

Application for Full Planning Consent for
The Erection of Eight Business Starter Units – Use Class B1 and B2
Malton Enterprise Park, York Road, Malton

Design and Access Statement

darnton^{B3}
ARCHITECTURE

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Introduction

This Design and Access Statement has been prepared in support of a full planning application for the development of eight business starter units for office/ light industrial use along with associated parking, servicing and hard standing at the former Cherry Farm, York Road, Malton, use classes B1 and B2.

This statement is submitted in accordance with the Town and Country Planning Act 1990.

Every effort has been made to ensure that the advice given is accurate as far as can be reasonably ascertained at this time. All proposals shown are subject to Local Authority approvals including the approval and agreement of all statutory authorities and undertakers for all supplies, way leaves and diversions etc.

The purpose of this statement is to communicate to the Local Planning Authority and other interested parties the process that has led to the development proposals and the design principles in a structured manner within the local physical, economic and social context. This statement will also serve to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

The proposed scheme involves the development of land to the North of the site previously approved for development under Outline Application Major ref: 10/00150/MOUT for a mixed use development incorporating Business (B1), General Industrial (B2) and Storage and Distribution (B8). The site is designated for employment use in the Malton and Norton Strategic Development Plan (site 21).

This proposal is designed so as to offer a high quality frontage to York Street using a palette of materials in keeping with the local vernacular.

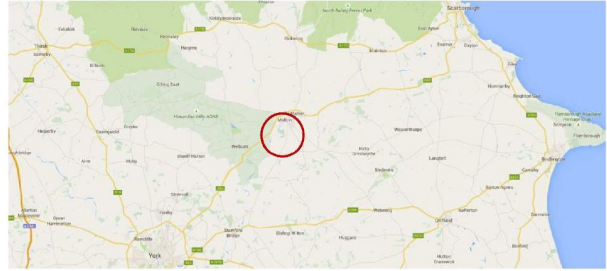
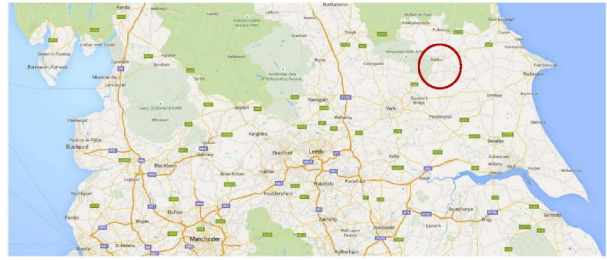
Client's Brief

Our client, D. Harrison Building Contracts, Ltd., has instructed that the site should be developed to a high standard in keeping with the aspirations of the local council for the development of this site.

Their aim is to provide a number of starter units for office/ light industrial use to encourage new growth on this key gateway to the town centre. The size of the units is within the guidance listed in "The Rydale Plan – Local Plan Strategy", Section 5 – Economy, which suggests that there is a need for units from 500 to 5,000 sqft. As such units 1 - 5 are designed as 1,100 sqft GIFA with an option for a full mezzanine, Units 6 – 8 are designed as 1,200 sqft, again with an option to include a full mezzanine.

In addition to the functional requirements, the proposal must also respond to the specific site conditions including; its physical context, the surrounding character, constraints and opportunities and neighbour's privacy and amenity are equally to be respected. The link through to the existing farm land must be maintained.

The site is to be further developed with three additional units which are to be covered under a separate application.



Assessment – Physical Context

Site location

Malton is a market town and civil parish located to the North-West of the City of York. The town is the location for the offices of Ryedale District Council.

Located immediately south of the A64, the town occupies a strategic location on the primary traffic route between York and the popular east coast destination of Scarborough. The town is also served by a rail link between York and Scarborough, both of which are accessible in around 25 minutes. The site is also served by a bus link to the town centre which runs every 30 minutes. The setting of the proposal provides an excellent location for new businesses to establish and grow. The provision of suitably sized, affordable accommodation for new companies is key to the strategy of developing and enhancing links with the York City economy and the growth of Malton and Norton.

Malton is the local area's commercial and retail centre, as such an opportunity for new accommodation to address the need for new business space within the town has been recognised by the District Council within the Local Plan Strategy.

The site was previously approved for development under Outline Application Major ref: 10/00150/MOUT for a mixed use development incorporating Business (B1), General Industrial (B2) and Storage and Distribution (B8) this application has now lapsed. However, the principles granted in the approval still remain true.

The site itself is located to the South of the B1248 York Road, with open countryside to both the Southern and Western boundaries and the York Road Industrial Estate to the East. At present the underpinnings of the original masterplan for the whole site have been undertaken. The access road through the site has been formed and much of the ancillary services are in place.

