

Project

## 2135 - Scarborough Harbour West Pier Redevelopment

Subject

### Design & Access Statement

18 December 2023



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# 1.0 Introduction

# 1.1 Introduction & Executive Summary

## INTRODUCTION

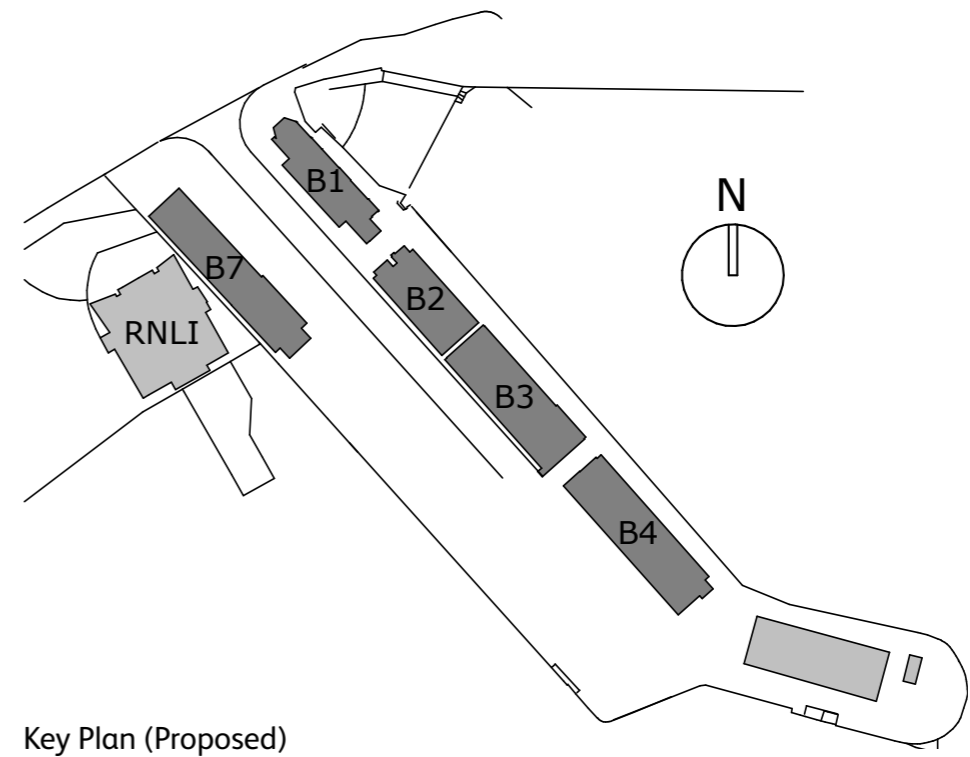
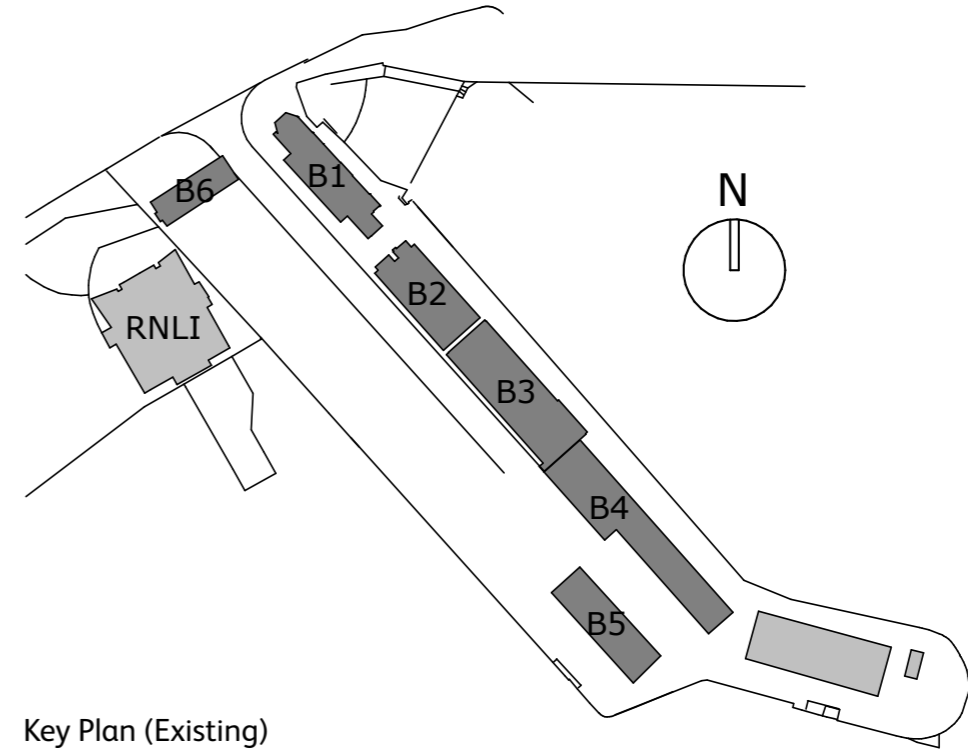
This Design and Access statement has been prepared by Jefferson Sheard Architects on behalf of the Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council (NYC), to support the full planning application for the Scarborough West Pier Redevelopment to meet these aims. This statement should be read in conjunction with the proposed drawings and documentation submitted as part of this application.

## EXECUTIVE SUMMARY

The project consists of the renewal and regeneration of Scarborough Harbour’s West Pier to improve the public space which connects with Scarborough’s marine heritage, provides retail and workshop space for catering, food and creative industries, and enhances the pier as a working harbour with a thriving fishery.

Scarborough Harbour West Pier is located within the Scarborough Conservation Area, and the pier and harbour walls were Grade II Listed in 1973. The law provides that buildings and other structures that pre-date July 1948 and are within the curtilage of a listed building, in this case the pier, are to be treated as part of the listed building requiring listed building consent for proposed alterations or demolitions.

The scope of the building works includes the restoration, renovation and change of use of existing heritage buildings, the demolition of existing retail kiosks and bait sheds, and replacement new build contemporary kiosks incorporating public toilets, fishery warehouses and a new substation.



## 1.2 Design Team

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In November 2022 William Birch & Sons (WBS) were appointed by North Yorkshire Council (NYC) through the YORBuild3 Framework under a Professional Services Contract to complete the RIBA Stage 3/4 design, and to prepare a planning application, for the Scarborough West Pier Redevelopment Project.

The design work undertaken by the WBS Design Team built on the work previously undertaken by Scarborough Borough Council (SBC) in developing an Outline Business Case (OBC) leading to Full Business Case (FBC) for the regeneration of Scarborough Harbour's West Pier.

The WBS Team have developed the scheme and prepared the Planning Application based on the RIBA Stage 2 proposals which had informed the FBC.

### Project Team

Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council

Principal Contractor - William Birch & Sons

Architect - Jefferson Sheard Architects

Planning Consultant - Temple

Civils Engineer - Mason Clark Associates

Structural Engineer - Mason Clark Associates

Mechanical, Electrical Engineers - Ridings Consulting Engineers

Landscape Architect - Enzygo

Heriatge Consultant - Maddison James Associates

Transport Consultant - Pulsar

Ecology Consultant - Wold Ecology

## 1.3 Project Brief

The key elements of the Project Brief are:

- Public realm improvements
- Demolition of existing kiosk building
- Demolition of existing bait sheds
- New Kiosks and public toilets
- Building 1: Renovation of heritage building to create a new anchor restaurant.
- Building 2: Renovation of units and Harbour Offices
- Building 3: Renovation of fish market, fishers welfare facilities, net lofts and café
- Building 4: Demolish and replace with modern purpose built fishery warehouses.
- Freezer store
- Requirement for a new sub-station set above the highest flood level.

The support for the fishing industry was a key driver in the plans and ensuring that the pier remains an operational harbour has influenced the design approach.

A key aspect of the brief is to consider and remove where possible conflicts between vehicular movements and pedestrians with the aim of promoting a safer environment for the general public and an improved environment for harbour operations.

The provision of a new restaurant on the pier has been market tested. The West Pier has been identified as a desirable location within the town for a new restaurant offer and specifically within the prominent heritage building at the junction with Foreshore Road (Building 1). Existing artist studios and office space currently within Building 1 is to be relocated to Building 2, and the Harbour Master Offices currently within Building 2 relocated to Building 3.

The WBS consultancy team were required to work with harbour master, harbour tenants and users to understand their operational needs and requirements, and to collaborate with the Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council to refine the regeneration parameters and designs.

The WBS consultancy team have consulted with relevant statutory consultees including the Environment Agency, Historic England and Utilities and have sought pre-application planning advice with the Planning Authority, and Conservation Officer, along with other Statutory Authorities.



“Vision” by Hemmingway Design

## 2.0 Site Analysis

## 2.1 Background

The town of Scarborough is in North Yorkshire Council local authority and is a centre for tourism, fishing and leisure activities. The Harbour is central to these activities, it hosts the second largest shellfishery on the east coast, and as such plays a fundamental role in the heritage and culture of the town and its appeal as a tourism destination.

In April 2019 Hemmingway Design were appointed by the former Scarborough Borough Council (SBC) to undertake a vision and feasibility study identifying regeneration opportunities within Scarborough Harbour. The vision considered the entire harbour estate and sets out SBC's aspirations for economic growth whilst preserving and enhancing the harbour as a working shellfishery.

As part of the visioning exercise Hemmingway Design prepared a strategic context report which includes preliminary analysis of the strategic context, demographics, the harbour-based fishing industry, other marine sectors, and the national picture in terms of future coastal tourism trends. This led to an assessment of potential strategic redevelopment options to bring regeneration of the harbour.

In 2020 SBC included the regeneration of the harbour in the Town Investment Plan (TIP) which was part of the funding application for the Towns Fund. Following a successful outcome the redevelopment and vision for the west pier has been identified as a strategic priority and the first phase of the vision for the wider harbour area.

The Scarborough Blueprint 2021, an ambitious masterplan which sets out where the town will be by 2035, identifies the harbour regeneration within the Town Centre Focus Area. Within this area the masterplan promotes a range of public realm enhancements and improved connectivity from Scarborough railway station gateway to the harbour and includes exciting new interventions including interconnected public realm nodes of activity, retail, workspace, new homes, and leisure/ tourism mixed use development.

The West Pier project seeks to reinvigorate the harbour providing facilities for the fishing industry and as a key tourist destination and will form an early phase and catalyst for the wider and ambitious regeneration strategy for the Town Centre.

SBC has been vested into the new North Yorkshire Council who maintain the commitment to this strategic plan.

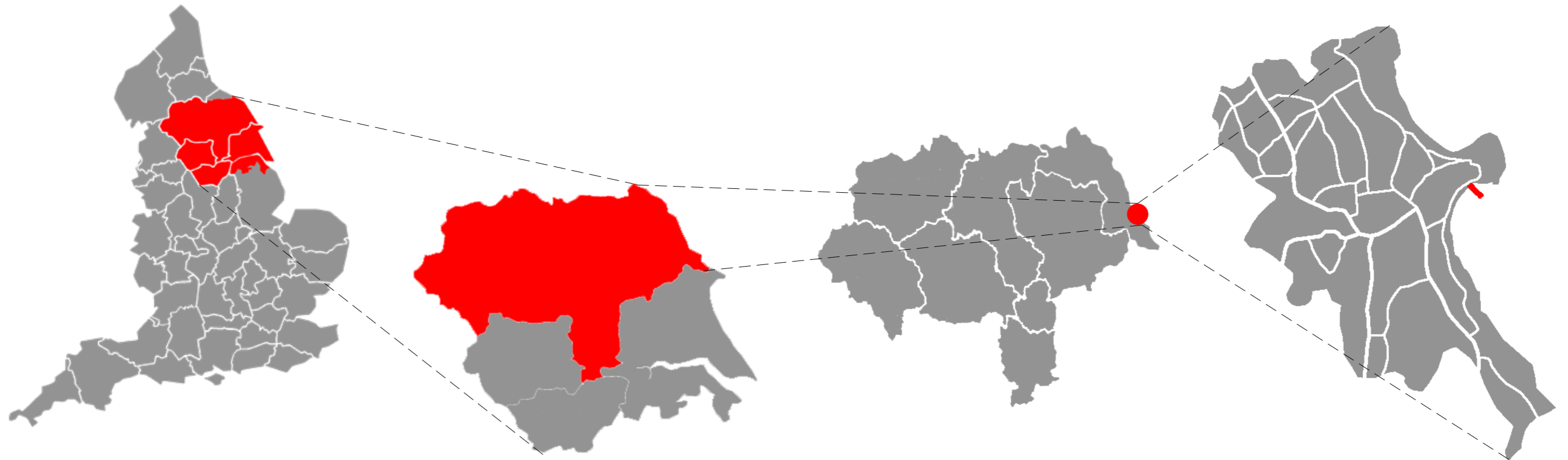


Extract from Scarborough Blueprint 2021



## 2.2 Site Location - Part 1

Scarborough is located within North Yorkshire along the North sea coastline. It is the largest seaside town on the Yorkshire Coast with a population of over 60,100 people.



