

Housing Development, Old Works,  
Bright Steels, Corner of Wood Street  
and Beverley Road, Norton, Malton,  
YO17 9BD

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**4442C - DESIGN AND ACCESS STATEMENT – Rev A (17/12/2019)**

**Stone + Associates**

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**Appendix A** – Pre-application Planning advice

**Appendix B** – Parking survey

## 1.0 Site Location and brief description

- 1.1 The site of the proposed development is on the corner of Wood Street, Little Wood Street and Beverley Road. The area is predominantly residential with some light industrial of which the Applicant (Bright Steels) owns and operates.
- 1.2 An existing factory and offices building currently stands on the site of the development, the former 'Old Works' of Bright Steels, along with a timber hut which has been used by the local ATC.

## 2.0 Background information

- 2.1 The offices have been used as recently as late 2018. The factory has been used for Bright Steels processes up until the early part of 2019. The timber hut was bought by Bright Steels in June 2017 and currently stands empty, before this the building was in use by the local ATC.
- 2.2 The buildings have been in use until recently by Bright Steels but are not in an ideal form for their current processes and operations, hence they are exploring the replacement with housing, which surrounds the site.
- 2.3 Pre-application Planning advice has been sought for the proposed development and a response was received on 5 September 2018, ref : 18/00710/PREAPP (appendix A). The response received was positive in principle for the layout and indication of storeys submitted (which is similar to the site plan submitted with this application).
- 2.4 A post box is currently inset into the west elevation wall of the factory building, which will be removed prior to demolition in accordance with Royal Mail requirements. Royal Mail have been contacted who have confirmed that the post box does not need to be replaced / relocated elsewhere.

## 3.0 The Proposal

- 3.1 It is proposed to remove the offices / factory building along with the detached timber hut.
- 3.2 New dwellings are proposed as follows:
  - 4 no. 3 bedroom 5 person terraced houses.
  - 6 no. 2 bedroom 4 person flats (block).
- 3.3 The terraced houses are two storey with dual pitched roofs and are a continuation of the building line and form of the existing terraced housing row on 'Little' Wood Street (south side). The eaves of the main building line matches the existing terrace, the ridge height being similar in level. A double corbelled brick course has been introduced at the eaves. Two storey projecting bays on the north elevation provide additional space internally, with the roof carried down over, breaking up the facade. 'Chimney' stacks are incorporated of similar proportion to the existing terraced houses and are used for the purpose of ventilation terminals (see 9.0).

- 3.4 The building containing the flats is three storey with a dual pitched hipped roof and is similar in form and stature to Wellington House on the opposite side of 'Little' Wood Street. Eaves height is similar to Wellington House with the ridge being approximately 400 mm higher. The roof has been designed in a horseshoe arrangement with hipped returns joined by a small section of concealed flat roof on the south elevation. This enables the mass of the roof to be reduced. Eaves are shown with large projection in order to provide a substantial 'lid' on the building and similar in detail to Wellington House. A double corbelled brick course has been introduced at the eaves (below the soffit). Small recesses have been formed in the north and west elevations to reduce the mass of the building, with a deeper recess in the centre of the south elevation where the flat roof is situated. The building provides a stop end to the new terraced houses, in a similar manner to Wellington House on the opposite side of the road. 'Chimney' stacks are incorporated, similar to but of increased scale, providing ventilation terminals.
- 3.5 Main materials for the walls of both the terraced houses and building containing the flats are facing brickwork with the main body walling in York clamp bricks and brickwork detailing (courses and flat arches) in a slightly contrasting red brick. Similar in appearance and detailing of the existing terrace.
- 3.6 Roof covering to both the terraced houses and building containing the flats is natural blue / grey slate with blue / black clay ridge tiles. The hips to the flats building are shown mitred without hip tiles. Chimney stacks are clad using zinc.
- 3.7 Detailing around openings to the terraced houses comprises contrasting brick flat arches to heads and buff coloured cast stone cills. In contrast a full surround to openings on the flats building is shown comprising lintels, cills and reveals in buff coloured cast stone.
- 3.8 Windows and doors are to be composite timber with dark grey aluminium cladding externally (see also 9.0). Windows are shown with a single inward opening tilt and turn casement (for cleaning internally).
- 3.9 A series of 'blind' window openings are shown on the south and west elevations of the flats building. These assist to articulate the elevations, especially so on the west elevation where opportunities for windows are limited (see 9.0).
- 3.10 The development has been designed with fabric elements to allow higher insulation levels than the minimum required of the Building Regulations. An MVHR whole house ventilation system is shown to be incorporated into all of the dwelling units with intake and extract terminals integrated into the design (the 'chimneys'). The MVHR systems are incorporated for acoustic reasons (see 9.0) but will also provide a higher indoor air quality to the dwellings. It is envisaged that the dwellings will achieve a high level of airtightness at around 3 mcub/(h.msq) at 50 Pa in order that the MVHR system works efficiently which will also aid acoustic isolation.

