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The Ryedale Plan – Local Plan Sites Document

Main Issues and Questions

Matter 3: Housing

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On behalf of

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Reference 1077

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1. Response to Matter 3

Issue – Whether the proposed site allocations are justified, effective and consistent with national policy and the Local Plan Strategy (LPS)?

Relevant policies: SD1-SD11

Residential Land Allocations in Malton and Norton

Policy SD3 – Land East of Beverley Road, Norton

- 1.1 By way of background, Karro Food Group submitted representations in relation to development principles associated with proposed allocation **SD3** (Land East of Beverley Road, Norton). Karro Food Group operates from Hugden Way in Malton, which is the Group's headquarters and main production site. The site operates 24 hours a day 7 days a week and processes a minimum of 23,000 pigs a week for supply to UK supermarket chains, processed food manufacturers and for export. The company employs the highest number of staff in Ryedale District and has been established on the site for in excess of 80 years. The Karro Food Group site lies immediately to the north of proposed allocation SD3.
- 1.2 Whilst in the first instance Karro Food Group's representation sought to ensure the proposed allocation would not impact upon their current operation, what is of equal importance is that the proposed allocation when built out and occupied does not prejudice the growth of the company, any increases in output or use of new plant / machinery. The company has a growth strategy to substantially raise site production capacity, and in the short term a new chiller unit is proposed close to the south boundary where the livestock enters the site. Karro Food therefore needs to ensure the detailed design and layout of the site will not prejudice their operation now or any changes in the future. Further site improvement and efficiency works are planned at the site in the medium and long term. This can only be achieved by ensuring the development principles for the site more fully assess the potential impacts of this neighbouring use in consultation with the company.
- 1.3 Karro Food do not object to the principle of residential development on site SD3, but are seeking to ensure the development principles for the site support the continued operation of the site in its current manner and importantly do not compromise or prejudice the ability of the company to grow in the future.
- 1.4 Given the strategic nature of proposed allocation SD3 and the potential impact the specific nature of Karro's operation on the adjoining site, the Inspector would be welcome to undertake a site visit of the Karro site to enable a full appreciation of the nature of the operation and the company's future plans, and this is encouraged.

3.13 The following questions apply to each of the housing sites in Malton / Norton (SD2/SD3/SD4)

d. What are the potential adverse impacts of developing the site? How could they be mitigated?

- 1.5 Proposed allocation SD3 lies immediately to the south of the Karro Food Group site. The existing buildings on Karro's site sit tightly up the southern boundary of their site. As previously highlighted, Karro Food Group operates 24 hours a day, 7 days a week and processes in excess of 23,000 pigs a week with scope for a substantial increase as existing spare capacity is utilised.
- 1.6 The Karro site by the very nature of its operations in meat production, and through its geographic size, therefore generates a certain level of noise, light, smells and substantial vehicle movements around the clock. The historic choice of location for the site, which has operated since 1936, was deliberately away from areas of residential occupation in order to minimise impacts on the local population.
- 1.7 The proximity of the Karro Food Group site and the nature of the production facility and its 24 hour operation results in there being potential for conflict with the proposed residential dwellings at SD3 on amenity grounds (noise / light / smell / vehicle movements). This potential conflict can only be assessed and mitigated as part of the detailed design of the site and therefore it is essential the development principles for this site adequately assess these amenity issues and ensure the Karro Food Group are a stakeholder in the process. A number of changes to the development principles for Site SD3 are set out in response to question I.

What are the infrastructure requirements / costs and are there physical or other constraints to development? How would these be addressed?

- 1.8 As part of the proposals for the site, alongside the link road, a new pedestrian footbridge has been suggested by the developers to Karro. This footbridge is to ensure safe pedestrian access from the Karro site to the company's car parking area which lies to the east of the road. In excess of 1500 factory workers and 250 office staff work at the site. At the start and at the end of each of three main shifts, over a three hour period in each morning and afternoon peak traffic period, approximately 500 factory workers for each shift will cross the road between the factory site and the factory car park. As the proposed link road will increase the quantum of traffic using the road, the footbridge will ensure that large number of pedestrians that cross the road at the end and beginning of shifts can do so safely. In the event that a pedestrian footbridge is not supported by the Highways Authority at detailed planning stage, an alternative technical solution must be provided to enable safe road crossing for the protracted high numbers of pedestrian Karro workers that will cross the proposed link road daily, without causing traffic flow disruption and knock on road safety issues. It is also the case further pedestrian crossings may be required on the principal road, further north

from the proposed footbridge to safely enable the 250 Karro office staff to cross the link road to the separate office buildings.

I. Are the development principles effective, justified and consistent with national policy?

- 1.9 The only point listed in the development principles that addresses the location of the proposed allocation being adjacent to Karro's meat production site is the fourth bullet point which seeks a substantive landscape, visual and noise attenuation buffer between the housing development and the Malton Bacon Factory.
- 1.10 Whilst this development principle seeks to address potential conflict between the Karro site and the proposed residential dwellings by providing a buffer area, this single point alone does not go far enough to give Karro certainty that the proposed development of this site would support the current operation of the Karro site and of equal importance is that the residential development of the site would not prejudice or compromise the ability of the company to grow or alter its operations in the future.
- 1.11 The development principle only requires a buffer, the location and extent of this is not set out and therefore provides no certainty for Karro Food Group. Matters such as layout, siting, noise, odour, lighting and landscape buffers will be critical to ensure that the existing Karro operation will not impact on the amenity of new residential occupiers and to ensure the residential occupiers do not prevent any future expansion or change of operation at the Karro site.
- 1.12 To mitigate any potential adverse impact that could result at the detailed design stage, the following amendments should be made to Policy SD3 (Land to the east of Beverley Road, Norton: Development Principles):-
- **Bullet Point 1 – A new road linking Beverley Road to Hugden Way which accommodates existing goods vehicles associated with the Karro Food Group site and safe pedestrian movements between the existing Karro Food Group car park and the main factory site via a pedestrian footbridge or an alternative technical solution to enable safe road crossing should a pedestrian footbridge not be supported by the relevant highways authority.**
 - **Bullet Point 4 – A substantive landscape, visual and noise attenuation buffers between the housing development and the Karro Food Group site and be subject to discussions with Karro Food Group in order that the nature of their operations can be fully understood. A noise assessment should inform the noise attenuation buffer.**
 - **An odour report should form part of any planning application submission and should identify measures to ensure the design and layout of the scheme addresses odour associated with the Karro Food Group site.**

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- **Any future planning applications, including reserved matters, must include a Statement of Community Involvement and in particular make reference to consultation with key stakeholders, including Karro Food Group.**