UK Map, Yorkshire & Humberside

County Map, North Yorkshire

On the East Coast, Scarborough

Scarborough Town Map, Proposed Site

## 2.21 Site Location - Part 2



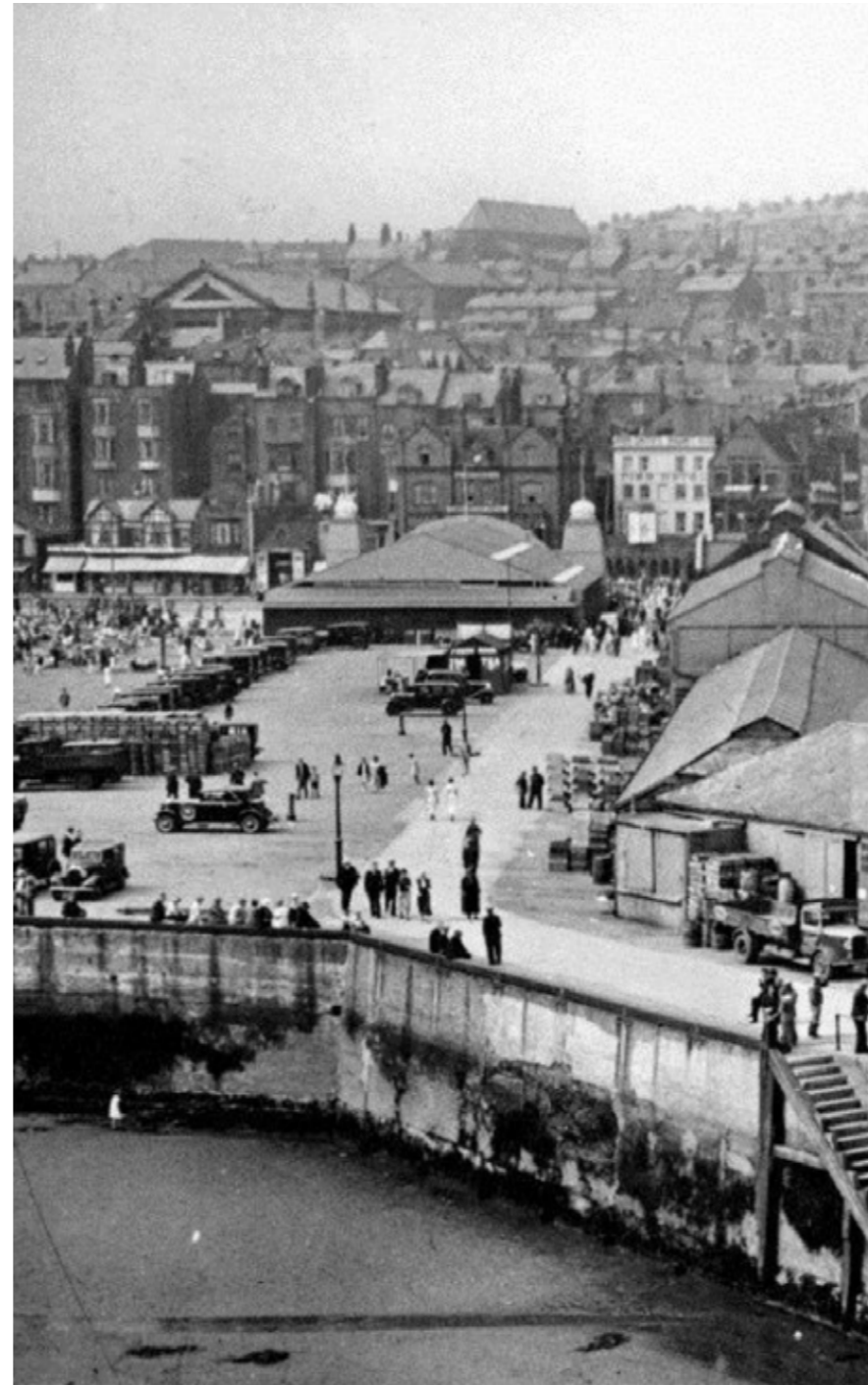
## 2.3 Historical Context

A striking feature of the town's geography is a headland pointing eastward into the North Sea which separates the sea front into a North Bay and a South Bay. Scarborough's livelihood depended upon the strong maritime base afforded protection to the south of the headland, and the harbour has long been recognised for its strategic importance in the town's development.

Scarborough Limestone, a stone in reality of variable strata locally known as "pier stone" obtained in large rough blocks was the principle material used in the construction of the harbour piers.

Construction work began on the original West Pier, designed by engineer William Chapman, in 1817 and was completed in 1822. The pier was widened in 1877 and extended across to Outer Island Pier and widened further in 1910 on the west side. By this time the west pier had become the focal point of all Scarborough's fishing activity including a daily fish market.

Architects, Hall and Tugwell designed the impressive red brick Harbour Offices building (referred to as Building 1 in this report) in 1886 at the landside/ northern end of the pier, now Foreshore Road. Fish merchants were housed in the Harbour Offices and the fish markets were held in the area to the front. Fish sheds were also installed along the east edge and along the full length of the pier.



Historic West Pier and Fish Markets

## 2.4 Character Appraisal - Part 1

Building 1 is a statement building reflecting the importance of Scarborough harbours' maritime history and remains as a significant architectural feature of heritage value.

The original main building was extended in 1910 in a matching style to the north end of the otherwise symmetrical composition. The building is of red brick with stone detailing; stone copings, plinth course, door and window reveals, cills, heads, mullion and transoms, and stone balcony walkway with metal railings.

The building needs extensive restoration and upgrade, in particular the stonework is in a significant state of disrepair due to heavy erosion in a coastal climate. The building houses public toilets on the ground floor and artist studios and office at first floor.

Building 2 dates to around 1926 and is in a similar style and proportions to the original Harbour Offices, built in red brick with some stone feature coursing and copings, and a concrete projecting balcony walkway with metal railings, and is much simpler and less ornate than Building 1.

The building needs moderate restoration and upgrade. The building houses offices on the first floor and largely industrial storage space on the ground floor with a single wet fish sales shop unit.



Building 1



Building 2



## 2.41 Character Appraisal - Part 2

Building 3, built in around the 1990's, continues the theme of a red brick pitched roof building with upper balcony walkway, but with an industrial appearance including large arched opening to ground floor open units and projecting metalwork balcony and railings.

The ground floor space is largely open plan, housing a communal chiller and is underutilised. The harbour users' welfare facilities are located here and need improvement. The upper floor houses net lofts and a popular café bistro operation, Lookout on the Pier. The building is in needs of general and localised repairs.

Building 4 is a 20th century structure replacing the earlier fish shed building and largely single storey used for fish and shellfish processing.

Building 5, the Bait Sheds, was built circa 1950 for the storage of fishing equipment, and the only building serving the fishing industry that sits on the south side of the pier.

The building is of brick construction, sub-divided into small lettable units across two floors plus a roof space, each unit having a timber door and window. Access to the upper floor units are via a ladder and metal access walkway. The building is in a very poor state of repair.

At the front of the pier, and perpendicular to it facing Foreshore Road, is a row of single storey commercial kiosks, Building 6, typical of a seaside setting, selling wet fish, fast food, ice cream and beach goods. The Kiosks benefit from facing Foreshore Road and associated footfall.



Building 3 (South-West facing)



Lookout on the Pier - Building 3 (North-East facing)



Bait Sheds - Building 5



Kiosks - Building 6

## 2.5 Site Analysis - Part 1

The West Pier is in a prominent location within the town centre at the confluence of the Westborough/ Eastborough high street, Scarborough Harbour and Scarborough South Bay. The Scarborough Blueprint masterplan recognises the West Pier as a key public realm node and opportunity area. The West Pier currently forms a host space for festivals and events.

Access to the pier is at a signalled junction between Eastborough, Foreshore Road, and Sandside. At low tide the beach extends to the pier walls alongside the lifeboat station.

The orientation of the pier allows excellent views in all directions; across the attractive harbour setting towards Sandside and beyond to Scarborough Castle, across south bay towards the south cliffs, back towards the town centre, and out to sea, as well as offering some visibility of the fishing industry. Conversely the pier is highly visible from various vantage points around the town.

Heritage buildings are a huge asset to the pier, however, currently appear to be falling into disrepair and are underutilised. Changes of use are in some cases unsympathetic such as the public toilet provision within building 1 results in the historic fabric being altered and features hidden, whilst other uses such as the artist studios are more in-keeping with the historic fabric of the building.

Car parking and large service vehicles dominate the West Pier making pedestrian access limited, difficult, and obstructing some of the best views of Scarborough's South Cliffs.



## 2.51 Site Analysis - Part 2

Vehicles access the West Pier from Foreshore Road and can access almost the full length of the pier. The vehicular route along the pier is dominant and constrained by parking and loading bays both sides with no pavements. Large hatched areas for turning of HGV's and other large service vehicles creates large pedestrian no-go zones and detracts from the working harbour as an important setting and sensory experience for tourism.

The tightly packed nature of the car parking, large vehicle service areas, roads and lack of pedestrianised safe routes results in significant health and safety conflicts between pedestrians, cars, lorries and forklift trucks.

Pedestrians are free to roam all areas of the pier and this can cause conflict with the fishing community. In addition the hap-hazard nature of external storage around the bait sheds and harbour side creates an environment that isn't entirely suitable for general public access.

The West Pier is exposed to tidal flooding. The effects of climate change, and in particular sea level rise, on wave overtopping is likely to compound the issue. Flood protection and resilience is, therefore, a key consideration in the re-development proposals.



## 2.52 Site Analysis - Part 3



Series of Google Street View images that highlight the significant conflicts between cars, lorries, loading areas and pedestrians.



