

Whitby Park & Ride

Design & Access Statements

These statements are written using the guidance obtained from the following:

- *Guidance on changes to the development control system: DCLG 01/2006.*
- *Design and Access statements: How to write, read and use them: CABE (2006).*

Updated: 19/01/15 to take into account additional 180 private parking spaces.



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Design Statement

Introduction

The proposal is for a Park and Ride facility alongside the A171 and B1460 which will service the needs of visitors and people who work in Whitby or wish to visit the town. The proposed car park and bus terminus will be screened from the existing road layout by planting of trees. As the site will be heavily screened it is proposed that the terminal building will be a single storey open plan steel framed building with a brickwork core in a complementary colour to the buildings in the area. The car park will provide 450 public spaces within 15 minutes from the centre of Whitby. 180 private parking spaces will also be on the site. Particular attention has been given to the ecology and biodiversity of the site. The facility provided will be compliant with the current Disability Discrimination Act. To aid access to the Park and Ride a roundabout will be constructed at the entrance of the site. The project has been promoted by North Yorkshire County Council and the North York Moors National Park Authority through the Department for transports, Local Sustainable Transport Fund.. The location of the Park and Ride is sparsely populated and the owners of the nearby properties may benefit from the extra trade the people using the facility may generate. This proposal will help to ease the traffic problems Whitby has during the summer months, with Whitby town centre being noted as a congestion hotspot in North Yorkshire County Council's Local Transport Plan 2011 – 2016.

Amount of Development

120m² Amenity building incorporating the sheltered bus waiting area.
4825m² Bituminous surfaced internal roadways.
5073m² Self-binding gravel car parking area.
4000m² Reinforced grass overspill car parking area.
4742m² Soft landscaping areas.
1400m² Pond.

Layout

The proposal is for a park and ride facility comprising a car park with 250 spaces (hard surfacing) with a further overspill area for 200 more spaces (reinforced grass). An additional private parking area of 180 spaces (hard surfacing) is also proposed. The associated works include a new roundabout, built at the current junction of the A171 Guisborough Road/B1460, for access purposes and associated internal roads, bus stop, footways, amenity building and pond.

The bus waiting area has been located close to the entrance to the site in order to minimise the time taken for the bus to spend within the facility. The parking areas have been designed to 'radiate' from the waiting area to reduce, as far as possible, the pedestrian walking distance from parking to bus boarding. Disabled parking spaces are located closest to the waiting area.

The public facility is proposed to operate during the following times:-

07.00 am until 09.00 pm – 365 days a year.

The private parking spaces are proposed to be in use 24 hours a day, 365 days of the year.

During the hours of operation CCTV will be linked to Scarborough Borough Council's control room providing security. It is anticipated that the design will be to ParkMark 'Secured by design' standards.

Scale

The site is located at the extreme eastern edge of the National Park and is between 90 – 96m above sea level. There are no recorded or observed endangered bird, animal or plant species on the site. The existing site conditions are gently sloping arable field, with an easterly aspect, bounded by established hedgerows. It is proposed to locate the only building on the lower slope and terrace the parking areas around and above the building in order to minimise the impact of the building on the surroundings. This construction is limited to single storey.

Landscaping

It is proposed to retain the existing hedgerows wherever possible and supplement these where required. Although there are no trees at present on site, in order to minimise any urbanisation, it is proposed to plant screening areas of densely planted native tree types to the north and west boundaries. Further screening is proposed by the formation of a mounded area close to the access point.

Landscaping in summary:

Native tree planted screen areas;

'Species rich' Hedgerows;

Wildflower meadow area;

Timber access gates;

Native bushes screen planting;

Reed planted pond (designed to store surface water drainage before discharge)



Landscaping proposals are detailed in the Landscape drawings.

Appearance

The amenity building has been designed to incorporate approximately 107 people (combined internal and under external canopy), 57 of these seated. The building is situated to afford maximum views of the approaching buses. Toilets and baby-change facilities are proposed. The building will be 7m x 19m with an additional canopy overhang of 1.6m all around. Height of building 4.5m. The materials selected have been chosen to fit within the National Park landscape using brick construction, hardwood windows and doors and a zinc sheeted barrel roof. The internal doors and windows will be

untreated white oak and ceramic floor tiles. It is intended to deliver maximum sustainability to the site by the use of the following:

