

Application for Full Planning Consent

For the Construction of 1 No 20,900 sq ft unit –
Use Class E, B2, B8.

At Plot 11 & 13, Malton Enterprise Park, York Road, Malton
(Units 11F-N & 13A –H)

On Behalf of
DH Group



DESIGN and ACCESS STATEMENT

November 2021 Revision **0** 10.11.2021

Revision **A** 03.12.2021

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1.0 Introduction

- 1.1 We are instructed by DH Group, the Applicant, to submit an application for full planning permission to erect a newbuild unit on Plot 11 & 13 at Malton Enterprise Park.
- 1.2 The applicant has previously secured various consents for other accommodation on the wider site for a variety of business uses and associated car parking (B1, B2 & B8 uses).
- 1.3 There remains extant a consent for the wider site development of which this application forms a part together with the previously consented and developed plots including plots 1, 5a, 6, 7, 8, 9, 10, 11A-E 12, 14 & 17.
- 1.4 Plot 9 (Units 9A-9F & 11A-11E) was recently approved by the authority Ref: 21/01016/MFUL dated 15.11.2021
- 1.1 The detailed layout and appearance of the proposed buildings is illustrated on the supporting drawings.
- 1.2 Other consultants supporting the application include, Structural Engineers, Highways Consultants & Flood Risk/Drainage Assessors who have all provided co-ordinated design, reports and information.
- 1.3 The purpose of this statement is to support the full planning application.

2.0 Location and Description

- 2.1 The site is located off the B1248 York Road and nearby A64 in Malton, a Market Town North East of York within the Ryedale District Council area.
- 2.2 Public transport bus services and the nearby rail network link the site to Malton, Scarborough and York.
- 2.3 The transport links and accessibility to the road network make the site an excellent location for business development as recognised with the established consent to develop the wider site.

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- 2.4 The previous outline consent prior to use class re-classification on 01 September 2020 established the principle of B1, B2 and B8 uses on the site.
- 2.5 The masterplan for the wider site has been established with the estate road and services in place.
- 2.6 The application site for Plot 11&13 sits to the East of the estate road South of Plot 9 and East of Plots 14 and 17 which is currently under construction.
- 2.7 The site will co-ordinate with the wider site drainage strategy and design which accompany this application. The proposal will create two new highway access points to serve both sides of the building separately.
- 2.8 The site area is 3457 sq m (0.85 Acres).

3.0 Use

- 3.1 The existing site is cleared for development.
- 3.2 The proposed use will be speculative units for E, B2 and B8 uses with potential for the frontage units (Unit 11F&G and 13A&B) to house a start up business giving diversity to the site in a similar manner to the philosophy of plot 9 and Unit 9A (Nursery-Use Class E).



Fig 2: Proposed Site Plan (Dwg 1802.951)

- 3.3 Under the proposed new use the site will be maintained and sustained as business premises complementing and in context with the wider site and surroundings.
- 3.4 The site operates a sustainable urban drainage design to discharge excess surface water run off through a site wide masterplan. All surface water drainage run off will discharge into a holding pond which will then be discharged at a controlled rate into a watercourse. The drainage philosophy has been designed as part of the masterplanning of the whole project and the updated design for the whole site drainage scheme has been included in the application documents.

4.0 Amount

- 4.1 The proposed development will sit within the wider site context providing 'back to back' accommodation for local businesses comprising small units ranging between 1250 sq ft and 1500 sq ft footprints to facilitate a range of differing small businesses.
- 4.2 The philosophy of the development remains within the original framework of the wider site whilst addressing the demands of the market for a variety of unit sizes making efficient and sustainable use of the available site.
- 4.3 The design recognises the requirement for a mix and balance of unit types and supports a wide variety of local businesses.

5.0 Layout

- 5.1 The proposals seek to reflect the setting out of the established site with dual access enabling each unit a dedicated access and servicing.
- 5.2 The layout has been designed to maximise the use of the proposed buildings as efficiently as possible whilst respecting the site restrictions and providing sufficient serviced external space to all units in line with the

principles established on previously constructed phases of the development.

- 5.3 The developer intends to provide sustainable electric car charging facilities powered by Photovoltaic panels maintained for the sustainable future of the development.



6.0 Scale

- 6.1 The scale of the development is in keeping with the established strategy for the whole site.
- 6.2 The proposal addresses the road with the two storey frontage unit featuring architectural masonry and curtain wall glazing on the end elevation presenting a reduced scale to the estate road and adjacent sites.

7.0 Appearance

- 7.1 The external spaces and hardscape around the buildings are designed to meet planning policy and highways constraints whilst taking account of the business units practical uses and separating the units external spaces where required.
- 7.2 The contemporary aesthetic has been derived from the established previously constructed units on site and building features and materials are used to punctuate the elevations with common features and themes.
- 7.3 Metal cladding, brick, glazing and feature architectural masonry sections have been used to bring commonality to the wider development whilst differentiating between the business uses and the scale of the frontage unit.

8.0 Access

- 8.1 The site is accessed via the estate road which is off the B1248 York Road which links Malton with the nearby A64 trunk road.

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- 8.2 The site is easily accessed by local bus routes which also link to the rail network via Malton.
- 8.3 The site has excellent local highway links and so is easily accessed by car.
- 8.4 The intention is to provide car parking in line with Ryedale Council policy for B2 Units for both servicing and parking in ratio to gross floor space. The developer intends to provide sustainable electric car charging facilities powered by sustainable Photovoltaic panels.
- 8.5 The site will be equally accessible to cyclists and this will be encouraged by the provision of a secure cycle stand per each unit securely located internally.
- 8.6 The development seeks to encourage a sustainable development and transportation /access philosophy.
- 8.7 Level Access will be provided to the principle entrance of each unit and all internal layouts will be compliant with Part M of the building regulations.



9.0 Policy

- 9.1 In accordance with the NPPF (National Planning Policy Framework) the proposed design will improve the quality and character of the site and maintain its functionality sustainably for its whole lifetime.
- 9.2 The context and appropriate design and landscaping will complement the surroundings and add to the distinctive local architecture in form and function.
- 9.3 The Commission for Architecture and the Built Environment (CABE) set out objectives for urban design and public space in England. These principles have been adhered to in the planning and masterplanning of the site to ensure the character and identity of the site is maintained through a cohesive design approach and philosophy.

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10.0 Summary

- 10.1 Approval is sought to develop the site in accordance with the established business use in the Ryedale District Council Development Plan (site 21) with a variety of sizes of business starter units.
- 10.2 The intent of the proposal is to provide accommodation for businesses both within the local area and to attract new commerce to the region.
- 10.3 The bus, road and rail network links provide accessibility both locally, regionally and nationally.
- 10.4 The design of the proposed units will sit in context with the wider site development and blend with the established previously constructed plots providing an appropriate buffer between the approach from the A64 and the larger industrial units beyond to the North East of the site.
- 10.5 The access and site highways are designed to provide a proposed adoptable standard access and site servicing in accordance with council Policy.
- 10.6 The proposed scale, massing and materials align with the previously approved plots and will continue the development of a coherent site and identifiable business unit aesthetic.
- 10.7 The proposals integrate all of the above advice and design to allow the site to be maintained to the highest standard and quality into the future as a viable sustainable development contributing to the local economy, community and to the social and economic prosperity of the area.



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