

Application for Full Planning Consent for:
The Erection of 10 No 1200-2000 sq.ft starter unit – Use Class B1, B2 and B8
Plot 8, Units 1-10 Malton Enterprise Park, York Road, Malton

Design and Access Statement

Rev 23.08.2018

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 construction of nine business starter units for light industrial use along with the associated parking, servicing and extension of the private access roadway to serve the site.

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 all 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 a portion of land shown on a site previously approved for development under the Outline Application Major ref: 10/00150/MOUT for a mixed use development incorporating Business (B1), General Industrial (B2) and Storage and Distribution (B8) and 15/01236/FUL for 15 industrial units. The site is designated for employment use in the Malton and Norton Development Plan (site 21).

This proposal is designed to balance with the adjacent Units and is detailed using a palette of materials in keeping with the local vernacular.

Client's Brief

Our client, DH Group 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 as a developer is to provide a number of business starter units for light industrial use to encourage new growth in this key gateway to the town centre of Malton. The size of the units is within the guidance given in "The Ryedale Plan – Local Plan Strategy", Section 5 – Economy, which suggests that there is a need for units ranging from 500 to 5,000 sqft. As such the units provides accommodation for 4 No 1250 sqft, unit, 5 No 1500 sq.ft units., and 1 No.2000 sq.,ft unit

In addition to the functional requirements, the proposed development must also respond to the specific site conditions including its physical context, the surrounding character, constraints and opportunities and neighbours privacy and amenity are equally respected. In developing the proposed master plan on the site the link through to Cherry Farm must be maintained at all times.

Assessment – Physical Context

Site location

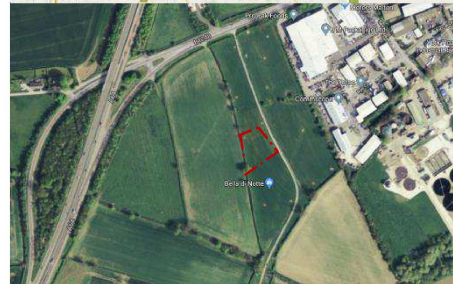
Malton is a market town and a civil parish located to the North-East of the City of York. The town is the location for the offices of Ryedale District Council

Located immediately south of the A64, the town occupies a strategic location on the principal traffic route between York and 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 currently runs every thirty minutes. The setting of the proposed development 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 City of York 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 in the Local Plan Strategy.

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

The site itself is plot 9 of a large portion of land sat 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 much of the underpinnings of the original master plan have been undertaken. A private access road runs through the site to give access for JM Packaging, this access road is to be extended as part of this application. Much of the ancillary services, foul and surface water drainage, are in place.



Assessment – Physical Context

Materials

The immediate context of the B1248 offers a very diverse palette of materials ranging from natural stone to power coated metal cladding panels. Heading East from the site, towards the town centre, buildings are, in general, constructed from more traditional materials whereas those closer to the site as you move towards 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 this scheme and a previously proposed scheme (planning ref: 15/01236/FUL) are intended to create a visual cushion. The large unit for Pro-pak to the immediate East of the site is one such unit.

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



Car dealership, York Road



Car Dealership, York Road



Use of traditional materials on approach to Malton town centre

Assessment – Physical Context

Materials



Existing business starter units on a neighbouring site, PPC cladding with brick at low level.



A mix of materials on larger industrial/ office units



Existing business units on a neighbouring site, profiled aluminium cladding over brick at low level



Buff bricks and bold colours used on units of a similar scale on a neighbouring site.

Assessment – Physical Context

Boundaries

The site boundaries of the site are varied. The Western boundary is edged with a low-level scrub/ hedgerow. The Northern boundary is similar with a portion of hedgerow, though the majority is open grassland. To the East there is the extent of developed land. To the South is the limit of the existing access road and open grass land.