- Insulation to prevent heat loss
- Under-floor heating – Ground source heat pump
- Hot water for wash basins – Ground source heat pump (linked to solar panels to reduce power consumption during sunny periods)
- Water for toilets and hand-wash basins – Recovered from rainfall (except in drought conditions)
- Foul waste – Micro sewage station: Discharging clean effluent into local watercourse or drain
- Electrical power – Solar cells fitted to the building roof (A permanent supply will be needed as back-up)
In order to maximise sustainability the provision of electrical power through an on-site wind turbine has been investigated. This option has been discounted as the height of the wind turbine (approx. 10 metres) would be visually intrusive and, for times when the wind strength is insufficient, a mains power back-up would still be required.
- Surface water drainage – Outfall to balancing pond then discharge to watercourse at agricultural run-off rates

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Appraisal of Context

Design

The internal site layout has been designed with four distinct areas. The site generally slopes downwards from west to east. The eastern end, which accommodates the bus circulation and main car parking, has been designed with a shallow gradient, giving an area with easy access for disabled users.

At the western end of the main car park is an embankment of around 1 metre, at the top of which is the overflow car parking area. Access to this overflow is gained via two ramped routes to the north and south of this parking area.

Pedestrians can also access via a ramp or steps.

The main car parking and bus areas will have a positive drainage system of gullies and carrier drains. These will feed into the balancing pond located in the north-eastern corner of the site. The balancing pond will retain water and control its outfall into the existing drainage systems. The pond capacity is designed for a 1 in 100 year storm and the outfall from the pond will be controlled to agricultural run-off rates.

The 180 private parking spaces will be accessed through the public car park with entry in the north west corner of the site and exiting on the public exit route in the north east corner of the site. There is an allowance for disabled spaces in the private car.

When entering the site the first area to be encountered is the bus circulation area with the associated amenity building. This has been located close to the entrance to ensure maximum efficiency of the bus services and to minimise the amount of 'hard' landscaping required within the site. To the south and west of the bus area is the main car parking, comprising of 247 spaces. Of these the disabled spaces are located immediately south of the amenity building. The overflow car parking area is located towards the western end of the site and is expected to be used only during periods of peak demand. This area is expected to accommodate approximately 240 cars, although will not be marked out formally.

The appearance of the car parking and circulation areas is governed by the principle of producing an aesthetically pleasing environment whilst providing an area that is sufficiently robust to withstand its use, thereby minimising the maintenance and repair requirements.

To achieve this balance the following materials will be used:

Materials

Area	Material	Benefit
Bus circulation area	Bituminous carriageway surface	Adequate strength to withstand buses, especially in the 'U' turning area
Road ways in the main car park	Bituminous carriageway surface	Adequate strength to withstand frequent vehicle use
Disabled parking bays	Bituminous carriageway surface	Sufficiently smooth to provide ease of access for wheelchair bound and mobility impaired users
Parking bays in the main parking area	Re-cycled polyethylene grid with gravel fill.	Provides a softer appearance than bituminous surfacing. Lower environmental impact whilst being sufficiently robust.
Road way edges in the main car park	Granite/stone setts laid at 45° to the vertical	Provides a solid edge to channel rain water effectively whilst having a softer, more aesthetically pleasing appearance than concrete kerbs
Bus boarding area	Pre-cast concrete 'kassel' kerbs	Level bus access for wheelchairs and pushchairs
Pedestrian walkways and bus waiting areas	Bituminous surface with a rolled gravel aggregate finish	Differentiate from road ways and gives a more 'natural' appearance
Tactile paving	Buff coloured concrete blister paving slabs	Necessary to guide blind and partially sighted pedestrians through the site
Overflow car parking area	Reinforced soil with grass	Provide sufficient strength for use at peak season whilst having a natural appearance at other times
Fencing	Wooden post and three rail fencing, 1.0m high	Visually unobtrusive barrier whilst providing necessary protection from water and embankments.
Highway roundabout lighting	8m high tapered columns fitted with post mounted 100watt SON Flat-glass lanterns	Necessary to provide lighting to national highway standards
Road way in private car parking area	Bituminous carriageway surface	Adequate strength to withstand frequent vehicle use
Parking bays in private car park	Re-cycled polyethylene grid with gravel fill.	Provides a softer appearance than bituminous surfacing. Lower environmental impact whilst being sufficiently robust.
Disabled parking bays in private car park	Bituminous carriageway surface	Sufficiently smooth to provide ease of access for wheelchair bound and mobility impaired

		users
Car park lighting.	8m high tapered columns fitted with post mounted 100watt SON Flat-glass lanterns	Necessary to provide lighting to allow for safe use of the site in the hours of darkness.

