Whitby Maritime Hub, Endeavour Wharf

Design & Access Statement

18.03.24

WHIT-ENJ-ZZ-XX-RP-A-00002 Rev P05

Enjoy Design

CONTENTS

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1.0 INTRODUCTION

1.1
This document has been prepared on behalf of Willmott Dixon Ltd, to support the planning application of **Whitby Maritime Hub**. Its aim is to explain the journey of design, contextual influences, and constraints, which have led to the proposals.

1.2
The Proposed Development is supported through central government funding via the Whitby Town Deal. The aspiration for the Maritime Hub is for it to be a driver in the rebirth of Whitby's maritime industry by diversifying the economy and providing new opportunities for employment within the town.

1.3
Endeavour Wharf is a 1ha carpark and operation wharf, situated in South Whitby and adjacent to the River Esk. The proposal has been developed over time to reduce its impact on existing parking, whilst providing direct access to the river. The site is currently accessed from Langborne Road, which runs along the western boundary of the wharf.

1.5
The Site is located within the Whitby Conservation Area but does not include any statutory heritage assets. The Whitby Conservation Area Character Appraisal has been utilised to inform the location, form, and aesthetic of the proposal. The client and design team have engaged with Historic England and the Local Planning Authority through a pre-application advice process, with feedback incorporated into design development.

1.6
Historically, the site has always been used for maritime operations, and has been home to many large industrial sheds.

1.7
The proposed Maritime Hub is located within flood zone 3 and comprises solely of water compatible tenant uses as defined by the NPPF. Engagement and feedback from the Environment Agency coupled with the latest tidal, fluvial, and climate change modelling/data have informed the buildings design and the flood risk assessment that supports this application.

1.8
To maximise space and efficiency, the ground floor of the building is designed to be flood resilient without impacting the surrounding context. Predominantly workshop space, the floors fall to drainage, materials and finishes are C4 marine grade water resistant, and the services positioned above a calculated flood level.

1.9
The aspiration for the buildings running costs, thermal efficiency and carbon footprint targets enhanced Approved Document Part L standards.

1.10
Pre-application advice was sought in August 2023 (ref no. ZF23/00607/PREAPP). The advice highlighted several design considerations that have been adopted.

The advice concluded, ' **Subject to the design changes to the roof of the proposed building and a good case being made in favour of the application principally from heritage and flood risk positions, my view is that the scheme may be acceptable in principle**'.

1.11
The proposed site falls within the Development Limits of Whitby, as defined by the Local Plan Polices Map.

1.12
As denoted within the pre-application advice, the following polices of the NPPF and Scarborough Local Plan have been adopted during the design of the proposed Maritime Hub.

Scarborough Borough Local Plan 2017

SD1 – Presumption in Favour of Sustainable Development
SH1 – Settlement Hierarchy
DEC1 - Principles of Good Design
DEC2 – Electric Vehicle Charging Points
DEC4 - Protection of Amenity
DEC5 – The Historic and Built Environment
HC10 – Health Care and Education Facilities
TC1 – Hierarchy of Centres
TC2 – Development in Commercial Centres
EG1 – Supporting Industry and Business
EG2 – Jobs and Skills and Employment Training
ENV3 – Environmental Risk
ENV5 – The Natural Environment
ENV7 – Landscape Protection and Sensitivity

National Planning Policy Framework

NPPF2 - Achieving sustainable development
NPPF6 – Building and strong, competitive economy
NPPF8 – Promoting healthy and safe communities
NPPF12 – Achieving well-designed places
NPPF15 – Conserving and enhancing the natural environment
NPPF14 – Meeting the challenge of climate change, flooding and coastal change
NPPF16 – Conserving and enhancing the historic environment

2.0 WHITBY

2.1
Whitby is a picturesque seaside town located on the east coast of England in the borough of Scarborough, North Yorkshire.

2.2
The town is divided in half by the River Esk, its marina and harbour, and is crossed by a swing bridge that was constructed in 1908. The typology of the town rises both East and West, creating a basin.

2.3
Steeped in history, the town is home to many listed buildings and churches. Its famous abbey resides high up to the East of the town, which was founded in 657AD.

2.4
Whitby has a rich maritime heritage, and in the late 18th century was one of England's largest ship building ports. It was also home to the infamous Captain Cook; with his ships Resolution and Endeavour both being constructed in Whitby.

2.5
The town has seen a significant growth in tourism over the last few decades, likely a result of its cultural assets, picturesque marina / buildings, and sandy beach.

2.6
With the growth of major ports, the small fishing town of Whitby has had to adapt to a marina shared with leisure vessels. Regardless, and even with the recent mortality event, the shellfish industry within the town is one of the largest in England.

2.7
The town also boasts many successful small maritime businesses, such as the Whitby Fishing School and Lobster Hatchery. Although the town no longer produces major vessels, ship building and repairs are still present in the marina, with the largest company being Parkol Marine Engineering.

2.8
Whitby is also adapting with its connections to the ever-growing offshore wind industries, with the enormous Dogger Bank project situation only 100km to the East.

3.0 THE SITE

3.1
Endeavour Wharf is a 1ha carpark and operation wharf, situated in South Whitby and adjacent to the River Esk. The site is currently accessed from Langborne Road, which runs along the western boundary of the wharf.

3.2
Set at the bottom of the town's basin, the site is exposed and can be viewed from all around. In turn, the site benefits from views out across the marina, North to the swing bridge, and up to the Abbey.

3.3
The settings of the historic town, listed buildings, and Abbey, must all be considered in the design of building.

3.4
Being an existing carpark, the site has excellent access, and is located adjacent to the train station.

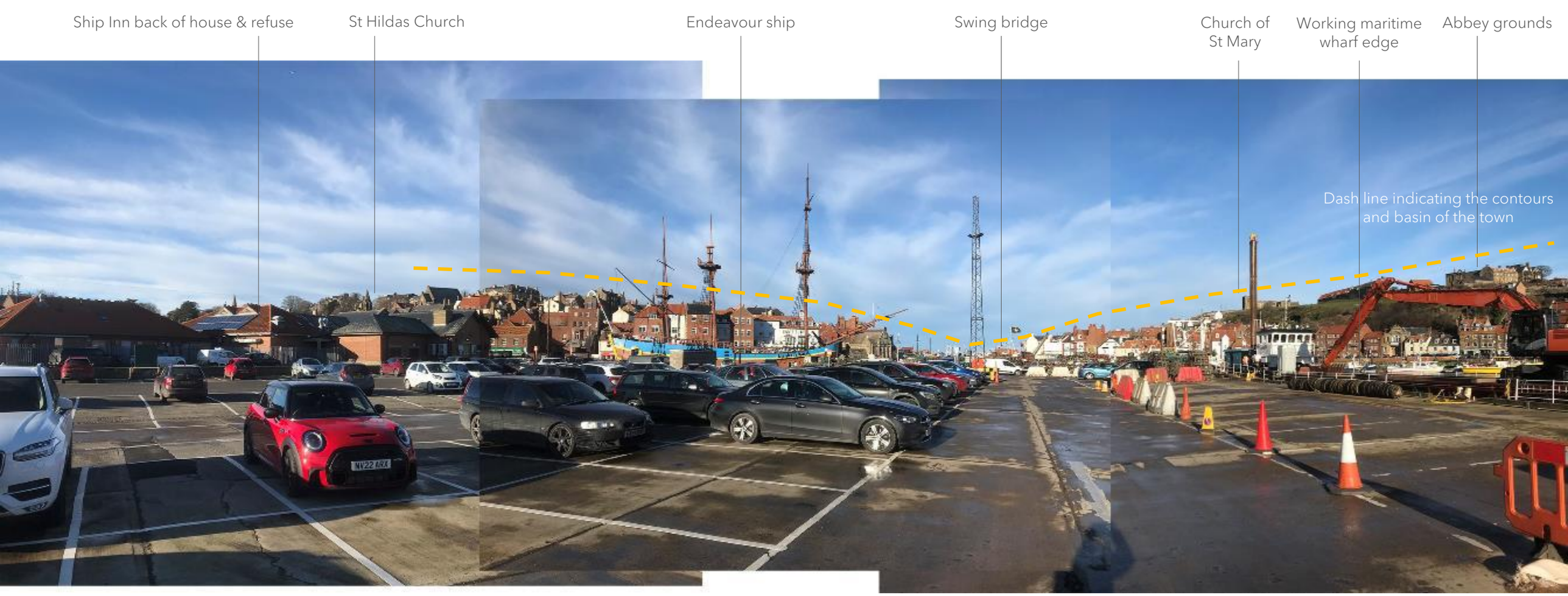
3.5
Located on the marina, the site is perfectly situated to support a maritime hub with a requirement for direct access to the river. Its setting is home to both leisure and working marine industries, with Parkol Marine Engineering located on the eastern bank of the marina.

3.6
Existing buildings on the site include the tourist information building to the South, and the Harbour Master`s stores to the West. Part of the brief is to demolition these stores and incorporate them into the proposed building, along with a dedicated workshop.

3.7
The western boundary of the wharf faces the back of the Star Inn. These are relatively blank/ back of house elevations, with spaces for refuse. Across Langbourne Road is the large Co-op building.

3.8
The adjacent map is a useful tool to identify the intricate roofscape of the surrounding context and highlights the extensive use of pantile roof tiles.

3.9
The below panoramic photo was taken from the centre of the wharf looking North. It highlights many of the site's aspects and properties including; its working eastern boundary, back of house western boundary, and its visual connections with the abbey grounds and historic town.



3.10
The wharf / carpark is relatively flat, with a gentle fall inwards from the East and West, and with a central drainage gully.

3.11
The parking strategy is dynamic and fluid, having to adapt to the operational eastern boundary.

3.12
Viewing East, the photo shows the busy operational wharf edge, comprising of lobster pots, masts, boats, and cranes.

3.13
The eastern bank of the river is lined with a mix of three and four storey pitched roof buildings, varying in age, and with a variety of façade colours and finishes.

Photo taken from above/behind the residential properties on the eastern side of the marina. The site is very visible from the East. Any proposed designs should be sympathetic to the surrounding historic context.

4.0 SITE HISTORY

4.1

Since the 1800`s the site has been used for maritime practices, which include fishing and boat building/repair. The adjacent historical maps and photos show the development of the site and how the wharf has grown from a dock/jetty. They also show a changing development of maritime industrial type buildings, including a large timber shed.

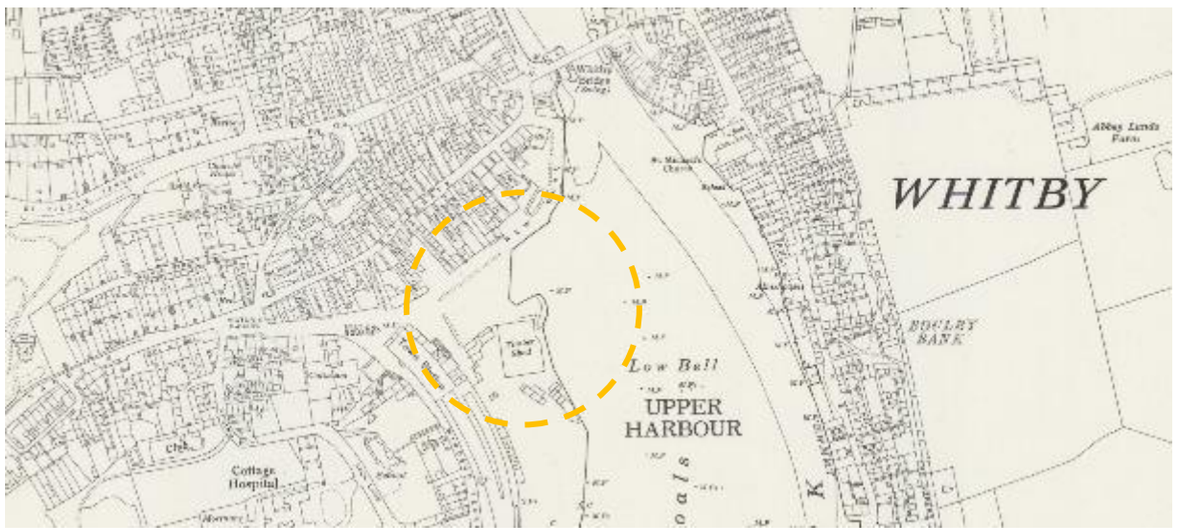
1855 photo

1950 photo

1850

1895

1940

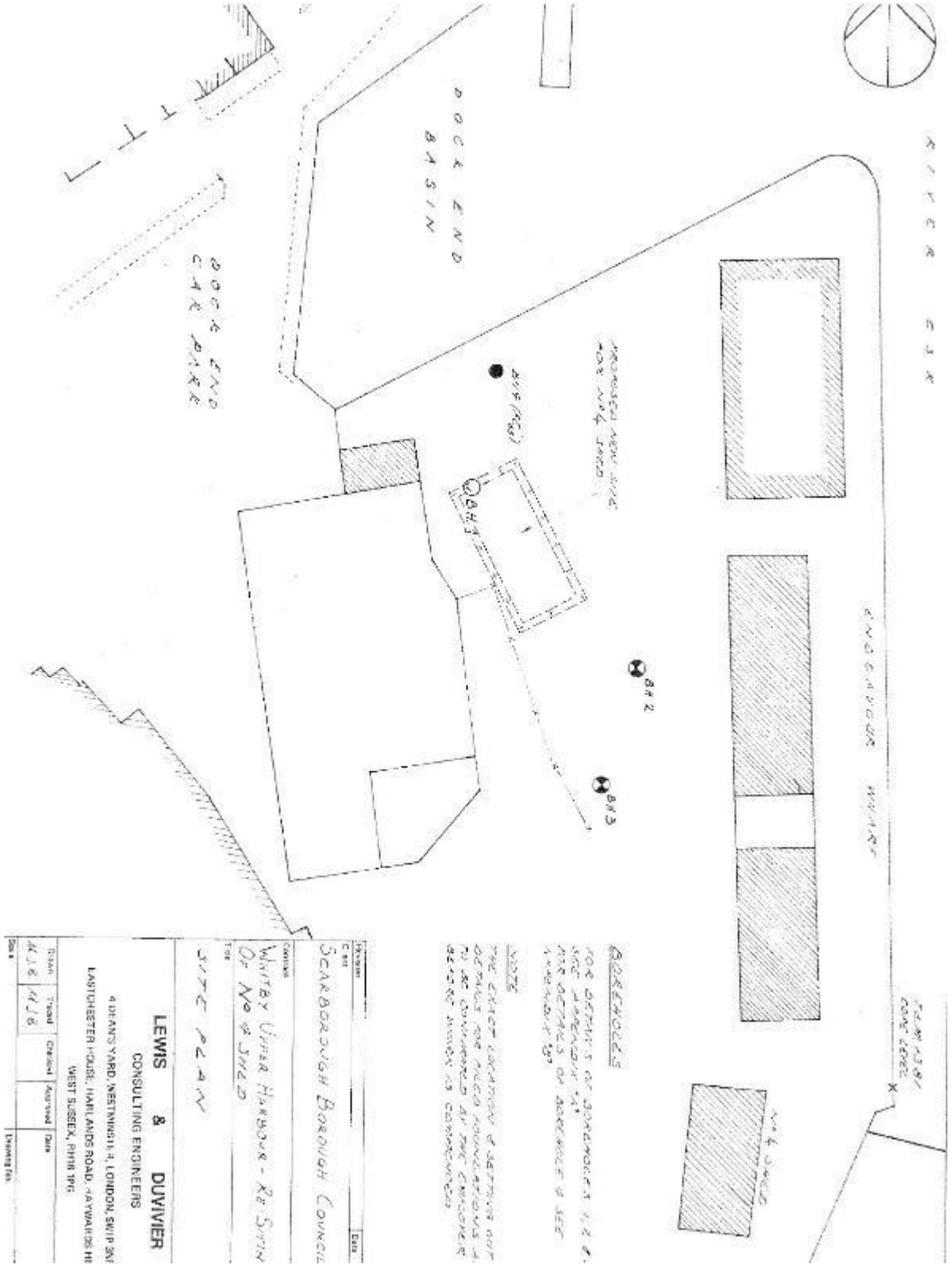


4.2
The adjacent historic map has been overlaid with a present-day OS map to identify the location of the wharf and proposed building footprint. This identifies the site to hold no below ground archaeological importance.

1850 map with the wharf and proposed building overlayed

4.3

The below photo and adjacent site plan from 1965. Endevour Wharf has been constructed and shows large scale maritime industry. This would have been a mix of fishing, boat building/repair, and storage uses. The large structure on the western boundary of the wharf, with its two enormous doors, is easily identified as boat sheds.

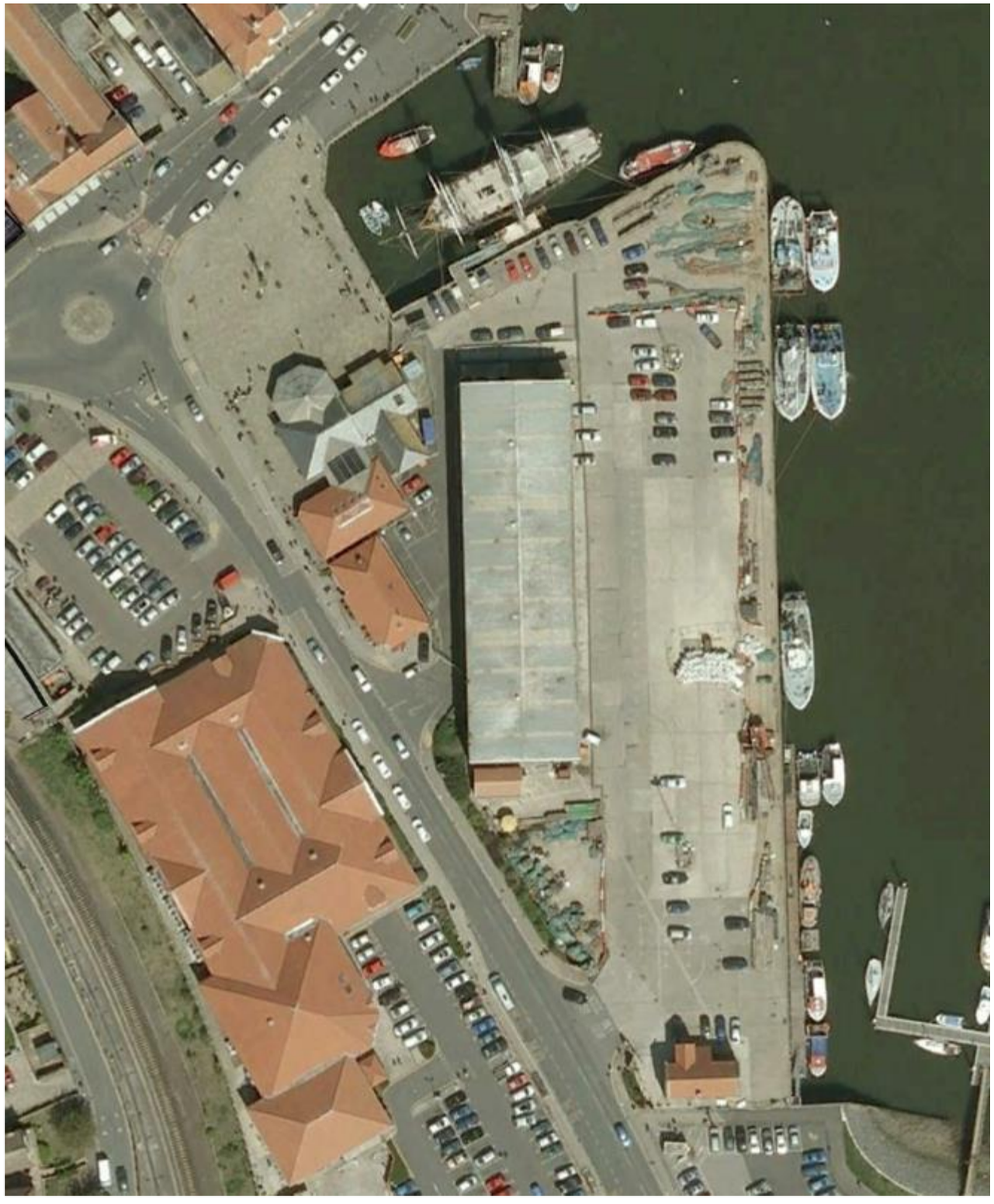


1965 Plan showing the wharfs maritime warehouses.

4.4
The adjacent images showcase the wharf prior to its transformation into today's carpark. Although a diluted version of the 1960`s, the site was still very much used for the maritime industry and home to a very large portal shed structure.

4.5
This site has not only been predominantly used for the maritime industry, but also home to some enormous shed structures; hence, the proposal of a large maritime building will tie into the history of the site.