## 2.6 Opportunities and Constraints - Part 1

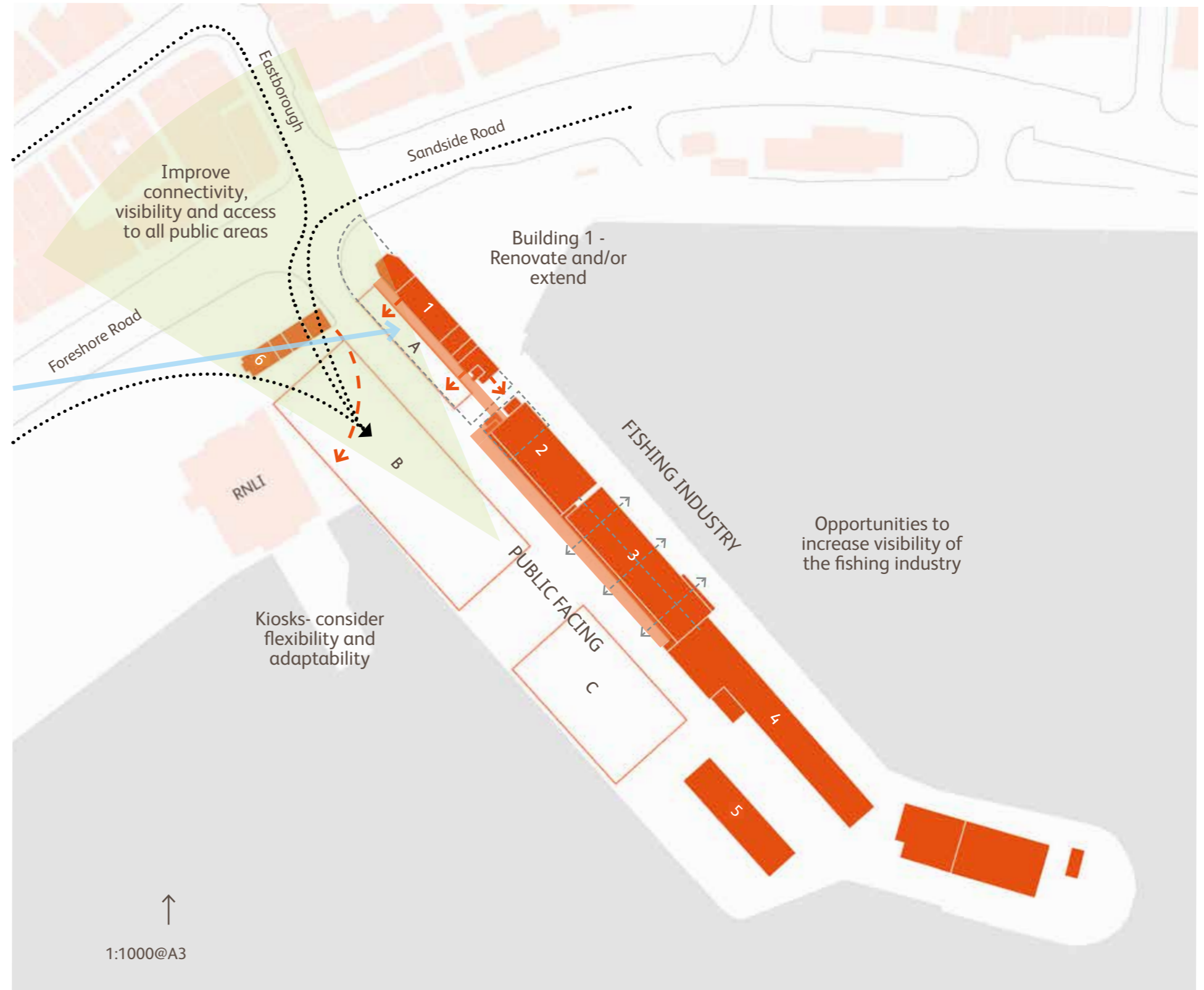
The current orientation of retail kiosks restricts visible and physical permeability to the West Pier, and restricts views from Foreshore Road of the heritage buildings. The rotation of the kiosks to face building 1 will contribute to placemaking, with both buildings facing the public realm, and improve permeability opening views across the pier. The rotated position of the kiosks will also put the building back to back with the lifeboat station which currently lacks active frontage onto the pier.

Due to the relatively shallow footprint of Building 1 there are opportunities to extend the footprint onto the pier and maximise accommodation benefitting from views across the bay and increase the viability of the building for a commercial use.

First floors of Building's 2 and 3 could become studio/office spaces maintaining a visual connection with the public realm but with a degree of separation. Opportunity to provide an accessible public route along the first floor balconies to access public facing facilities, and retail offer.

Opportunity to rejuvenate the existing fish markets space in building 3 which is largely vacant and underutilised. New accommodation could provide for maritime related activities including the possibility of a shell fish hatchery.

The arches in the facade provide a useful means of defining the allocation of space. Opportunity for a combination of retail and industrial space providing visibility of the fishing industry.



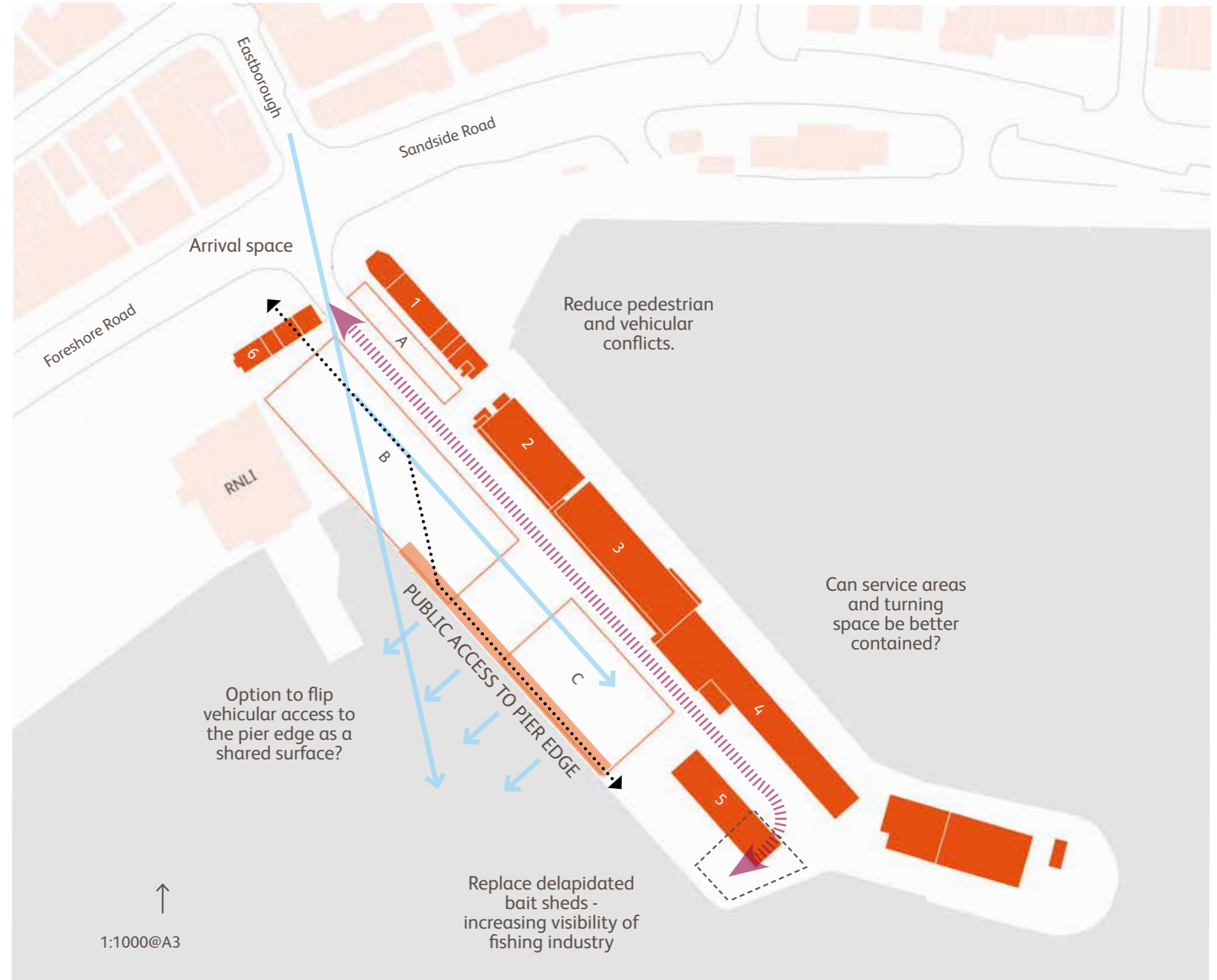
## 2.61 Opportunities and Constraints - Part 2

Opportunity to manage the amount of car parking on site whilst increasing the scale and quality of the public realm and events space.

Opportunity to create safe pedestrian routes along the pier edge and between the cars and the access routes.

The position of the existing bait sheds constrains the ability of large vehicle turning at the end of the pier.

The re-provision of the fishery warehouses provides opportunity to relocate the building to provide for a larger service area and potential layover to the south and away from public areas.



## 2.7 Planning Policy and Constraints - Part 1

### National Policy

The National Planning Policy Framework (NPPF) was released by the Government in 2021 and outlines development planning aims and aspirations across England.

Key aspects of the NPPF which are considered relevant to the proposed development include:

#### **BUILDING A STRONG, COMPETITIVE ECONOMY**

Planning policies and decisions should help create the conditions in which businesses can invest, expand & adapt.

Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

#### **ENSURING THE VITALITY OF TOWN CENTERS**

Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

#### **PROMOTING HEALTHY AND SAFE COMMUNITIES**

are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas

#### **PROMOTING SUSTAINABLE TRANSPORT**

the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

#### **ACHIEVING WELL-DESIGNED PLACES**

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

#### **MEETING THE CHALLENGE OF CLIMATE CHANGE, FLOODING AND COASTAL CHANGE**

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and infrastructure.

#### **CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT**

Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

## 2.71 Planning Policy and Constraints - Part 2

### Local Policy

The current local plan was adopted in 2017 which covers the period up until 2032, however as of April 2023 the council now falls under the jurisdiction of North Yorkshire Council.

Key aspects of the Draft Local Plan relevant to the proposed development include:

#### STRATEGIC POLICY EG 1, SUPPORTING INDUSTRY AND BUSINESS.

Part C - Supporting and enhancing the role of harbours at Scarborough and Whitby.

Section 7.16

Regeneration of the harbours at Scarborough and Whitby is identified as a key objective within the 'Blueprints' for the respective towns.

Along the West Pier in Scarborough, there is a desire to integrate the traditional fishing industry with the visitor economy through the renovation and repurposing of existing buildings and the improve the public spaces.

#### STRATEGIC POLICY TC 1 - HIERARCHY OF CENTRES

The economic role and function of centres will be maintained and enhanced. The scale of development proposals should be proportionate to the position of the relevant centre and not have an unacceptable adverse impact on a higher centre.

#### STRATEGIC POLICY TOU 1 - NEW TOURISM FACILITIES

The diversification of the tourism industry throughout the plan area will be supported and encouraged. Proposals for the development of new or the enhancement or expansion of existing tourism and leisure facilities will be permitted.

#### POLICY DEC 2 - ELECTRIC VEHICLE CHARGING

At least 20% of all parking spaces for new retail and commercial developments must be fitted with electric vehicle charging points, with passive provision for all the remaining spaces. All cabling and charging points for commercial parking spaces must be capable of supplying a rapid charging service. The council will support the roll out of on-street electric charging points and community charging hubs for use by the residents and visitors to the borough.

#### POLICY DEC 5-THE HISTORIC AND BUILT ENVIRONMENT

Historic rural, urban and coastal environments will be conserved and, where appropriate, enhanced and their potential to contribute towards the economic regeneration, tourism offer and education of the area exploited, particularly those elements which contribute to the areas distinctive character and sense of place.

#### POLICY EG 5 - SAFEGUARDING EMPLOYMENT SITES AND PREMISES

In order to ensure that there is an adequate supply of employment sites and premises across the Local Plan area, all sites and premises operating within the Classes E(g)(i), E(g)(ii), E(g)(iii), B2 and B8, including those which are allocated for such uses, will be safeguarded.

#### POLICY ENV 3 - ENVIRONMENTAL RISK

Proposals will be expected to mitigate against the implications of environmental risk and the effects of climate change. This will be achieved by

- a. avoiding development in high flood risk areas by following a sequential approach in giving priority to lowest risk areas as identified by the North-East Yorkshire Strategic Flood Risk Assessment or any subsequent update or replacement.
- b. seeking opportunities from new development that may help to reduce the causes and impacts of flooding, and safeguarding land which is needed for flood risk management purposes.
- c. ensuring water supply and water resources are managed and water efficiency measures are incorporated to reduce resource need, in line with the Environment Agency's licensing strategies;
- d. using mitigation measures such as Sustainable Drainage Systems where possible in order to facilitate development in areas of sensitive drainage and to meet the requirements of the Water Framework Directive;
- e. ensuring development has adequate provision for foul and surface water disposal in advance of occupation;
- f. ensuring development does not lead to pollution of controlled waters in line with the requirements of the Water Framework Directive;
- g. requiring development to manage waste from the site (both during construction and operation) in a sustainable way consistent with the waste hierarchy;

- h. requiring the remediation or mitigation of contaminated or unstable land to reduce unacceptable risks to the environment through development;
- i. monitoring and seeking to maintain good ambient air quality standards.

#### POLICY INF 3 - SUSTAINABLE TRANSPORT AND TRAVEL PLANS

Proposals will be required to contribute to sustainable transport. Proposals will be supported that

- a. improve transport choice and encourage travel to work and school by public transport, cycling and walking;
- b. minimise the distance people need to travel;
- c. contribute positively to a demand management strategy to address congestion, environmental and safety issues including managing car parking provision and prioritising bus routes in urban areas;
- d. encourage the use of Park and Ride where appropriate;
- e. provide charging infrastructure for the transition to electric and other forms of low emission vehicles. The Local Planning Authority will support the preparation and implementation of Travel Plans, Travel Assessments and other schemes and agreements to promote the use of sustainable transport for the journey to work and to school. Proposals that have potential significant impacts should be accompanied by a Travel Plan where appropriate. Where a Travel Plan or Travel Assessment is required, the need for electric vehicle charging infrastructure should be considered.

