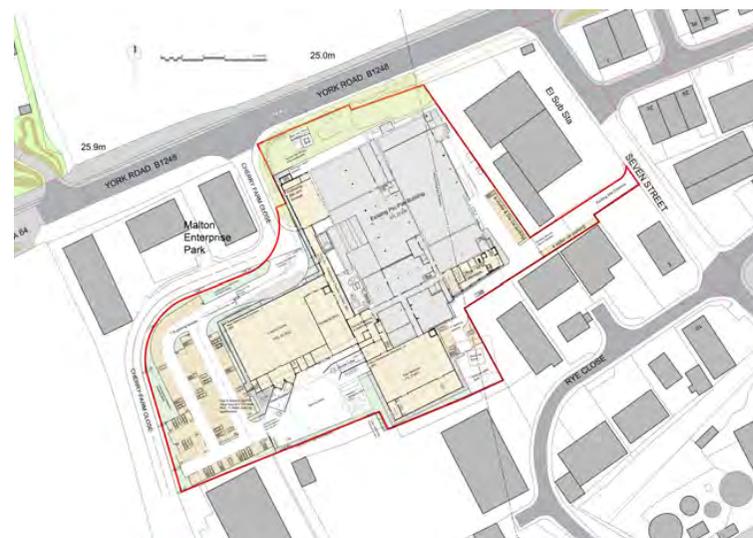
The site entrance off Cherry Farm Close is to be repositioned to provide access to staff and deliveries. The repositioned entrance facilitates the preferred positioning of the Finished Goods Store.

After the submission of the planning application, further consultations with the owner of Cherry Farm Close resulted in the site entrance off that road being moved to its existing position. Amended proposals were submitted to the planning officers.

The creation of the main servicing area off Cherry Farm Close enables a significant reduction of HGV's using the existing entrance off Seven Street. The Seven Street entrance will be primarily used for visitors to the site, although limited deliveries to the NPD facilities and existing loading bay are accommodated.



Initial site proposal submitted with the planning application



Amended site layout submitted

3.0 The Proposal

3.1 Use

What will the building and spaces be used for?

The proposals consist of B8 and B1 extensions to the existing Pro-Pak Foods Ltd factory.

The B8 warehouse extensions are for the storage of Raw Materials, Finished Goods and Packaging Materials, all of which will be accommodated in chilled warehouse buildings.

The B1 extension will accommodate additional office space and an area for a New Product Development Kitchen and presentation area.

The proposed uses are an expansion of the existing uses on the site and are similar to uses on the wider York Road Industrial Park and adjacent Malton Enterprise Park.



View from Cherry Farm Close

3.2 Layout

How are the buildings and spaces arranged?

The site layout positions the various extensions orthogonal to the existing Pro-Pak building.

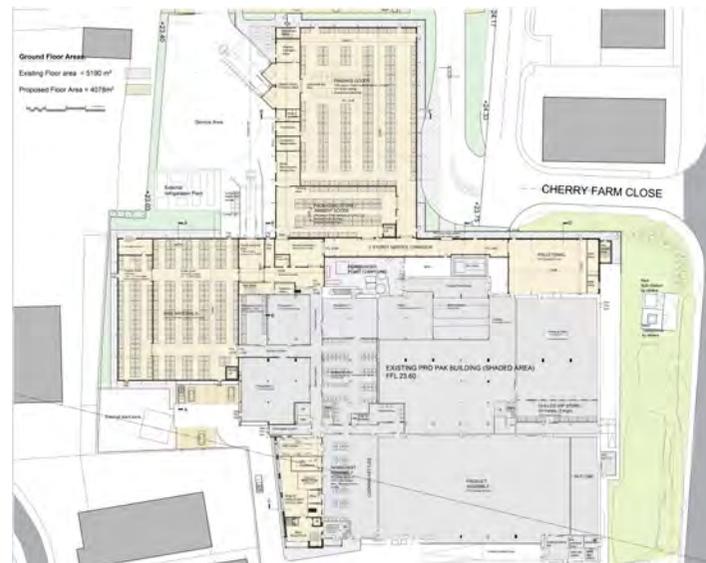
The Raw Materials Store, Palletising Facility and NPD office extension are located within existing service areas.

The Finished Goods and Packing Store, Car Parking and New Service Area are positioned on the expansion land off Cherry Farm Close.