Pre demolition in 2013



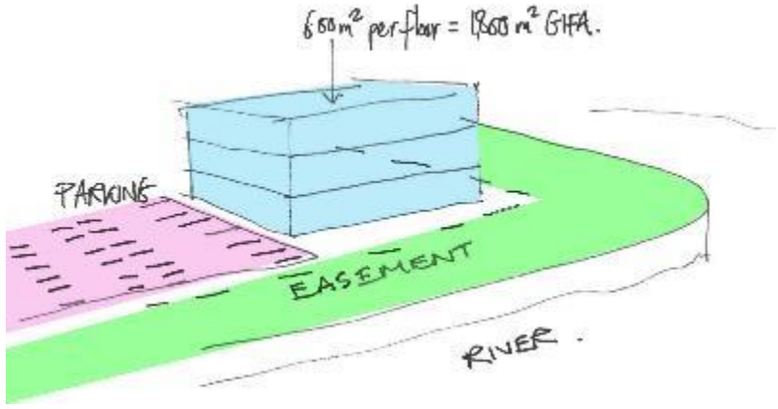
Aerial image circa July 2009 illustrating the existing portal structure

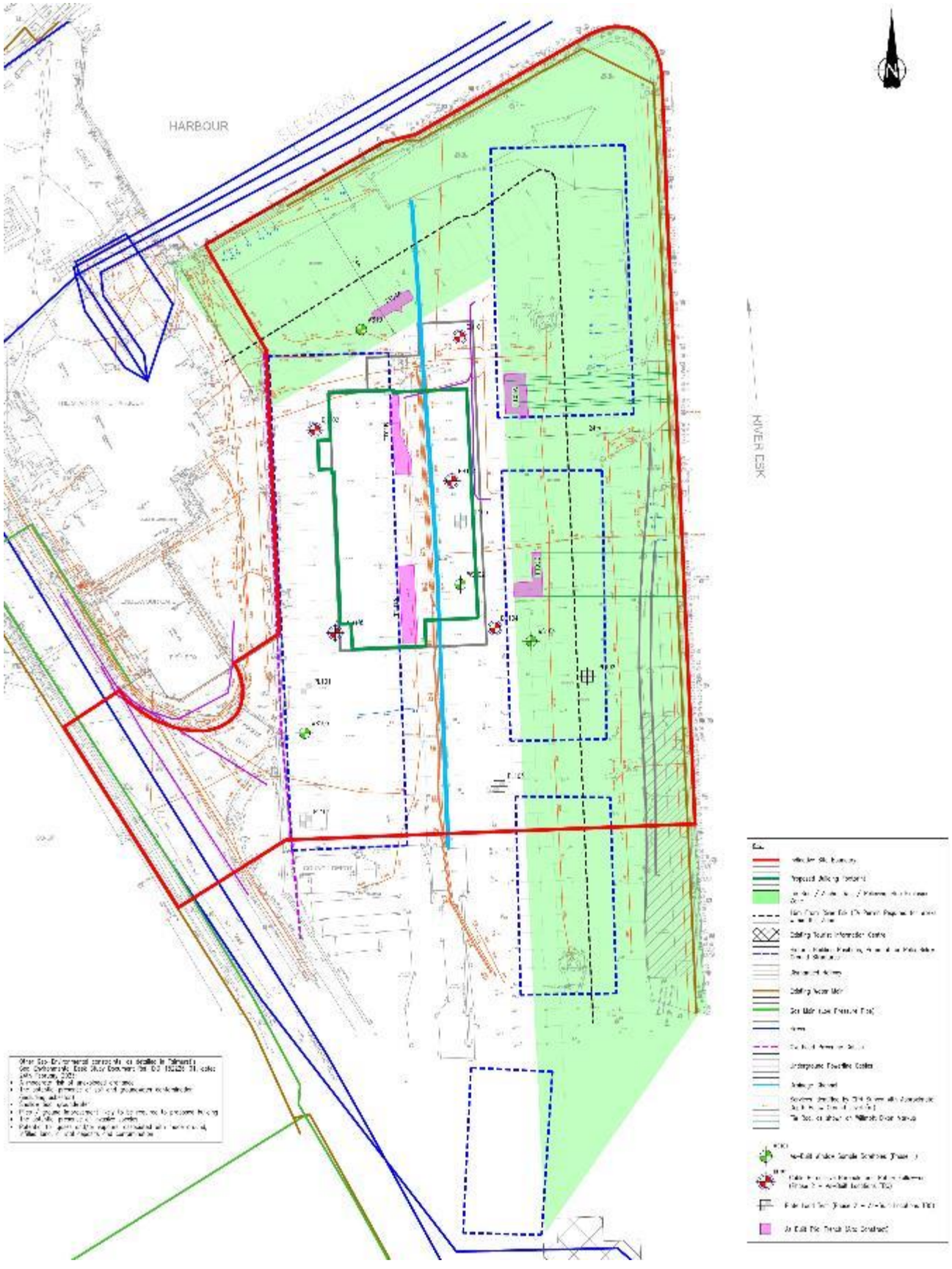
5.0 SITE CONSTRAINTS

5.1
Due to the wharf's development history, detailed below ground investigations were undertaken to fully understand the sites suitability. Understandably, many historic ground anchor piles and tie rods have been identified. The wharf has also undergone a series of structural changes and repairs over the years, most recently the bullnose 2015 remedial works to the northeast radial corner.

5.2
To ensure the proposed building foundations and slab avoid the historic works, the design team have proposed a 20m construction easement to the North and the East of the wharf (as highlighted in green on the adjacent plan). This easement has been the primary driver for the proposed buildings footprint.

5.3
The design team took the GIFA from the client, coupled the structural easement with the requirement to retain as many carparking spaces as possible, and the massing of the proposed building started to take a logical shape: that of a three-storey rectangular form.





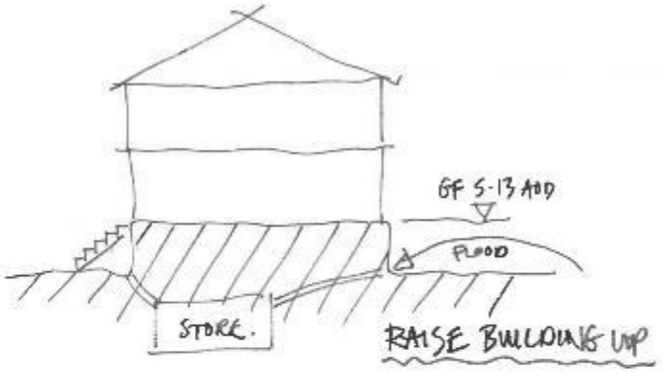
Right, site structural constraints plan

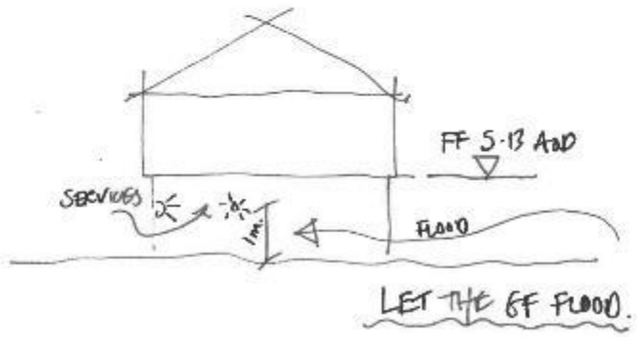
6.0 FLOOD ZONE

6.1
Endeavour Wharf is located within flood zone 3. As defined by the NPPF, any proposed development/use must be defined as water compatible.

6.2
Engagement and feedback from the Environment Agency coupled with the latest tidal, fluvial, and climate change modelling/data have informed the flood risk assessment (FRA) that supports this application.

6.3
The FRA calculates 'dry' finished floor levels should be above 5.13 AOD, with any levels below this designed to be water resilient. This presents two strategies; either jack the building up or let the ground floor flood. Chapter 10 of this document shows how both strategies were explored.





Above, flood strategy option diagrams

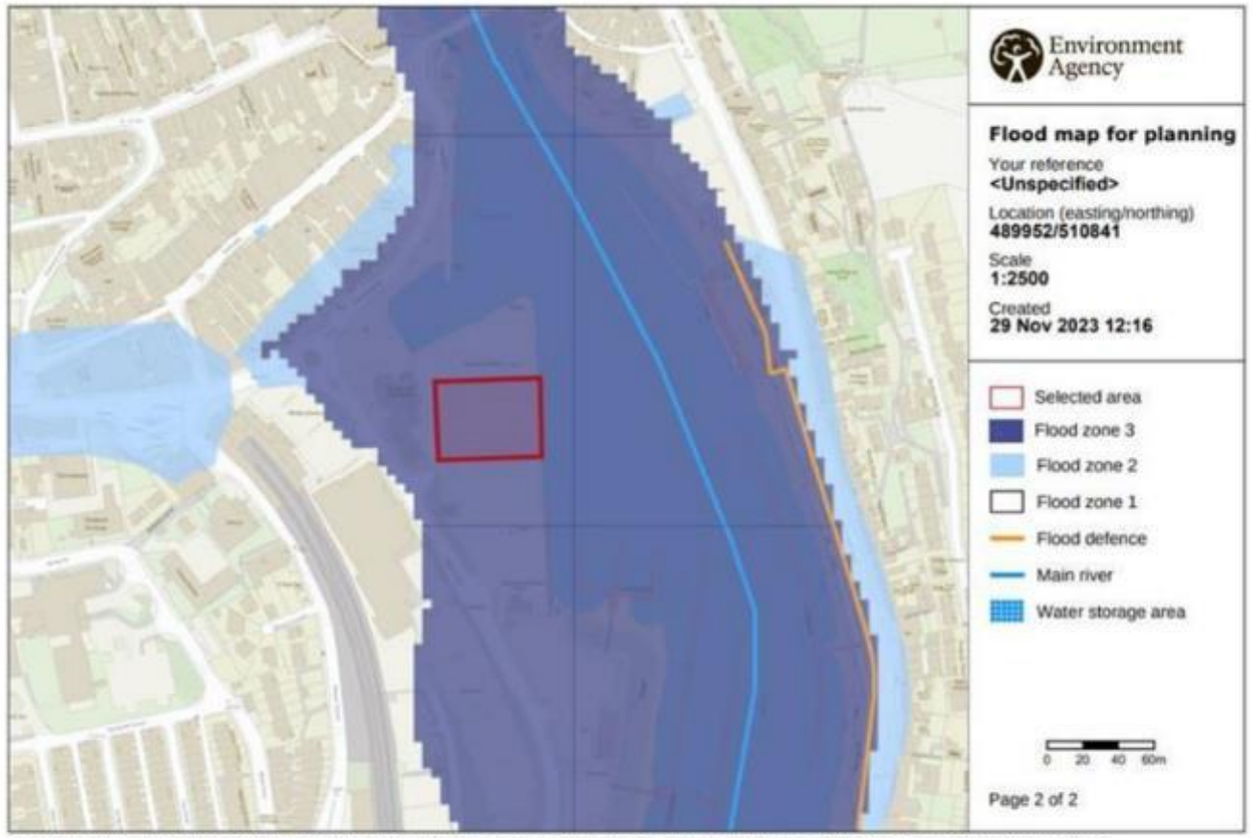


Figure 6 - Extract from the Environment Agency's Flood Map for Planning

3.2 Finished floor levels

Based on government guidance, the occupied floor levels (upper levels in this instance) should be 300mm above the highest of the levels below:

- average ground level of the site: 3.5mAODN
- adjacent road level (Langborne Road) to the building (ranges from 3.30mAODN at the roundabout joining New Quay Road and 4.40mAODN west of the site center)
- estimated river or sea flood level: 4.83mAODN (estimated sea flood level)

Based on the above levels, the finished floor levels should be above 5.13mAODN (4.83 + 0.3 = 5.13).

Any floors below this level should be designed with resilience in mind. It is noted that the Ground Floor (predominantly storage and workshop spaces) is to be fully flood resilient and will be evacuated in the event of a flood, as set out in the Flood Risk Assessment.

Construction materials that have low permeability should be used up to at least the same height as finished floor levels.

Above, extracts from the flood risk assessment

6.4
The detailed Flood Risk Assessment outlines clear proposals for resilience measures implemented to the ground floor of the proposed building.

6.4 Flood Resilience Measures

During a 0.5% AEP tidal flood level with an allowance for climate change the peak flood level at the site would be 4.83mAODN, resulting in a flood depth of approximately 1 m in the ground floor of the building.

The design of the building will allow for water entry of the ground floor via doorways. Flood resilience will be provided by the following measures:

- The usage of water resistant materials for the development's structure, building materials and finishes. Internal doors will be GRP. External doors and windows are made of aluminium with an anodized finish, suitable for a C4 environment. Door fixings will be stainless steel or galvanised. Sill levels will sit above the key 4.83mAODN flood level. Any exposed elements will be given an additional galvanised coating.

- No finish will be applied to internal block walls to avoid water damage and subsequent replacement. There are no finishes to the ground floor envelope other than an epoxy resin floor that has impact resistance along with spillages expected to be found in storage and workshop environments.

- Electrical services and equipment which is vulnerable to flooding, including the externally-located air source heat pump, will be set at a minimum level of 4.83 mAODN to be above the design flood level. The main incoming supply is to be fed into directly into the second floor.

- The proposed 16 person elevator, comprised of c316 external grade stainless steel and aluminium, will be supplied by KONE and have a watertight pit and lift shaft. All switchgear will be painted will receive additional coating appropriate for a C4 environment and water resistance. A water sensor will be fitted so that, in the event of a flood, the lift will return to the upper level.

- All water will be able to drain freely out of the development either directly out the main doors and into a linear drain outdoors or via internal gullies within each of the workshops.

- The tenants will be given approximately 2 hours of notice (based on past instances) by the Met Office ahead of anticipated flood events. This gives the Maritime Hub's management staff and harbourmaster sufficient time to execute their typical flood evacuation plan. The EA's flood alerts will supplement this evacuation process. Further information is provided in Section 6.5.

- All furniture will have the ability to be secured in to prevent any damage from occurring to the building and/or property when any storm water enters the premises. All valuables will be stored above the 4.83 mAOD flood level.

- Once the flood event has passed the water will retreat out of the ground floor via the positive gradient that the floor will be constructed at. The general fall will be towards the main doors of the workshop, but there will also be a shallow, isolated low spot in front of the doors containing a gully to dispose of any excess water during day-to-day activities within the workshop, without having the open the main door. Once the water has left the footprint of the building, it will continue to fall towards a series of proposed linear drains within the boundary of the application. These will discharge into the existing network immediately before they reach the outfall points into the River Esk. A detailed drainage plan is contained within **Appendix E.**

Above, extracts from the flood risk assessment

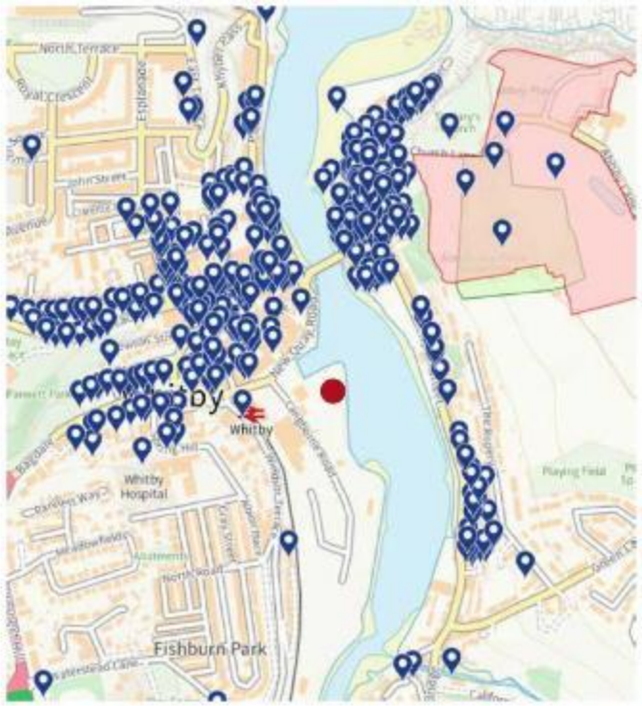
7.0 CONSERVATION

7.1
Endeavour Wharf is located within the Whitby Conservation Area, and is therefore subject to the Planning Act 1990, Listed Buildings and Conservation Areas.

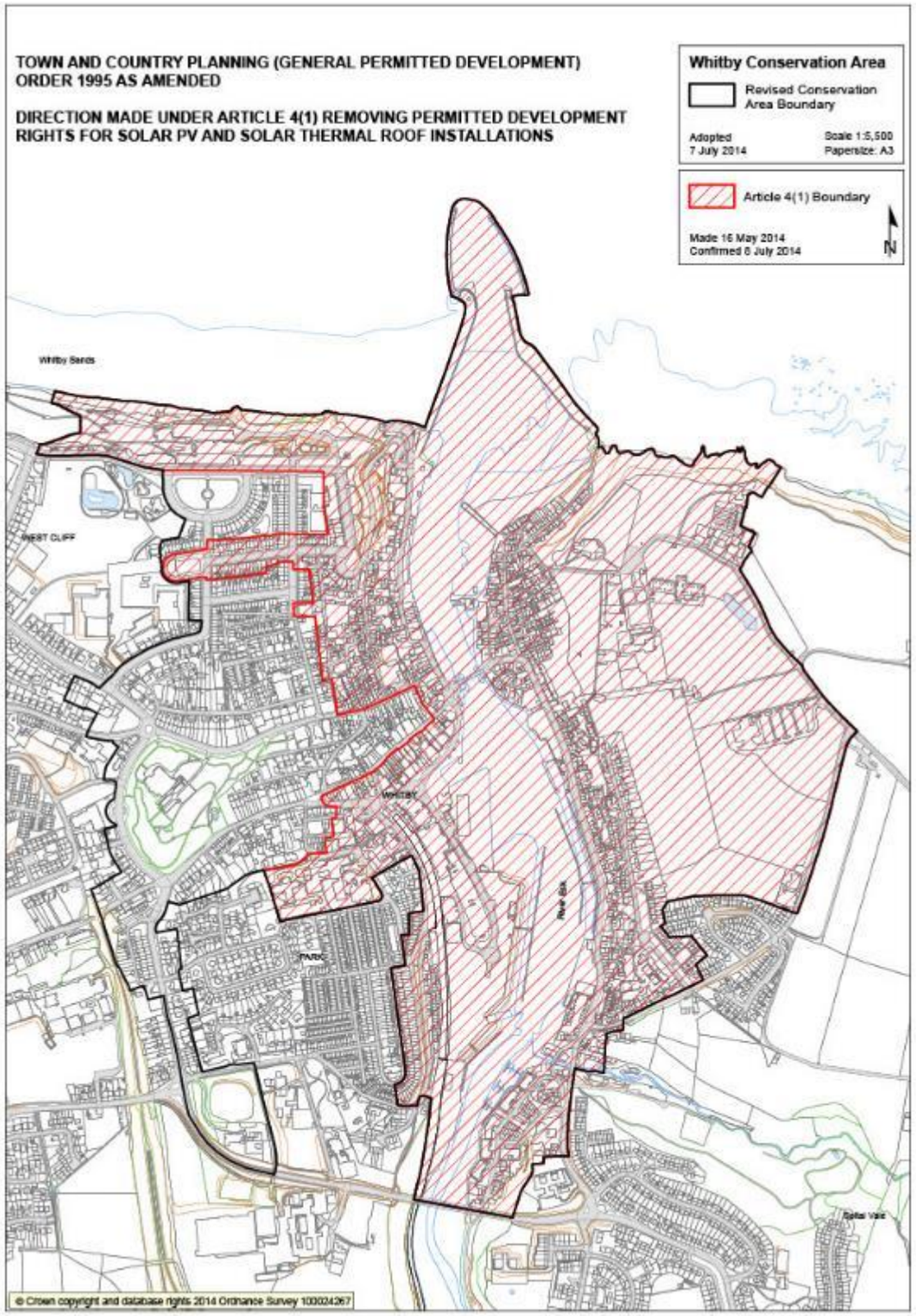
7.2
Although the site resides within the visual setting of many Listed Buildings and a Scheduled Monument (the abbey), it does not share a close or physical relationship due to its isolated location.

7.3
Heritage consultants, Urban Glow, formed part of the design team and have assisting in the design process to help understand and reduce impacts on Whitby`s historic assets. A detailed Heritage Impact Assessment has been submitted in support of this application.

7.4
The Whitby Conservation Area Appraisal and Management Plan has been used as a guide to identify the characters of the town. The plan identifies views of importance throughout the town, and these have been used to test the proposed buildings massing and impact. The plan also contains valuable information on the town's material palette, again helping to inform the proposed buildings aesthetic.



