

# DESIGN AND ACCESS STATEMENT

CAR VALETING CENTRE  
at  
NORTON GROVE INDUSTRIAL ESTATE  
WESTFIELD WAY NORTON  
NORTH YORKSHIRE

Feb 2019

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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:

Car Valeting Centre  
Norton Grove Industrial Estate  
Westfield Way  
Norton  
North Yorkshire

Applicant: Ray Chapman Motors (Malton)  
Seven Street  
York Road  
Malton  
YO17 6YA

Agent: O'Neil Associates  
Lancaster House  
James Nicolson Link  
Clifton Moor  
York  
YO30 4GR

## 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 ft<sup>2</sup>. The site is adjacent to Cranswick Gourmet Pastry Limited factory.

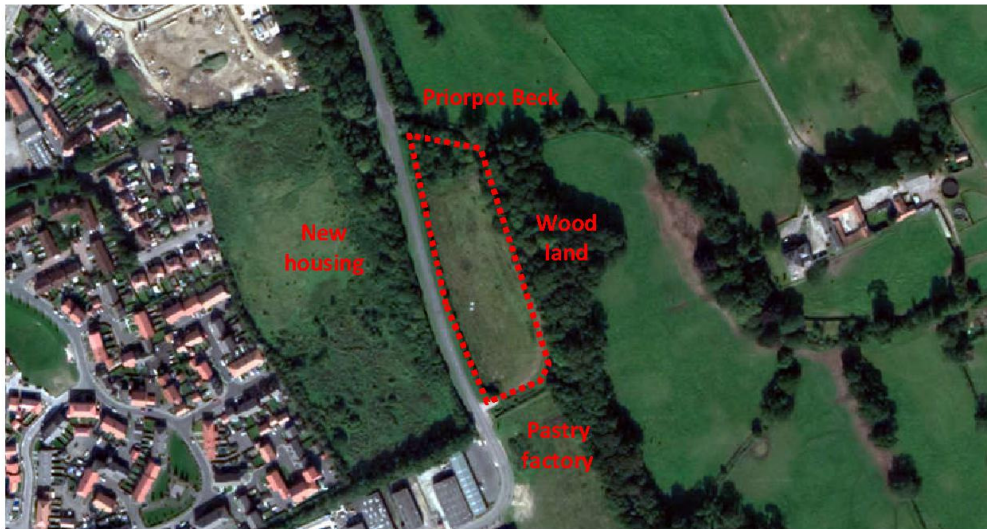


Image 2 – Close up site aerial view

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 B1/B8 business/light industrial use schemes 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
18/00286/MFUL	Full planning application approved in 2018

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 APPLICANT STATEMENT**

### **RAY CHAPMAN MOTORS**

Ray Chapman Motors is a family owned, family run business and has been with Volvo since 1970. One of the longest serving Volvo Dealers nationally, they deliver the highest standards of customer service. They are constantly investing in their facilities, systems, training and people. They have a wide range of customers throughout the country from private individuals and small businesses through to major, nationwide companies.

On 30th January 2019, Ray Chapman Motors won the Feefo Gold Service award, an independent seal of excellence that recognises businesses for delivering exceptional experiences.



## **6 DESIGN**

### **USE**

The proposed function of the development would be B1 Use Class to provide a car valeting centre to complement the existing motor sales facility the applicant already has in Malton. The building will provide an internal car cleaning area with internal parking for valeted cars. Around the building will be a paved turning area (suitable for car transporter deliveries) and a staff car park. The rest of the south part of the site will be gravel finished car storage for newly valeted cars and cars awaiting valeting. The north part of the site will be an overspill area for car storage.

### **AMOUNT OF DEVELOPMENT**

The development will provide 1 no light industrial unit with an external footprint of 795m<sup>2</sup> (8554ft<sup>2</sup>) and an internal gross floor area of 928m<sup>2</sup> (9985ft<sup>2</sup>).

### **LAYOUT**

The industrial unit will be accessed by a single new paved road with a new junction formed on Westfield Way. Staff car parking, cycle stands and an external bin store will be provided near the building.

