



Enterprise Way – New Business Park Proposal.

Planning Statement
Including Access Statement.
Revision _

NYMNP

18/01/2023

The InHaus Group Ltd.

89 Walkergate, Beverley, East Yorkshire, HU17 9BP.

Tel: 07974 402177. Email: info@inhaus.co.uk

Company Registration No: 04711369

Contents

- 1.0 Context
- 2.0 Amount and Type of Development
- 3.0 Layout
- 4.0 Scale
- 5.0 Landscaping
- 6.0 Appearance
- 7.0 Access
- 8.0 Flood Risk Assessment
- 9.0 Security

1.0 Context

Introduction

This report sets out the Design and Access Statement for the proposed development at Enterprise Way, Whitby.

The proposal is for the development of 10no. business and industrial units to accommodate B1 and B2 uses.

Land Use

Whitby is a historic town in North Yorkshire on the north-east coast of England with a population of approximately 14,000. It is situated 47 miles from York, at the mouth of the River Esk and spreads up the steep sides of the narrow valley carved out by the river's course.

The town is served by Whitby railway station, which forms the terminus of the Esk Valley line from Middlesbrough.

The town is an important fishing port and tourist attraction.

The site is located on the edge of Whitby town, on a greenfield site to the east of Whitby Business Park. There are several established industrial and commercial premises adjacent to the proposed site. To the north, south, and east the site is surrounded by agricultural land, part of which lie within the North York Moors National Park. Individual dwellings (mainly farm dwellings) are dispersed throughout the agricultural land and are mainly located off Hawsker Lane. Several caravan parks, reflecting the tourism importance of the town, are also dispersed throughout the study area, again mainly located off Hawsker Lane.

Nearby schools included Eskdale School and East Whitby Community Primary School at Stainsacre Lane and Hawsker cum Stainsacre Church of England Voluntary Controlled Primary School which is located approximately on Hawsker Lane.

All Saints Church located approximately 1.0km to the east of the site on Summerfield Lane.

A pedestrian path runs from the A1 71, past the eastern boundary of the site, to link up with pathway networks that cross the wider study area, eventually linking into the Cleveland Way. The Cleveland Way is 109 miles (176km) in length starting from the market town of Helmsley. The route heads across the heather moorland of the North York Moors before reaching the coast at Saltburn. From Saltburn the Cleveland Way continues along the North Yorkshire coastline to

ECONOMIC ACTIVITY

The site is situated within the Fylingdales Ward within the Scarborough Non-Metropolitan District of North Yorkshire County.

Unemployment in the Fylingdales Ward is lower than the District, Region and England average.

This proposal will provide modern high quality business accommodation in Whitby which will create employment opportunities for an estimated 250- 300 people.

Commercial research has been carried out, which defines a requirement for various flexible business units rather than large box type developments.

Whitby Business Park Design Brief Approved 2016.

This development has been designed using the Whitby business park design brief and the area action plan.

3.0 Layout

The layout of the proposed development has been designed to provide a spacious layout around each unit with each unit having its own space for car parking, storage, circulation, and amenity facilities. Each unit has been defined by the landscaping surrounding it.

This format is akin to that of the existing, adjacent business park.

The footprint of each unit is of varying size providing not only various flexible business space but also a varied visual appearance to the development.

The proposed site is accessed via Enterprise Way, a single lane access road off the A1 71. Despite no existing pedestrian or cycle facilities along Enterprise Way, a public footpath runs south of the A1 71.

The existing site boundaries are reasonably sparse. The north east boundary predominantly consists of a barbed wire fence. The south east boundary is relatively sparse and consists of scrub vegetation. The south west boundary is defined by a wooden fence. The north west boundary is relatively dense and consists of scrub-like vegetation.

Existing trees and hedges will be protected and a comprehensive planting scheme with the objective of screening the site and creating attractive open space is proposed. Landscaping will be used to soften and complement the built structures and enhance the aesthetics of the proposed development.

The existing Public Right of Way that currently crosses the site, has been diverted to traverse the south westerly boundary of the site and re-join the original path on the north-west side of the site. This can be seen on site plans.

In addition, agricultural access has been provided to the south east of the site to facilitate agricultural access to the field.