The current site access to the expansion land has been maintained in its existing location. The Finished Goods Store is located in the preferred location, whilst the current access off Seven Street remains unchanged.

The layout presents the new office entrance towards the existing access off Seven Street and the Finished Goods Store provides screening to the service area from York Road.

The Palletising Facility and Service Corridor screens existing plant installations from York Road.



Proposed Floor Plan

3.3 Amount

How much will be built on the site?

Site Area:	2.02H	
Proposed Internal Areas:	Ground floor	4,062m ²
	First floor	<u>1,232m²</u>
	Total	<u>5,294m²</u>
Areas of demolition:	239m ²	
Net additional internal floor area:	5,055m ²	
Existing floor area:	7,696m ²	
Total floor area on site following extensions:	12,751m ²	
The gross external floor area of extension is:	Ground Floor:	4,154m ²
	First Floor:	<u>1,418m²</u>
	Total:	<u>5,582m²</u>

The proposal is for single and two storey B1/B8 chilled warehouse extensions to an existing food manufacturing factory.

The size of the proposed development is considered appropriate for the site area available, the buildings, car parking and external service areas fit comfortably on the site.

3.4 Scale & Massing

How big will the buildings and spaces be?

The internal dimensions of the main chilled warehouse extensions are approximately as follows:

Finished Goods Warehouse:	35.60m x 52.83m
Raw Materials Warehouse:	30.50m x 35.42m

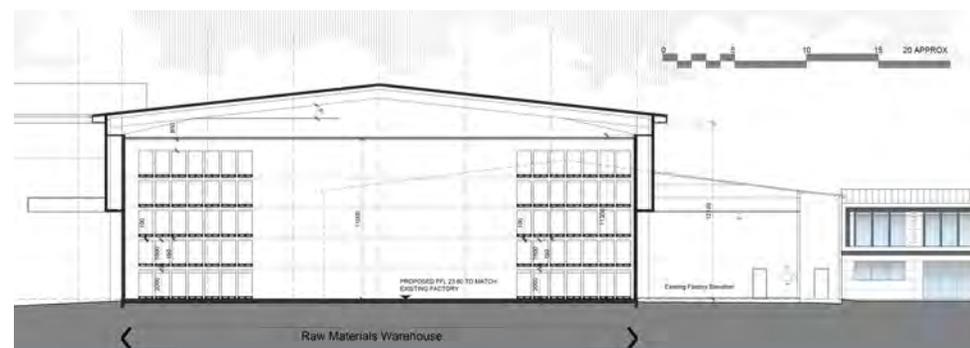
The internal dimensions of the ancillary extensions are as follows:

Goods Receiving Bay:	13.96m x 21.63m
Palletising Facility:	22.84m x 13.69m
NPD Office Extension:	27.59m x 11.51m

The eaves height of the chilled warehouses is 12.12m above proposed floor level which lines through with the existing floor levels.

The clear internal height is 11.30m below the structural haunch, providing an internal ceiling height of 11.00m. The internal ceiling height is the operational requirement for Pro-Pak to achieve five levels of palletised storage necessary for the required process volumes of the factory.

The proposed finished floor level of the building is set to match the existing factory.



Typical warehouse section

3.5 Landscaping

How will open spaces be treated?

a) **Landscape**

Initially, a Landscape Visual Impact Assessment (LVIA) has been prepared that includes a site visit and desktop study review of appropriate documentation to ascertain the components, characteristics, importance, context, and visibility of the site and surrounding landscape. The LVIA report aimed to assess the site's ability to accommodate change.

The site is not covered by any formal landscape designation, however, land within the surrounding area is covered by several landscape designations. This includes a Conservation Area (Malton), Area of Outstanding Natural Beauty (Howardian Hills), Area of High Landscape Value, Ancient and Semi-Natural Woodlands (Musley woods and part of New Spring Woods), Ancient Replanted Woodlands (Hildenley Woods), Sites of Special Scientific Interest & Special Areas of Conservation (River Derwent), Long Distance Walking Paths (Centenary Way), Scheduled Monuments (Site of Malton Castle and Roman Fort) a Village Green (Swinton).