Above, mapping of the town`s Listed Buildings

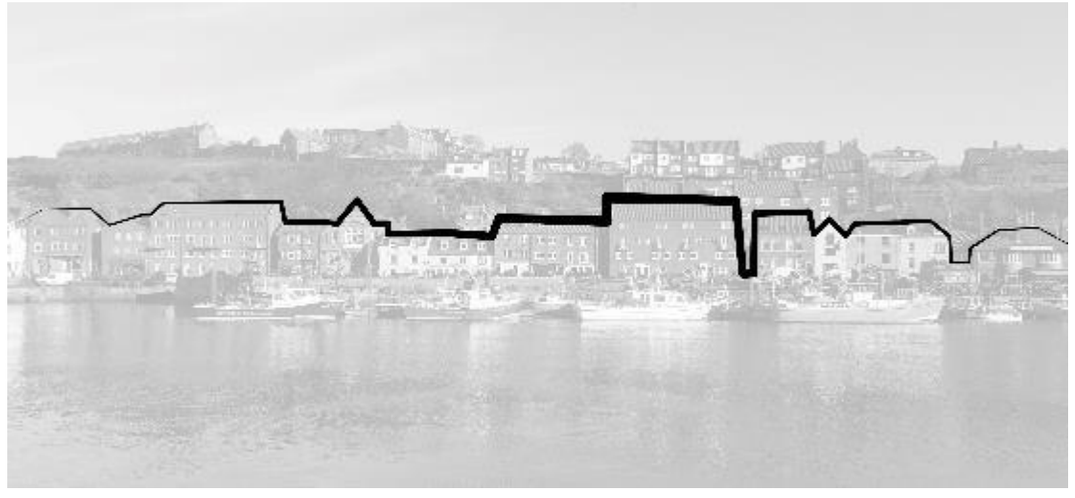


Above, plan of Whitby`s Conservation Area

8.0 VERNACULAR

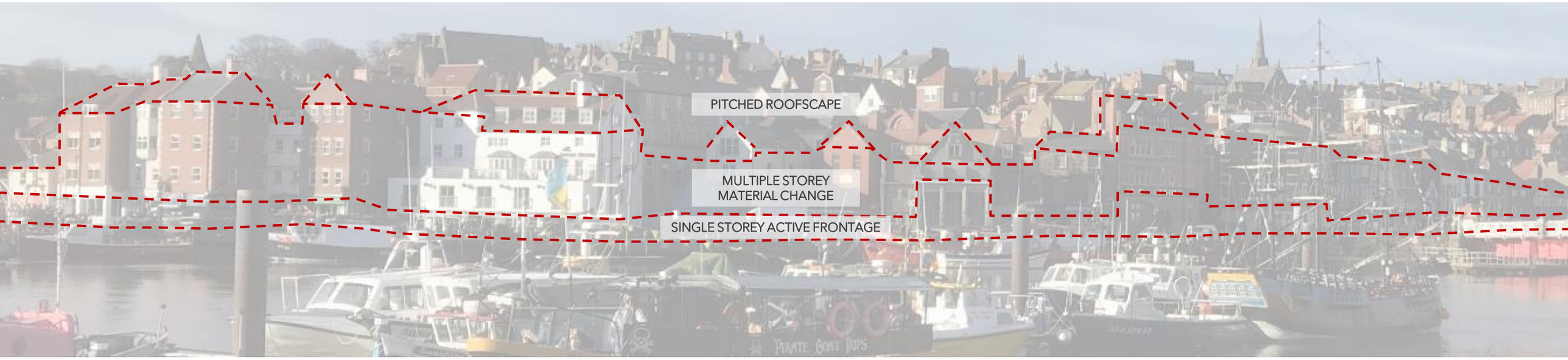
8.1
The town of Whitby has an architectural urban grain and typology that is mainly characterized by its medieval and neoclassical architecture, as well as its cottage-style homes. The urban grain is defined by the winding streets of the old town and the harbour / marina frontage. These buildings create a unique architectural language which the adjacent diagrams attempt to capture.

Church Street

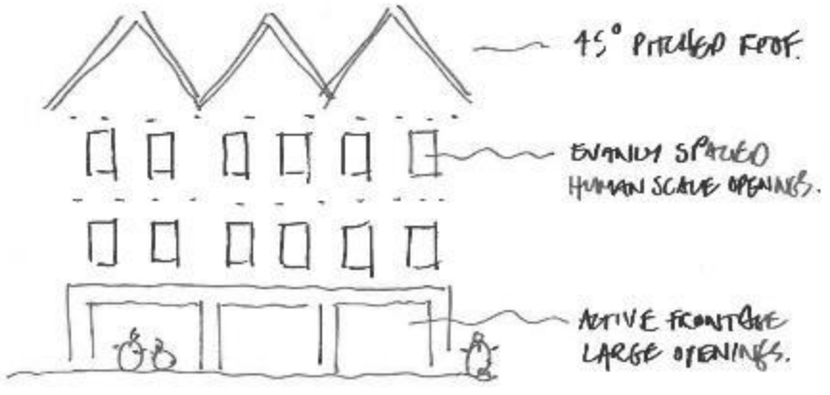


The above overlay shows how the existing language of the marina architectural frontage and roofscape could be continued into the site.

8.2
The sites closest built context include development along New Quay Road and Langbourne Road. The proposed building would also have a relationship with the buildings across the river, along Church Street. New Quay Road`s typology is shown below and is made up of pitched roof properties with an active ground level and multiple stories above. Often there is a material change between ground and first floor levels, defining a separate use. Where the openings at ground level are large, openings above are human scale and evenly spaced.



Above, development along New Quay Road



Above, diagram showing a typical river front Whitby typology

8.3
The above view of the Endeavour Wharf from Church St. shows the proposed buildings closest context that it will need to respond to; an organised chaos of vertical elements, red brick, white render, pantiles, spires, and stone.

9.0 COMMUNITY ENGAGEMENT

9.1
In line with NPPF guidance, the project has sought engagement with the LPA and local community from the outset. This engagement included many presentations and consultations where feedback was incorporated into the design process. A statement of community involvement has been produced in support of this application.

"The consultation process has included at least 9 public consultation events and exhibitions, over 30,000 engagements/views via electronic and social and traditional media and over 400 direct contributions, 10 Town Deal Board meetings and over 30 development meetings"

Quote from the SCI

SECTION 4: SUMMARY

4.1 This Statement of Community Involvement sets out how the policy considerations relevant to the proposed scheme have informed the engagement strategy applied to consult with stakeholders and inform the evolution of the proposed scheme. The proposals positively consider the advice set out in the NPPF and Localism Act to ensure that appropriate levels of engagement have been undertaken.

4.2 Having considered the guidance set out in the NPPF, the Localism Act and the Council's own SCI, the Applicant has adopted a proactive approach to engage with the local community and stakeholders across several different events in different locations across the area.

4.3 The comments received through the community engagement process have resulted in design amendments to create a legible development, which positively responds to the surrounding locality and the specific characteristics of the site.

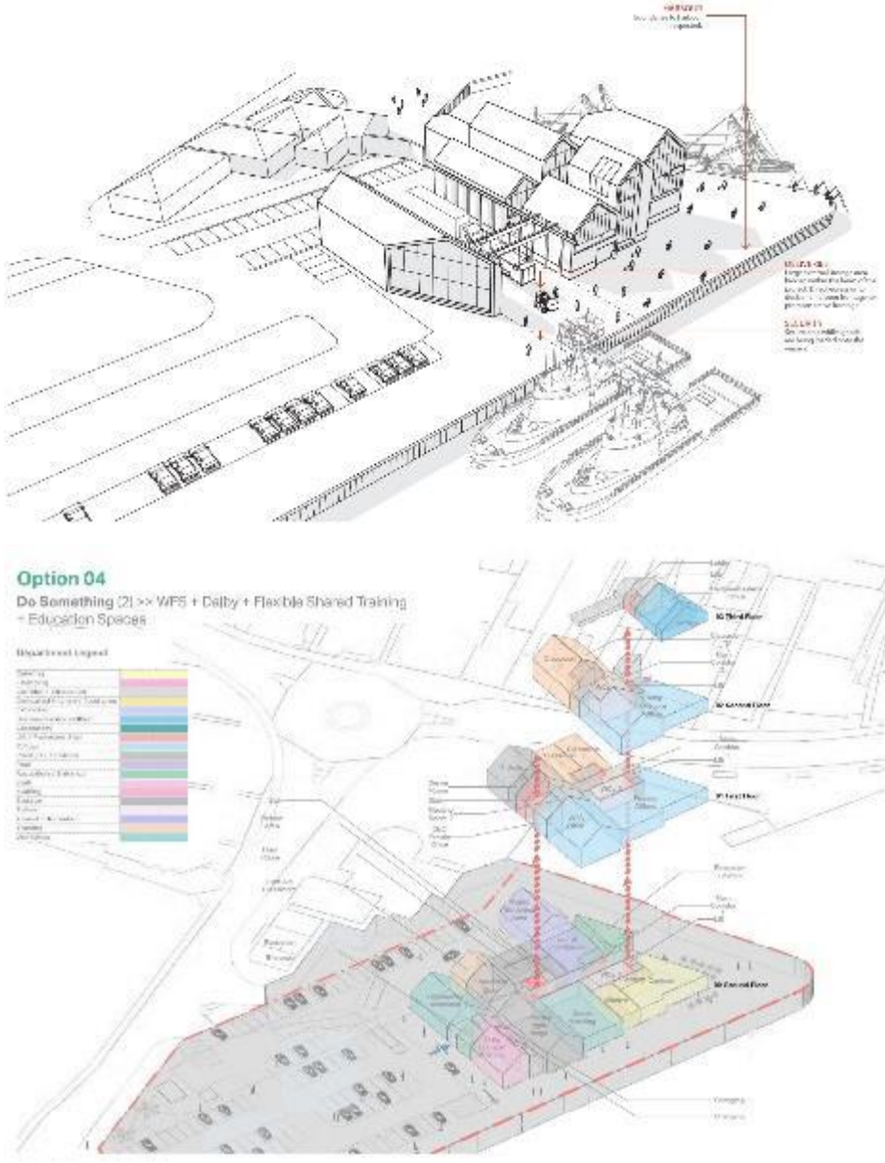
4.4 The Applicant considers the engagement outlined in this Statement of Community Involvement to be invaluable to the development process and an open approach to consultation will continue during the application process, supported by the statutory consultation process.

Summary from the SCI

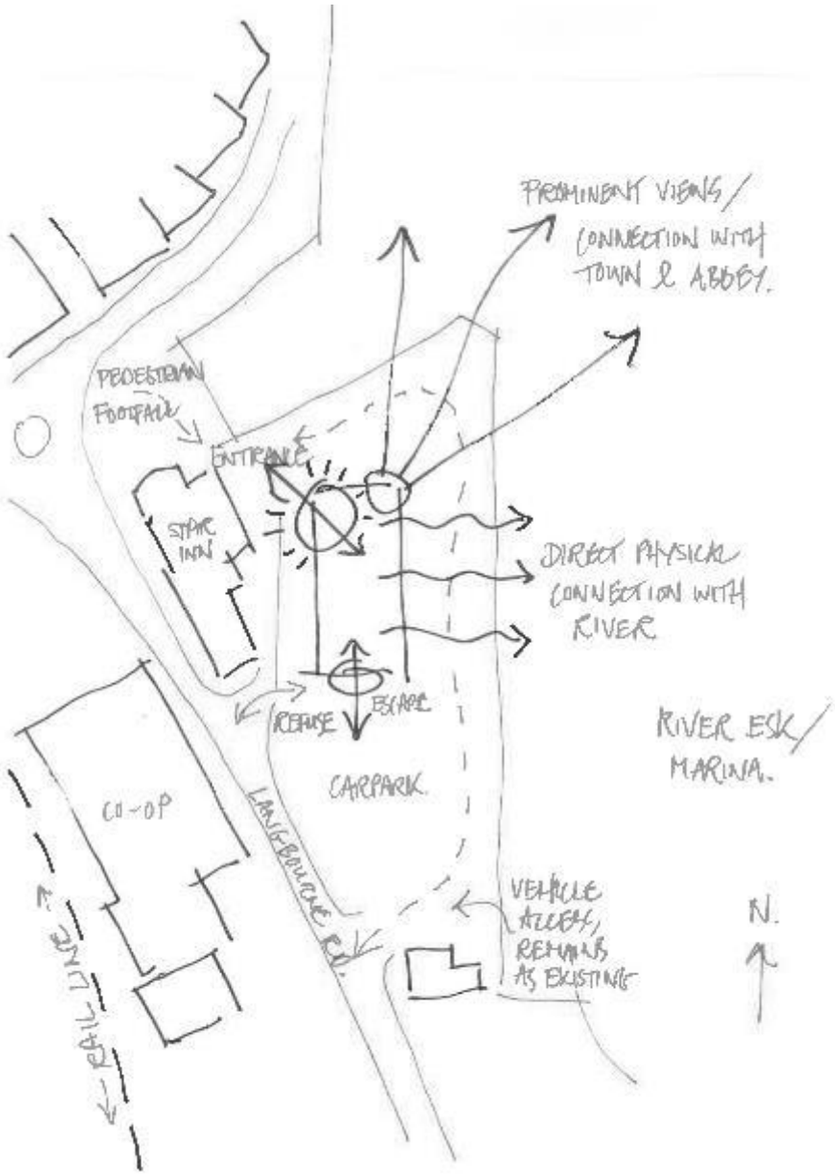
10.0 DESIGN DEVELOPMENT

10.1

Over the past couple of years there have been numerous concept schemes and maritime briefs. None of these schemes had been developed alongside detailed surveys and data, and as a result they did not consider below ground structural constraints or latest flood data. However, they allowed the current design team to get a head start on the wharf's history, spatial arrangements, and the contextual vernacular.



Above. Past and inherited schemes/briefs



Above. Initial spatial diagram

10.2

THE BRIEF

Although it naturally developed throughout the design process, the essence of the brief was to propose circa 1740sqm of development that would bolster the towns maritime industries. The primary tenant will be the Harbour Master, but the client (NYC) and the design team have engaged with the local maritime industry to develop a detailed understanding of uses and spatial requirements.

10.1
The first design iteration took on a contemporary form and material palette, and proposed a dynamic roof profile that drew inspiration from the town.

10.2
To mitigate flooding, it was proposed that most of the GF would be raised off the ground. Storage space on the southern element of the building would be retained at ground level.

10.3
The design received mixed feedback from stakeholders and the public, with many suggesting a more traditional palette. Most people who liked the design were between the ages of 16-25.

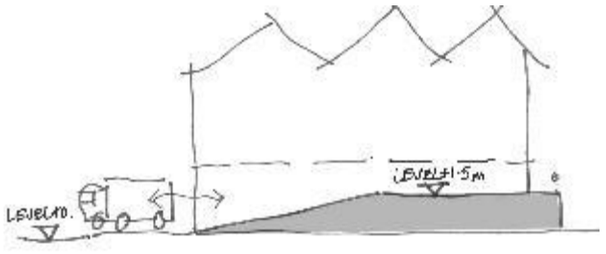
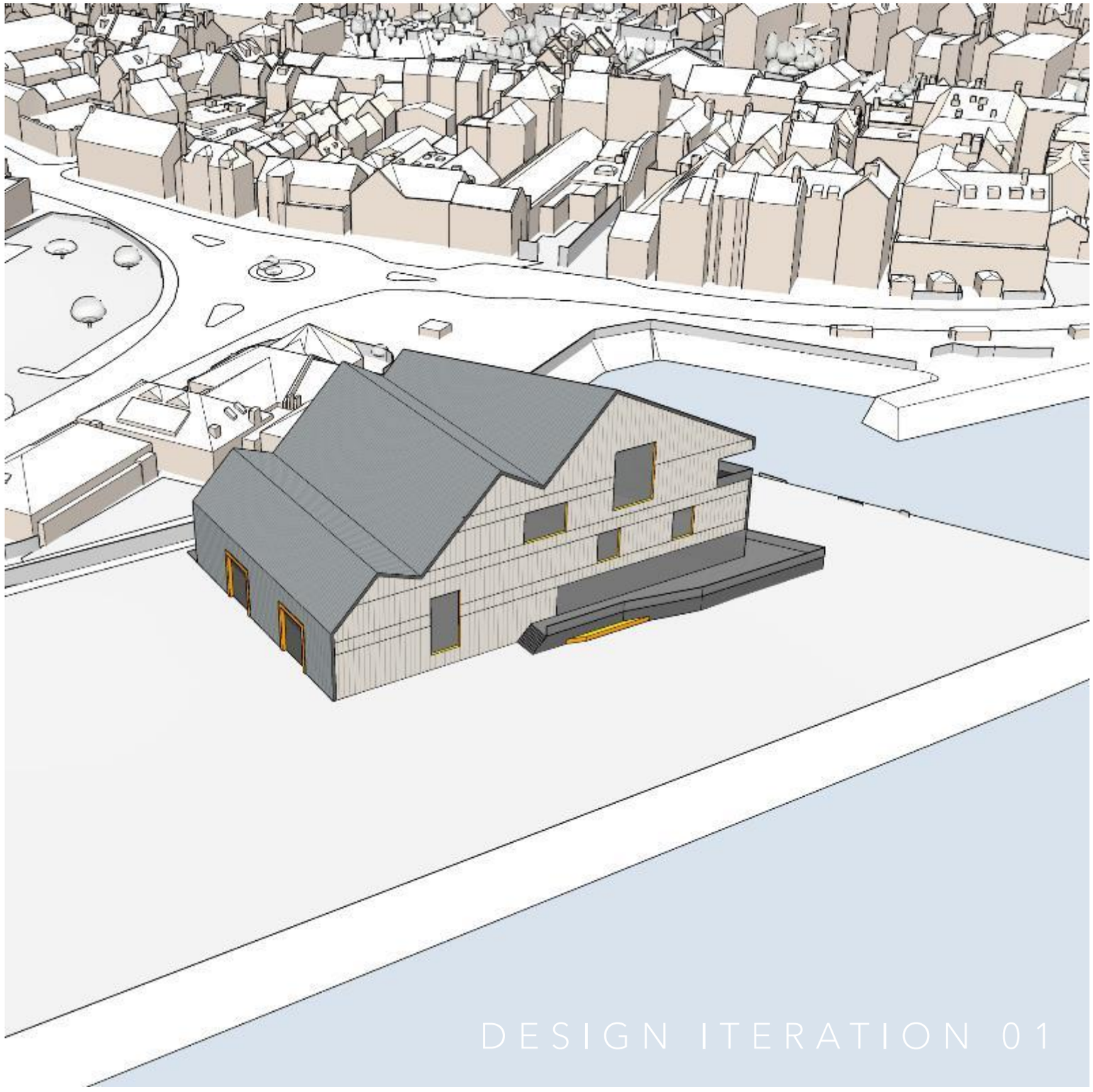


Diagram showing the raised GF strategy



DESIGN ITERATION 01

10.4
The second iteration took inspiration from the vernacular town buildings, breaking apart individual components to then be rearranged to suit the brief. The material palette was more traditional but utilised contemporary picture window openings.

10.5
Although this design was welcomed by stake holders, the LPA, and HE, its articulations fought against an efficient grid, and its roof planes were deemed maintenance heavy.

10.6
As the design team grew, M&E briefs/strategies were developed. These included an aspiration to be net carbon zero, which meant large sections of the roof would have to be South facing to accommodate photovoltaics.

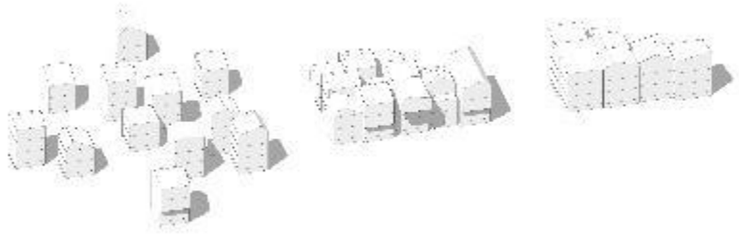
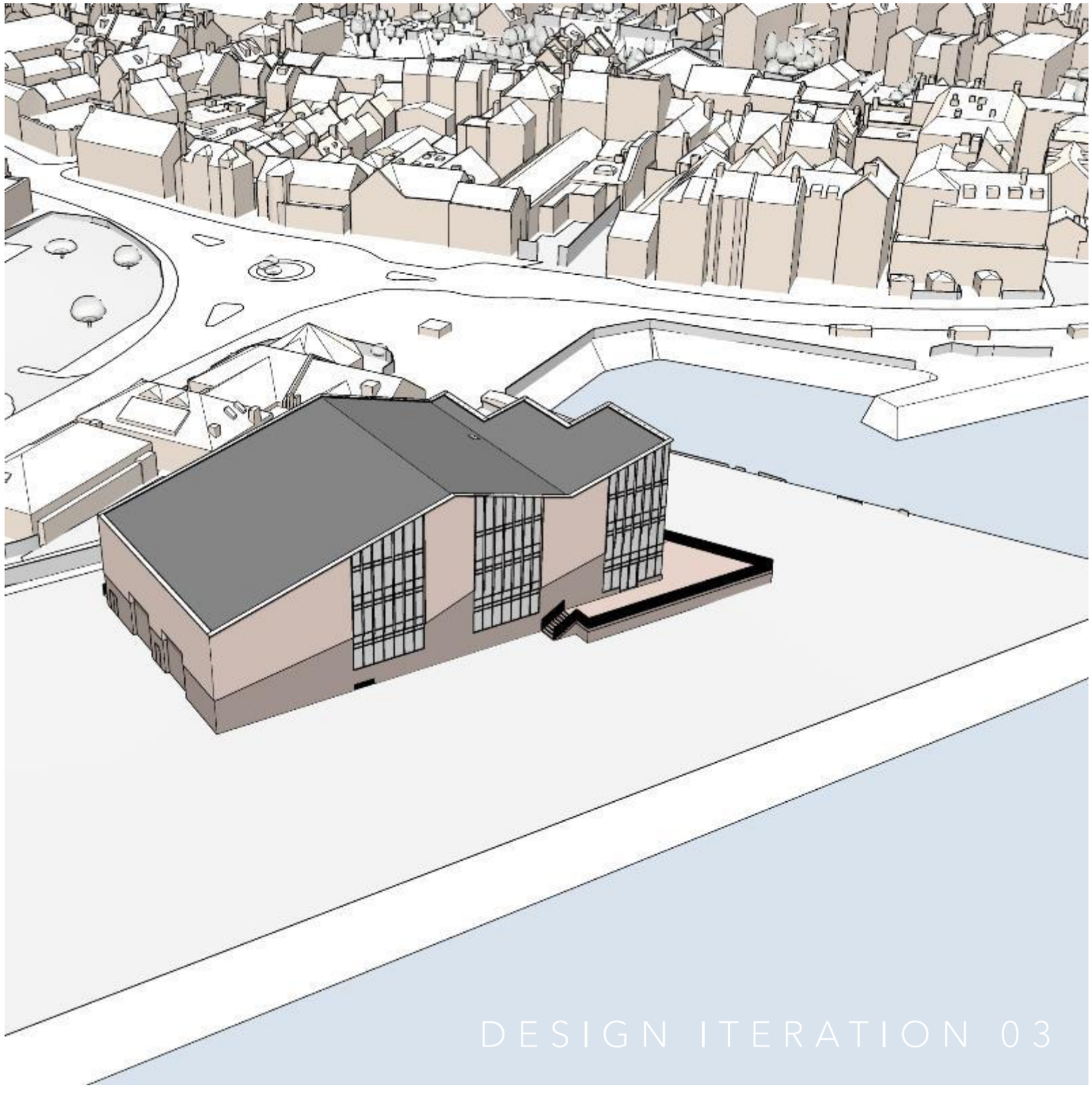


Diagram showing arrangement of individual units

DESIGN ITERATION 02

10.7
The third design attempted to merge the previous two schemes together, proposing a brick base with a metal façade above. Drawing inspiration from the masts of boats in the marina, the façade was articulated with vertical fins. Although the roof profile was simplified to accommodate an increased PV provision, the metal façades base dynamically swept around the building, mimicking the roofscape of the town.