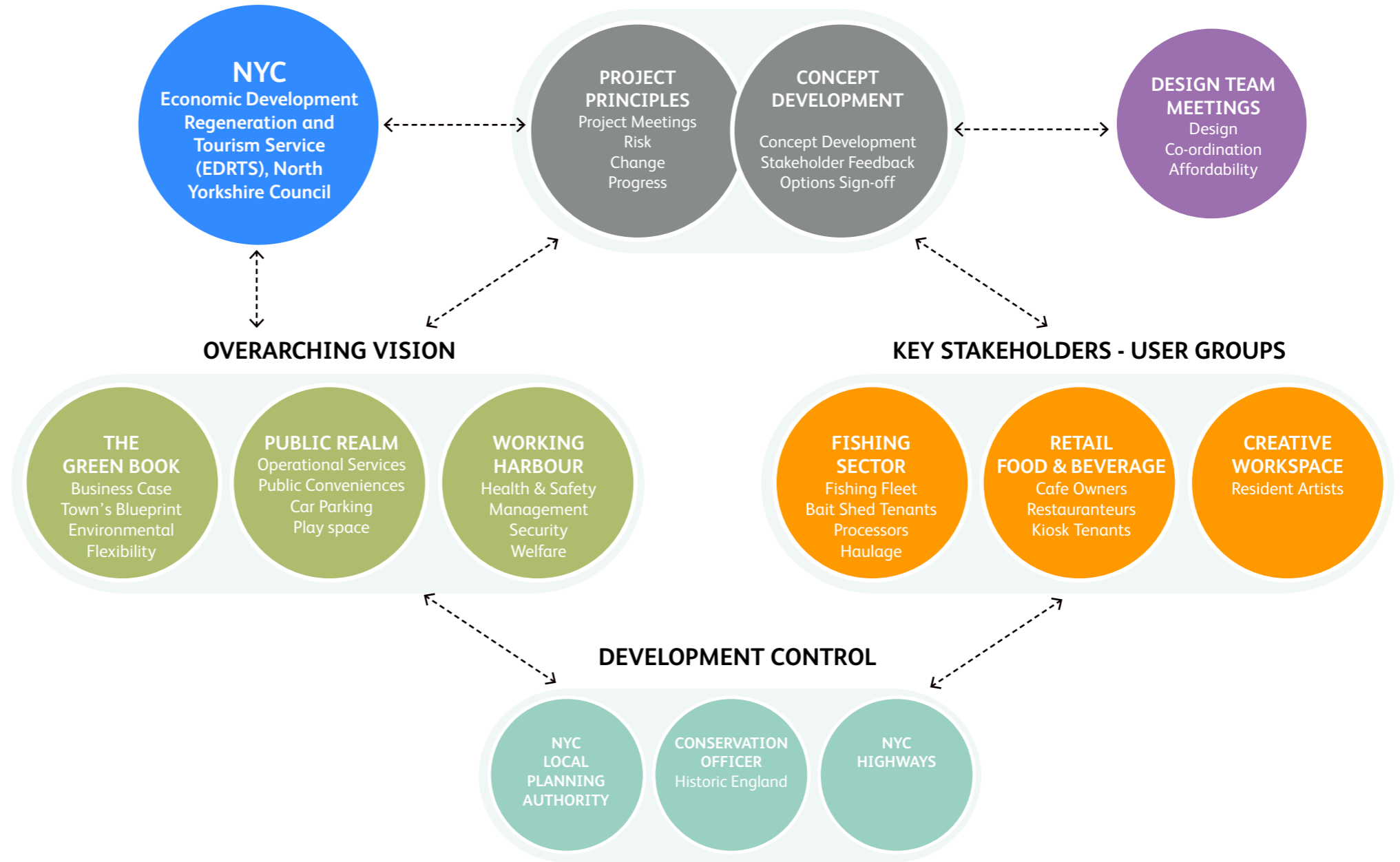
## 3.0 Stakeholder Engagement

# 3.1 Stakeholder Groups

The diagram opposite provides an overview of the project team structure and influence and identifies the multiple stakeholder groups who have differing priorities and interests in relation to the design for the West Pier redevelopment.

The Harbour Master is responsible for the operational management of the port, responsible for safety, maintenance, security, and welfare of the harbour users.

The harbour user groups are varied and include kiosks and retail operators, the café operator, artists, office users, shellfish processors, and net loft and bait shed tenants from the fishing community.



## 3.2 Consultation

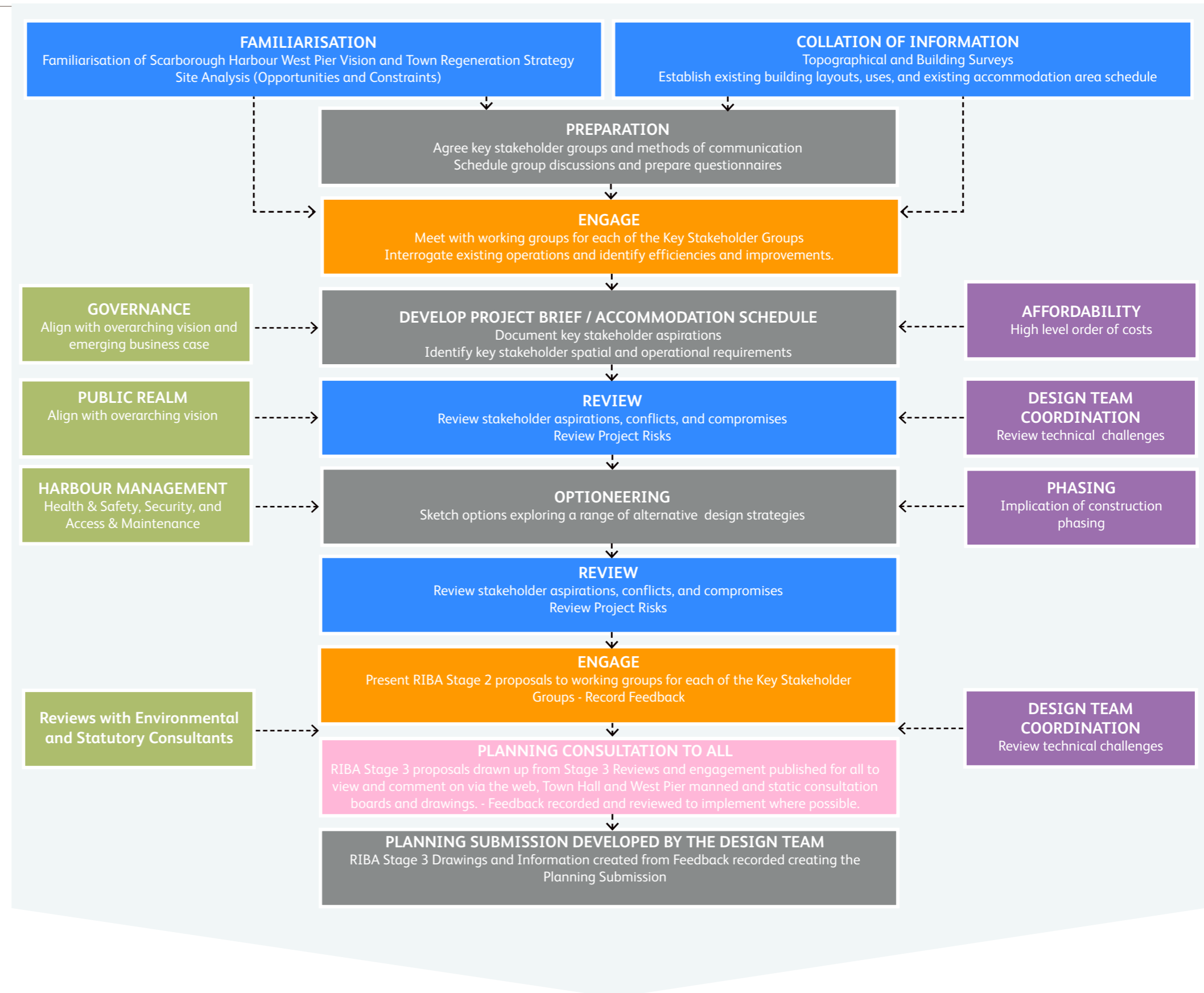
The preliminary stages of the project involved familiarisation of the design work undertaken to date, site analysis and the collation of existing site and building information – all of which informed the stakeholder engagement process.

There has been ongoing engagement with stakeholders and user groups since June of 2021 to late 2023. Working with Economic Development Regeneration and Tourism Service (EDRTS), North Yorkshire Council and formally SBC, we agreed the format for stakeholder engagements as a series of interviews to be held with representatives of each key user group, NYC’s environmental team, and Harbour Master, in order to consider in greater detail key requirements and aspirations of each group.

Consultation questionnaires were prepared and interview sessions with key representatives were first scheduled to take place on 16th September 2021.

The discussions were focussed around spatial and operational requirements of each group, perceived challenges, constraints and conflicts in relation to the pier buildings and infrastructure, and explored business confidence, aspirations, and potential for growth. The stakeholder feedback has been considered in conjunction with team during the Stage 2 and 3 design development and tenant aspirations have been accommodated where possible and where those aspirations align with the overall vision for regeneration.

Further consultations have been undertaken through Stage 3 with Stakeholders, Statutory Authorities, local groups and interested parties using the drawings and visuals as they developed. Visuals and drawings were also put on display for public consultation and to gather feedback prior to the Design Team developing the final Planning Submission drawings and information.



## 3.3 Stakeholder Feedback

Key points from each user group are captured in summary below.

### 1. Kiosk Tenants

- Significant concern regarding the impact of the construction works including potential for temporary closure. January to March being sited as the best time for disruption/ closure.
- Significant concerns regarding loss of visibility and passing trade from Foreshore Road and preference for strong presence at Foreshore Road connection.
- Mixed views on building aesthetics and ability for individual signage and branding.
- Canopy to front of unit considered essential.
- One operator is keen to have dedicated seating to the front of the unit.
- External access required for daily deliveries and waste collection from dedicated bin storage areas.

### 2. Artist Studio and Office Tenants

- Unit sizes similar to the existing would suit the needs of the existing tenants.
- Art studio space works well in a first floor location.
- Keen for improved visibility of working artists and the potential for passing trade.
- All artist studios require a sink.
- Delivery of large canvases difficult with current access arrangements.
- Aspiration for retail space at ground floor for the Wave Project merchandise.

### 3. Shellfish Holding and Processors

- Requirement for sea water to be pumped around the holding tanks. The water is chilled and purified. Currently an underground pipe serves Building 2 and an over ground hose serves units within the bait sheds. An underground piped system would be the preference moving forward.
- Aspiration for retail expansion in Building 2 if chiller/ freezer can be relocated.
- Ice plant, communal chillers and bait freezers could be located anywhere on the pier to free space for expansion of commercial/ retail space.
- Temporary holding tank and processing facilities during construction not an option would need to decant straight into new facility.
- Preference to keep the public away from the industrial part of the pier and improved physical segregation.
- Processors require welfare unit with toilet facility within unit in accordance with environmental health standards.
- Processors ambitions to expand operation including use of modernised tiered holding tank system.
- Doors needed to be bigger than the current bait shed doors and ideally a roller shutter for fork lift access.
- Suggestion for electric hook up for freezer lorries that sit idling.

### 4. Cafe

- Entrance is poor and would really benefit from improved accessibility, grating difficult to walk on.
- Insufficient storage for stock which necessitates frequent deliveries.
- Staff welfare space required.
- Existing kitchen adequate for expansion and reluctant to move kitchen due to recent investment.
- Would like improved signage and presence from entrance to the pier.
- Aspiration for increased outdoor seating. An application for extension of the rear balcony refused. Other options include, pier side balcony, or at ground floor level within building 3 or in the public realm.

### 5. Workshop and Stores

- Current significant health and safety risk with forklifts delivering heavy stock to first floor net lofts.
- High value product currently stored within net lofts- security in any new location paramount such as security roller shutter.
- Potential for ground floor retail space for chandlery.
- Flood resilience a significant concern.