The proposed development is only visible from locations that are near the site, (York Road, Malton Industrial Park, and York Road Industrial Park). For receptors located further away from the site, either no change or little change would be appreciated due to a combination of topography, existing vegetation, and built form. The proposals would not result in a change in the character of the site due to the presence of adjacent commercial property and due to the site already having been cleared ready for development. With the incorporation of appropriate mitigation measures and a positive design response, the site would visually blend into the surrounding commercial landscape over time.

b) **Arboriculture**

A tree survey was undertaken following BS5837: Trees in relation to design. Demolition and construction- Recommendations. This survey assessed the trees on-site for their quality and benefits within the context of the proposed development. The quality of each tree or group of trees has been allocated a category depending upon their condition, these are A, B, C, and U.

The survey identified that there was scope for development on site. The York Way

Industrial Estate is a mostly developed area with next to no green space, amenity areas, or designed planting within its perimeter. Although the groups and hedges on the boundaries should preferably be retained where possible, the amenity value that these specimens contribute to the local landscape could be readily replaced by nursery stock of appropriate size if required. The larger individual trees included on the survey are either off-site, and not in a position to affect the development, or of a quality that their removal will not be considered a significant loss to the local area in arboricultural terms.

c) **Ecology**

Ecology surveys have been carried out to inform the Ecological Impact Assessment, including an extended Phase 1 habitat survey, assessment for built structures and trees for roosting bats, and assessment of waterbodies for great crested newts.

Currently, the Application Site supports improved grassland, poor semi-improved grassland, hedgerows, scattered parkland trees, dense scrub, tall ruderals and swamp. The proposed development will result in the loss of approximately 135m of species-rich hedgerow and 115m of defunct species-poor hedgerow, one ash tree and 0.3ha of improved grassland. This vegetation clearance has the potential to lead in a net loss in biodiversity as well as impact nesting birds and roosting/foraging/nesting bats.

Overall, the surveys carried out assessed the Application Site as having limited ecological value due to the lack of diverse vegetation. Great crested newts are considered reasonably unlikely to be present. However, the Application Site has potential to support nesting birds, as well as roosting, commuting and foraging bats.

The Application Site is located within the Risk Impact Zone for the River Derwent Site of Special Scientific Interest and Special Area of Conservation. Mitigation in relation to the River Derwent Site of Special Scientific Interest and Special Area of Conservation will consist of sensitive working methods throughout construction and operation as well as a sensitive drainage strategy. In addition, invasive species within the Application Site shall be removed and disposed of responsibly, to avoid any potential spread to the river.

The mitigation proposed to protect flora and fauna will comprise of sensitive clearance and working methods, implementation of a sensitive lighting strategy and native planting including; 41 new trees, 370m of native species-rich

hedgerow, 0.06ha of new grassland planting and 0.04ha of decorative and native planting beds. In addition, two 1B Schweglar bird boxes will be installed on retained trees to the north of the Application Site.

Furthermore, to help achieve Biodiversity Net Gain, a total of two Schwegler 1B bird boxes, one 2FN Schwegler bat box, one invertebrate tower and one log pile will be provided.

Assuming the mitigation and enhancement measures set out in the EclA report are implemented, the proposed development would conform to Policies SP13, SP14, SP15, SP16 and SP17 of the Ryedale Local Plan, and would deliver biodiversity enhancements in accordance with the NPPF.

d) Landscape Design Rationale

Following the identification of the environmental constraints, the layout was developed in coordination with the design team. The layout evolved to accommodate or mitigate constraints and to provide overall ecological, arboricultural, and landscape enhancements. The existing vegetation along the site boundaries is to be retained and protected during construction with only limited removal of vegetation required to facilitate the expansion proposals. Where vegetation is to be removed appropriate mitigation planting is proposed that replicates the existing species, form, and vegetation structure.

Additional tree planting is proposed along Cherry Farm Close to not only provide an attractive setting in which the proposed expansion project will be situated but also to provide additional habitat and biodiversity benefits. Mixed native planting beds along the northern side of the expansion area is proposed to mitigate views from York Road as well as to provide a net gain in the site's biodiversity.

Additional tree and planting beds are proposed throughout the new car parking area to soften the impact of the built form and provide additional habitat and food sources for local wildlife. Species have been selected that provide year-round habitat cover, seasonal interest and that can tolerate an urban environment. Resulting in a design that provides an aesthetically pleasing composition to the expansion proposals.

Areas of species-rich lawn and wildflower will provide further enhancements to the site's biodiversity whilst also establishing new habitats and providing seasonal displays for employees to enjoy.

