

DESIGN AND ACCESS STATEMENT

INDUSTRIAL DEVELOPMENT
at
NORTON GROVE INDUSTRIAL ESTATE
WESTFIELD WAY NORTON
NORTH YORKSHIRE

March 2018

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Issue	Date	Author	Checked	Reason for Revision
Initial	20.03.2018	Nigel Stutt	-	-
Rev 1				
Rev 2				
Rev 3				

1 INTRODUCTION

This Design and Access Statement is supporting an application for Full Planning Approval for the following development:

Industrial Development
Norton Grove Industrial Estate
Westfield Way
Norton
North Yorkshire

Client: Crown Properties (Scarborough) Ltd
Crown Arcade
Albion Road
Scarborough
YO11 2BT

Agent: Hayes Associates
24 Huntriss Row
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YO11 2EF

The following previous planning applications for this site are of relevance to this new application:

08/00638/MFUL Full planning application approved in 2009
11/01086/EXTM Extension of time to the above approval granted in 2011

The client is making this new application because the previous planning approval expired on 8th September 2017.

2 LOCALITY

The site is situated at the eastern edge of Norton Grove Industrial Estate towards the northeast of Norton village.



Image 1 – Site high level aerial view

Norton-on-Derwent, commonly referred to as simply Norton, is a town and civil parish in the Ryedale district of North Yorkshire, England. Norton borders the market town of Malton and is separated from it by the River Derwent.

The 2001 census gave the population of the parish as 6,943 increasing at the 2011 Census to 7,387.

Norton is 45 miles from Leeds and 20 miles from York with both excellent train and road links being just off the A64 Leeds to Scarborough route and on the train line between York and Scarborough.

Norton, with Malton, has significance within the horse racing industry for the town's many stables. There is a 27-hole golf course located off Welham Road, which covers a large part of the south-west end of the town. The club is the 'home club' of European Tour professional Simon Dyson.

Norton's schools are Norton Primary School, and Norton College secondary school. The secondary school has Academy and specialist Technology College status, a sixth form college and a playgroup.

Sport facilities include a swimming pool, a skate park, and Norton College sixth form gym that is open to the public.

Malton Bacon Factory in Norton is a major employer for the both Norton, Malton and the local area.

3 SITE ASSESSMENT

The development site is located to the east of Norton in the Norton Grove Industrial Estate. Norton Grove Industrial Estate consists of industrial/warehouse units with ancillary office accommodation, yard space, development land and dedicated parking. The existing units range in size from 2,000 to 5,000 sqft. The site is adjacent to Cranswick Gourmet Pastry Limited factory.

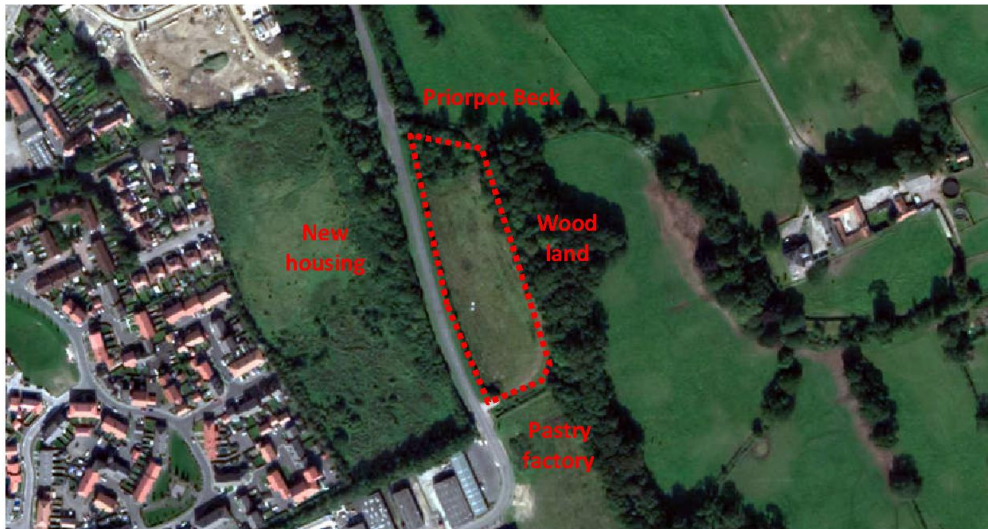


Image 2 – Close up site aerial view

The site area is approximately 1.42 hectares (3.26 acres) and is bounded on the west side by Westfield Way and to the east by mature woodland and a lake. Priorpot Beck runs along the north edge of the site with smaller drainage ditches running along the eastern and southern edges of the site.



Image 3 – Priorpot Beck on the northern boundary of the site looking east

The southern half of the site is roughly level with the northern end sloping gradually down to the Beck which has been known to flood during periods of heavy rainfall.