### 6. Public Toilets and Welfare

- Public Toilet provision to be on a like for like basis.
- Healthmatic barriers with Nayax system for contactless operation/ accessible provision separate and via mobility radar key door control.
- Baby change and family size cubicles within both male and female provision.
- Toilets should incorporate energy saving measures, LED lights, water recycling, forced ventilation, natural light etc.



## 4.0 Concept Design & Options Appraisal

## 4.1 Optioneering - Site Layout

During the optioneering stage the design team considered two possible locations for the new fisheries warehouse to replace the delapidated bait sheds building.

Option A was a development of the “vision” proposals with the new fisheries warehouse pulled forward to allow turning at the end of the pier.

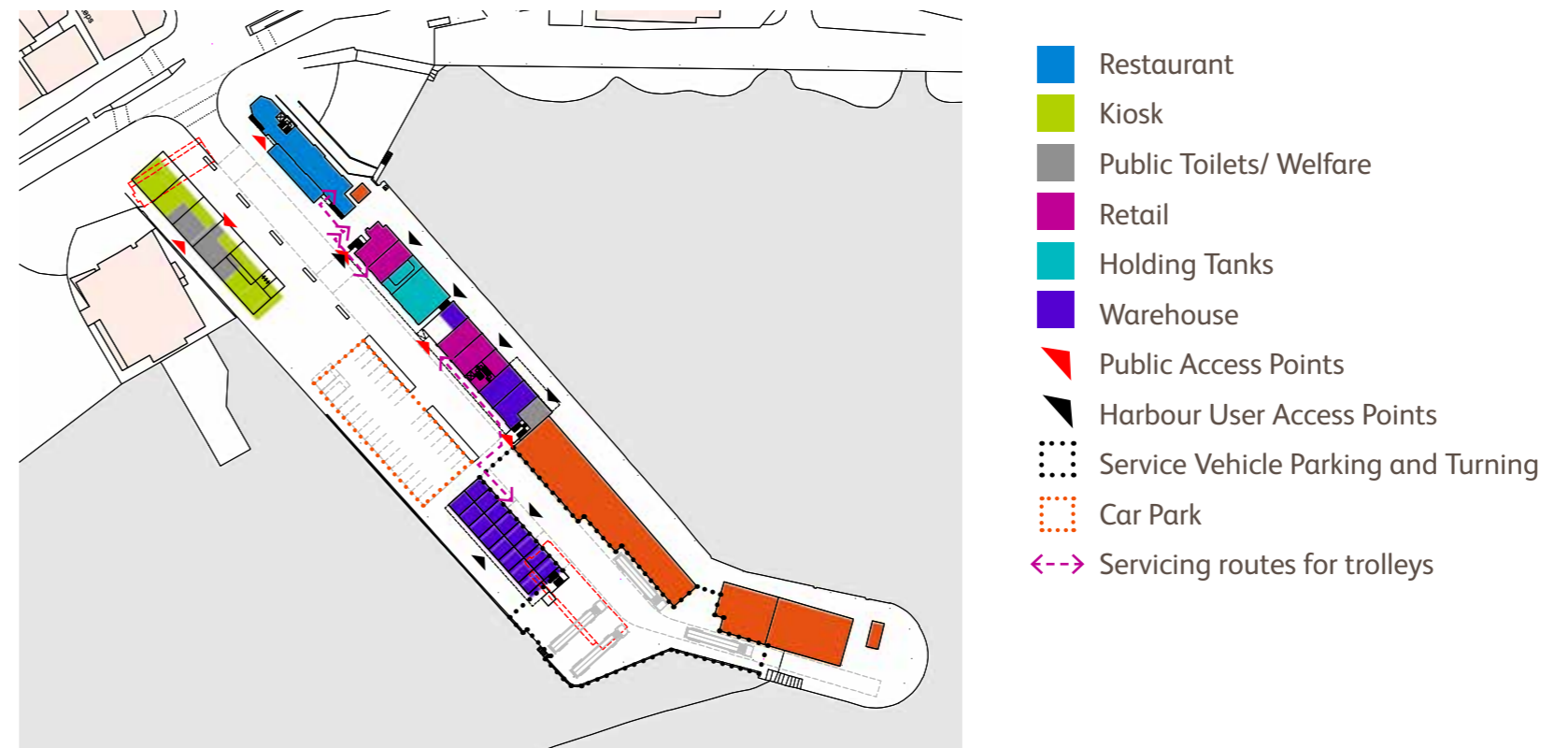
Option B included for the demolition of existing building 4 and bait sheds with replacement fisheries warehouse constructed on the footprint of building 4.

The new bait sheds were positioned with space between them and building 3 to accommodate an area for small van parking/ deliveries, however, this spacing was later reduced through further consultation and to future proof the potential for a boat lift towards the end of the pier facing the harbour.

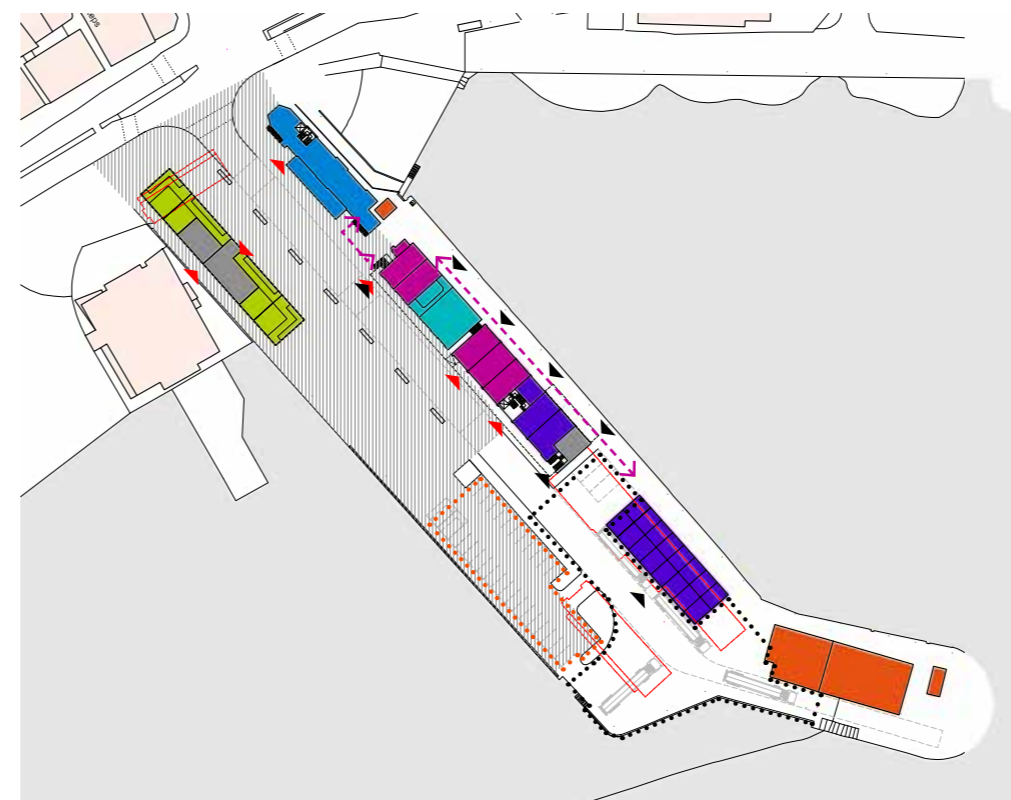
Both options sought to improve pedestrian safety by provision of pavement areas via changes in surface finish and in some places a raised kerb to separate them more clearly from the road way.

All options sought to limit lorry parking and turning to the end of the pier and forklift manoeuvres harbour side.

It was agreed that Option B was preferred. The demolition of Building 4 provided opportunity to locate the fisheries warehouse harbour side whilst maximising space for a combination of car parking and public realm.



Option A

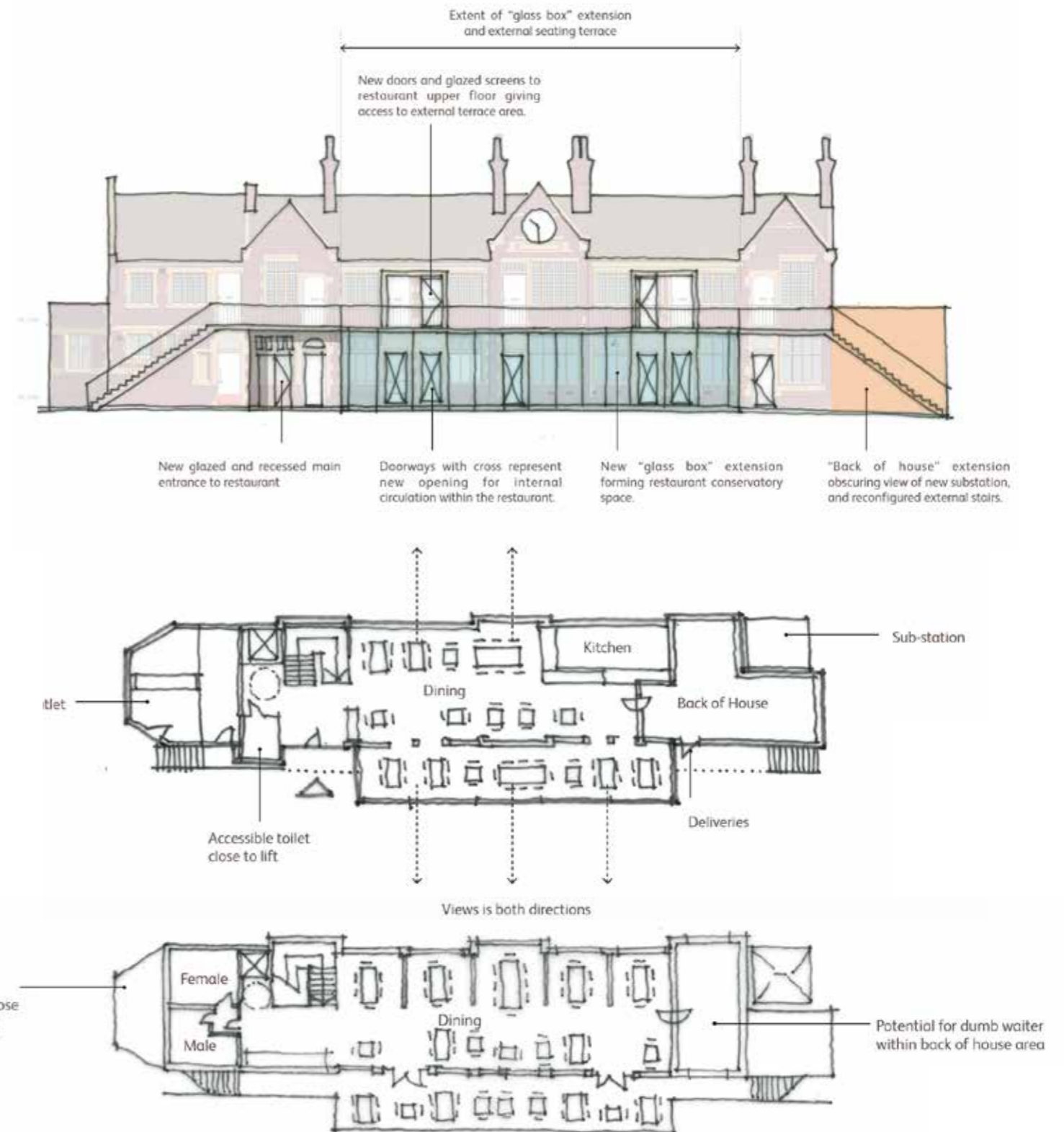


Option B

## 4.11 Optioneering - Building 1

Initial sketch proposals for a restaurant within Building 1 and our design approach sought to respect the heritage features of the building is summarised as follows;