10.8
Feedback from the LPA and HE suggested breaking the building down into elements and expressing the internal uses with different materials and forms. The RNLI building in Scarborough was suggested as a good precedent.



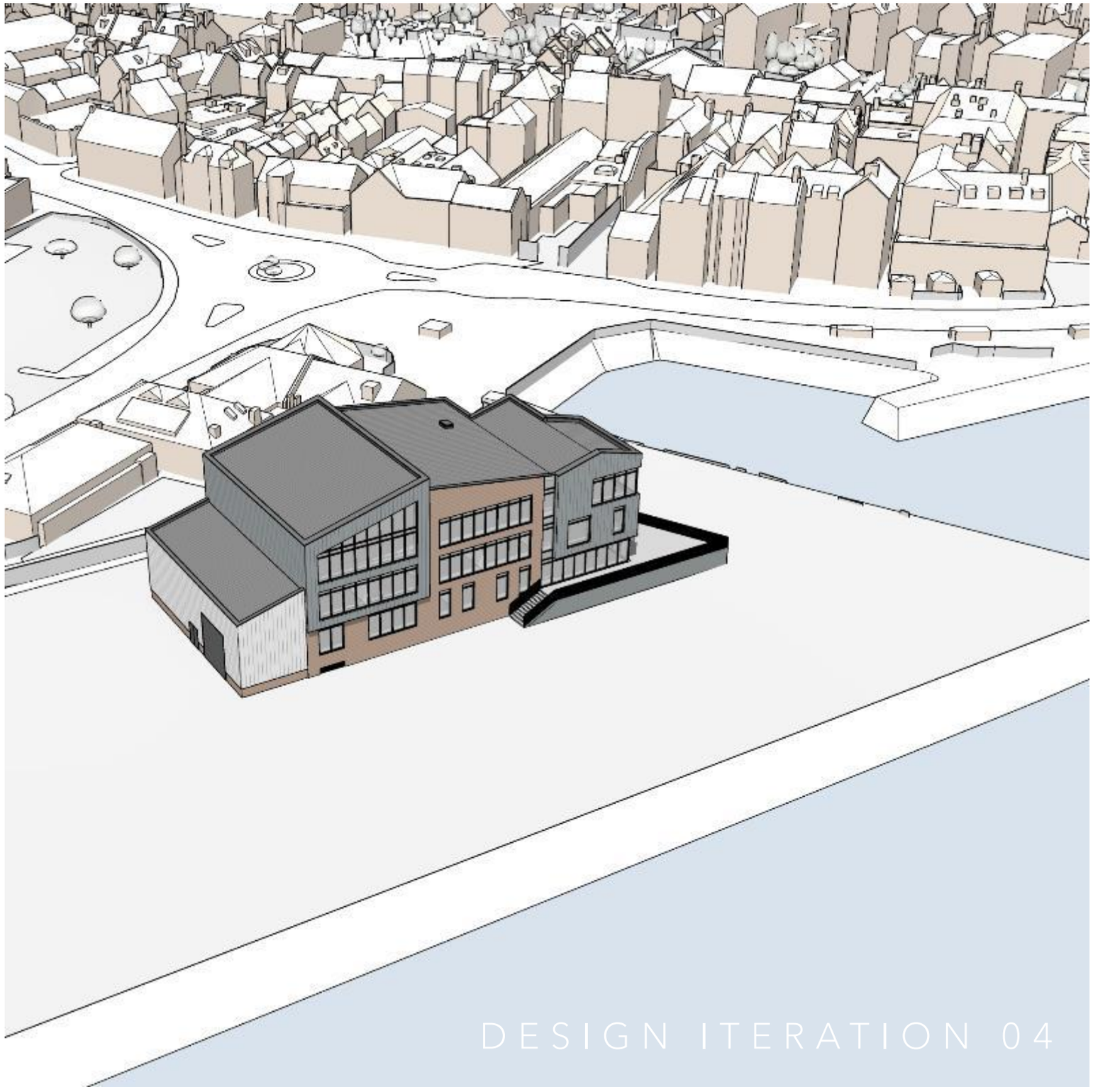
DESIGN ITERATION 03

10.9
Taking on board feedback from HE, the fourth iteration separated elements of the building based on its use.

10.10
Like the RNLI building in Scarborough, a wider range of materials were proposed. This offered more contrast and helped to break the mass of the building down into smaller elements.

10.11
The proposed buildings footprint was also reduced in response to the developing brief from NYC.

RNLI building precedent in Scarborough



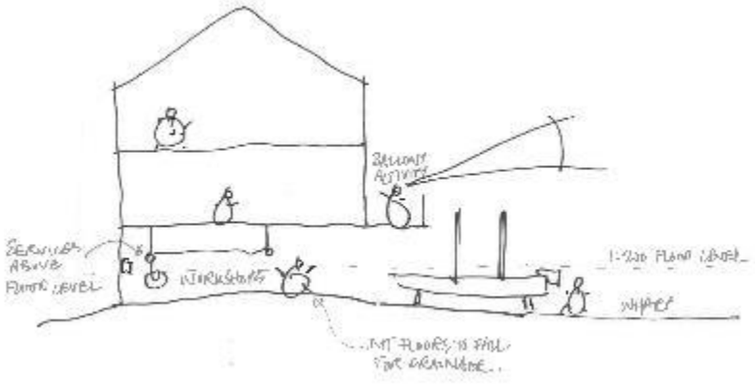
DESIGN ITERATION 04

10.12
Following further engagement with the Harbour Master and other potential tenants, it became clear that a significant increase in workshop and storage space was required. These spaces require level and direct access to the wharf, ideally fronting the river.

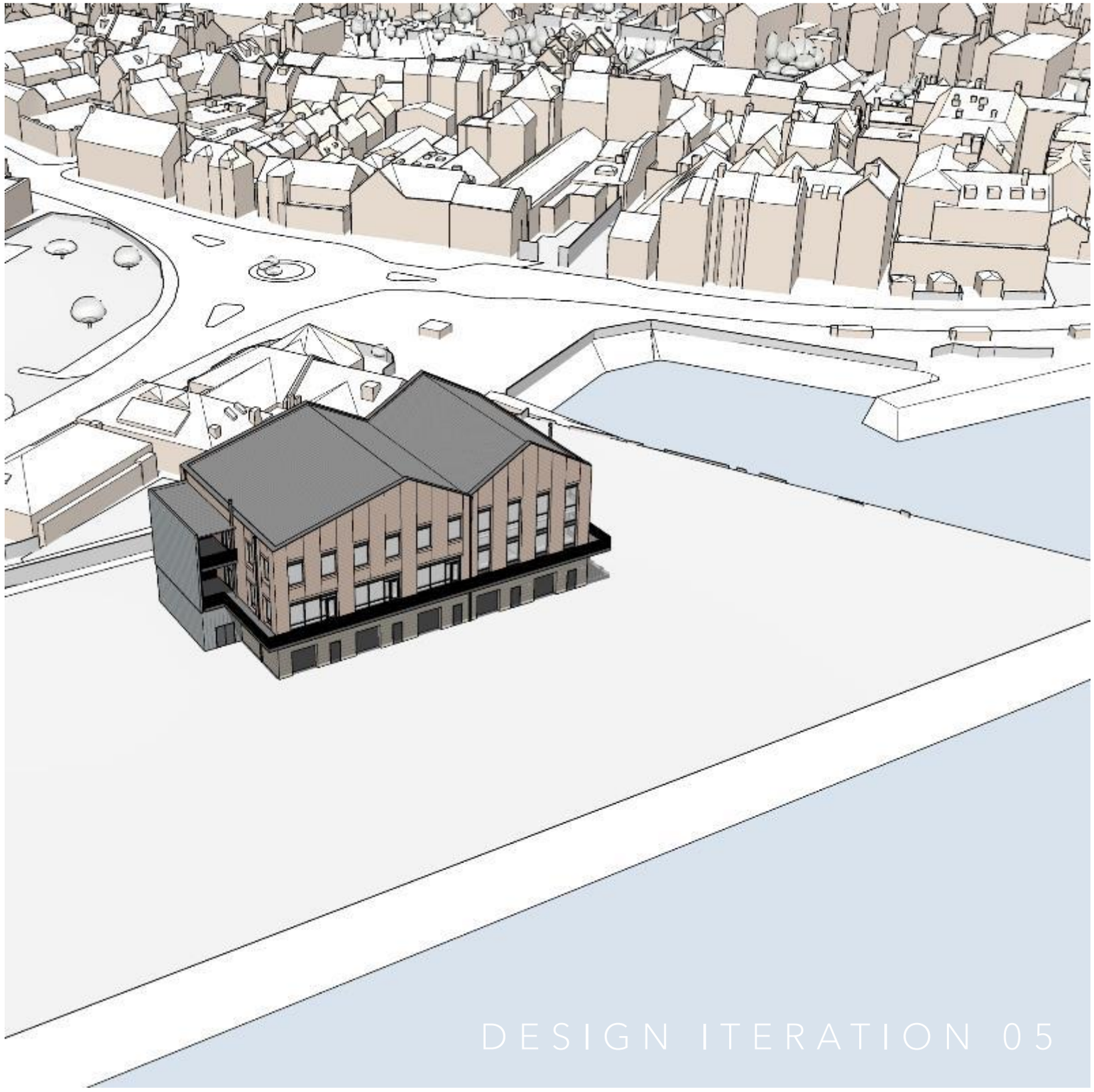
10.13
The fifth design iteration, and current proposed building, has dedicated the entire ground floor to workshop and storage space. These spaces are designed to be flood resilient without impacting the surrounding context. The floors fall to drainage, materials and finishes are water resistant, and the services positioned above a calculated flood level. The benefit of this approach is a reduction in massing and an active frontage at ground level.

10.14
Levels 01 & 02 are 'dry' spaces, with the FFLs calculated using the latest tidal, fluvial and climate change data.

10.15
The buildings materiality now defines its use, with a resilient stone GF and entrance, brick above, and an escape stair clad in a metal mesh. A balcony wraps around the East elevation, creating animation at level 01.



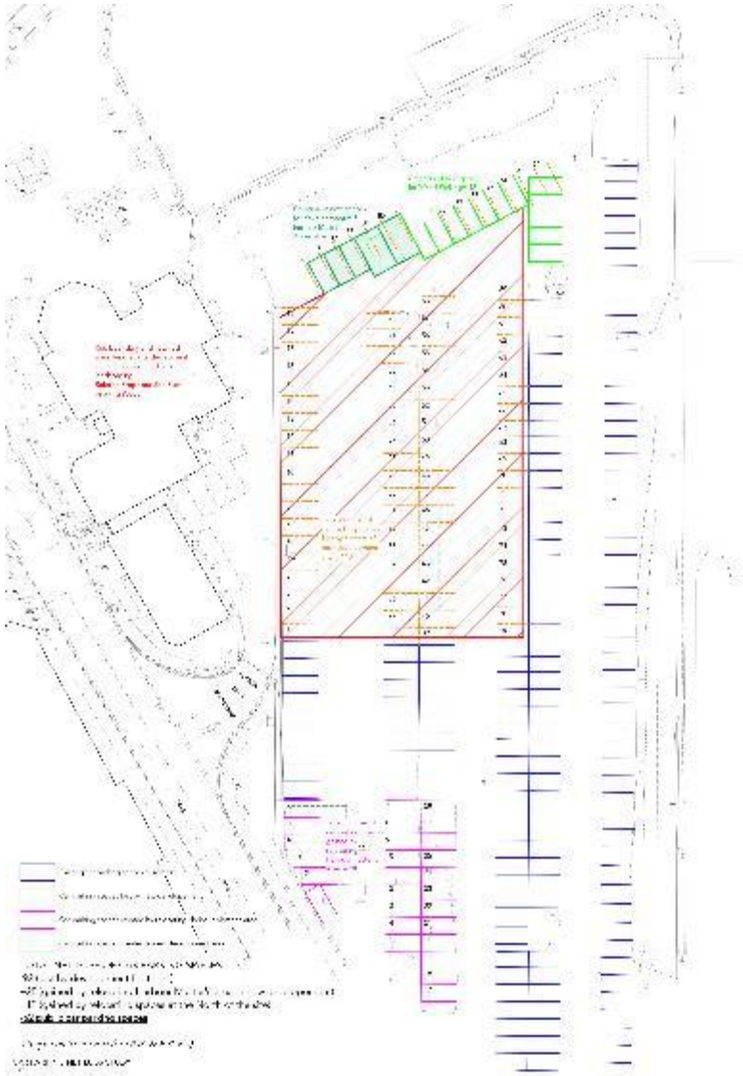
Sectional diagram showing floodable GF



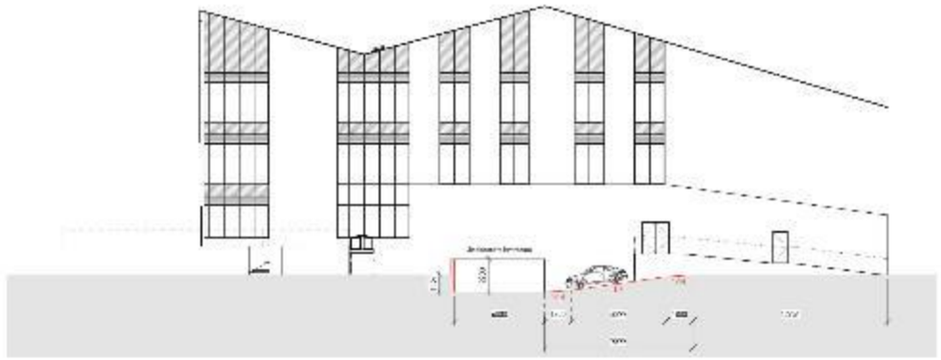
DESIGN ITERATION 05

10.16
Parking in Whitby is a contentious subject, due to the towns rise in tourism. The proposed building has been designed to meet the brief whilst offering a balance of height vs parking omissions. The relocation of the Harbour Master`s stores into the building has provided additional spaces.

10.17
Under-croft parking was considered and tested. It was decided that the spaces created were too few to justify the additional height.



Above drg showing the proposed parking strategy



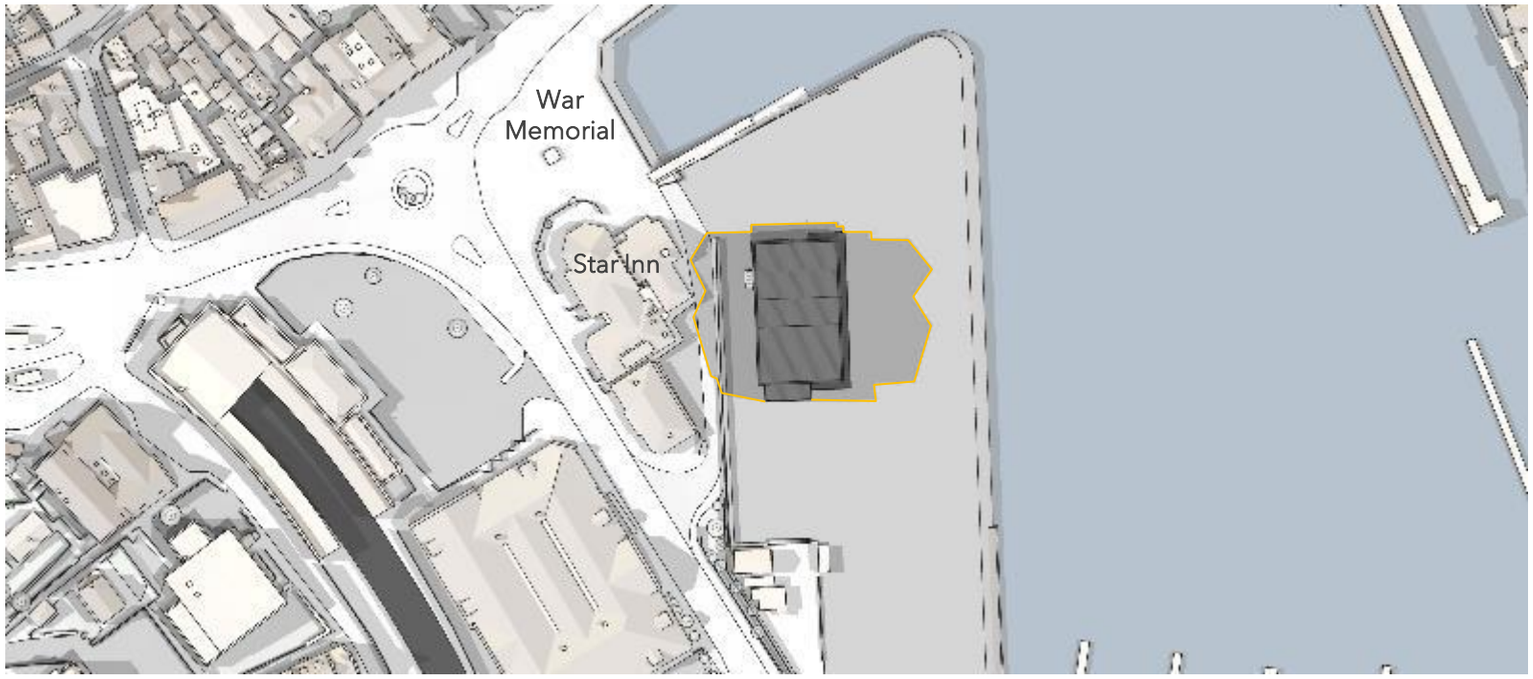
Above drgs testing under-croft parking

11.0 SOLAR IMPACT

11.1
With the proposed building being three storeys high and situated on an exposed site, it is important to test its solar impact on the surrounding built environment.

11.2
The primary considerations for the design was how it would impact the Star Inn and the War Memorial square.

11.3
As shown in the adjacent diagrams, the orientation, footprint, and massing of the design have been carefully considered to minimise impact to the NW of the proposed building.



Summer solstice overlay plan

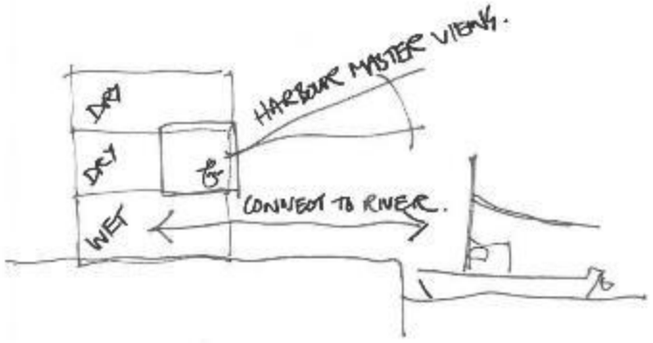
Winter solstice overlay plan

12.0 BUILDING USE

12.1
The proposed building has been designed to bolster Whitby`s maritime industries and will include such uses as:

- Harbour Master operations
- Marine industry research laboratories
- Marine industry workshops & storage
- Marine industry repairs

Endeavour Wharf is located within flood zone 3. This means that all tenants will be of water compatible use and as defined by the NPPF. A detailed Flood Risk Assessment (FRA) has been submitted in support of this application.



12.2
The above uses all require a direct visual and/or physical connection with the river/marina. Additionally, the wharf itself is operational and the proposed building will connect into the existing system whilst remaining dynamic towards the wharf`s carpark.

12.3
Many tenants will require both wet/dirty and dry/clean spaces, so the building has been split vertically to accommodate these uses.

12.4
The ground floor is dedicated workshops and storage spaces, and with large sectional doors that open out onto the wharf. This floor is designed to flood, with floors falling to drainage, water resistant materials and finishes, and services positioned above the flood level as stipulated within the FRA.

13.0 STRATEGY

13.1
One of the primary strategies of the proposal is to develop a building that plugs into the existing maritime operations of the wharf, whilst retaining the existing parking strategy. Therefore, the active frontage of the proposal faces East, with large sectional doors opening to provide direct river access. Control of the parking and operational wharf boundary will remain as existing: with the Harbour Master delegating when spaces are open or closed.