Image 4 – The site from the existing south access looking northwards



Image 5 – Existing site access looking south down Westfield Way

At the bottom of the site is the present site access off Westfield Way for which visibility suffers by being close to a corner.



Image 6 - Westfield Way from the existing site access looking north



Image 7 – Drainage ditch along eastern boundary in woodland

4 PLANNING CONTEXT

Development of this site has been granted planning approval for a very similar industrial scheme in the recent past, refer to the following approvals:

08/00638/MFUL Full planning application approved in 2009
11/01086/EXTM Extension of time to the above approval granted in 2011

As quoted in the Ryedale Local Plan the locality for the site is:

'dominated by small firms and the continued growth of this sector is essential to the future economic well-being of the Plan area. In all the allocations for industrial and business development detailed below, the Council is particularly keen to encourage the provision of facilities for small firms.'

This site has been identified within the Ryedale Local Plan as suitable for development and is referenced in section EMP2 Industrial/Business Development Allocation, Norton Grove Industrial Estate as follows:

"6.4.2.2 The sites at Norton Grove Industrial Estate on the eastern side of the settlement are well related to the existing employment area, to existing and proposed residential areas and are both capable of being developed without intruding into the open countryside, or adversely affecting the character or setting of the town. Both sites are well screened by an existing dense tree belt along their eastern boundaries and benefit from easy access to the new link road from Scarborough Road to the Industrial Estate."

Policy EMP2 - Industrial/business development allocation, Norton Grove Industrial Estate
Approximately 3.6 hectares of land will be allocated for industrial and business development at the Norton Grove Industrial Estate on the following sites:- (a) Land to the east of Hugden Way (approximately 2.3 hectares) (b) Land to the east of Westfield Way (approximately 1.3 hectares)

EMP13 covers the approval of industrial buildings:

Policy EMP13 - Industrial buildings
Planning applications for new buildings for industrial and business purposes on existing or allocated employment sites will be approved where:- (i) The external appearance, scale, massing, size and materials are sympathetic to their surroundings, (ii) Sufficient and safe provision is made on and, where appropriate, off site to accommodate the road traffic likely to be generated by the development including, in appropriate circumstances, provision for cycle parking, (iii) Where appropriate, a suitable landscaping scheme, which accords with the provisions of Policy ENV7, is provided, (iv) Sufficient space is provided between buildings to meet the reasonable needs of the occupiers of the new buildings, (v) Suitable and satisfactory screened storage facilities and boundary treatments are provided, and (vi) The proposal will not have a material adverse effect upon the amenities of nearby properties.

All of the above points in EMP13 are covered in the next chapter.

5 DESIGN

USE

The proposed function of the development would be B1/B8 Use Class to provide a mixture of light industrial and storage/warehousing units. The units range in size accommodating a variety of occupiers in order to provide accommodation for a size of smaller businesses not presently catered for on the industrial estate.

AMOUNT OF DEVELOPMENT

The development is aiming to provide 28no industrial units ranging in size from 153msq (1646sqft) up to 340msq (3659sqft) with a total provision of 4,714sqm (50,741sqft).

LAYOUT

The industrial units are grouped together into five blocks arranged in a simple structured layout to provide a successful business environment, utilising shared turning for service vehicles, with flexible car parking and cycle stands.

The development is subdivided into two distinct zones with a central access road off Westfield Way which improves the sightlines compared with the current gated access in the south-eastern corner of the field.

The interior layout of the industrial units will have an open plan warehouse/ production areas serviced by a kitchenette and accessible toilet. A secure sectional overhead door to the main space will provide access to the interior and a single access door to an entrance lobby will provide an alternative pedestrian access point.

SCALE

The design of the proposed scheme aims to create a sustainable business community that will be in keeping with the scale of the existing locality.

The proposed buildings have been designed to be mostly hidden from outside the site and will only become visible once entering the site. By splitting up the units into separate blocks the development will create a low scale, compact business park, accessed by a single central entrance.

The units are all 7m to the ridge, 5.6m to the highest eaves, 3m to the lowest eaves, with a standard unit depth of 13.5m.

LANDSCAPING

In order to maximise the potential of the site it is necessary to expand the development into the tree belts to the east and north of the site but loss of these trees will be remediated by the planting of new trees and shrubs around the whole site as show on the proposed site plan.

The site will still be well screened by an existing high hedge along the Westfield Road boundary, which will be mostly retained and supplemented where necessary with new planting.

APPEARANCE

The principles of design is to utilise a modern mixture of metal cladding panels, brickwork, glazing and terracotta cladding, to create a well designed set of elevations, whilst being in keeping with other nearby industrial developments.

A built up system of horizontal wall cladding is used at high level on the elevations with composite cladding to the rear elevations and entrances. The entrances are also highlighted with the use of terracotta cladding. Brickwork is mostly kept to the front elevation with limited use on the sides and rear to split up the composite panels.

The form of the roofs has been determined by the possible future provision of an additional mezzanine upper floor space hence the inclusion of the first floor glazing above the entrances.