The proposed layout has been designed to facilitate pedestrian and vehicular movement. Turning opportunities have also been provided for large heavy goods vehicles accessing the units. The layout is designed to reflect the location within the National Park and as such allows for extensive landscaping to the boundary and within the site.

A total of 159 car parking spaces have been provided. In addition, Timber clad cycle stores have been provided to accommodate 50 cycle parking spaces.

Dropped kerbs have also been provided to facilitate access throughout the development.

Site boundaries will be surrounded by 3m high Paladin fencing for security purposes. This will be incorporated within the Landscaping of the proposed development to integrate successfully with the surrounding landscape.

4.0 Scale

The height, scale, and layout of the proposed development has been carefully selected to limit the visual impact on the surrounding landscape of the National Park and sight lines to Whitby Abbey. The ridge height of the proposed units is 8m and the height to the eaves is 6.6m.

5.0 Landscaping

The proposed site is located on lands adjacent to an existing industrial estate on Stainacres Lane A1 71, on the south eastern side of Whitby in North Yorkshire. This area lies within the boundary of the North York Moors National Park Authority. The site is exposed, and its topography is elevated above the town of Whitby. The site sits in an area consisting of mainly arable farmland interspersed with pasture and forestry plantations. Generally, most regular fields are enclosed by mixture of trimmed hedgerows, neat stone walls and fences.

The general aim of the landscape proposals and landscape management plan is to conserve and retain existing trees as far as possible and to develop a quality planting scheme that will reduce visual intrusion and enhance the immediate environs of the development for the benefit of the visitor, neighbours, and wildlife.

The objectives are:

To monitor the condition of existing trees and hedges.

To reinforce existing boundaries using planting mixes with native species.

Integrate the scheme into its surroundings.

To put in place along term management plan.

Mainly indigenous species have been selected for framework planting to blend with the local environment and maximise the biodiversity of the site.

It is intended to complete the planting works at the start of the first available planting season following the granting of Planning Approval for the project. The landscape contractor will be responsible for all maintenance and replacements during the first two years after the completion of planting. Thereafter, a landscape contractor will be appointed to carry out annual maintenance of the soft landscape.

6.0 Appearance

A major influence on the design of the proposed development is its location within the North York Moors National Park and the design requirements outline within the Whitby business park design brief. Consequently, the proposed development has been designed, taking into account its sensitive setting and surrounding landscape.

The materials listed below are therefore already used within the surrounding area. These materials are simple, classic and modern in nature.

Internal Finishes:

To provide potential buyers greater flexibility, the proposed construction of 10 outer shells with no specified internal layout. Soil and Vent Pipe (SVP) and Builder's Upstands have been incorporated in the design to accommodate toilet and sanitary provisions.

External finishes

The units will be finished with light & dark grey coloured aluminium framed curtain walling and polyester powder coated steel roller shutter doors.

Roofing will consist of dark grey coloured roof panels.

All service and roadway areas will be surfaced with tarmac and parking and pedestrian areas will be flag paving.

7.0 Access

Vehicular access to the proposed development will be via A 171 (Stainsacre Lane) / Enterprise Way junction, which currently provides access to existing industrial units. Service access has also been incorporated into the scheme for service vehicles such as bin lorries.

Pedestrian access to the development will be via A1 71 and Enterprise Way which already contains footways along one side of each carriageway. Pedestrian footways (including cycle lanes) will be provided at the proposed development and will link into the existing external pedestrian facilities. The external pedestrian facilities surrounding the proposed development are adequate as they currently serve industrial development in the area.

The public transport services which pass the proposed development site are regional services, from main town to main town.

There are rail services into Whitby train station from Middlesbrough, Newcastle and other surrounding towns. The train station does not directly serve the proposed development site, however, the train station and bus station are in close proximity and therefore any employee using the train, could avail of the bus service discussed above to access the proposed development site.

The nature and location of the proposed development site near several residential developments and located close to existing public transport services should encourage the use of sustainable transport and some shift to pedestrian, cycling and public transport trips as opposed to a majority of private car trips.

Parking provision is in accordance with the current standards and guidelines.

In terms of disabled access, the proposed units are designed to be fully accessible to all and include disabled parking provision. In addition, the design of the scheme incorporates the use of dropped kerbs and visible pathways enhancing disabled access provision.

A Public Right of Way exists across the proposed site. It is proposed that the PRW is diverted to the South-west boundary.