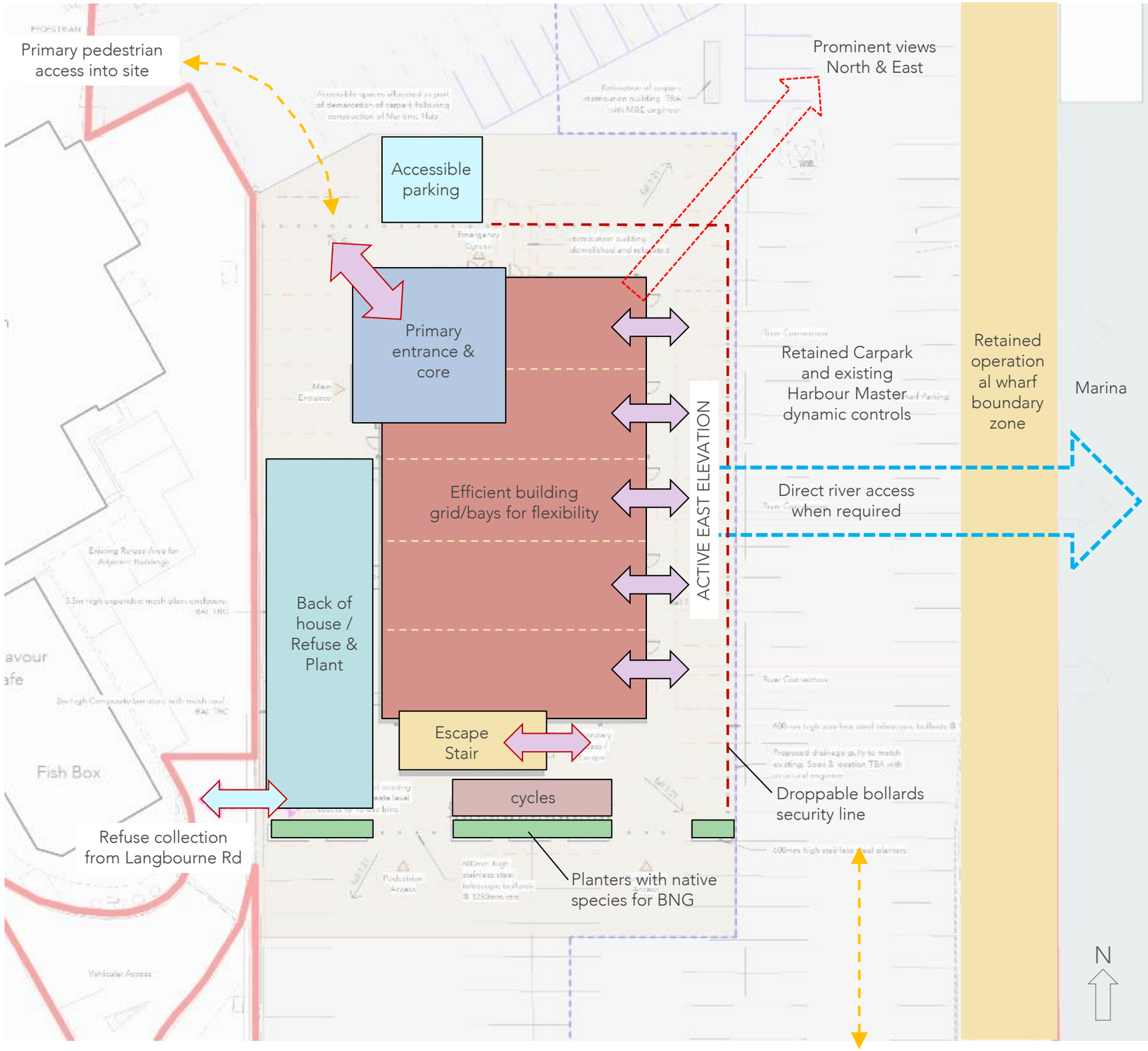
13.2
As determined by site constraints, the proposal is a rectangular footprint positioned to the northwest of the wharf. Its shape creates an efficient grid, offering flexibility to sustain a variety of tenant space requirements.

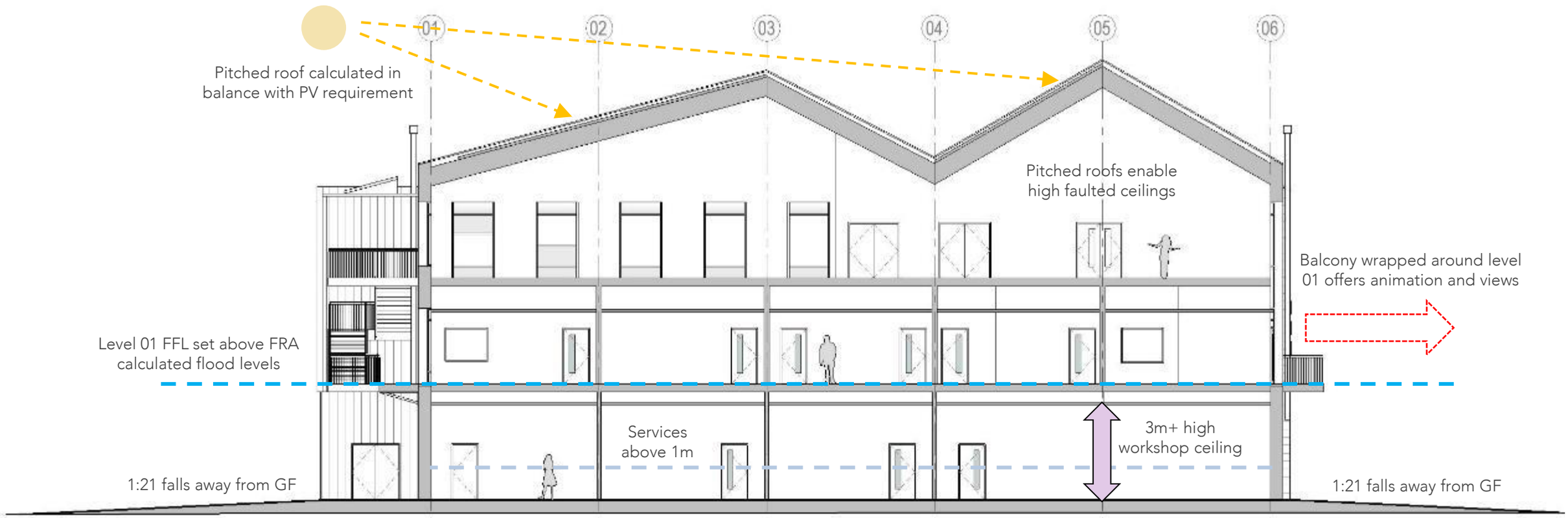
13.3
The primary entrance and core is positioned to the northwest of the building, having the closest relationship with adjacent buildings and pedestrian footfall.

13.4
Back of house (refuse, external plant, escape, and cycle provision) is located along the southwest of the building and faces the rear aspect of the Star Inn development.

13.5
Planters with native species are located to the South of the building to meet BNG targets as outlined in the Ecology report that has been submitted in support of this application.

13.6
The perimeter of the development will be identified with droppable bollards.





SECTIONAL STRATEGY

13.7
The proposed building is pitched roofed to reflect the towns roofscape but has been carefully designed to balance south facing PV requirements / net carbon neutral aspiration.

13.8
The ground floor workshops benefit from 3m+ acoustically treated ceilings, enabling the installation of internal cranes to assist in maritime operations. All services will be located above a calculated flood level and all floors will fall to drainage channels. All GF materials and finishes will be specified as water resistant and to a C4 marine grade.

13.9
Levels 01 & 02 are set above the calculated flood level as stipulated within the Flood Risk Assessment that has been submitted in support of this application.

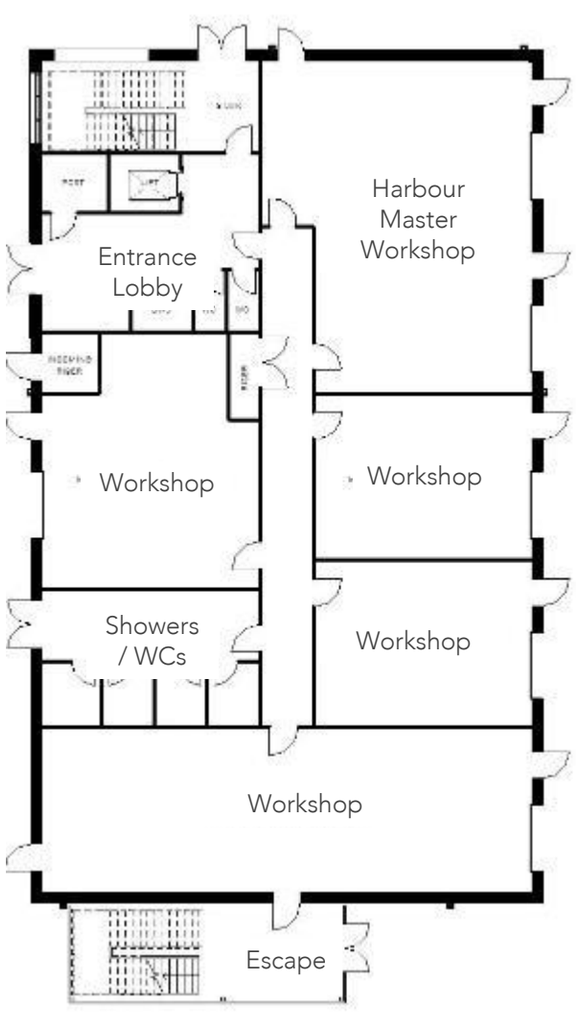
14.0 FLOOR PLANS

14.1
The plans have been designed on an efficient structural grid to provide flexibility of space / sustainable building.

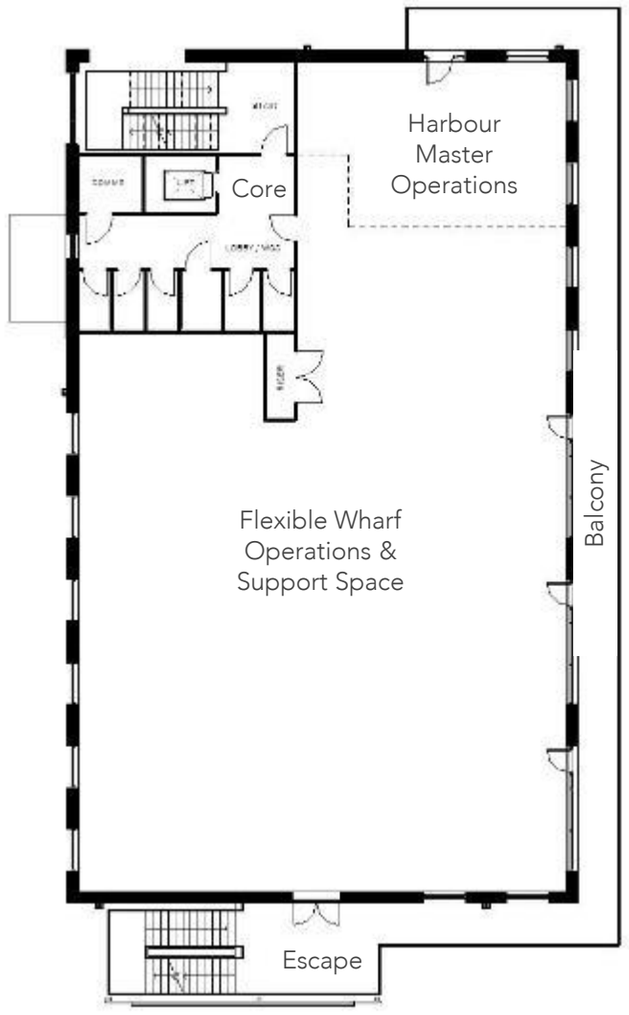
14.2
The floors are separated by 'wet' workshops to the ground floor, and 'dry' wharf operations to the levels above.

14.3
The Harbor Master`s operations are located on multiple floors and situated on the northeast corner of the building to maximise visual connections to the river/marina.

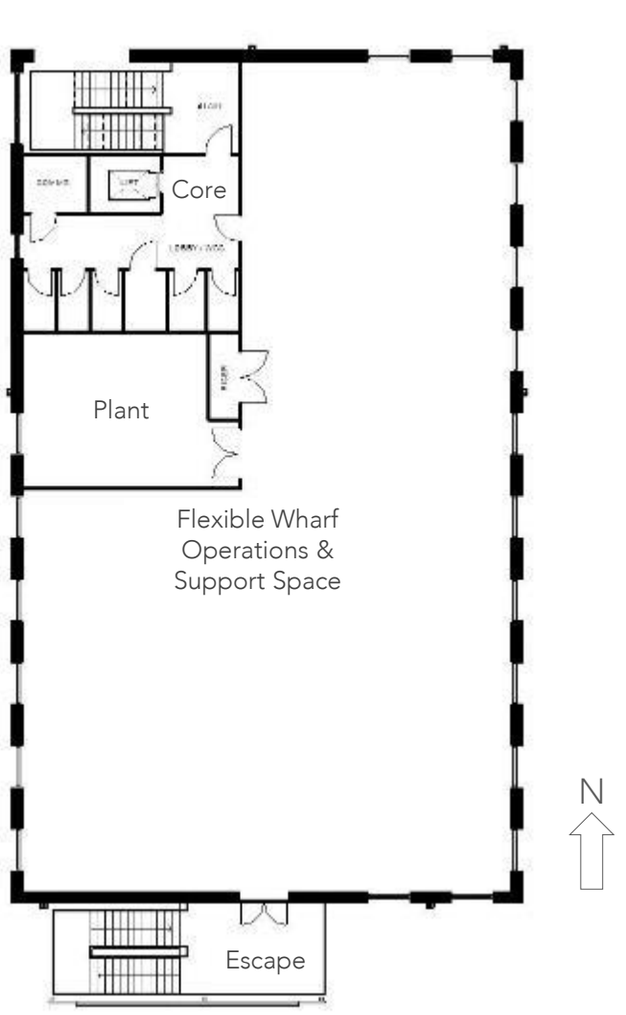
14.4
Each floor level is circa 580m2 GIA. As per NYCs brief, this provides a total of circa 1,740m2 GIA.



LEVEL 00



LEVEL 01

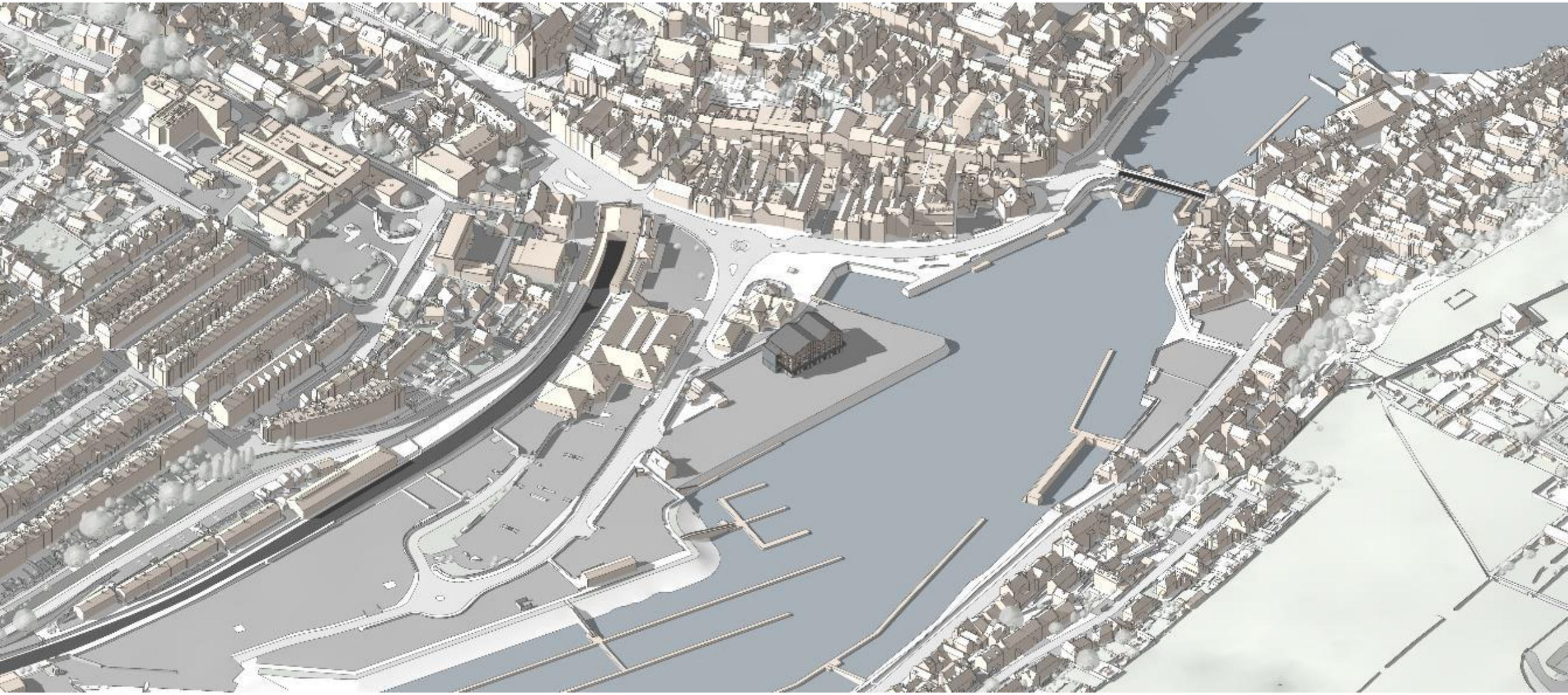


LEVEL 0

Circa 580m2 GIA per floor

15.0 VISUAL IMPACT

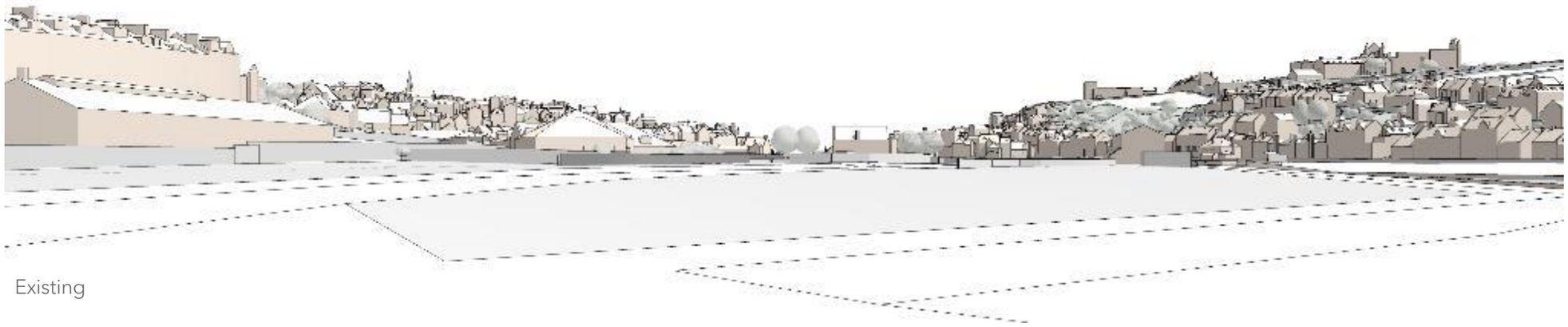
15.1
From the beginning stages of the design, a detailed 3D model of Whitby was acquired from 'zmapping' and is accurate to 0.5m. This has been an invaluable design tool to test proposed massing and impacts on the surrounding environment. The following pages utilise this model alongside real photos to show the proposed building in its context.



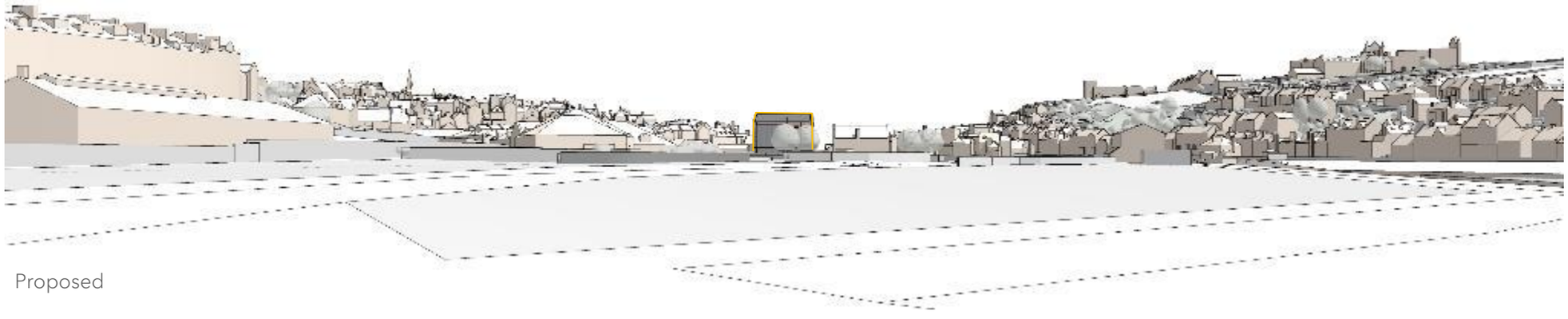
15.2
The following views are influenced by the 'views of importance', as identified within the 'Whitby Character Appraisal & Management Plan'. They also marry with the Heritage Impact Assessment, that has been submitted in support of the application.

Map of Whitby showing viewpoint locations

Photo reference



Existing



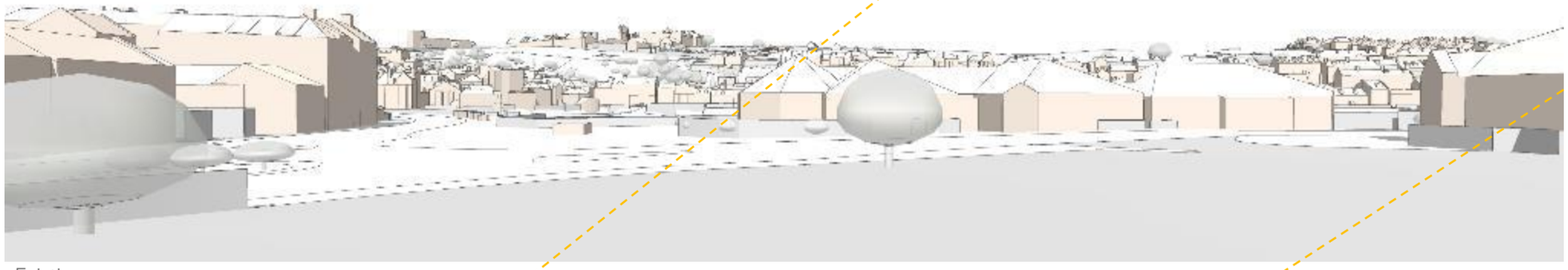
Proposed

15.3
01 - View from Coach Park

Due to the open context of the carparks, the proposed building is most visible when viewed from the South and East. From this location the building is viewed alongside the Abbey, but at such a distance that its impact is low.