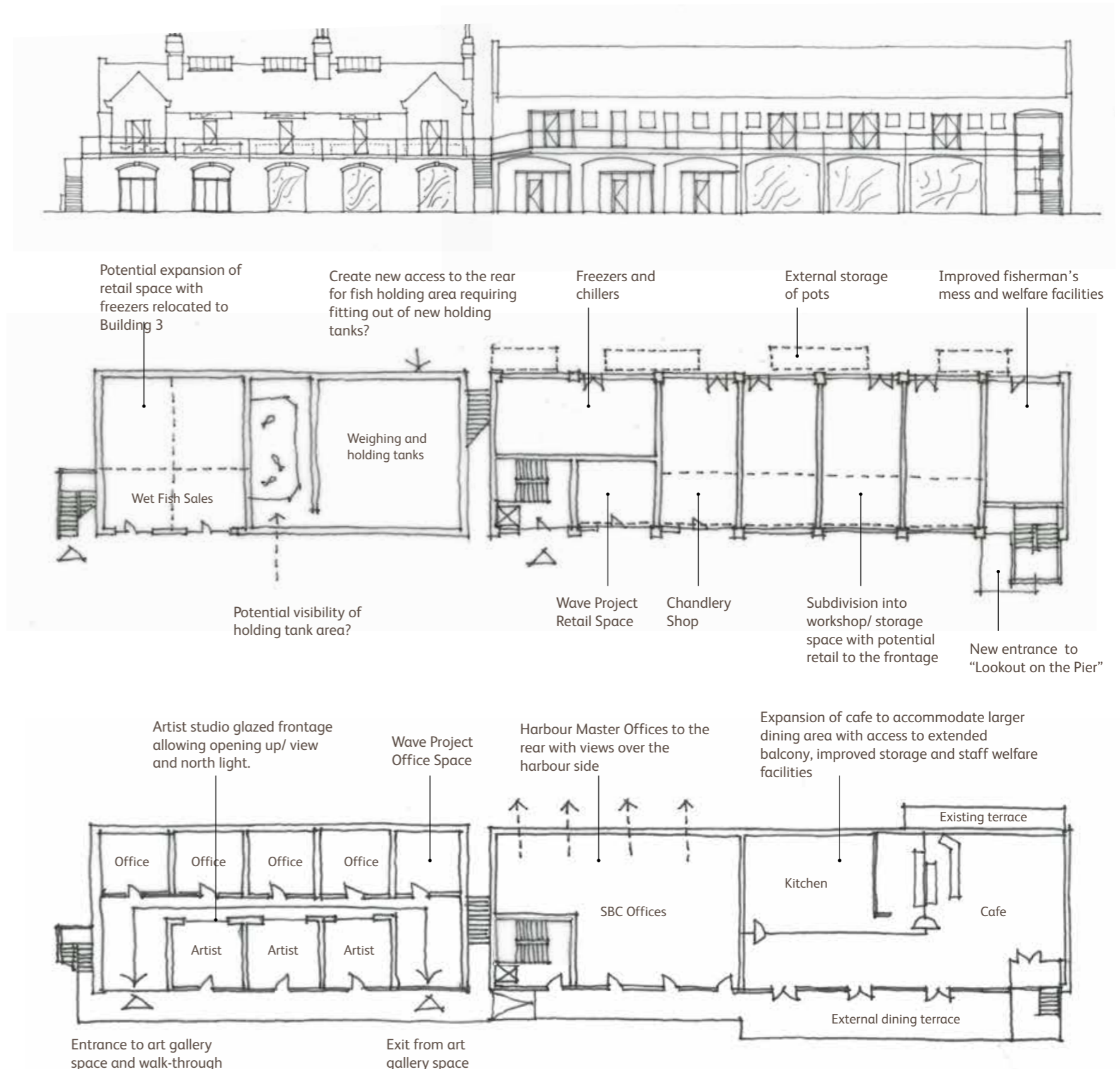
- Retention of the front facade as far as practically possible. At ground level the glazed extension becomes a separate conservatory dining space accessed via existing and refurbished openings within the facade.
- Similarly at the upper floor we propose to retain the heritage facade with access out onto the roof terrace area. We felt it important to retain the upper floor facade as this is significant to the character of the building and setting particularly with the ground floor extension. This also allowed for a greater external balcony space facing south west and receiving the daytime and evening sun.
- We located back of house areas to the two ends of the building to allow for the dining areas to be the full depth of the building allowing views towards the harbour in addition to across the public realm space. The customer toilets including accessible provision are located close to the stair to ensure easy access from all parts of the restaurant.
- We are proposing a small extension at ground floor to the south end to increase the floorspace available for back of house facilities. The layout of the back of house generates improved connectivity for deliveries and between the kitchen and storage areas.
- As part of the build up of the new extension and renovation flood resilience is to be built in with a concrete flood defence wall within the brick plinth of the conservatory and demountable aluminium flood barrier systems with channels set within wall openings, with services and electrics to be raised up.



## 4.12 Optioneering - Buildings 2 and 3

Design considerations and concepts for buildings 2 and 3 are as follows;

- Reinstatement of the archways at ground floor across both buildings to create an upgraded and consistent frontage. Archways across both buildings to be infilled with timber framed shop fronts or timber framed blanking panels. The blanking panels provide opportunity for public art alongside the Landscape Materiality reflecting it through street furniture as seen in the Landscape DAS.
- A greater proportion of retail space to the ground floor addressing the new public realm.
- Reversal of the operation of the weighing and holding tank unit within building 2 to remove the need for forklift truck access to the front.
- Incorporation of a new stair and lift core to provide accessibility to the first floor walkway giving public access to the cafe, art studios and offices.
- Replacement of the balcony to building 3 to incorporate a ramped connection to building 2 and with a more suitable surface finish for pedestrians.
- Expansion of the cafe internally and exploration of options to extend balconies for outdoor table and chairs to either side of the cafe.
- Creation of first floor artist studios/ offices within building 2, art gallery space.
- The remaining first floor space within building 3 would be designated for the Harbour Masters office with improved views out across the harbour.
- Flood resilience is to be built in through the use of demountable aluminium flood barrier systems with channels set within wall openings, with services and electrics to be raised up and one way valves on drains and pipes.

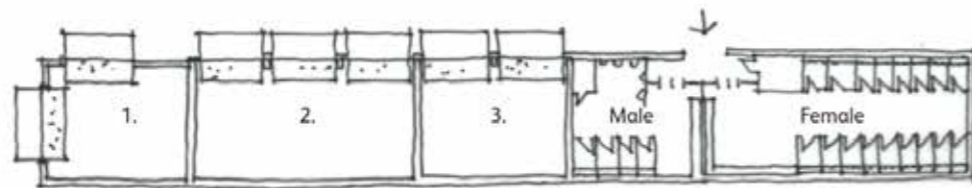


## 4.13 Optioneering - Kiosks

We explored various arrangements for the combination of kiosks and public toilets which led to the following confirmation of the brief;

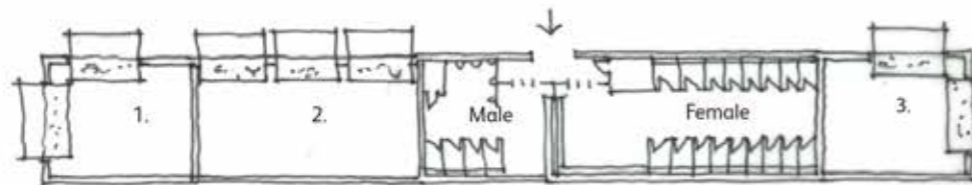
- Single entrance from public realm frontage with single pay gate for male and female visitors.
- Queuing sometimes occurs where part of the WC's are closed for cleaning so an element of blank frontage is not necessarily a bad thing but also people waiting outside have places to sit within the public realm.
- Some concern over available space for full service corridor to all appliances. Preference for rear access to wall mounted hand wash stations via a service corridor as there need to be dismantled from the wall to maintain. WC's to be maintained from the cubicle side- this is considered less problematic.
- Kiosk owners to use Harbour User Toilet Facility via key push pad.
- Concern regarding overtopping and protection of the electrics/ turnstile- flood resilience to be considered including temporary flood gate and flood resilience of electrical installations.
- Location of a kiosk on the end of the toilets ensures an active frontage during events.
- Key to the arrangement design was the Kiosk operators needs and functionality which was ascertained through the stakeholder engagement.

Kiosk Option 1



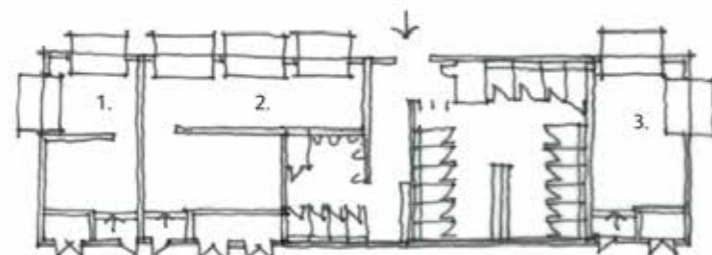
Long blank frontage & lack of frontage facing public realm and event space.  
Some protection from overtopping

Kiosk Option 2



Long blank frontage but with Kiosk facing event space.  
Raised floor and flood resilient construction required for Kiosks.

Kiosk Option 3

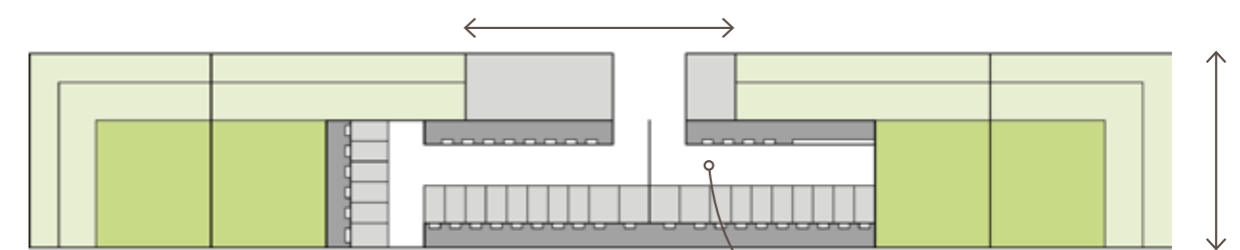


Reduced blank frontage and with Kiosk facing event space.  
Raised floor and flood resilient construction required for Kiosks.  
Reduction in length of building avoids blocking views.

Kiosk Option 3a (Previous option 3 updated with male WC's access from rear)

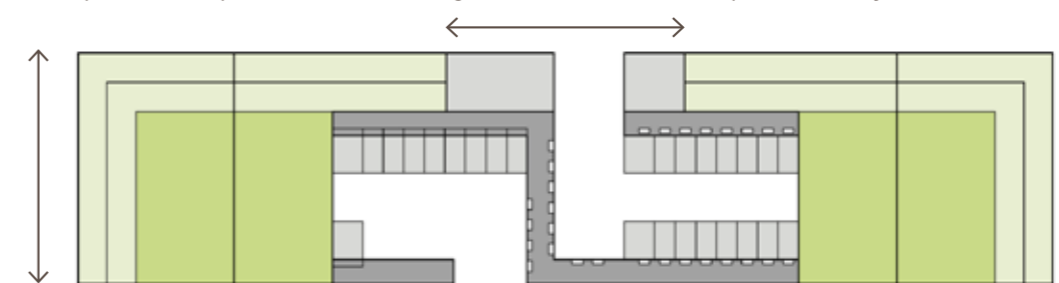


Kiosk Option 4b (reconfigured to achieve shallower footprint)

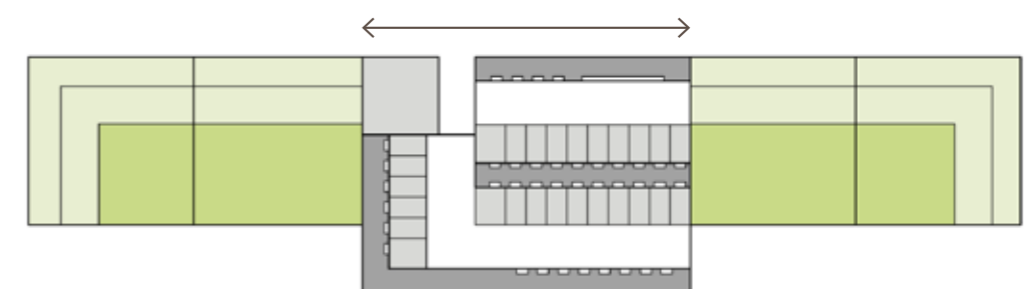


Male WC's can be mirrored to provide access from rear

Kiosk Option 4 (As option 3a but with integrated service corridors in place of IPS system)