In addition, agricultural access has been provided to the east of the site to facilitate agricultural access to the field.

In both the Public Right of Way and Agricultural Access the alignment is defined with natural landscape features, such as hedging and trees. It is also separated from the main business site by security fencing which will minimise the conflicts between pedestrians and agricultural users, and the business users.

8.0 Flood Risk Assessment

As the site is situated with a low risk area of flooding, either by surface water or sea/ river, we can conclude that the risk to flooding is very low.

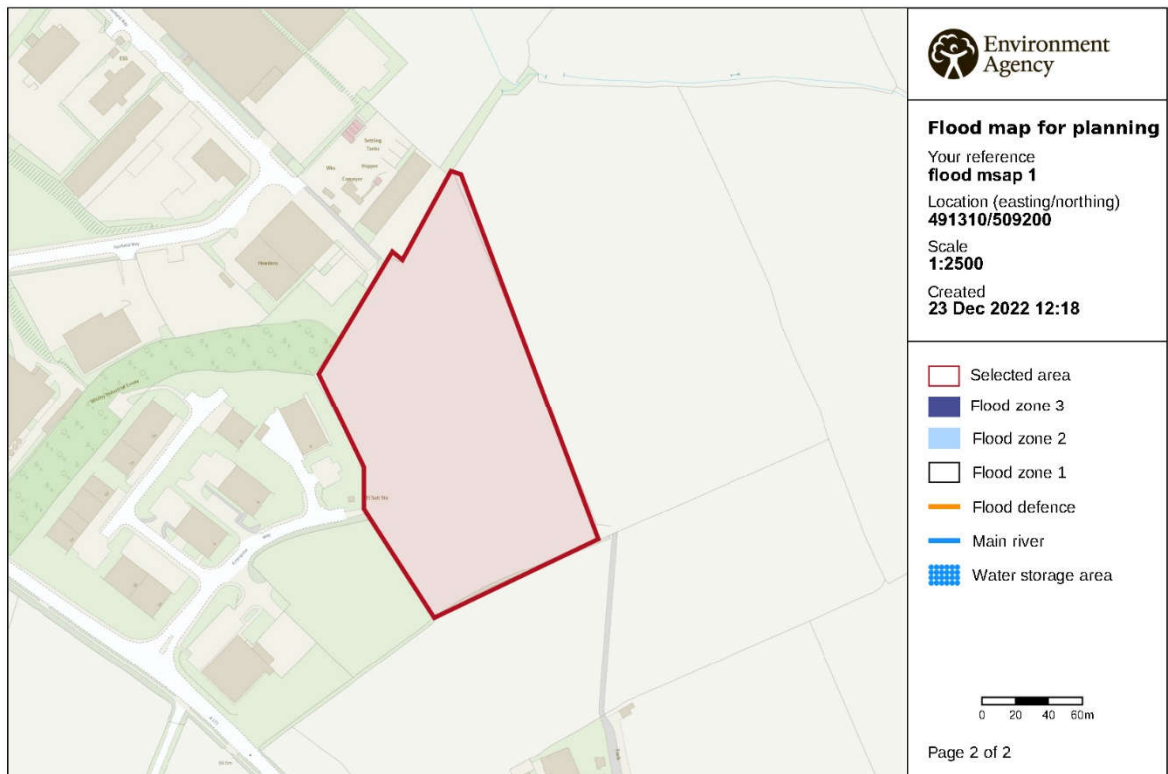
Information was requested from the Environment Agency government website:

“Location data requested for: yo224nh easting and northing coordinates.

Because this site does not fall within 150 metres of an area at risk of flooding from rivers or the sea, we do not hold any detailed flood modelling data that would impact your site. As such we are unable to provide a flood risk product.

We do not hold records of historic flood events from rivers and/or the sea affecting the area local to this site. However, please be aware that this does not necessarily mean that flooding has not occurred here in the past, as our records are not comprehensive.”

www.gov.uk/guidance/flood-risk-assessment-for-planning-applications



In addition to referencing the flood map, we have gathered information on the surface water flood map, the topography map and site geology via the GBS Geology Viewer.

Bedrock geology appears to be of Long Nab Member - Sandstone, siltstone and mudstone. Sedimentary bedrock formed between 170.3 and 166.1 million years ago during the Jurassic period.