The main aspiration of the landscape has to been to provide a high-quality landscape, in which the proposed expansion sits, that replicates existing species and landscape forms from the neighbouring units and that also reflects the species and qualities of the surrounding landscape. A fusion of the ecological, arboricultural, and landscape visual constraints have created a design that provides a sustainable and high-quality environment in which people can work.

3.6 Appearance

What will the buildings and spaces look like?

The warehouse and office elements of the design and appearance have been arrived at to reflect the building's function and how the building occupies and interacts with the site and its surroundings.

Of prime importance was the requirement for the buildings to present a modern, well considered appearance and to be a 'step up' from the appearance of the older buildings on York Road Industrial Estate. The buildings will provide an articulated appearance to form a visual break from the more functional style of the existing buildings and blend well with the newer, more contemporary buildings on the Malton Enterprise Park.

The building is a simple steel portal frame construction, with a pitched roof construction, which reflects the form of the adjacent buildings.

In order to create interest in the street scene, a range of cladding materials and colours have been used. The cladding has been broken into a number of blocks with the use of colour and the horizontal under eaves detail gives a more linear appearance.



View from York Road

The proposals use a limited pallet of high quality materials in a contemporary format. The proposals incorporate principally blue / grey cladding over the majority of the building with feature half round profile in metallic silver below the eaves. The use of contrasting cladding colours and profiles gives the building a more linear appearance and creates interest and texture within the street scene.

The appearance of the main chilled warehouses is in some part driven by the technical requirements to accommodate an insulated 'box' within the structure. This requirement exposes the structure to view on the lower half of the elevation. The exposed columns create rhythm and texture to the base of the elevation and incorporates the detailing of exposed cross bracing. The cladding at this base level is fixed vertically between the columns.



View from Cherry Farm Close

The upper part of the elevations is formed by cladding fixed on the outer face of the columns. The upper cladding is laid horizontally to provide a contrasting linear appearance to the higher parts of the elevations.

The ancillary elements of the proposal are treated with horizontally laid composite cladding panels fixed outside the steel structure. This matches the style of the facades on the recently constructed adjacent buildings.

To provide interest to the ancillary elements, half round profiled cladding is provided under a simple overhanging eaves detail.

The projecting staircase on the north elevation is clad in grooved panels to reflect the smaller scale of this element and will be finished in a different colour to create contrast and interest at this key position of the site layout.

The proposed cladding materials are good quality composite cladding panels providing a sharp crisp modern image for the building.

The cladding and details have a limited pallet of colours to provide harmony between various elements and create a uniform neat appearance to the proposals. The colours are limited to RAL 7016 dark grey, RAL 7035 light grey, RAL 9006 metallic silver, RAL 7012 mid grey and RAL 5008 blue grey.

The colours graduate from the base of the building in dark blue/grey moving to a mid tone grey on the centre section with light metallic silver to the underside of the eaves.

The use of the range of colours will break up the mass of the building visually and, together with the exposed structure, will add interest.



View from York Road

The pitched roofs will be clad with profiled metal cladding finished in goose wing grey.

The elevation proposals for the NPD office extension will have a less industrial appearance and will provide a good quality office appearance for the new main entrance of the business.

The façade to the NPD office will be clad in rain screen cladding with a range of module sizes to create interest.

The main entrance is highlighted with an aluminium clad portal containing two levels of metallic silver louvres.

The existing entrance door will receive a similar treatment, albeit set back, with the introduction of a laser cut stainless steel screen atop a brickwork base to seek to remove duality with the new main entrance.

The top of the perimeter walls will be formed as a parapet eaves detail with standing seam zinc cladding.

The styling of the new entrance elevation will continue along the new side elevation.



View from Seven Street entrance

The NPD office extension has been designed to create visual interest through the use of various details which will create a key focal point opposite the main entrance to the site.

The range and quality of materials to be used on the extensions are in keeping with the recently constructed adjacent buildings on the Malton Enterprise Park development, as are the proportions and form of the proposals.

The extensions are appropriate and sympathetic to the character and appearance of the host building in terms of scale, form and use of materials.

3.7 Access

How access will be achieved?

The existing access point onto the expansion land is to be retained and improved to the north east corner of the site off Cherry Farm Close. This access point will be for staff cars and HGV deliveries.