Photo reference

Iconic Sutcliff photo



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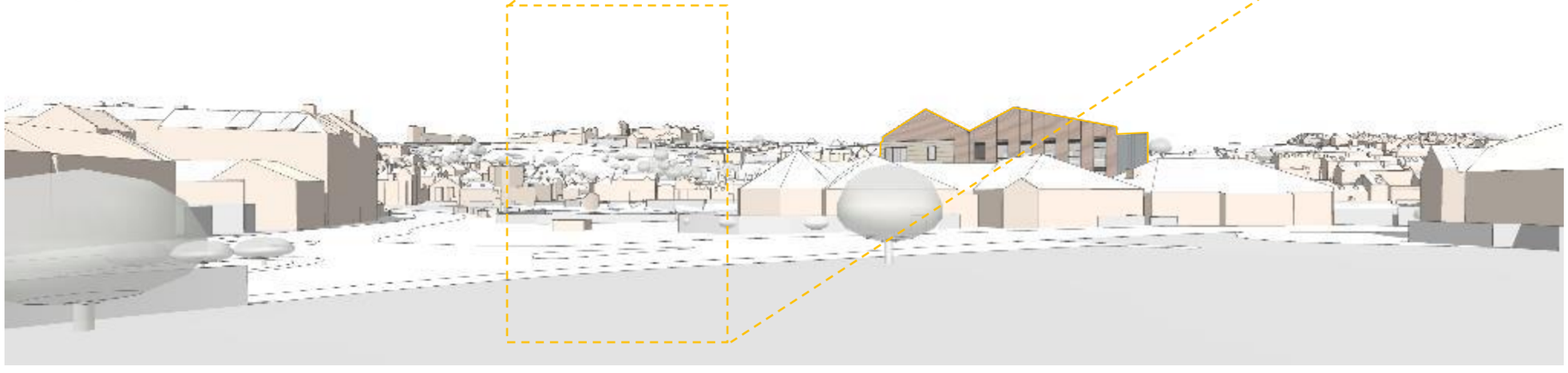


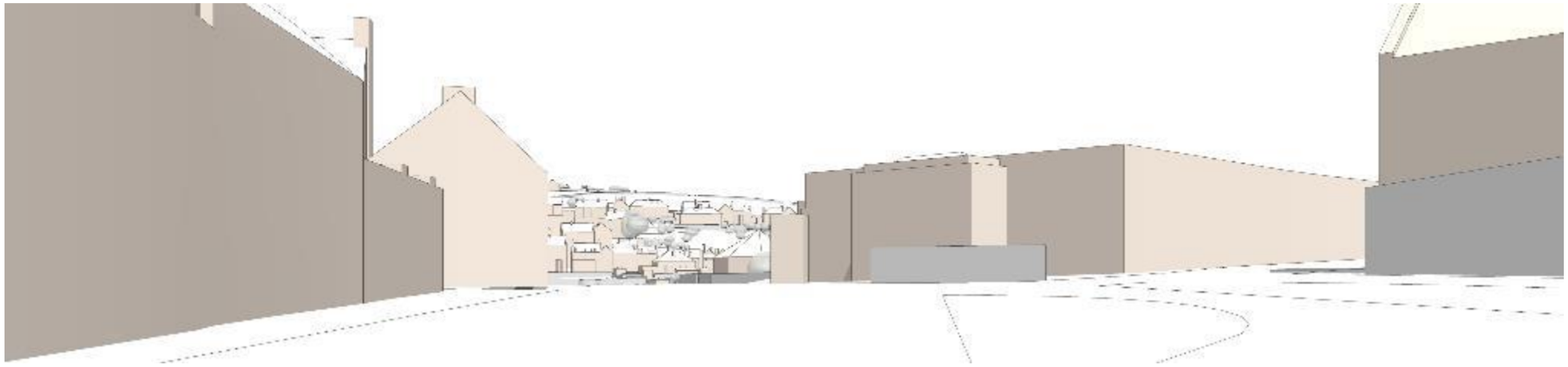
Proposed

15.4
02 - View from the Station

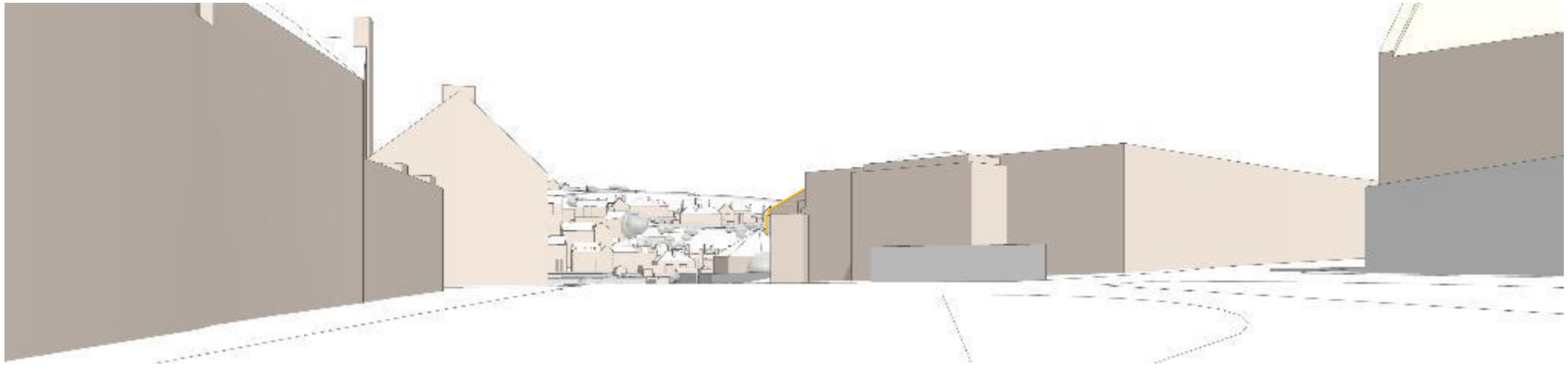
This is the first view of the town from leaving the station. Although the proposed building protrudes above the Star Inn, it remains below the Abbey and the buildings along New Quay Rd. The proposed building helps to frame the Abbey and introduces a contemporary language to the town whilst respecting its roofscape.

The view made iconic from the photo by Frank Meadow Sutcliff is not affected by the proposed building.

Photo reference



Existing



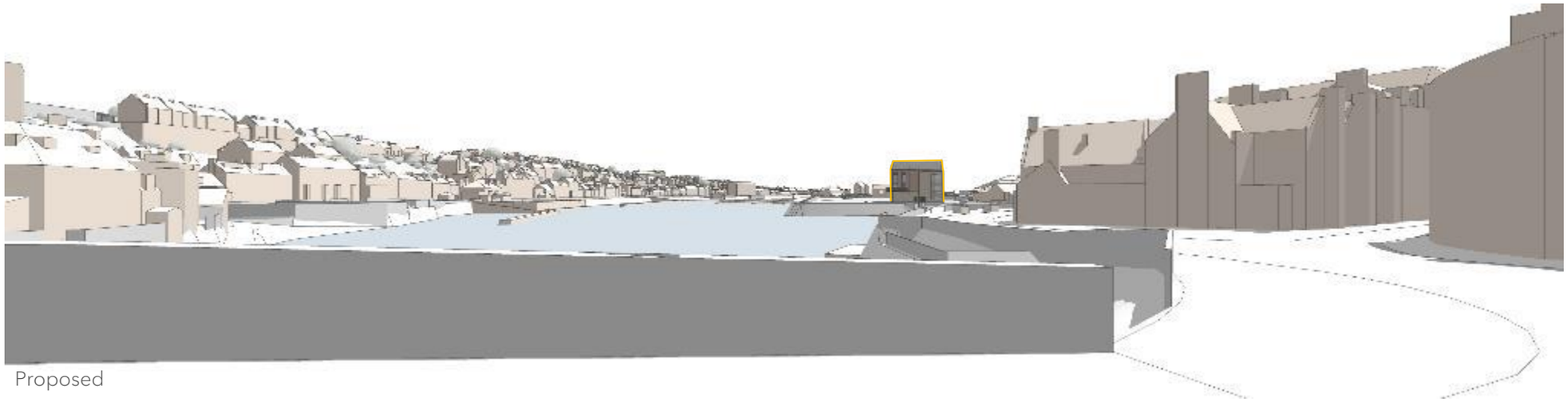
Proposed

15.5
03 - View towards the station

The proposed building is hidden by the station, revealing itself as you move closer into the town.

Photo reference

Existing

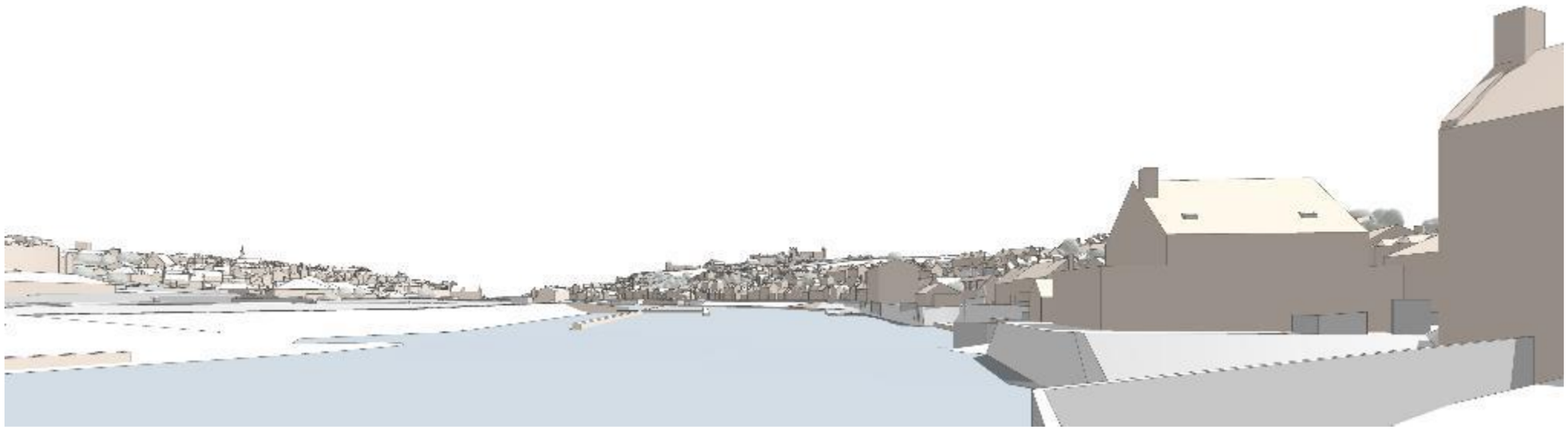


Proposed

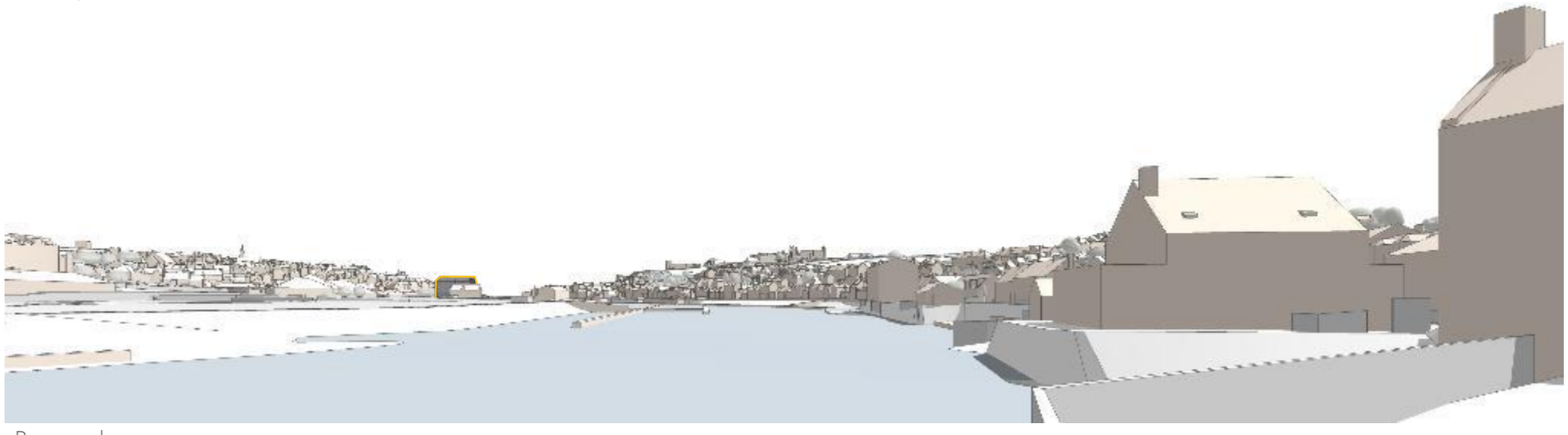
15.6
04 – From the swing bridge

The proposed building will be clearly visible from the swing bridge. Its massing creates an interesting 'bounce' to the roofscape and will stand as an iconic new development.

Photo reference



Existing



Proposed

15.7
05 – From Whitehall Yard

From this view, the proposed building blends into the town/riverscape, and echo's the maritime buildings along Church Street.

Photo reference

Existing

Proposed

15.8
06 – From the Ropery

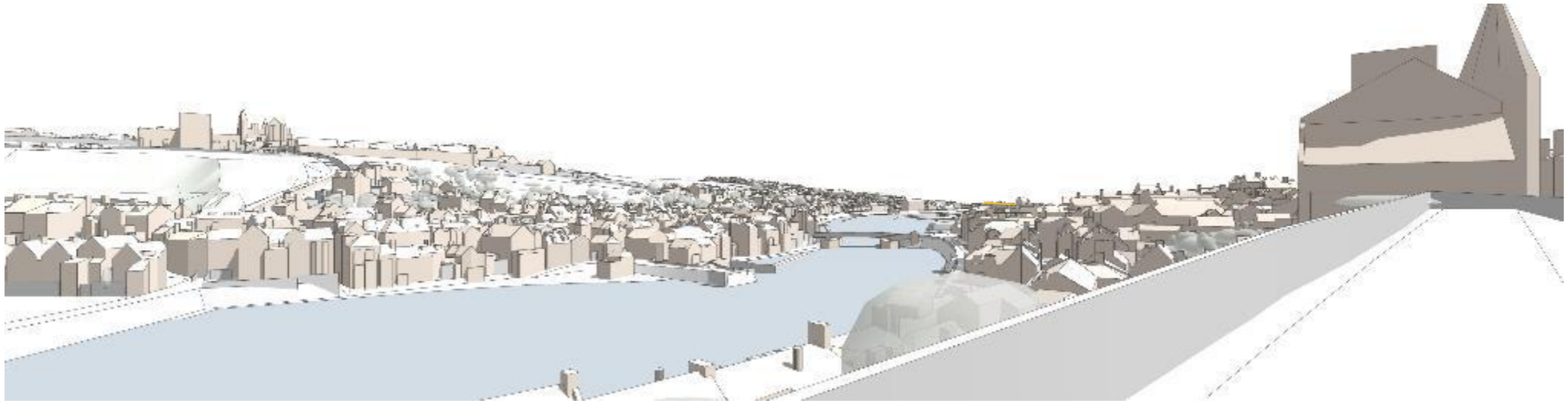
Although clearly visible, the proposed building remains subservient to the western townscape and does not obstruct views of the Church of St. Hilda.

15.9
07 – From the Harbour

From this distance, the proposed building would be barely visible, and would blend in with the rest of the townscape.

Photo reference

Existing

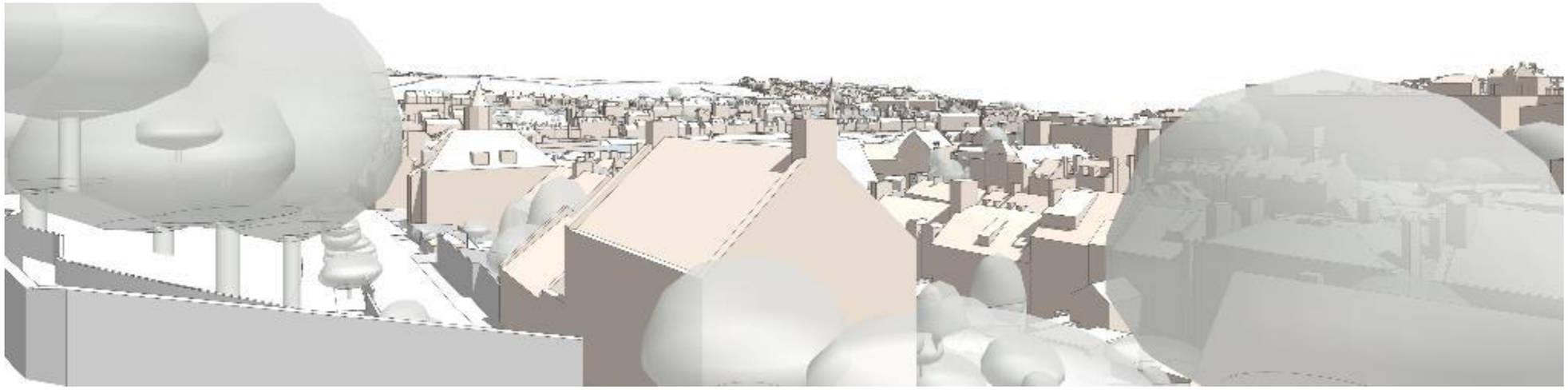


Proposed

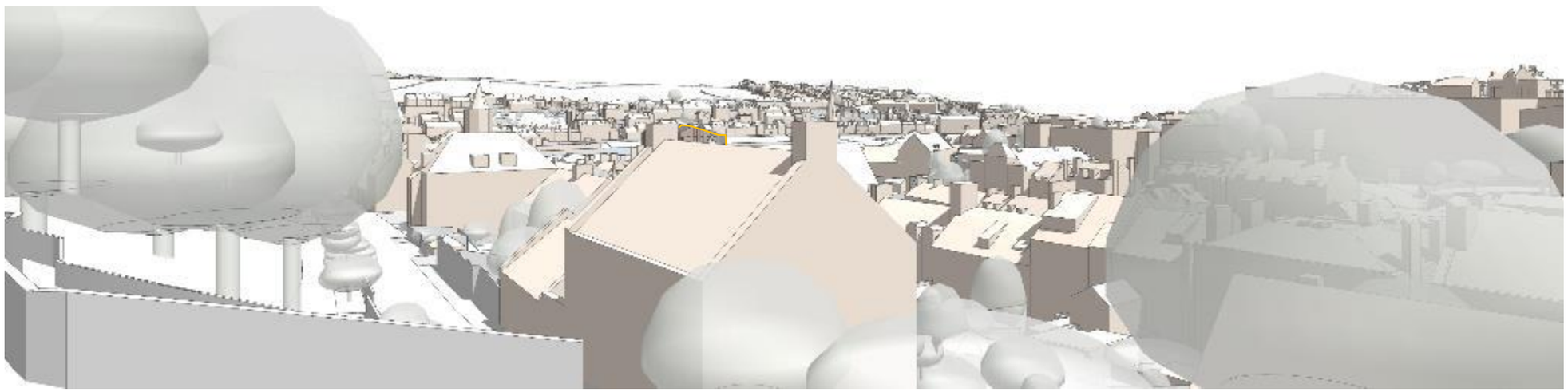
15.10
08 – From the Khyber Pass

Arguably the most iconic view of the town. Like the view from the harbour, the proposed building would be barely visible and would blend in with the existing townscape.