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In order to maximise use of the park & ride facility it is important that the bus routing to and from the site is as direct as possible with minimum delays to buses throughout the journey. The most appropriate route has been identified as a circular route into and out of the town centre with stops close to the bus and rail station. There have also been identified details of bus priority measures including traffic regulation orders along the route and enhanced selective bus detection at existing traffic signals. Details of these are contained within the Transport Assessment. Although parking will be available without charge there will be a charge made to use the bus into town.

Evaluation

The park & ride site has been arrived at in this location as part of an evolving process of design. It is accepted as part of design best practice for park & ride facilities that certain criteria be used as follows:

- Located near to (or on) a category 1 road (and for the purposes of a national park, close to the edge of the park) between two and three miles out of town.
- Located on the inbound (left-hand) side of the road, in order that vehicles have right of way over other traffic (particularly those who choose to visit the town itself) both leaving the major road and re-joining the major road.
- Visible from the main road.
- Located outside the town's congestion corridor.
- Well designed, minimising walking distances between bus pick-up points and car park, and high security measures.
- Large enough to provide enough spaces for times of maximum demand.

Assessment

The 3.4 hectare site is situated approximately 2.5 kilometres west of the centre of Whitby and lies immediately west of the A171 Guisborough Road/B1460 junction. The site is located in an area of open farmland comprising predominantly arable fields with isolated farms. The site is bounded on 3 sides by A171 Guisborough Road, B1460 and Barkers Lane. Victoria Farm Garden Centre lies immediately to the east of the site and Cross Butts Restaurant immediately south. The site for the park & ride facility lies wholly within the national park and the proposed roundabout access would straddle the national park boundary.

This site has been selected following a process of assessing potential locations for the park and ride followed by an assessment of preference from the point of view of access and visual mitigation.

The area for the park and ride would be ideally situated in the vicinity of the A171/B1460 junction. This site provides good bus access to the harbour and West Cliff areas of Whitby, providing two route options for access to the town (A171 and B1460). The site can be easily accessed by drivers approaching the town from Pickering, Middlesbrough, Redcar and beyond. Drivers approaching from Scarborough can skirt the main areas of Whitby to access the site.

Having assessed several potential sites in the vicinity of the junction the selected site is most advantageous because:

- It provides direct access to the A171 and B1460 via the new roundabout, without the need for further junctions to be constructed;
- It is located close to Cross Butts Farm and Victoria Garden Centre, thereby placing it in an area buildings currently exist. This site will, therefore, have less visual impact than other some other potential sites;
- Street lighting required for the site and the access is located within an area where other lighting exists (Cross Butts Farm and Victoria Garden Centre) and is located between the street lit urban area of Whitby and the street lit roundabout at the nearby A171/A169 junction;
- The site is sufficiently large to provide the required facilities whilst also providing sufficient space for landscape mitigation works;
- The roundabout providing access to the site will also address injury accident problems that exist at the A171/B1460 junction;
- The views towards Whitby and the sea currently afforded to customers of Cross Butts Farm and the garden centre will not be interrupted by the park and ride.

The main disadvantages of this site is its location within the National Park boundary, the prominence of this area on the northern side of Eskdale and the loss of limestone trod along the existing south eastern boundary of the site. However, with regard to the limestone trod all sites in this area would require a roundabout to be constructed at the A171/B1460 junction and would be likely to affect this feature.

Involvement

Major consultation has been undertaken to measure support for the Whitby Traffic Management Strategy of which the park and ride scheme formed a part. The consultation consisted of:

- Distribution of 10,000 leaflets and questionnaires to all properties in Whitby and the surrounding area.
- Leaflet and questionnaire to Parish Councils.
- Consultation with neighbouring authorities.
- Postcard survey of visiting motorists.
- A two-week exhibition of the options held in the Tourist Information Centre.
- Local Press coverage of the options and details of the exhibition.

Nearly 2,000 questionnaires were returned completed with detailed written comments and between 500 and 600 people attended the exhibition. 76% of respondents are in favour of the park and ride proposals.

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Social

With the exception of the garden centre, restaurant, four small farms and Sneaton Castle (St. Hilda's Priory) the site is over ½ mile outside of the residential areas of Whitby and therefore will not be obtrusive to the surrounding area. The only buildings within the Zone of Visual Influence are the immediate neighbouring garden centre and restaurant. It is intended that the site will be used by tourist day-trippers visiting Whitby during the peak visitor attraction season of spring to autumn however when motorists arrive on the site and note the proximity of both garden centre and popular restaurant they may wish to visit these in addition to travelling on the shuttle bus to Whitby.

