

PROPOSED EMPLOYMENT UNITS
LAND AT KILLINGWOLDGRAVES LANE, BISHOP BURTON, HU17 8QX

DESIGN STATEMENT





**Our vibrant team of designers are experienced
in delivering high quality and architecturally
imaginative buildings across the UK**

As a small practice we aim to deliver practical and sustainable solutions
with a touch of our own unique design spirit.



INTRODUCTION

PREFACE

Following Outline Planning Permission 20/00541/OUT this document forms part of an application to provide details of reserved matters.

This document explains how and why the approved outline scheme has been developed, particularly in relation to layout, scale, appearance and landscaping.

This Design Statement has been prepared on behalf of Lovel Capital Projects Ltd and should be read in conjunction with the drawings submitted as part of the application submission.

THE APPLICANT

Lovel Capital Projects Ltd

BACKGROUND

PLANNING HISTORY AND SITE LOCATION

The site, located on Killingwoldgraves Lane, is currently characterised by concrete surfacing / scrubland.

Approximately four miles to the east of the site lies Beverly town centre. The village of Bishop Burton lies one mile to the west of the site.

Killingwoldgraves Lane connects to the A1079 via the roundabout to the north east of the site. The A1079 provides direct links to Hull to the south east and York to the north west.

The red line site boundary encompasses the area of the proposed employment units as well as access through the site onto Killingwoldgraves Lane.

The site gained outline planning permission (20/00541/OUT) on the 6th July 2020 for the following:

'Mixed use development comprising employment units (B1(c) and / or B8) and petrol filling station with electric vehicle charging and ancillary shop, with associated infrastructure (access to be considered).'

This reserved matters application sets out to provide details of the employment units.

Figure 1 - Aerial image of the site with red and blue site boundary lines



PROPOSAL

PROPOSAL

The total proposed site area for this phase of the development is 2265m² / 0.56acres. The area includes the site access (as reserved matters application 20/03917/REM).

The proposal is for three employment units. These units will be two story, each with an internal floor area of 74m² (148m² for both floors).

Nine parking spaces including DDA bay have been indicated. Sheffield cycle stands for on site cycle parking are also proposed.

A substation has been shown to the south of the site, it is proposed that this will provide power to the site as a whole.

With regard to the site boundary, the existing post and rail fence is proposed to be repaired / replaced to the south and west boundary. A 1.8m high timber close boarded fence is proposed to the north of the site.

The existing elm tree to the south west of the site is to be protected and retained.