## 4.0 Landscaping

- 4.1 No trees or shrubs are affected by the proposal.
- 4.2 Amenity space has been formed predominantly on the south (rear) of the buildings with private gardens to the terraced houses and a small communal garden to the flats. The remainder of the site outside of this is taken with car parking and vehicular access (see 5.0) with areas of low maintenance ground cover, hedges and trees.
- 4.3 Hard landscaping is predominantly permeable, see separate drainage statement.

## 5.0 Access Considerations

- 5.1 Initial advice has been sought from Stephen Boyne, Project Engineer for North Yorkshire County Council Highways. Mr Boyne has supplied the latest NYCC guidance on parking standards (2015 edition) highlighting that a total of 14 no. car parking spaces are required. Also that cycle parking is required. Mr Boyne has commented that the initial entrance / crossing area would be adopted but the parking court would not. Mr Boyne has commented that the location of the proposed vehicular access appears acceptable given the speed limit and geometry, subject to a site visit.
- 5.2 The site is shown accessed from Beverley Road via an informal access court entrance. The siting of this allows the dwellings to front onto the quieter road, being 'Little Wood Street'. The siting provides access to an allocated parking area.
- 5.3 All allocated parking has been accommodated within the development site. 14 no. spaces have been accommodated; 2 no. per terraced house (3 no. bedrooms) and 1 no. per flat (2 no. bedrooms).
- 5.4 The NYCC guidance document asks for 2 no. visitor parking spaces (1 no. per 5 dwellings). These have not been accommodated with the development site. Instead it is proposed that car parking for visitors would be accommodated via on street parking in the nearby streets.
- On 'Little Wood Street' alone there are 14 no. on street parking spaces and 15 no. spaces within an open car park at the east end of the street. All existing spaces are un-allocated. There are 3 no. on-street spaces directly in front of the terraced houses / part of the flats building.
- There is also local on-street parking further south and east along Beverley Road (it is accepted that the on-street parking on Beverley Road outside the site will be removed due to visibility) and along Wood Street. Further away but still within easy walking distance is the un-restricted St Nicholas Street car park.
- 5.5 A short parking survey has been carried out along 'Little' Wood Street, contained in Appendix B. The results show a significant number of spaces available during the day, less so overnight. On average at any one time there is available parking for 3 no. cars on street and 3 no. cars within the car park, with never less than 2 no. spaces being available (on street or in car park) at any one time. Timing of visitors to the houses and flats will vary throughout the day, however on average and during minimum times 2 no. vehicles could be accommodated. Bright Steels employees park within Bright Steels owned land only and do not take up any on-street spaces.
- 5.6 The site of the proposed development is close to Norton town centre with access within a short walking distance to shops, amenities and transport links. Reliance of the use of cars for transportation will be less, with potentially more allocated spaces (terraced houses) available for visitor use or visitors arriving by public transport / walking which will further reduce the impact of on-street parking.
- 5.7 Covered and secure parking for cycles has been accommodated for all of the dwellings. The rear (south) external door to the flats (from the car park) leads to an internal cycle storage area where a total of 7 no. cycles can be accommodated on a vertical racking system. Each of the terraced houses includes an external shed that will accommodate up to 2 no. cycles along with separated bin storage / recycling.
- 5.8 1 no. parking space (nearest to the rear entrance to the flats) is shown with space to the side making it capable of future conversion to a disabled bay. One of the ground floor flats could be



converted suitable for a wheelchair user to occupy, and the convertible parking space could be re-allocated as required.

- 5.9 Level access and approach will be incorporated to both entrances of the flats building and to the front doors of each of the terraced houses. Approach, access into and access within all dwellings will be in accordance with the guidance in Approved Document Part M.