6 ACCESS

VEHICULAR AND TRANSPORTATION LINKS

The location is well located in terms of its established links to both private and public transportation methods.

Norton has access to the A64, which runs from Leeds and York to Scarborough, and the A169 to Pickering and Whitby. Westfield Way is a relatively new road completed in 1995 to improve vehicular access to the Norton Grove industrial area. Improvements to the junction of the B1248 Scarborough Road with the A64 at the Brambling Fields have been carried out to improve general traffic flow around the area. Westfield Way and Parliament Street have been blocked off to avoid industrial traffic going through the residential area, which all goes up Westfield Way to the B1248 Scarborough Road and thereby west to the A64.



Image 8 – Bollards between Parliament Street and Westfield Way

Both Malton bus station and Malton railway station are located in Norton. Norton is home to Coastliner, a division of the Transdev bus group. Buses run from Leeds and York through Norton and Malton to Pickering, Whitby, Scarborough, Filey and Bridlington. There are also regular buses to Castle Howard and Hovingham, and other local bus routes.

Malton railway station is on the TransPennine Express route, with fast trains every hour running from Scarborough to York, Leeds, Manchester and Liverpool. There are

long term plans to re-open the rail link between Malton and Pickering, which would create a new service from Malton to Whitby.

REFUSE AND STORAGE

Refuse is catered for throughout the scheme through the provision of separate bin store buildings that have easy access to the roads around the development, and suitable turning provision has been provided for bin lorries.

Cycle stands are located around the site.

LOCAL FACILITIES

Norton and Malton both provide a wide range of facilities within walking distance from the site. Cafes, sandwich shops and newsagents etc are all provided less than 800 meters from the site on Commercial Street, with a supermarket at the bridge in central Norton around a mile away. Housing in local service villages is encouraged to provide for local employees.

Each unit has a small kitchenette provided for staff use.

INCLUSIVE ACCESS

Disabled car spaces are provide throughout the car parks, access to the units is level. Disabled toilets are provided in each unit.

7 SERVICES

Gas/electricity/BT/broadband

Suitable connections will be taken from the present provision in Westfield Way, an on-site electrical sub-station has been indicated at the south end of the site.

Drainage

All the hardstandings on the site will be of porous tarmac to provide some natural attenuation of rainwater. Water runoff from the roofs will be directed into Priorpot Beck and this runoff will be attenuated to a maximum of 5 l/s using flow controls with suitable storm storage provided by oversizing pipes.

The limited foul drainage from the units will be directed to an existing manhole on Westfield Way via a new underground foul system.

8 FLOODING

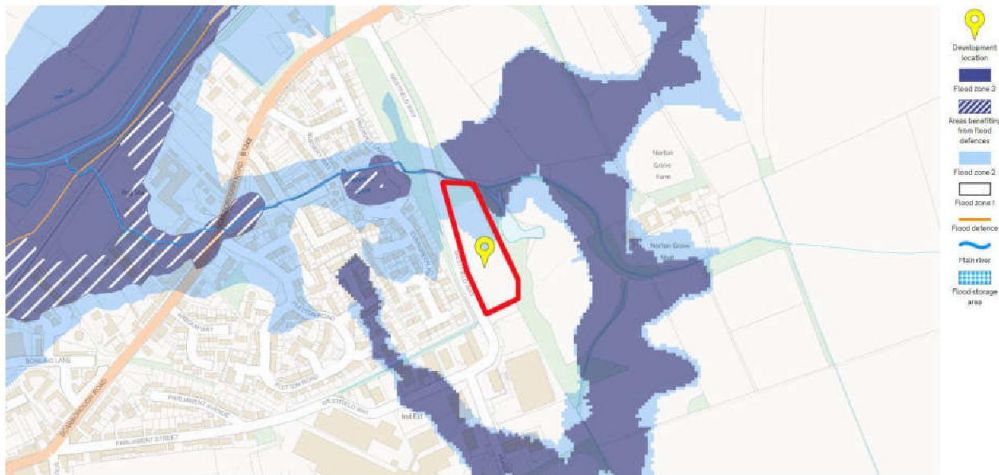


Image 9 – Flood map for planning from the Environmental Agency website

The site is half flood zone 1 and half flood zone 2 as Priorpot Beck has been known to flood occasionally in storm conditions:

Zone 1 Low Probability	Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)
Zone 2 Medium Probability	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)

As such this site requires a flood risk assessment to be carried out, find this document attached to the planning application separately.

9 CONCLUSION

This new planning application is a repeat of a previously approved application for a nearly identical development, the only difference being that previous office units have been replaced with industrial units. This new development will provide highly sought after accommodation for smaller businesses in the Malton area, in a well serviced location with good infrastructure. The development is well designed and structured to suit the site and area. The applicant therefore hopes that the planning authority can give their full support to this new development and approve this application.