Photo reference



Existing

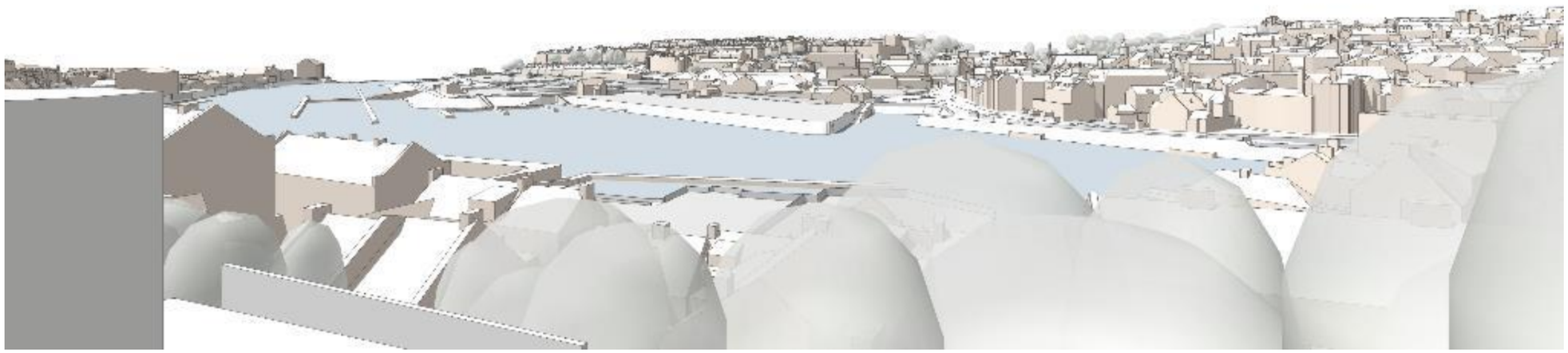


Proposed

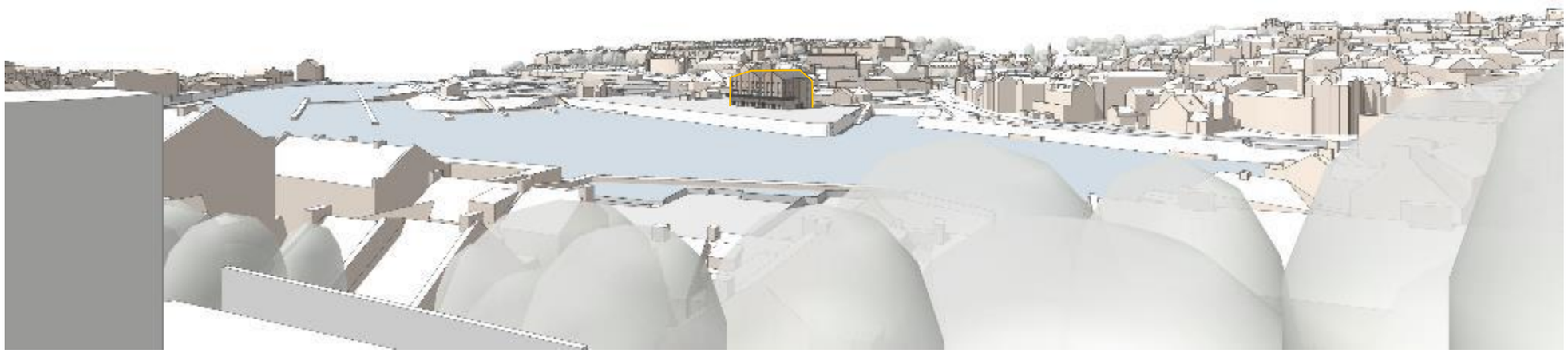
15.11
09 – From Pannett Park

Occasional glimpses of the proposed building would be visible from the park, but from this height it would have a low visual impact on the surrounding church spires and townscape.

Photo reference



Existing



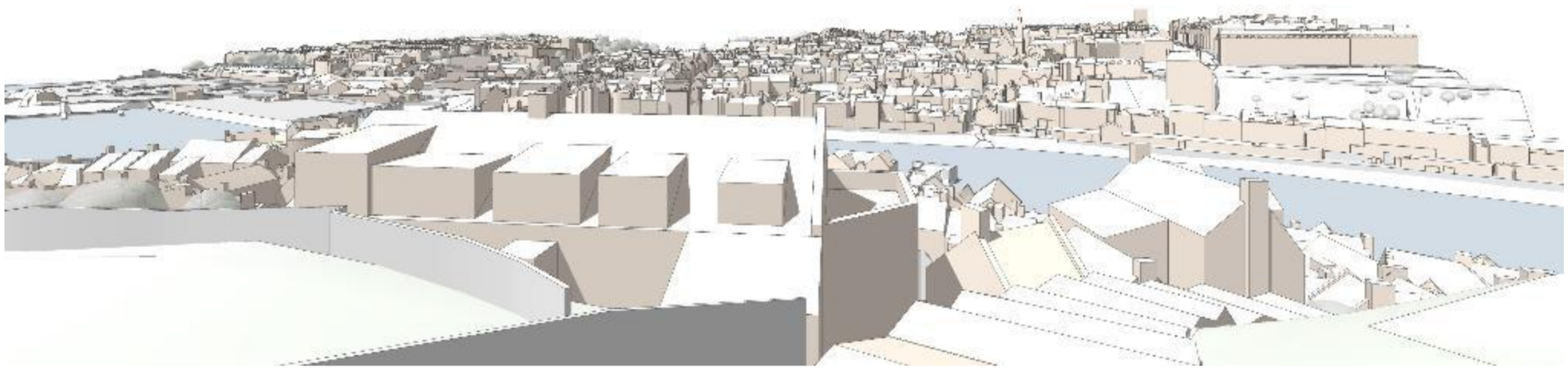
Proposed

15.12
10 – From Greens Yard

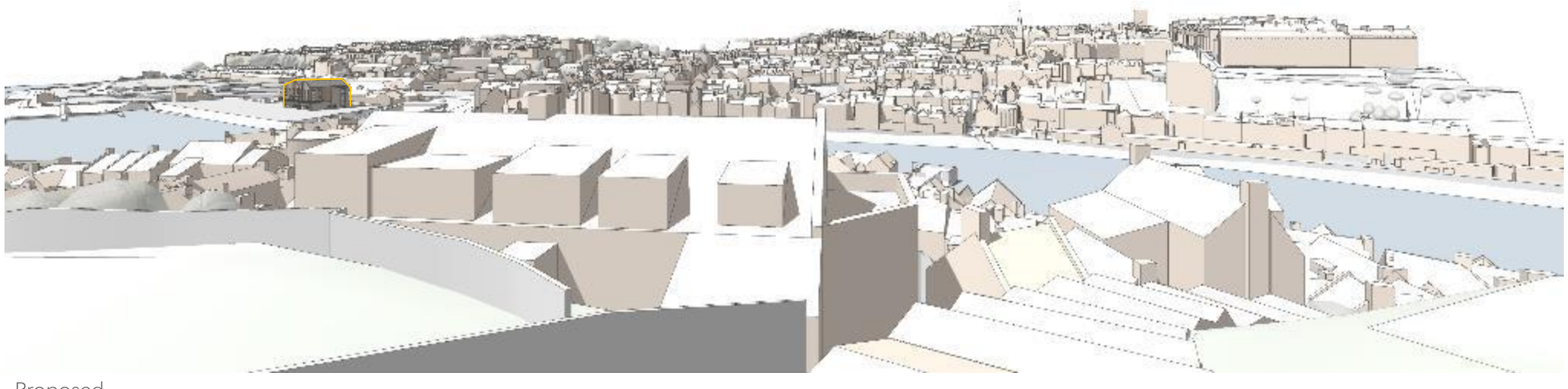
From this view the proposed building will stand as an iconic new addition to the town, with its massing and roofscape continuing the language of buildings along New Quay Road.

The view of the listed train station is not impeded by the proposed building, and the townscape that it does obscure is of low quality.

Photo reference



Existing

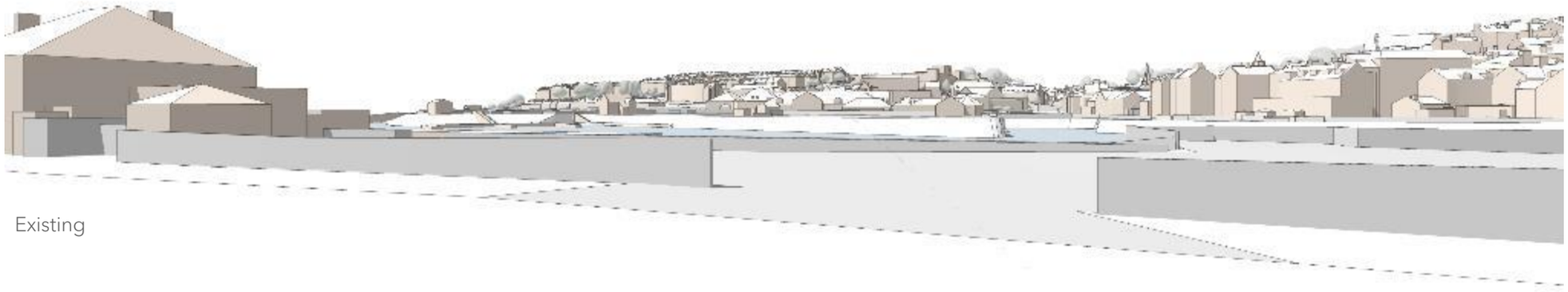


Proposed

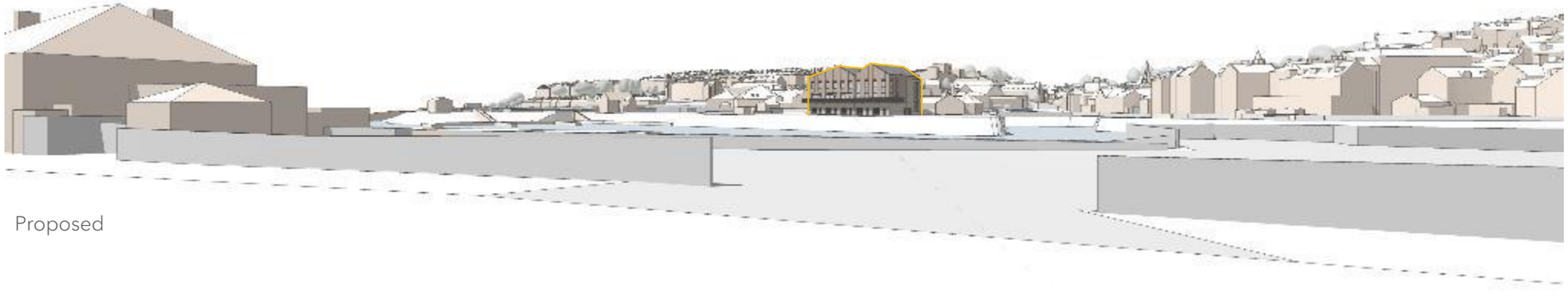
15.13
11 – From the 199 Steps

Although this is one of the town's most iconic views, and from the setting of the listed steps, the focus point is towards the harbour and not Endeavour Wharf.

Photo reference



Existing

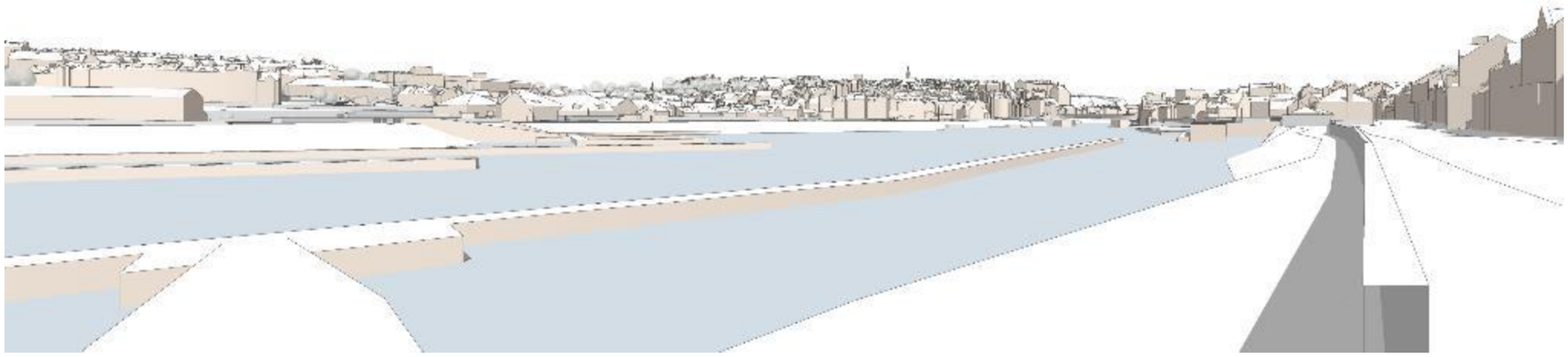


Proposed

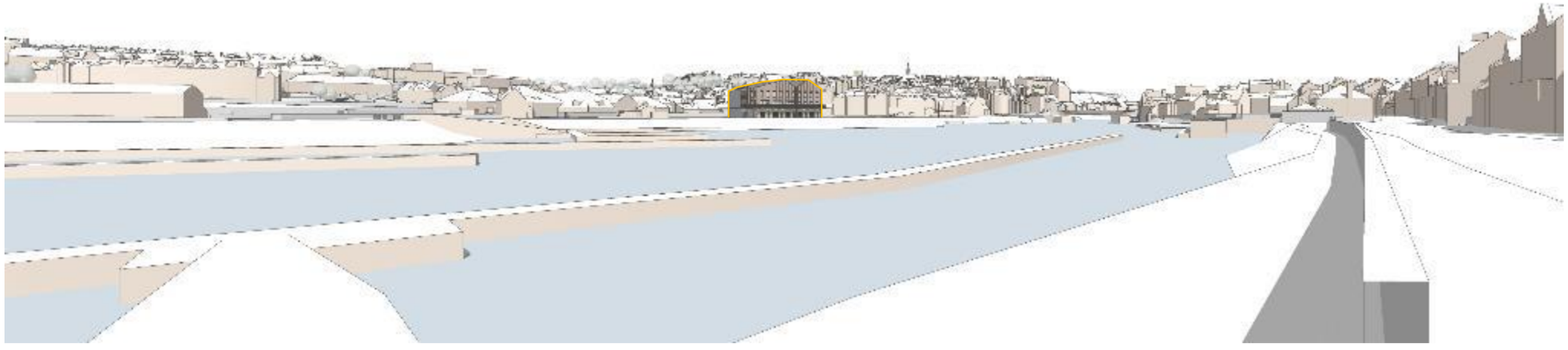
15.14
12 – From the Fleece pub

Much like viewpoint 10, the proposed building sits in front of townscape that can be deemed low quality. Drawing inspiration from the past, the proposed building will reintroduce a maritime architectural language to the wharf.

Photo reference



Existing



Proposed

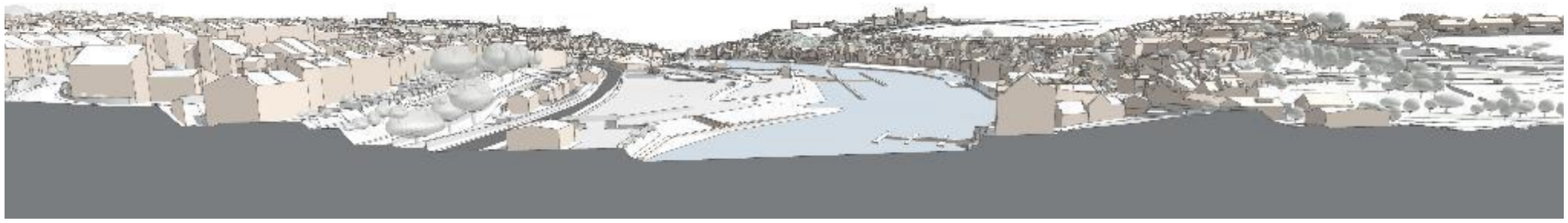
15.15
13 – From Church Street

Further South, the proposed building will be visible within the context of the swing bridge and northern townscape. However, its massing and roofscape create a continuation from the buildings along New Quay Road. The backdrop of the rising town and its church spires remain unimpeded.

15.16
14 – Leaving the moor (A169)

An iconic distant view of the town, and the first impression of Whitby when leaving the moor. Endeavour Wharf and the proposed building are hidden from view by mature woodland to the southwest of the town.

Photo reference



Existing

Proposed

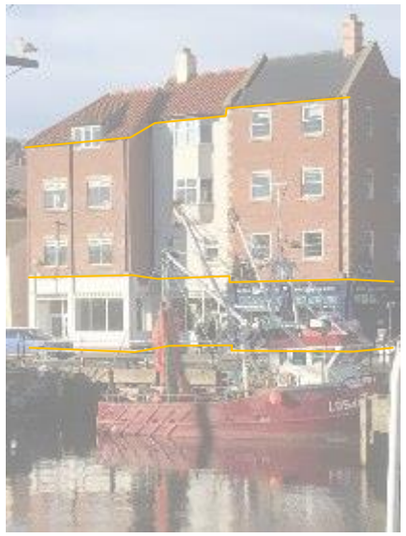
15.17
15 – From the new bridge (A171)

From this high vantage point, the proposed building will be read alongside many of Whitby`s cultural assets. However, at this distance its impact will be relatively low. With its material palette of stone and brick, the proposed building will blend into townscape.

16.0 APPEARANCE & MATERIALITY

16.1
The Maritime Hub responds to the site's history and context, by combining the proportions of past industrial sheds with present-day wharf buildings.

Past scale of maritime industry



Contextual wharf proportions

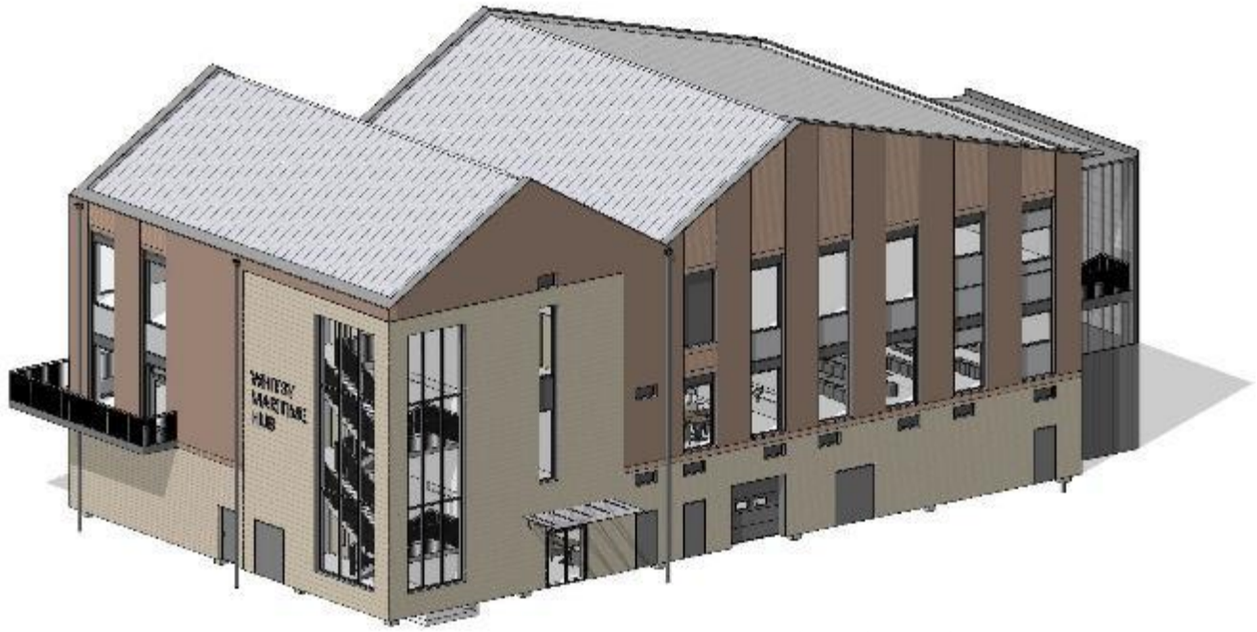
16.2
The buildings massing is broken down horizontally with a ground floor banding of split faced stone. This presents a tough, working wharf language, and is rhythmically punched with large sectional doors which will spill out maritime activities.

16.3
Above the stone is two stories of high-level brick detailing and proposes a palette of multi-red brickwork. This palette has been specifically chosen to blend in with the buildings along New Quay Rd. The language switches to a vertical pattern and uses stack bonding and soldier courses in line with the glazed openings to emphasise this.

16.4
A galvanised balcony wraps around the South, East, and North of the building, providing a sense of activity and animation to these elevations. Bespoke metal support arms are posed to the underside, giving a nod to the maritime craftsmanship of the past.

16.5
The primary entrance and vertical circulation is located to the northwest and is identified with a three storey wrap of sawn faced stone, giving it a sense of importance, whilst making a connection to some of the towns more grand buildings.

Isometric view from the northeast



Isometric view from the northwest

16.6
To prevent a pastiche of the past, the proposed buildings traditional material palette is complemented with large punched contemporary openings. Further high-quality contemporary materials include an expanded mesh façade to the southern escape stair, and a raised seam metal roof. To reduce running costs, PV panels are proposed to the southern elevations and roof slopes.

East Elevation

North Elevation

West Elevation

South Elevation

Elevation Legend

Key Value	Keynote Text
01	Brick 01 - Red Multi stretcher bond
02	Brick 02 - Red Multi stack bond
03	Stone 01 - Split Face Finish
04	Stone 02 - Sawn Face Finish
05	Expanded Metal Mesh Panels
06	Standing seam metal roof
07	Curtain walling
08	Louvre [illegible]
09	Metal louvres

Elevation Legend

Key Value	Keynote Text
10	Metal parapet capping
11	External metal security doors
12	Metal balcony railing
13	Metal balcony support brackets
14	Red multi coloured brick headers and cills
17	PV Cladding
18	Glass Entrance Canopy

Enjoy Design

16.7
To proposed maritime hub will create an iconic new building for Endeavour Wharf, and Whitby. Standing isolated, its palette of traditional materials help to soften its presence, whilst its form and functions embrace the site`s vernacular.

16.8
Activity will spill out of the large workshop doors onto the wharf, creating a real sense of maritime operations.

17.0 LANDSCAPING & BNG

17.1
To minimise impact to the operational wharf and carpark, minimal landscaping is proposed. As part of the construction works, a new tarmacadam finish will surround the proposed building. This is identified as the beige hatching on the adjacent site plan.