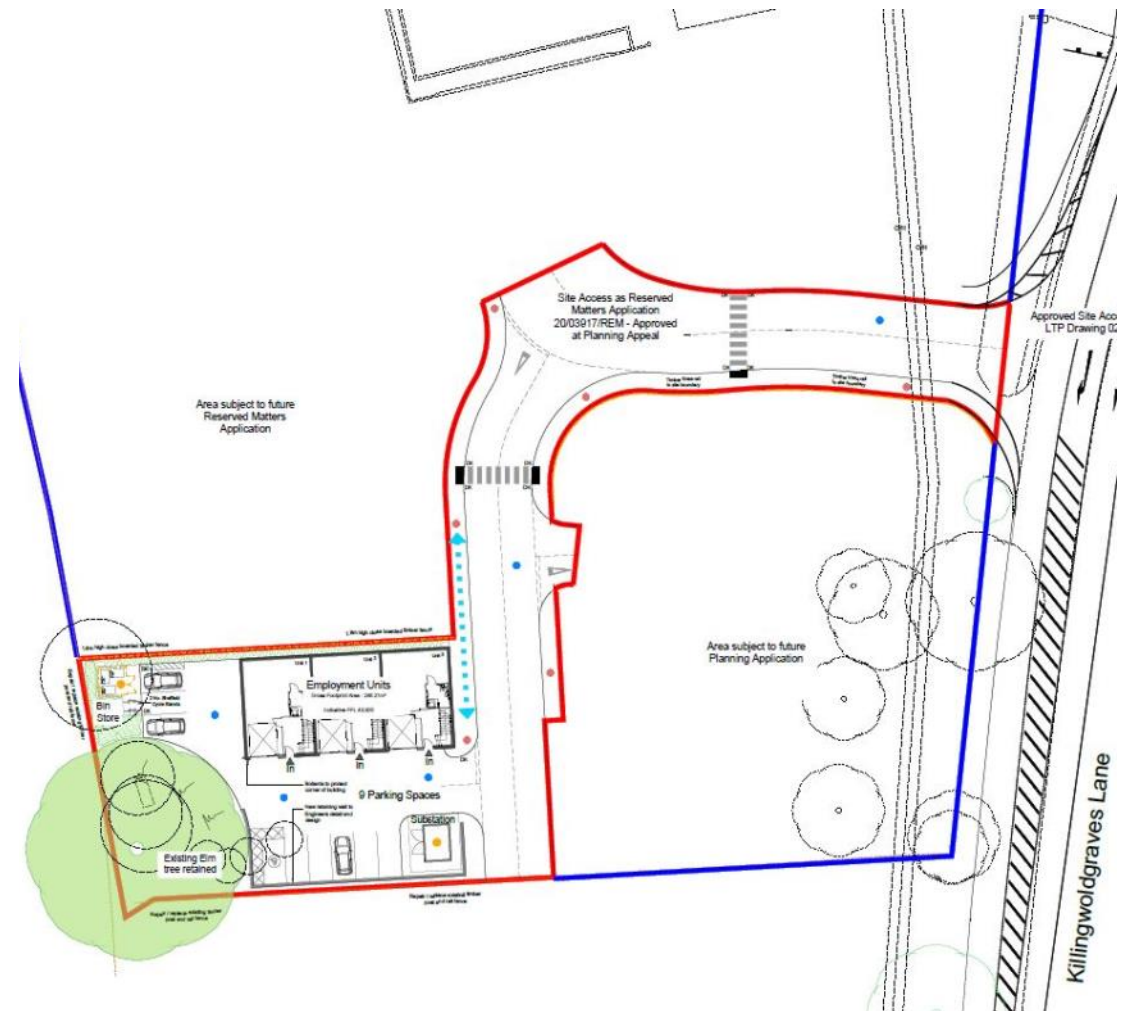


Figure 2- Proposed Innovation Units site layout

PROPOSAL

SCALE

The footprint of the proposed building is 246.21m² which will provide an adequate level of amenity and storage to three two story employment units.

The height to the eaves of the proposed building is 6.7m. The pitched roof ridge height is 7.94m.

APPEARANCE

The building will be sympathetically clad in quality materials.

To the ground floor the proposed brickwork will be carefully selected to match local properties. To the first floor horizontal timber cladding has been proposed. The entrance door will also be in timber to match the cladding. This cladding is proposed to be western red cedar with a Sivalbp 'new age gris' coating. This finish protects the wood from excess weathering and is environmentally friendly.

The roof of the building is proposed to have a grey metal finish with standing seams. Similarly the windows to the first floor will have deep grey metal reveals.

An industrial door to the front of each unit is proposed to allow for deliveries and ensure a range of business uses are possible.

Figure 3- Proposed Innovation Unit Elevations



PROPOSAL

LANDSCAPING

As part of this application a landscaping scheme and arboricultural report have been prepared.

The elm tree to the south west of the site was reported by the arboricultural survey as being of moderate quality and recommended for retention / protection.

A landscape buffer has therefore been indicated along the west boundary of the site and surrounding the existing elm tree.

Figure 4 - Proposed Site Elevation (South)



PROPOSAL

HARD LANDSCAPING



Vehicle Areas
Black Bitmac



Existing Fence
Post and rail fence to be made good



Cycle Racks
Sheffield Hoop



Pedestrian Areas
Red Bitmac



Timber Enclosure and Fence
Close Boarded Timber Fence 1.8m high



PROPOSAL

ACCESS AND OTHER CONSIDERATIONS

Vehicular access/ Car parking

The access to the site from Killingwoldgraves Lane was granted permission at the outline stage.

A total of 9 parking bays have been provided, including one accessible bay.

Cycle store

Two Sheffield cycle stands are proposed to accommodate up to four bicycles.

Pedestrian access

Pedestrians can access the site from the pavement of Killingwoldgraves Lane.

Wider pedestrian accessibility beyond the site boundary to York Road and its bus stop was considered and approved, again, at the outline stage.

DDA

The new building will be fully accessible to disabled customers on the ground floor, with level access and DDA standard WC and shower facilities.

Refuse store and collection

A designated bin store has been indicated to the west of the site, to be surrounded by a closed boarded fence and accessed via a gate. A separate recycling bin has been indicated.



PROPOSAL

CONCLUSION

The site already has outline planning permission for a proposed development comprising employment units and petrol filling station.

Access to the site was approved at the outline stage.

The proposals here are for the phase of the development comprising employment units and associated infrastructure.

The proposed development is of an appropriate size, scale and mass for the surrounding area whilst also ensuring that the design and scale is appropriate for the proposed use and that the proposals do not negatively affect the high quality landscape of the surrounding area.