Topography

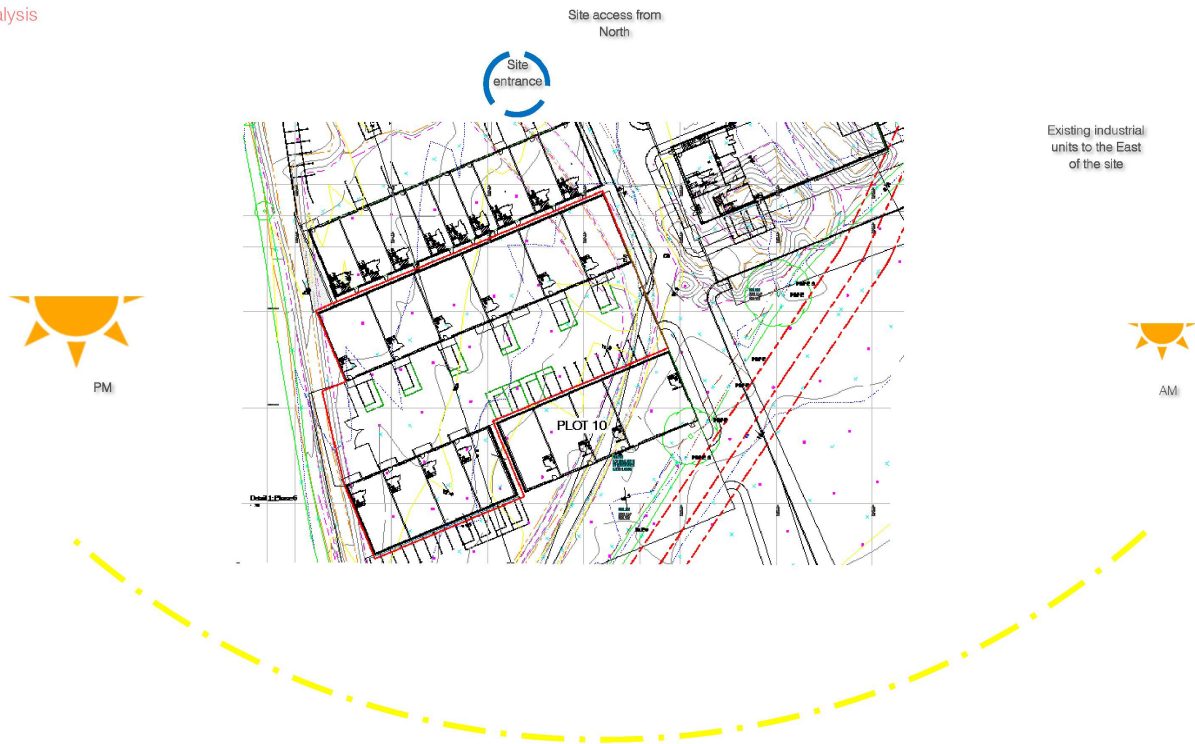
The site is generally flat with a slight natural slope running from the north-west corner towards the south-east.

Existing Services/ Easements

To the North of the site sits an existing water Main with a 5m offset easement strip (10m total width). The proposed development sits wholly outside of this easement;

Assessment

Site Analysis



Policies and Design Guidance Documents

In preparing design proposals for this site, due diligence has been taken in respect of the advice given in the following design guidance:

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

In accordance with the 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 this proposal.

- Consider the sites land form and character,
- Integrate the new development into its landscape 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 the proposed development in relation to that of adjoining buildings, the topography, the general pattern of heights in the area, views and landmarks.

Design

Access

The site is accessed via a private access road fed from the 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 York and Scarborough.

The site sits in a good position to be serviced by car as well as public transport. The parking provision for the site is in line with that set by Ryedale Council for B2 units which are required to have provision for one service vehicle for every 500m² of gross floor space and 1 parking space per 75m² of gross floor space. There is also additional space on site to extend the parking provision should mezzanine floors be installed.

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. As such each unit will have a secure cycle stand.



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 along York Road using glass, PPC metal cladding and brick. However, it is felt that the scheme needs to also pay homage to the design of the many small industrial units in the location. A mix of masonry, and PPC metal cladding will offer a blend between traditional materials and those used on adjacent sites.

The development should be seen as a first vision of Malton when approaching from the 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 sqft would be seen as appropriate. It is foreseen that units with around 1,250 sqft of gross floor area are required in the local area.

Each of the units has adequate service provision and ample parking. The provision is in line with the guidance for building use class B2. Each unit has a service space and a minimum of two dedicated parking spaces. Each unit has a dedicated non-ambulant space adjacent to the dedicated unit entrance.

Boundary Treatment

To the West of the plot there is a hedge on the boundary line. It is the intention that this remains, there is no requirement for a fence elsewhere on the proposed site.

Drainage

The site operates with a sustainable urban drainage solution for the discharge of excessive surface water. Rainfall runoff will discharge into a holding pond before running at a controlled rate into an existing watercourse. The size of the holding pond was calculated during the master-planning phase of the project.

South Elevation as Proposed



North Elevation as Proposed



Summary

The proposed development site is set to the West of the 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 been developed from an initial brief provided by the client to provide a suitable mix of business starter units.

The development of the site will provide much needed accommodation to attract new companies to the region. On-site parking for each unit is provided as well as a number of additional spaces for visitors or customers.

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

The road network, railway network 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. The smaller scale of the units and the use of softer materials are designed to mask the larger industrial units to the East of the site.

The use of appropriate materials in line with those approved for use on plot 5a and 5b will help to soften the vision of the area. The scale and massing of the proposal is purposefully designed to step down from the much larger industrial units on the adjoining site.