The access road off Westfield Way improves the sightlines compared with the current gated access in the south-eastern corner of the field.

The industrial unit will have an open plan car cleaning area, with kitchen toilet and washing station to the rear, with a mezzanine partially over the cleaning area for general storage. The other half of the building will be internal valeted car storage. Secure sectional overhead doors will provide access to the interior with some single access doors to provide alternative pedestrian access points.

### **SCALE**

The design of the proposed scheme will be smaller than most of the other industrial buildings in the locality. It has been designed to be mostly hidden by the existing hedge that runs along the east of the site and will only become visible once entering the site. The use of low level shallow pitched roofs will create a low scale development.

The unit will be 8.3m to the ridge, 6m to the highest eaves, 3.65m to the lowest eaves, with a depth of 21.6m and length of 40.9m.

### **LANDSCAPING**

In order to maximise the potential of the site it is necessary to cut back some of the tree belt to the east and north of the site but loss of these trees can be remediated by the planting of new trees and shrubs to thicken up the existing tree belts if it is felt that this would be required by the local authorities tree officer.



The site is 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 principle of design is to utilise a simple modern mixture of metal cladding panels, brickwork, and metal seam pitched roofs to create a well designed set of elevations, whilst being in keeping with other nearby industrial developments.

## 7 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.

Cycle stands are located on site near the building entrance along with staff parking provision and a disabled parking space.

### **REFUSE AND STORAGE**

Refuse is catered for throughout the scheme through the provision of a separate bin store that has easy access to the paved road, and suitable turning provision has been provided for bin lorries.

### **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.

The unit has a small kitchenette provided for staff use.

### **INCLUSIVE ACCESS**

A disabled car space is provide within the staff car park, access to the unit is level. Disabled toilet is provided on the ground floor adjacent to the kitchen.

## **8 SERVICES**

### **Gas/electricity/BT/broadband**

Suitable connections will be taken from the present provision in Westfield Way.

### **Drainage**

All the hardstandings around the site other than the main access road and turning area will be of porous construction to provide 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 unit will be directed to an existing manhole on Westfield Way via a new underground foul system.

## 9 FLOODING

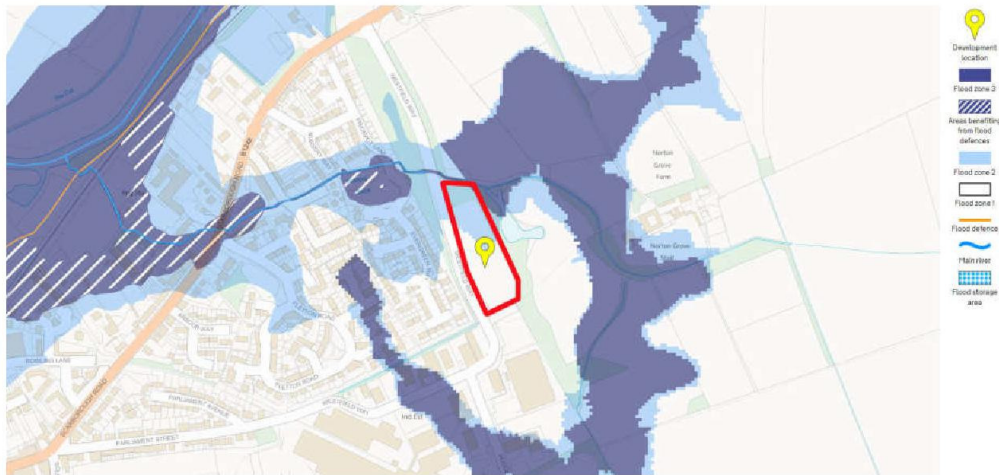


Image 9 – Flood map for planning from the Environmental Agency website

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.

## **10 CONCLUSION**

This application for a new car valeting development will provide accommodation to expand an existing thriving local motor business in Malton, in a well serviced location with good existing infrastructure. The development has been designed to be low level and inobtrusive. The applicant therefore hopes that the planning authority can give their full support to this new development and approve this application.