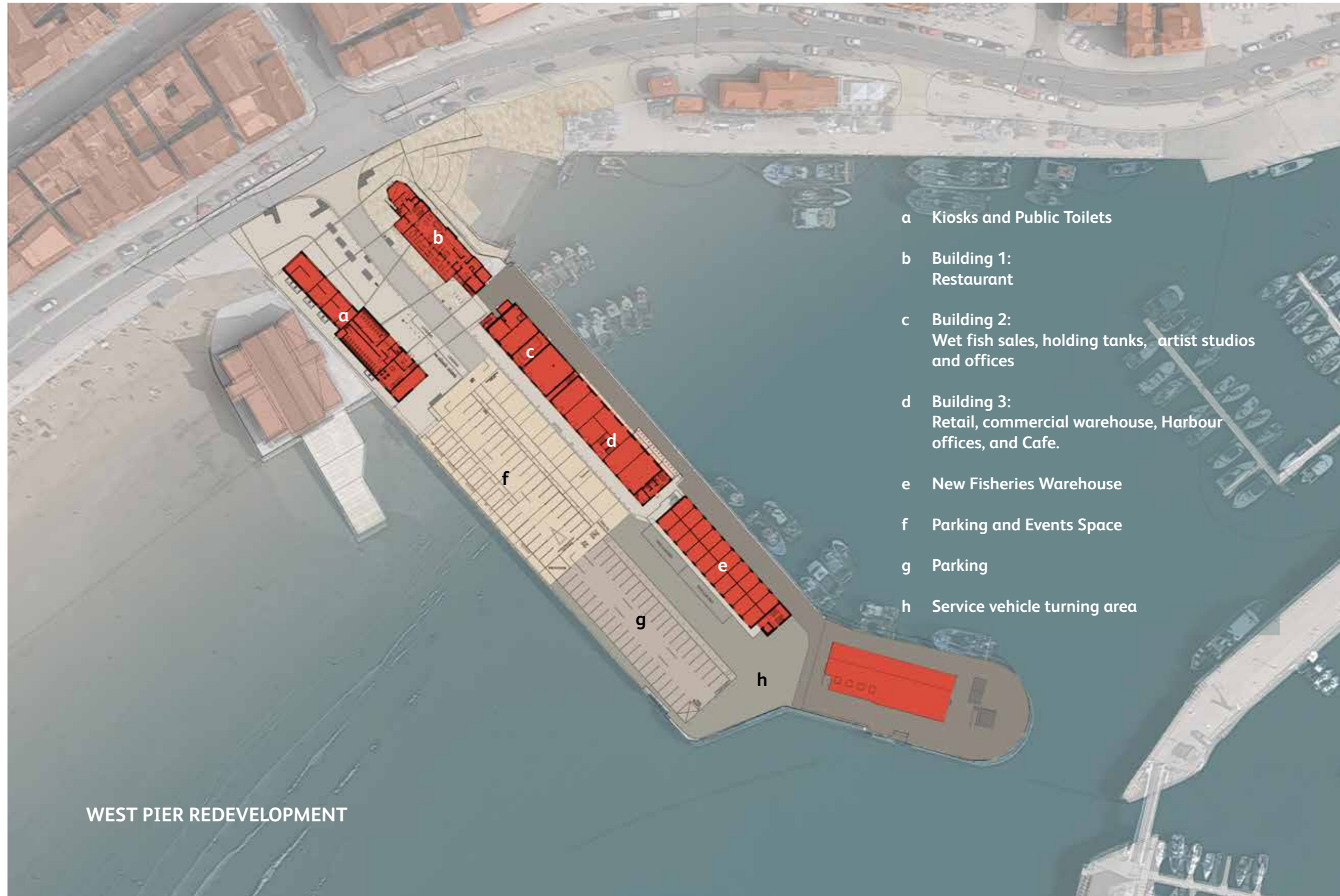
Kiosk Option 5 (without wrap around kiosk units)



Option Diagrams with Service Corridor

## 5.0 The Proposal

## 5.1 The Proposal - Site Layout



## 5.11 The Proposal - Pedestrians and Vehicles

The demolition of Building 4 offers construction phasing advantages to build the new fisheries warehouse facilities before demolition of the existing.

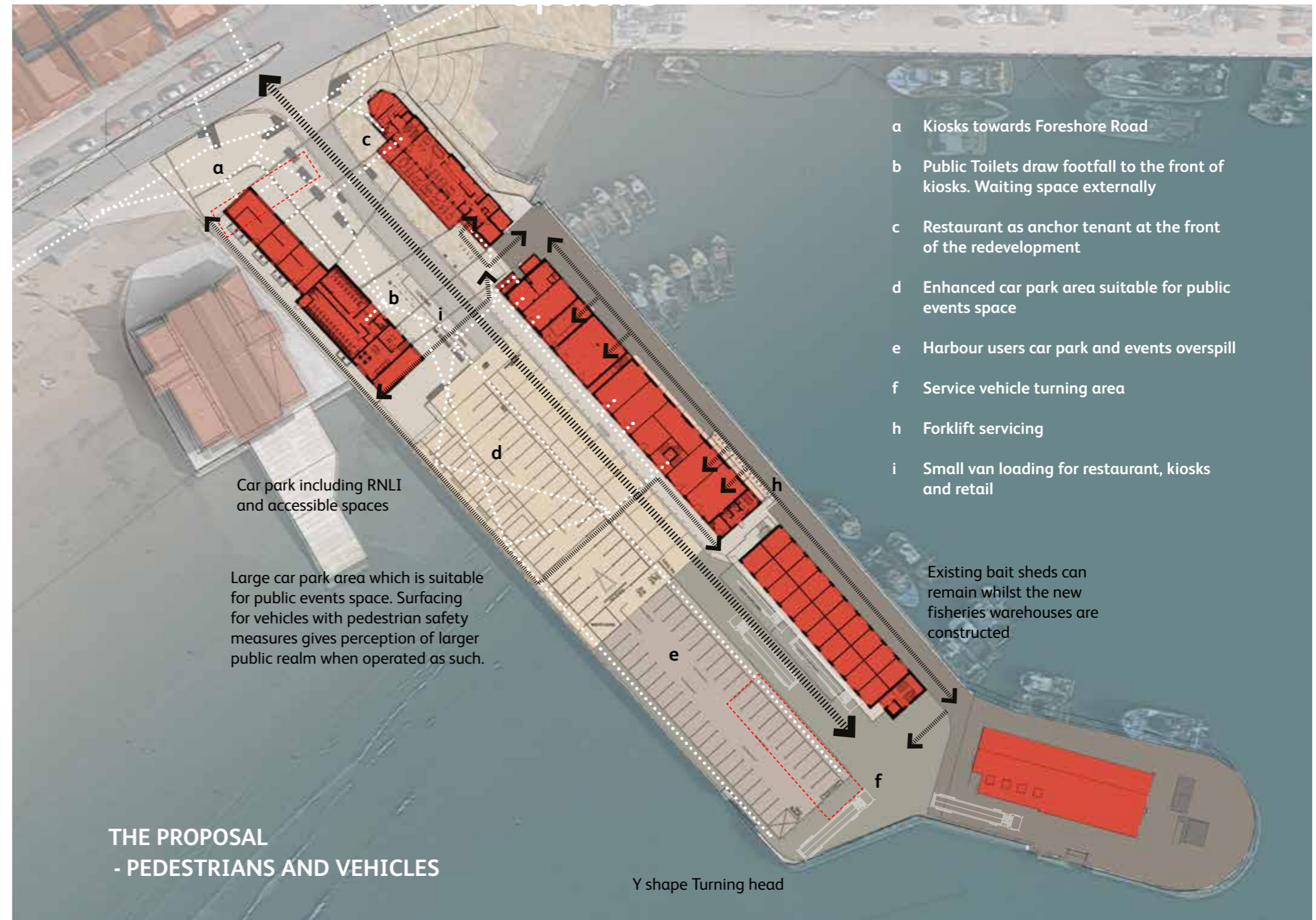
The car parking proposal provides a large flexible public realm space for occasional events. Whilst on a typical daily basis provides for 81 car parking spaces including disabled parking and motorcycle spaces.

The main service area is contained to the southern section of the pier with dedicated turning and waiting for lorries and HGV's away from pedestrian areas.

Small van servicing for commercial space within buildings 2 and 3 is anticipated to be from the harbour side requiring a significant relocation of current amassed outdoor storage of lobster pots etc.

The intention is for forklift servicing to take place on the harbour side away from the public thoroughfares.

Waste vehicles are able to service the buildings and public areas.





## 5.2 Heritage & Conservation

### Retaining the Past, Current and Preserving for the Future

As part of the Design Team a specialist Heritage Consultant has been involved from early stages of the project producing a Heritage Report which gives the History and Evolution of the West Pier Buildings along with outlining the Listing status of the Pier and the Buildings on it.

The report provides advice as to the significance of each building and specific building features including those that should be aspired to be retained.

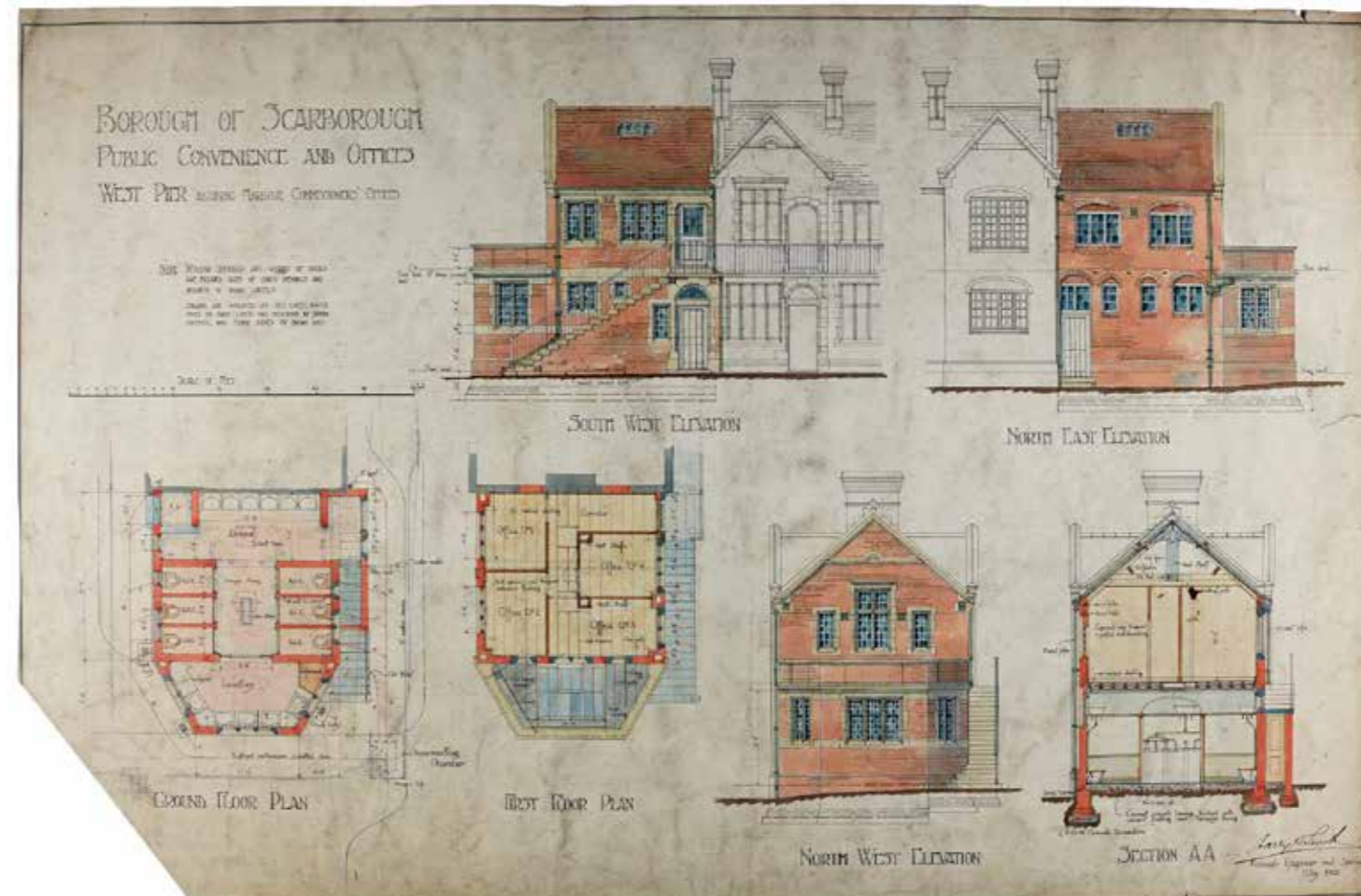
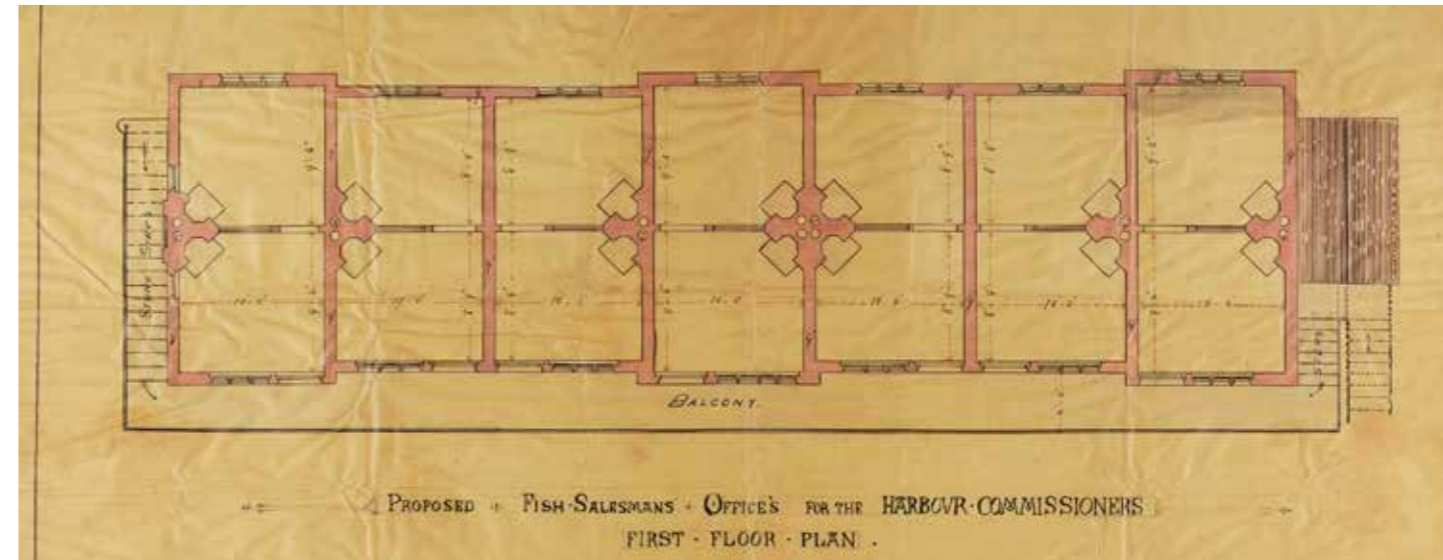
The history of Buildings 1 to 7 is a varied but all have direct links to the fishing industry which will continue to be the case as part of the proposals to be submitted.