“It comprises grey, laminated mudstones and siltstones with yellow-grey, fine- to medium-grained, planar bedded and cross-stratified sandstones. Trough cross-bedded channel-fill sandstones are also present. Plant fragments, plant rootlets and drifted wood casts are common, together with occasional, thin coals, and grey mudstone seatearths.”.

Using the Hydrogeological map of the UK, it shows the area to be comprised of variable limestones, clay, and sands up to 150m thick, can become increasingly compact.

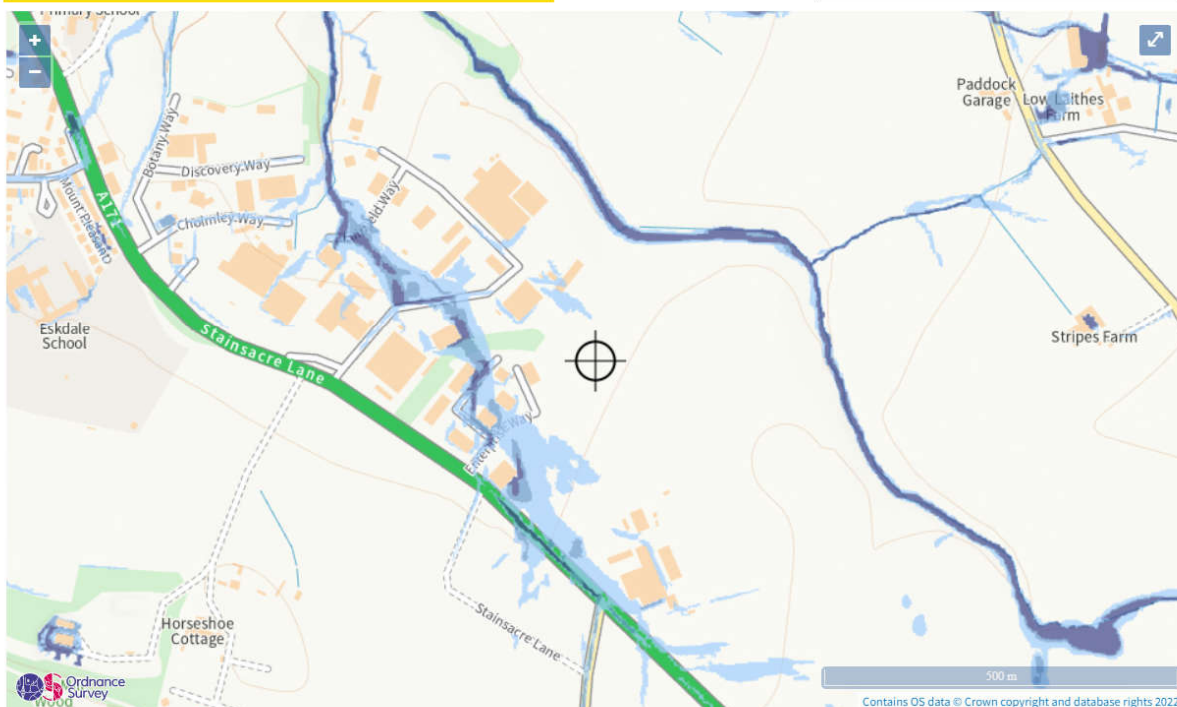
To protect the site and surrounding areas from potential surface water flooding, we would propose that the site has adequate ground drainage system installed to divert surface water towards appropriate water courses.

Flood risk

Extent of flooding

Location

Enter a place or postcode



Extent of flooding from surface water

9.0 Security

Site boundaries will be surrounded by 3m high Paladin fencing for security purposes. This will be incorporated within the Landscaping of the proposed development to integrate successfully with the surrounding landscape.

The units have been designed to allow for natural surveillance from the units over the entire car parking areas.

Security lighting will also be provided on all external elevations of each unit. In addition, all car parking areas will be illuminated by security lighting. Security lighting will be fitted at a height that makes them not easily accessible and will also be vandal resistant.

In addition, a CCTV system shall be installed to cover the site. Similarly, this will be fitted at a height that makes them not easily accessible and will also be vandal resistant.