Cherry Farm Close, which is a non-adopted road, has footpaths adjacent to the site boundary.

Pedestrian access to the new staff car park will be provided linking to the Cherry Farm Close footpath in the north east corner of the car park. Please refer to landscape proposals for location.

The existing access off Seven Street will be retained although a majority of the delivery lorries will access the site from Cherry Farm Close as existing.

Parking spaces are shown at 2.5m x 5.0m. Disabled parking spaces and motor cycle parking is provided adjacent to the staff entrance.

Level access for the disabled into the building is to be provided in accordance with current building regulation requirements.

HGV loading and refuse collection are provided to the rear of the site within the defined service area.

3.8 Sustainability

The proposed development has been designed to incorporate sustainability initiatives and reduce the building's energy consumption. These initiatives are driven primarily by statutory requirements.

The sustainability initiatives include:

- Create a building which satisfies relevant energy efficiency policies
- Bike racks, promoting cycle to work schemes
- Potential to include low energy lighting installed in fit out
- Improved energy metering, to monitor consumption
- Low flush wc's
- Low carbon monoxide heating and cooling systems
- PV panels to be provided on south facing slope of office roof to exceed building regulations compliance

The building will be fully compliant with the current UK building regulations in all aspects of energy conservation.

To reduce energy consumption associated with heat losses and gains through the fabric and air permeability, the fabric u values and air tightness test performance values will exceed the minimum building regulation standards.

The design will benefit from passive design techniques with structural shading provided above glazed areas to help reduce heat gains and energy consumption associated with mechanical cooling.

All light fittings will be of the high energy efficient LED type with automatic presence and daylight dimming controls to turn lights off in areas that are not occupied and to adjust levels of artificial light to suit the available ambient light.

The site is in a sustainable location directly adjacent to bus stops and public cycle paths which, together with the provision of on-site cycle parking, will encourage the use of alternative forms of transport.

3.9 Impact on Amenity

The scheme proposals have been developed to create minimal impact on the amenity of adjacent properties.

Given that the site is an existing industrial facility within an established industrial park and all neighbours are industrial premises, it is expected that there will be a certain level of industrial activity in the vicinity.

The extensions to the existing facility are primarily for chilled storage warehouses and therefore do not contain any noisy processes. There will however be some external refrigeration plant which generates a level of background noise. The acoustic report submitted with the application demonstrates that the impact of the plant noise is within acceptable levels.

Given that there are no food manufacturing processes in the warehouse extension, there will be no odour extract systems in the scheme. All products in the warehouses are sealed and will be unwrapped in the existing process areas. There will therefore be no requirement for any odour control systems.

The chilled warehouses have no requirement for forced ventilation systems. The refrigeration of the air within the buildings is based on the recirculation of internal air.

There will be limited ventilation of roof voids to control condensation through the use of standard roof ventilation fans. The proposed locker room will also have some extract fans installed, although given the relatively small area for this facility, the systems will be of a domestic scale and should not cause any noise or airflow issues with the neighbours.

3.10 External Lighting

The lighting scheme for the car park, service yard and building perimeter parking has been developed to avoid overspill of light to adjacent properties and highways. Both light fitting types have been selected to provide downward lighting zones only to satisfy the requirement for 'dark sky' lighting.

The NVC lighting calculations demonstrate that both the selected light fittings have 100% downward light and have controlled the illuminated areas within the site boundary.

The average lighting levels over the external areas are as follows:

Car Park	- 27.7 lx
Service Area	- 23.5 lx
North Footpath	- 19.9 lx



4.0 Summary & Conclusion

This Design and Access Statement has been prepared in line with the council's requirements. It sets out the rationale for the proposal, how the scheme design progressed and provides detail on layout, scale, access and other matters.

This statement demonstrates that the size, scale, density, massing, orientation and overall appearance of the development compliments, and is respectful of, its local surroundings.

The proposal takes full account of the parking needs for light vehicles, cycles and people. It also ensures that highways will not be impeded by the development and the site addresses how it will be used by all vehicles.

In conclusion, the proposal is a well designed scheme that uses appropriate materials to help improve the character of the site area and is a significant improvement on the current undeveloped/exposed nature of the site.

Accordingly, in relation to design and access policies, we consider that there are no design, scale, massing, landscaping, access or other related reasons why the proposed scheme should not be granted planning permission.