Assessment – Physical Context

Materials

The immediate context of B1248 offers a very diverse palette of materials ranging from natural stone to powder coated aluminium cladding panels. Buildings closer to the town centre are, in general, constructed from more traditional materials whereas those closer to the A64 are more contemporary and use more diverse materials

There are a number of large industrial units lining the road (close to the A64 junction) for which the proposed scheme is intended to form a visual cushion. The large Propack unit to the immediate East of the proposed site is one such unit.

This stretch of York Road hosts a number of modern dealerships which tend to be predominantly glass fronted with powder coated/ painted aluminium cladding panels sat on brick plinths. A number of the dealerships do use other materials such as white render and dark brickwork.

There are a number of existing business starter units of a similar scale to those proposed in this application. A variety of materials have been used in their construction, though the predominant choice seems to be a light grey micro-rib cassette cladding system sat on a buff brick plinth. A number of older units use a vertical cladding system with a deep profile which gives a more industrial appearance.



Use of traditional materials on approach to Malton



Propack manufacturing plant to East of proposed site



Car dealerships along York Road



Use of industrial scale materials

Assessment – Physical Context

Boundaries

The site boundaries are varied but are clearly defined. The Eastern and Southern boundaries are edged by the site access road leading to the premises of JM Packaging. The Northern boundary is edged by an established hedgerow backing on to York Road while the Western boundary is lined by a strip of semi-mature buffer of soft-landscaping, something which is to be retained as part of this application.

Topography

The site is generally flat with a slight natural slope from a peak at the North-West corner to a low-point in the South-East. The soft landscape buffer is set on a bund of earth which is approximately 1.2m high at its peak.

The site sits slightly lower than the level of York Road to the North, the maximum difference between the level of the site and the adjacent road being in the order of one metre.

Existing Services

Running across the site is a live overhead power line which will need to be diverted underground or repositioned.



View to proposed site from South – soft landscape buffer to right

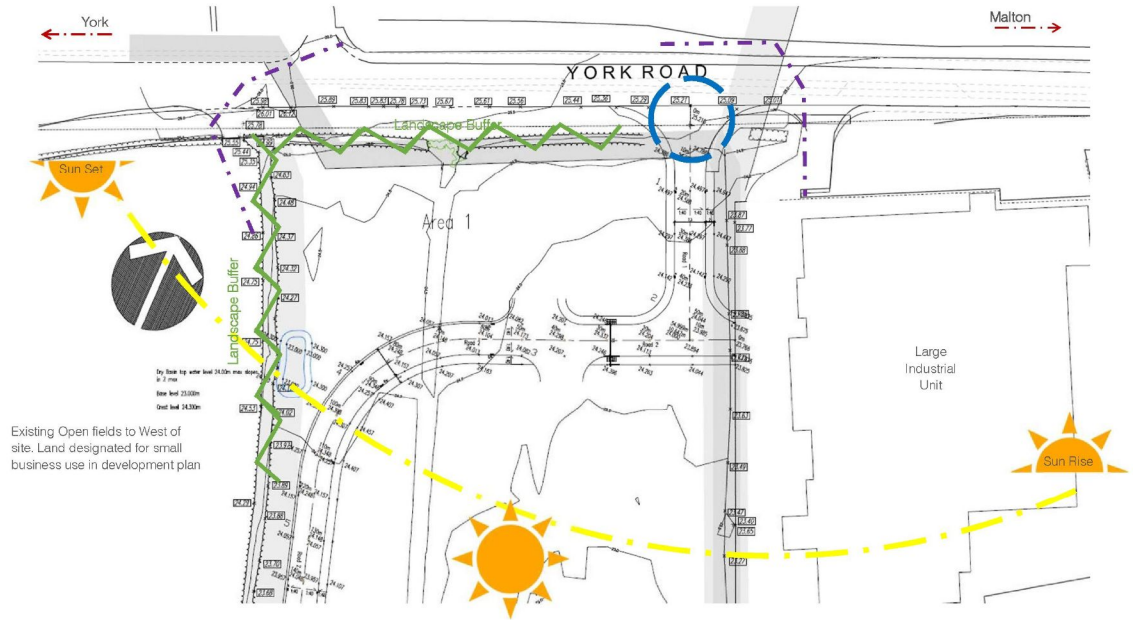


Western boundary of site, semi-established soft landscaping.

Assessment

Site Analysis

-  Sun path
-  Main vehicular access
-  Existing views onto the site
-  Existing landscaped buffer



Policies & Design Guidance Context

In preparing design proposals for this site, due account has been taken of the following design guidance:

- NPPF National Planning Policy Framework
- "By Design" Urban design in the planning system - CABE
- Design Statements How to read and write them – CABE
- Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice – Second Edition – BRE Press 2011

In accordance with NPPF the design takes the opportunities available for improving the character and quality of an area and the way it functions. Particular attention has been paid to ensuring that the development will function well and adds to the overall character and quality of the area in which it is located, not just in the short term but for its whole lifetime. The scheme responds to its local context and will help to reinforce local distinctiveness and be visually attractive as a result of its architecture and appropriate landscaping.