## 6.0 Security

- 6.1 Reference has been made to the latest guidance in Secured by Design – Homes when developing the design. The following principle features have been incorporated / considered:

- Limiting access to the development to residents / visitors – Ramp introduced at entrance along with pillars and change in surfacing.
- Gates – Further delineation of private area using pedestrian and vehicular gates. Vehicular gate introduced also to limit unauthorised parking at school drop off times in particular (school nearby).
- South boundary to the car parking area – Brick piers, fencing and hedge at 1.8 m high has been incorporated to prevent unsanctioned routes through the development being made from the adjacent public footpath.
- Boundary around terraced houses – Low walls incorporated at the front (north) of the units to delineate the boundary with the existing footway but with no concealed areas. Brick walls (also required for acoustic isolation) incorporated at the rear (south) of the units at height of 1.8 m. The south elevation incorporates timber gates at the same height as the wall.
- West elevation, flats – A relatively window free elevation is required as this faces a factory where noise is a concern (see 8.0). The elevation is relatively close to the rear edge of the footway to allow the development (but farther than the existing factory building which was on the boundary line). To help prevent the possibility of graffiti a thorny planting is proposed along the margin between the footway and building.

## 7.0 Archaeology

- 7.1 An archaeology and heritage desk based assessment has been prepared by MAP Archaeological Practice and is submitted with this application.
- 7.2 The assessment has recommended that a series of trial trenches are undertaken. Contact has been made with Mr Peter Rowe, Principal Archaeologist at North Yorkshire County Council, who has confirmed in his email of 18/07/2019 that due to the site being built upon this requirement would be appropriate forming a condition of an approval notice.

## 8.0 Contamination

- 8.1 A phase 1 desk study has been prepared by SOLMEK and is submitted with this application.

- 8.2 Phase 2 recommendations are made with respect to boreholes, trial pits and testing / sampling. As the site is currently built upon we respectfully ask that this form a condition of an approval notice.

## 9.0 Noise

- 9.1 A noise impact assessment has been prepared by Environmental Noise Solutions and is submitted with this application.
- 9.2 Advice has been incorporated following the results of the assessment, summarised as follows:
- Development orientated so that windows to habitable rooms do not face onto the factory.
  - Development arranged so that the flats building is closest to the factory, where it has no private amenity space.
  - Whole house ventilation system (MVHR) proposed to the houses and flats, therefore no requirement for trickle ventilators to windows. The MVHR system will provide the necessary air changes and good indoor air quality to limit the need for occupants to open the windows, therefore providing acoustic isolation. A summer bypass and active cooling function to the MVHR system is proposed to mitigate against the risk of overheating.
  - Acoustic glazing incorporated to windows to flats.
  - Good quality well draughtstripped composite timber windows and doors proposed will ensure good acoustic isolation.
  - A brick wall will surround the rear gardens of the houses to provide sound insulation to the private amenity space.
  - A substantial brick wall and solid gates (pedestrian and vehicular) along the west boundary of the site will provide a barrier to noise which will improve the communal exterior area to the flats and internal noise levels to the development.

## 10.0 Drainage

- 10.1 A separate drainage statement is submitted with this application.

## 11.0 Ecology

- 11.1 Mr Don Davies, Tree and Countryside Officer at Ryedale District Council, has been contacted and has confirmed in his email of 11/06/2018 that an ecological survey would not be required. The main reasons given are the remoteness from the river and the good condition of the buildings. There is no difference in the condition of the buildings from the date the enquiry was made to the date of the application.

## 12.0 Flood risk

- 12.1 No part of the site is within flood risk zones 2 or 3, therefore no flood risk assessment is submitted with this application.

## 13.0 CIL

- 13.1 A CIL planning application additional information requirement form is submitted with this application. Offsetting of the existing buildings floor area has been included on the form and a supplementary letter from Bright Steels is attached to it providing further clarification on the uses and timings.

## 14.0 Policy

The Relevant planning policies include the following:

14.1 National Planning Policy Framework

National Planning Policy Framework (NPPF) 2012  
National Planning Policy Guidance (NPPG) 2014

14.2 Local Plan Strategy (LPS)

Policy SP1 – General Location of Development and Settlement Hierarchy

Policy SP2 – Distribution and Delivery of Housing

Policy SP4 – Type and Mix of New Housing

Policy SP12 – Heritage

Policy SP14 – Biodiversity

Policy SP16 – Design

Policy SP17 – Managing air quality, land and water resources

Policy SP19 – Presumption in favour of sustainable development

Policy SP20 – Generic Development Management Issues

Policy SP21 – Occupancy Restrictions

Policy SP22 – Planning Obligations, Developer Contributions and the Community Infrastructure Levy

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Matthew Peake

for Stone and Associates

20<sup>th</sup> August 2019