Economic

The town of Whitby, like many coastal resort towns of this nature, has enjoyed an increase in visitors, most of these travelling by private motor car, without an increase in the number of parking spaces available for visitors. Residential streets are becoming filled with tourist's cars and residents are increasingly frustrated with a lack of parking available for themselves. If this situation continues then Whitby will become increasingly gridlocked during the summer when visiting motorists circulate around the town looking for parking spaces that are simply not there. Current guidance from central government vetoes the construction of further parking within town centres and there are limited areas within Whitby which could be utilised for this purpose. The park and ride site and its associate bus service lies at the heart of the package of parking and traffic management measures proposed in order to effectively manage parking in Whitby, producing a sustainable transport choice, sustainable tourism and a positive economic future for the town. This strategy includes advance direction signing, variable message signing, on-street parking charges and residents parking zones.

The land is currently not earmarked for any other development under the Local Plan.

Ownership Details

The land is owned by North Yorkshire County Council.



Access Statement

Pedestrian Access

Due to the sites relatively remote location there will be little pedestrian traffic, however footways to the site are provided linking to the nearby farm, restaurant and garden centre.

Inclusive Access

The amenity building has been designed in accordance with current building regulation guidelines and the requirements of the *Disability Discrimination Act 1995*. The building is centrally located within the site affording easy pedestrian access from the car park and adjacent to the bus stopping area.

The layout incorporates the provision of disabled parking spaces closest to the bus boarding area. The number of spaces exceeds the guidance given in *Parking for disabled people: TAL 5/95*. The bus boarding areas (both on the site and at the stops in the town centre) will be provided with raised kerbs to allow level access.

Any changes in level to the pedestrian accessible areas of the site will be accommodated by the provision of ramps. All access into and around the building will be provided with 1 in 20 maximum gradient from outside. Disabled toilets are provided within the building.

The bus service will use an accessible fleet which meets current disabled access legislation (including low-floor buses and designated seating areas).

The facility has been designed to provide 250 formal parking spaces and a further 200 informal spaces on reinforced grass. It is anticipated that this amount of parking provision will be adequate for the foreseeable future.



Planning Policies

Previous policies which relate to this development are listed below:

- *PPG13*: Notes the importance of land use planning in delivering an integrated transport strategy and states that local authorities should develop policies which promote more sustainable transport choices.
 - Reduce growth in length and number of motorised journeys.
 - Encourage alternative means of travel which have less environmental impact.
 - Reduce reliance on the private car.
- *PPS7*: Raise the quality of life and the environment by improving the sustainability of local environments. Support the provision of general tourist and visitor facilities.
- *North Yorkshire County Structure Plan*: Guidance on encouraging the use of public transport to alleviate problems caused by recreational traffic.
- North Yorkshire County Council: *Local Transport Plan 2006-2011*:
Aims of
 - Promoting Economic Prosperity – by improving the operating efficiency of transport systems for tourism.
 - Improve Community Life – through traffic management measures to reduce pollution.
 - Improving Safety – through controlling traffic.
 - Protecting and Enhancing Environmental Quality – by integrating all forms of transport and reducing the need to travel.
 - Promoting Social Inclusion and opportunity – by providing genuine choices of travel modes.

Current policies which relate to this development are listed below:

- North Yorkshire County Council: *Local Transport Plan 2011-2016*:
Objectives by
 - Supporting flourishing local economies by delivering reliable and efficient transport networks and services (local economies);
 - Reducing the impact of transport on the natural and built environment and tackling climate change (environment and climate change);
 - Improving transport safety and security and promoting healthier travel (safety and healthier travel);
 - Promoting greater equality of opportunity for all by improving people's access to all necessary services (access to services); and
 - Ensuring transport helps improve quality of life for all (quality of life)
- North York Moors National Park – Core Strategy and Development Policies: Chapter 10 - Promoting Accessibility and Inclusion:
 - Core Policy M: Accessibility and Inclusion.
 - Development Policy 23: new Development and Transport
 - Development Policy 24: Transport Infrastructure

- North York Moors National Park: *Management Plan*:
 - Promote public transport services for the benefit of recreational use and local communities and to ensure integration of services.
 - To encourage opportunities for 'access for all'.
- North York Moors National Park – *Traffic & Transport Strategy*: 4 themes of
 - Raising awareness.
 - Managing demand.
 - Reducing impact of traffic.
 - Encouraging alternative modes of travel than the private car
- National Planning Policy Framework

Related Documents

Landscape Layout Drawing
Landscape Planting Drawing
Landscape Planting Details Drawing
Site Layout & Hard Landscaping