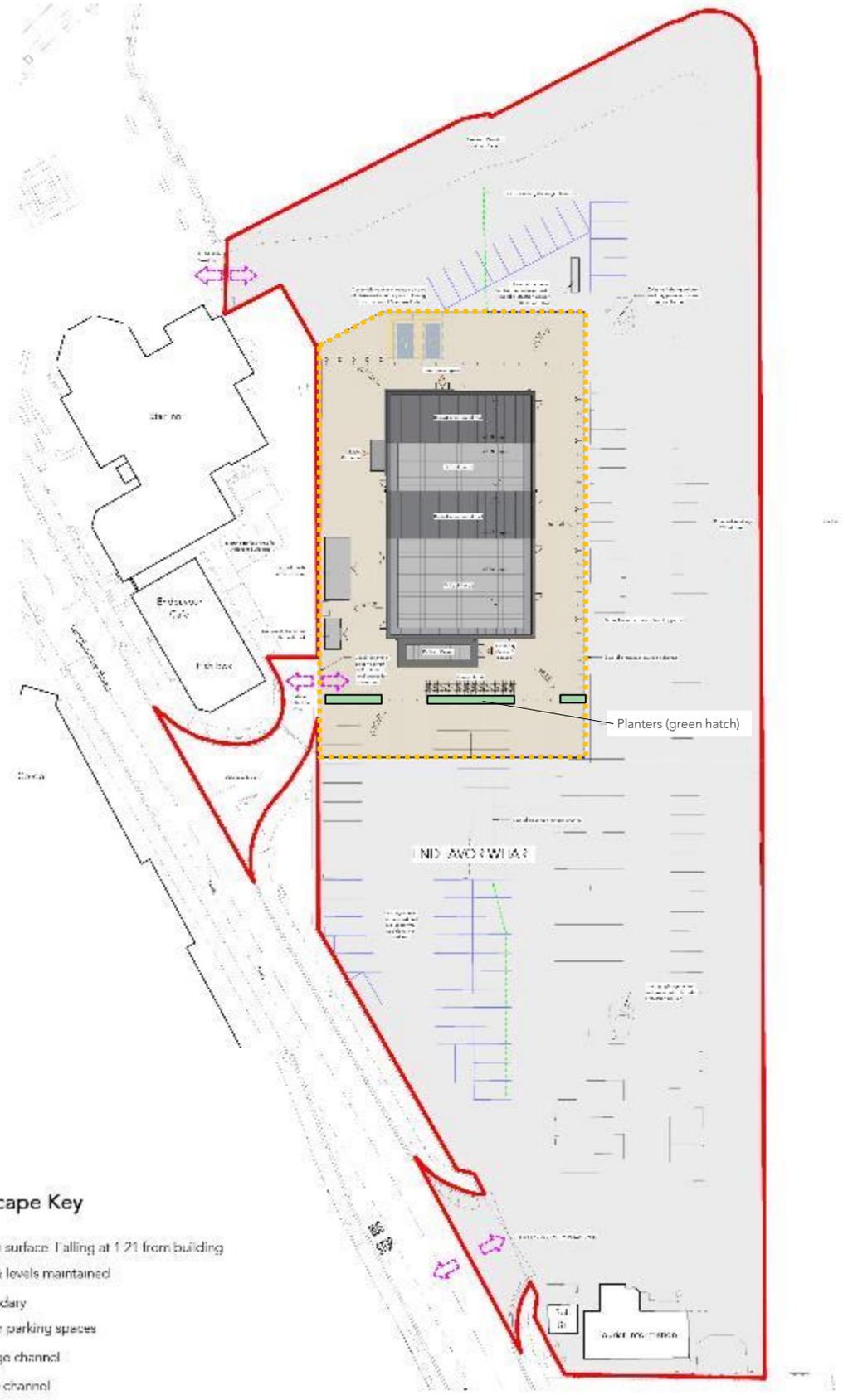
17.2
The drainage channel that runs centrally through the wharf will be adapted to suit the 1:21 gradient of the proposed tarmacadam surface.

17.3
The existing Harbor Master`s storage situated to the southeast of the wharf will be demolished and removed, with these operations being included within the proposed building.

17.4
Surface mounted planters are proposed along the southern boundary of building works to meet the 10% uplift requirement for biodiversity net gain (BNG). An ecological report has been prepared in support of this application.

17.5
Along the western boundary of the wharf, a small section of hard landscaping will be remodelled to provide level access for refuse collections off Langbourne Road.

17.6
As part of the proposed works, the wharf will undergo a revised parking layout with new white lining. This will also provide an opportunity for clearer demarcation of the operation wharf edge boundary.



18.0 SUSTAINABILITY

18.1
Developing an efficient and sustainable building is one of the projects core aspirations, and the design promotes a fabric first approach using high quality products to target U-Values and air tightness values much lower than those stipulated within Approved Document Part L.

18.2
Mechanical Electrical and Public Health (MEP) consultants form part of the design team and have undergone extensive thermal modelling, which has informed product selection and the design of the building.

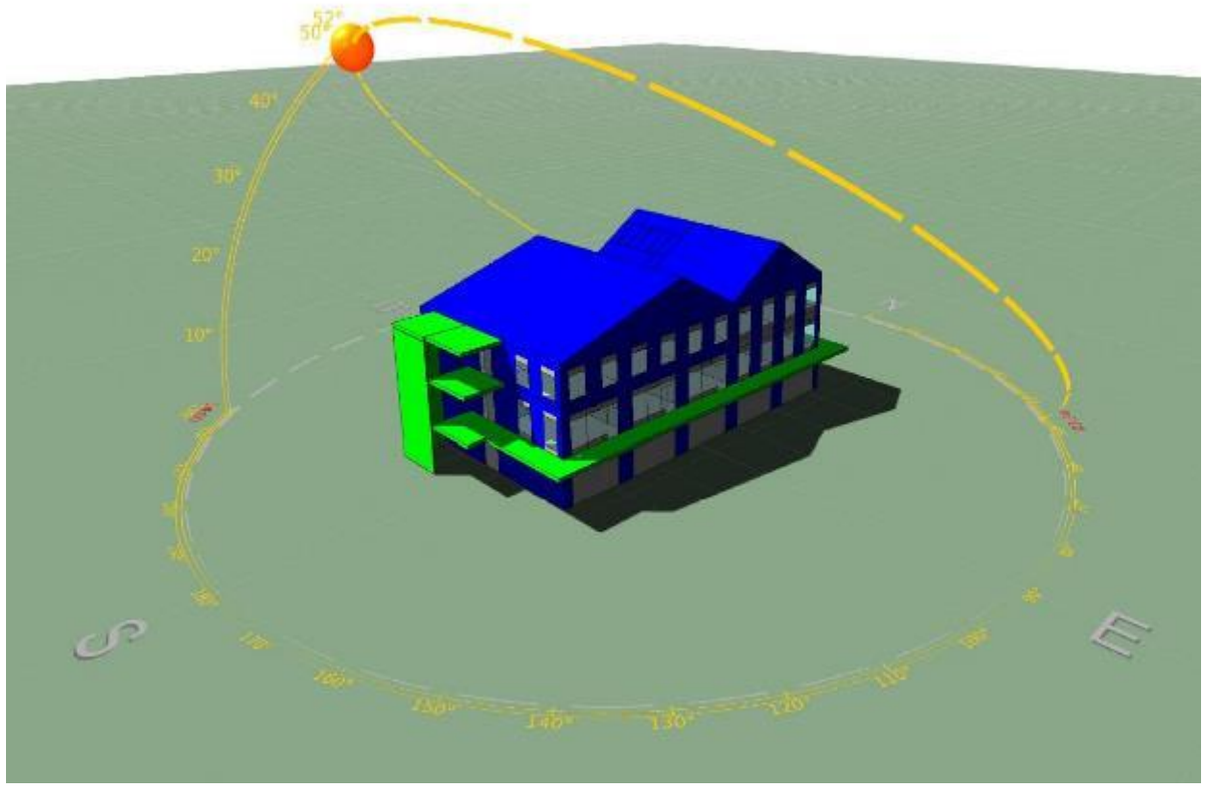
18.3
Sustainability considerations listed below have been used to develop the scheme and will continue to be challenged and developed post planning.

- Energy use and CO2 emissions
- Water use
- Adapting to climate change
- Sustainable Drainage
- Minimise Pollution
- Minimise Waste
- Product Lifecycle
- Environment and community
- Recycled materials
- Local materials

18.4
The building design will utilise low and/or carbon neutral technologies to minimise its power consumption. These will include the following:

- Roof and façade mounted photovoltaics.
- Air Source Heat Pumps (ASHP) will be installed to provide low temperature hot water and located within a purpose made external plant store.
- Hybrid Ventilation Units, providing excellent levels of fresh air, CO2, and temperature control all year round.

Natural vent | Mixed mode | Night cooling



Above, extract from thermal model

19.0 ACCESS

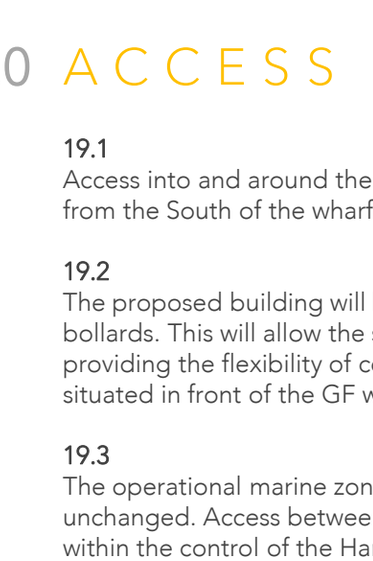
19.1
Access into and around the site remains unchanged, with vehicles entering from the South of the wharf and off Langbourne Road.

19.2
The proposed building will have an open boundary in the form of droppable bollards. This will allow the safe movement of pedestrians, whilst also providing the flexibility of controlled vehicular access to drop-off zones situated in front of the GF workshops.

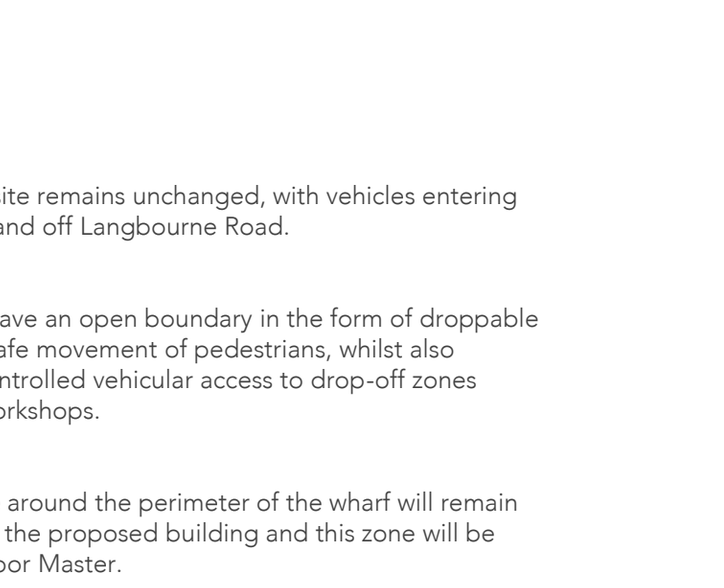
19.3
The operational marine zone around the perimeter of the wharf will remain unchanged. Access between the proposed building and this zone will be within the control of the Harbor Master.

19.4
A detailed transport plan has been prepared in support of this application, and clearly defines the strategies and sweep path analysis for refuse, HGV, and fire tender vehicles.

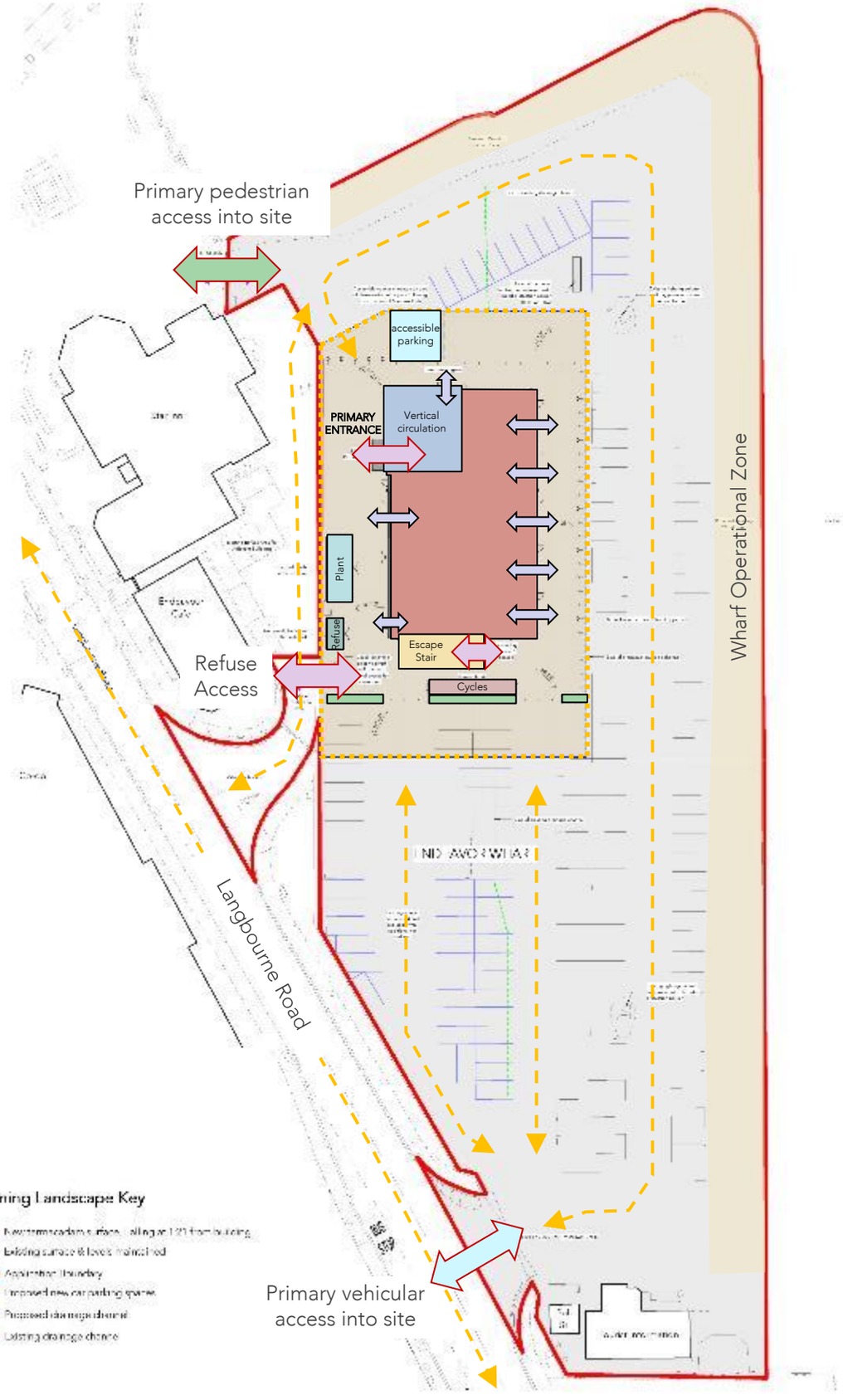
19.5
Primary level access into the building is from the northwest, with a dedicated escape stair positioned to the South. All doors and openings will be PAS 24 secure when unoccupied and finished to a C4 marine grade.



Above, refuse access plan



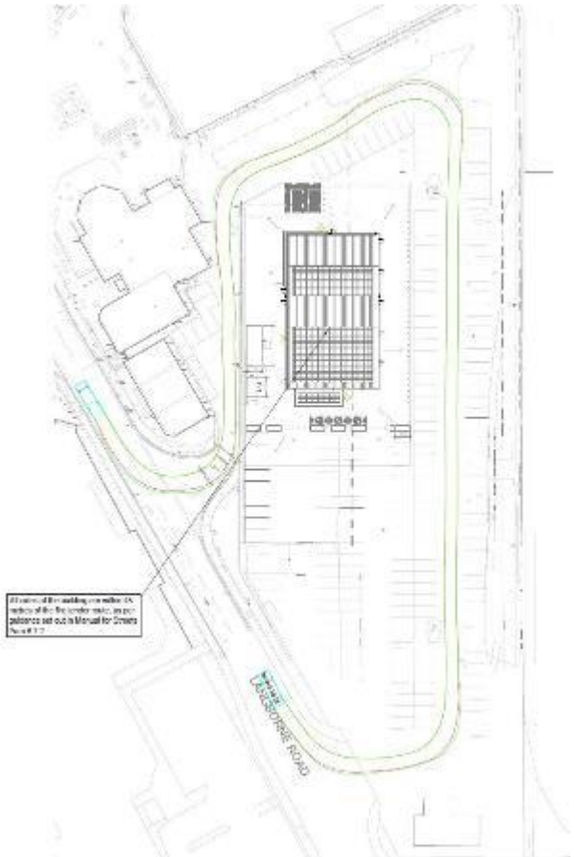
Above, HGV sweep analysis paths



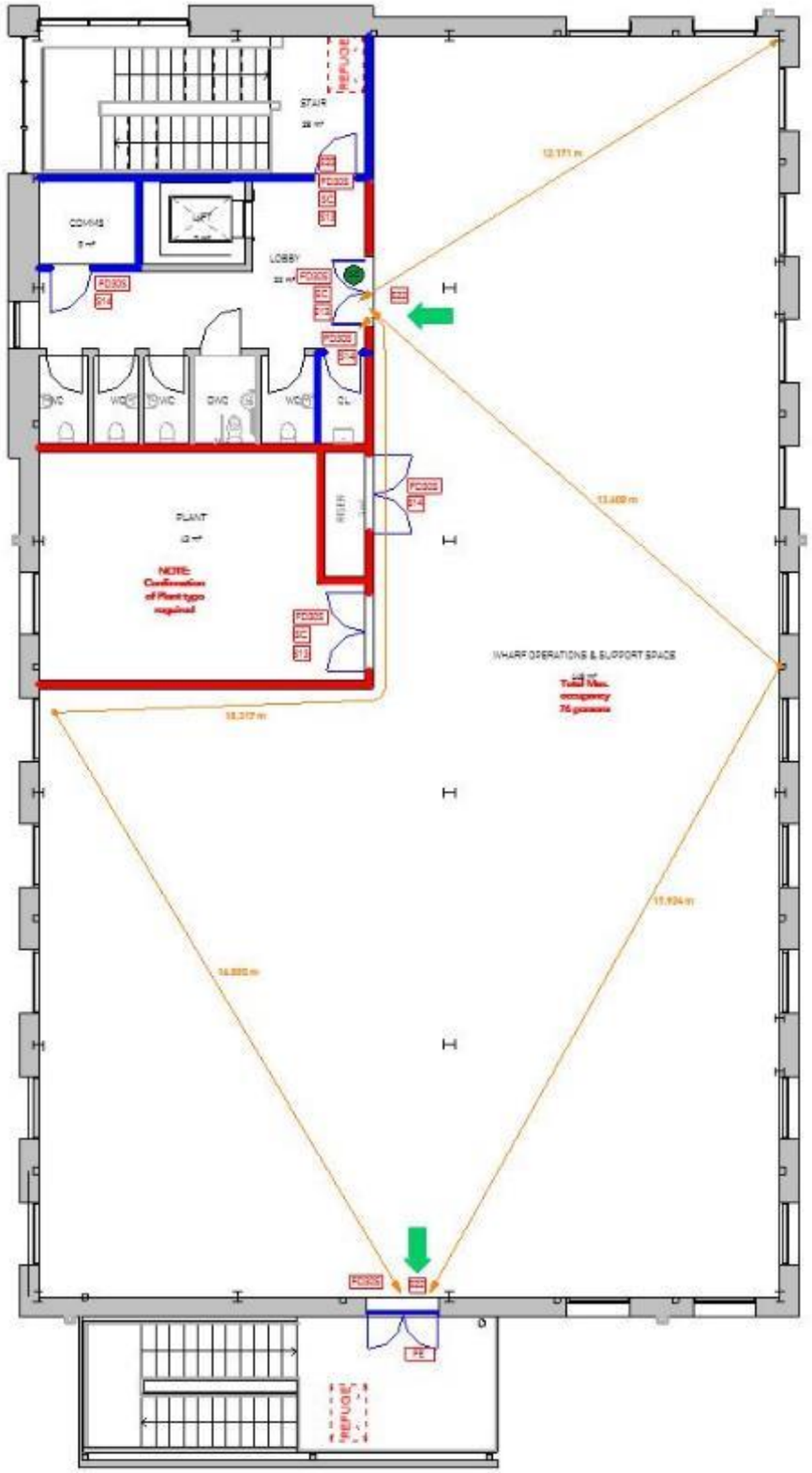
19.6
Vertical circulation is provided within the northern core. Both the lift and stair dimensions have been calculated based on the occupancies provided in the supporting travel plan.

19.7
A fire consultant has formed part of the design team to ensure all escape distances, stairs, doors and exists comply with building regulations.

19.8
Cleaning and maintenance of the façade will be undertaken by a MWEP and reach & wash. The roof has been designed as low maintenance and will be inspected using a drone and accessed via a MWEP for maintenance.



Above, Fire tender sweep analysis path



Level 02 - Fire Strategy Plan
1 : 100

20.0 SUMMARY

20.1
The proposed Maritime Hub will be purpose built to support and enhance Whitby`s maritime industry whilst also providing new employment opportunities.

20.2
The design understands and is informed by the site's constraints.

20.3
The form and function of the proposed design responds to the sites past, whilst respecting its present context and vernacular roofscape.

20.5
The proposed building has a low impact on the setting of the town's heritage assets and has stipulated a traditional palette of materials which help to soften its presence.

20.6
The Maritime Hub is of a high design, utilising high quality materials and detailing, and will be an architectural asset to the town.

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