"By Design", sets out to promote and guide higher standards of urban design. The first objective of urban design is defined as character – a place with its own identity. By Design outlines six requirements of development to deliver this objective which are considered to be particularly appropriate to these proposals.

- Consider the sites land form and character.
- Integrate new development into its landscaping setting.
- Respond to the existing layout of buildings, streets and spaces.
- Responding to local building forms and local patterns of development in the details layout and design helps to reinforce a sense of place.
- Consider the use of local materials.
- Consider the scale, massing and height of proposed development in relation to that of adjoining buildings; the topography; the general pattern of heights in the area; and views, and landmarks.

Design

Access

The site is accessed directly from the busy B1248 York Road, an arterial route linking Malton with the A64 to the west. A number of busses use the route providing direct access from Malton, York and Leeds. There is also good access from the local rail station which has direct links to both Scarborough and York.

The site lies in a good position to be serviced by car as well as public transport. The parking standards for Malton require B1 units to have 1 space per 40m² of gross floor space, B2 units to have provision for 1 service vehicle for every 500m² and 1 space per 75m² of gross floor space. As such a 100m² B2 unit required 1 service space and two car parking spaces, a 150m² unit requires the same. Each unit on the site has a service space, and a minimum of two dedicated parking spaces. One of which is adjacent to the entrance door of the unit to assist with non-ambulant access. There is also additional parking on the site should the units adopt a mezzanine floor at a later date.

Given the close proximity to the residential areas of the town there is a good chance that the site will be accessed by cyclists. Adequate provision for this should be made on the site. External cycle security should be provided for any B1 use.

Design

Appearance

The location of the site is a key driver in the design of the proposal. A contemporary aesthetic will work well given the abundance of car dealerships using glass, aluminium cladding, timber, dark bricks and render lining this portion of York Road. However, it is felt that the scheme should use a palette of materials which gives a softer frontage to York Road than the very sharp retail units. A mix of timber, masonry, and a rain-screen cladding system with punched windows will offer a blend between traditional materials and those used on adjacent sites.

This development should be seen as a first vision of Malton when approaching from the busy A64. As such it needs to be of a quality to respect its location.

Scale

The scale of the development is in keeping with the Local Plan Strategy for the site which suggests that units of 500 to 5,000 sq.ft. would be seen as appropriate. It is foreseen that units with around 1,200 sq ft of gross floor area are required in the local area. Each of the units has adequate service provision and ample parking. The parking standards for Malton require B1 units to have 1 space per 40m² of gross floor space, B2 units to have provision for 1 service vehicle for every 500m² and 1 space per 75m² of gross floor space. As such a 100m² B2 unit required 1 service space, and a minimum of two car parking spaces, a 150m² unit requires the same. Each unit on the site has a service space, and a minimum of two dedicated parking spaces. One of which is adjacent to the entrance door of the unit to assist with non-ambulant access.

Boundary Treatment

Units 1 to 5 are to have a secure perimeter with gated access, whereas units 6 to 8 are to be left open to the adjacent sites using the established hedgerow to the north to offer a buffer to the York Road.

Drainage

The site will operate a Sustainable Urban Drainage solution for the discharge of excessive surface water. Rainwater runoff will discharge into the system instead of flowing directly into the sewer system; water will then flow at a controlled rate into the existing system. The storage tanks/ basin will be sized to suit the surface area of the site and agreed maximum rainfall requirements.



Units 1-5 East Elevation



Units 6-8 South Elevation



Units 6-8 North Elevation (York Road)

Design

Summary

The proposed development site is set to the West of York Road Industrial Estate on a site which has been cited as acceptable for future business use in the Ryedale District Council development plan (site 21). The design for the proposed site has developed from an initial brief provided by the client in consultation with the district planning authority.

The development of the site will provide much needed small business units to attract new companies to the region. Whether the units are used for B1 or B2 use the elevation to York Road will give the appearance of a series of small office with punched windows at first floor/mezzanine level and a full height window running from ground floor up to first floor – something not seen on the similar small industrial units within the area.

On-site parking for each of the proposed units is provided as well as a number of additional spaces for visitor and customer use.

Paved areas will allow links within the site and connect to existing footpaths outside the development.

The road network, railway station and bus routes provide a link to the wider community whilst offering accessibility to other areas and to the centre of Malton.

With regard to the design and appearance of the proposed development it is intended to provide a soft buffer to the edge of the town when approaching from the A64 junction to the West of Malton before seeing the established, larger industrial units and car showrooms which line the beginning of the approach road into the town.

The use of appropriate materials to the road-side elevations of the proposal helps to soften the vision of the area against the use of large scale cladding panels used on the road-side of the existing industrial units. The scale and massing of the proposal is purposefully designed to step down from the much larger industrial units to the East of the proposed site.