LEDRetail Ltd
3 Penmere Grove
Sale
Cheshire

VAT Registration No: 235 166319
Company Registration No: 09775475

NYMNP
18/01/2023

Enterprise Way Development, Whitby Business Park, Whitby External Lighting Initial Proposal (In Principle)

Brief & Notes:

Please note that the following initial proposal would be covered by a full lighting scheme and schematics, including lux plots and relevant information according to the current/new brief. These would be produced in due course, should the application be successful.

Initial Proposal:

We believe that there are two areas you are primarily looking at (but we have covered all applications in principle). These are the car park facility and pedestrian walkways. Given the location of the site, you are considering glare control, dimming and generally reducing the impact of the lighting given the locality of Whitby Abbey and the dark sky's environment in which the site is situated. Listed below are our initial thoughts.

We can provide a range of lantern options which can be pole mounted and wall mounted which are regarded as "Full Cut-Off Optics." This meaning that there is no lighting emitted by the fitting above the horizontal which would normally contribute to 'light pollution'.

Each range identified below has a range of optical distributions suitable for pathways, roads, parking areas and asymmetrical lighting arrangements. This then allows us to illuminate different sized spaces without the need to tilt the lantern which can contribute to glare.

We can also provide LED sources ranging from 2200K to 4000K. The use of "Warm Lighting Sources" are also most beneficial for areas where there are "Bats/Wildlife/Residential/Conservational Impacts" may be nearby, as they are less disturbing. Warmer sources also tend to be more acceptable for 'sensitive' spaces when compared with the more 'clinical' cooler temperature LED's.

We would be able to provide "Lighting Calculations" which identify the best optic for a given lighting task. We are also able to assess 'bleed lighting' around the area with regards light intrusion / trespass and consideration regarding "Bats/Wildlife/Residential/Conservational Impacts".

Directed Car Park Lighting:

Suitable Lanterns Pole / Wall mounted
<https://www.iguzzini.com/pole-wall-mounted-systems/>

Internal / External Halo Signage Lighting:

We have worked with UNIBOX for over 10 Years and their products are not only standard to suit such requirements but can also be adapted to bespoke manufacturing to reflect the environmental needs of light distribution and levels accordingly.

<https://unibox.co.uk/led-signage>

<https://unibox.co.uk/products>

Safety Lighting to “Bike Storage” & “Low-Level Seating Lighting”:

This will be achievable within the regulations required without any necessary difficulty, fully controllable and IP Rated accordingly.

Directed Pathway Lighting:

In addition to the above suggested lanterns which could be used to illuminate pathways we can also provide a series of bollards and smaller wall mounted lanterns which can offer a lighting solution more in scale with pedestrian access.

Again, the fittings have been designed to control upward light. The iWay bollards are in our opinion particularly good, as a 1mtr high bollard can obtain spacings of 7mtrs while maintaining good uniformity (>0.25Uo) over a pathway.

Other luminaires, such as the “Walky Range” are ideal to integrate into walls or architectural details. The smallest in the range being 50mm in diameter.

iWay Bollard

<https://www.iguzzini.com/search-results?keywords=iway>

Walky

<https://www.iguzzini.com/search-results?keywords=walky>

Dimming/Control:

We can provide all our products with “DALI Dimmable Drivers”. In terms of the pole mounted lanterns there are also options for self-dimming (past midnight), which negates the need for a DALI Control System, while saving energy having less 'lighting impact' on the area when a lower lighting level may be acceptable.

I hope this is of some help. We provide hundreds of products, so as you can appreciate it's hard to boil down what we can provide in one initial proposal document. However, we are confident that we can meet all of your local requirements and produce a deliverable lighting solution of excellence.

To further assist we would be more than happy to receive any plans of the spaces you have, in order to formulate a lighting concept with you. This could identify what you are trying to achieve with the lighting and offer suitable product ranges and guidance on spacing to deliver the lighting effects and restrictions you are after.

Yours sincerely,

Graham Smith
LEDRetail Lighting Solutions



CONCEPT VISUAL - EW - Enterprise Way - Site Landscape Design.

The InHaus Group Ltd > Architects & Interior Designers.
 89 Walkergate, Beverley, East Yorkshire. HU17 9BP. t : 07974 402177 e : info@inhaus.co.uk

NYMNP

18/01/2023

Copyright © The InHaus Group Ltd 2022