The most notable building on the West Pier is the Fish Salesmens Offices designed by Hall and Tugwell local Architects to Scarborough requires the most work to bring it back to a good state of repair and needs to be done sympathetically without removing the historic patina of the existing brick and stone where possible.

A similar process is outlined for Building 2 and 3 where possible.

In the rebuilding of the Fisheries Warehousing and Kiosks the design has developed through the RIBA Stage 3 process based on the Heritage and Conservation feedback received on preliminary designs as well as stakeholders and public consultation.

Above all the philosophy in restoring and repairing the notable buildings is that they remain a focus as part of a hierarchy with the new Kiosks and Fisheries Warehousing subservient; giving a nod to the the past through design and materials rather than mimic or pastiche trying to replicate the historic buildings. Kiosk buildings should look like kiosks, Fisheries Warehouses should look like warehouses.



## 5.3 Proposed Visual - 01



## 5.31 Proposed Visual - 02



## 5.32 Proposed Visual - 03



## 5.33 Proposed Visual - 04



## 5.4 Access

There is an existing site access point that is to be retained and used as the main pedestrian and vehicular access into/out of the site. The site access point is situated to the north-west end of the West Pier site, opposite Eastborough Road.

The site can be accessed from both adjacent main roads that run along the coastline; Foreshore Road from the south-west and Sandside Road from the north-east. These roads provide quick links to other main roads (including including the A64, A165, A170, A171 and A174) to get to/from/around Scarborough and other main surrounding areas. Existing moorings are located to the north-east side of the West Pier to secure vessels, where access points are provided from the water.

Once into the site, the different buildings along the pier are easy to navigate towards and are accessible within a very short walking distance from the series of car park areas that are located directly off the site access road. The access road into the site continues through to the south-east end of the pier, allowing for deliveries to and servicing of each of the individual buildings.



## 5.41 Additional Access Details

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### **CAR PARKING & CYCLE STORAGE**

- There are 81no. car parking bays to be provided.  
(incl. 8no. disabled bays)
- There are 18no. cycle spaces to be provided.
- Future EV charging points protected through bollards that also function as seating

### **REFUSE & WASTE STRATEGY**

- Local authority management to public areas.
- Rented units - To have a private waste management agreement.
- Kiosk Units - To have a Metal Eurobins

### **SERVICE ACCESS**

- All service access is via main site access, under the Harbour Master Management; there is adequate stopping/ manoeuvring space and for all vehicle types required for the servicing of each individual building.

### **STORAGE & MAINTENANCE**

- The storage and maintenance of fishing equipment, including ports, will continue to be managed by the port authority. Space for working equipment will be designated on the harbour and managed through a fleet ID system to ensure that registered vessels have the access to the required operational areas. The intention is for non-working gear to be removed.

### **WCs**

- Existing WCs in buildings 1, 2 and 3
  - New toilets to be placed in these locations.
- Existing WCs at ground floor of Building 1
  - To be removed and new public conveniences to be located in new Building 7.

# 5.5 Landscape

Please refer to the Landscape design drawings and statement for further information

**KEY**

- Application Boundary
- Applicant Ownership
- Altered, Refurbished and New Buildings
- Existing Buildings Retained
- Natural Stone Paving - Pedestrian Loading
- Pre Cast Concrete Paving - Pedestrian Loading
- Natural Stone Paving - Vehicular Loading
- Pre Cast Concrete Block Paving - Vehicular Loading
- Heavy Duty Industrial Tarmac Surfacing Fisheries Trade Area
- Coloured Surface Finish to Tarmac Surfacing Vehicle loaded fishing trade area
- No Works Proposed at this Stage
- Line Marking
- Natural Stone Charcoal Colour Upstand Kerb (40mm)
- Natural Stone Charcoal Colour Dropped Kerb and Tactile Crossing
- Timber Seating
- Marine Grade Stainless Steel Cycle Stand
- Litter Bin to match existing along Foreshore Road
- Timber & Metal Bollards (Socket mounted to allow removal where required)
- Moveable Timber Bollards
- Waveform Design Pedestrian Guard Railing
- Maritime Heritage Interpretation Panel
- Wayfinding Focal Feature
- Lighting Column
- Retained Mooring Bollard
- Protection Bollard for future EV Charging Point
- Car Park Ticket Machine
- Wayfinding Monolith Retained



Landscaping Proposal - Prepared by Enzygo.



## 5.6 Existing Building Renovation - Building 1

### PROPOSED ALTERATION AND ADDITIONS TO BUILDING 1

- The proposed alteration and addition to Building 1 provides accommodation for a Restaurant and supporting Back and Front of House services and facilities.
- The existing building is to be renovated retaining existing heritage features where possible. The proposal is to be delivered as a shell and core with internal fit out by the prospective Tenants.
- The proposed glazed addition to the South provides additional restaurant covers and an Entrance Lobby at Ground Floor and uncovered seating at First Floor balcony.
- The proposed addition to the East of the building is intended to provide space for a freezer and plant space. An air source heat pump is proposed to sit on this flat roof area.
- The proposal is to be designed to be flood resilient. The intent is to provide new flood resilient construction in the form of a traditional masonry wall and concrete upstand above the external ground level.
- Windows are to be retained where possible or replaced in a sensitive manner. Refer to the Architects Drawings and window survey.
- The existing walkway to the First Floor which is structurally unsound requiring it to be taken down is to be replaced with a new and wider steel structure, insulated roof with a stone or stone effect paving finish.
- To its edge a new balustrade is to be fitted which is to be visually integrated into the deck's fascia. The balustrade extends down the existing stone stair to the West and a new steel stair to the East. All new architectural metal work to be anthracite.
- Internally, there is a new lift and new timber stair.



## 5.61 Existing Building Renovation - Building 2

### PROPOSED ALTERATIONS TO BUILDING 2

- The proposed alterations to Building 2 provides accommodation for Fishing Industry and Retail activities at Ground Floor and Office space, Artist Studios and a Gallery at First Floor.
- At Ground Floor on the Southern Elevation, it is proposed to reinstate the existing arched openings in either full height shop front glazing or as perforated screens. This lends to greater interaction with the public realm.
- On the Northern Elevation, a new roller shutter is proposed to facilitate deliveries to the Weighing and Holding Tanks space.
- At First Floor a renovation is proposed which allows for a new internal layout of a central corridor providing access to Offices and Artist Studios and a Gallery to the South side of the plan.
- The gallery and artist studios are all accessed directly from the renewed external walkway and the new lift core within building 3 provides full accessibility.
- The walkway is to receive a new balustrade inkeeping in style with the original that extends down the existing stone stair.
- All new timber windows and doors are proposed to existing window and fan light openings.



## 5.62 Existing Building Renovation - Building 3

### PROPOSED ALTERATIONS TO BUILDING 3

- The proposed alterations to Building 3 provides accommodation for fishing industry, warehousing and units at ground floor. Harbour Master Office space and a Café with supporting front and back of house services and facilities are provided at first floor.
- The renovation allows for a new internal layout at ground floor which follows the structure of the existing bays.
- On the southern elevations it is proposed that the infills and shutters to the archways are removed and replaced with shop front style glazing to front of the proposed units and lift and stair lobby, which is required to service to the first floor.
- To the northern elevation, at ground floor, double doors are centrally located within each bay to allow service access to the units, fishery freezers and chillers and a Fisherman's welfare facility.
- At first floor, the internal space is divided into the Harbour Master's Office to the west and to the east the existing Café is retained and extended to provide additional back and front of house services and additional restaurant covers. The café's existing terrace is to be replaced with a deeper terrace to allow for addition outdoor seating.
- All new timber windows and doors are proposed to existing and new window and door openings.
- The existing deck access the South is proposed to be altered to provide a ramped access from the lift across to Building 2 as the deck levels differ between the two buildings. In addition, a new continuous painted balustrade is to replace the existing and link across to Building 2.



## 5.7 New Build Proposals - Building 4

### PROPOSED FISHERIES WAREHOUSE - BUILDING 4

- The proposed building serves to house 31 commercial units of varying sizes. 20 small units on the ground floor, 10 front-to-back units on the first floor and one large loft unit within the roof space.
- The proposed commercial units have all been designed with dedicated external access.
- The proposed building is to be finished in a timber effect cladding with a brick plinth inkeeping with the adjacent buildings.
- The proposed building is designed to be flood resilient, with all power and vulnerable services at a higher level.



## 5.71 New Build Proposals - Building 7

### PROPOSED NEW KIOSK BUILDINGS – BUILDING 7

- The proposed building serves to house 4 self-contained Retail Units each including bin stores and a Public Toilet facility.
- The proposed Retail Units have been designed with large roller shutters and signage zones for customisation.
- The Units are serviced to the rear of the building. The proposal is to be delivered as a shell and core with internal fit out by prospective Tenants.
- The proposed Public Toilets have been designed to provide: 16 number Female WC cubicles 2 of which are ambulant; 10 number Male WC cubicles 2 of which are ambulant; 1 Accessible WC with a level threshold and external access; a General Store containing a Cleaners Sluice; an Entrance Lobby and a Service corridor.
- The proposed building is to be designed to be flood resistant. Externally this is realised in a solid load bearing plinth wall constructed of an inner concrete wall, full fill rigid insulation and masonry outer leaf facing externally.
- The simple roofscape is considered as resilient to wave overtopping; a recurrent problem on this part of the pier.
- Above the plinth the external wall is intended to be clad in a timber effect vertical cladding. This is intended to extend upwards to form a parapet to the toilet block to concealing a flat roof and mechanical plant.
- The new substation is located in the building and has been designed to be flood resistant to NOG design.



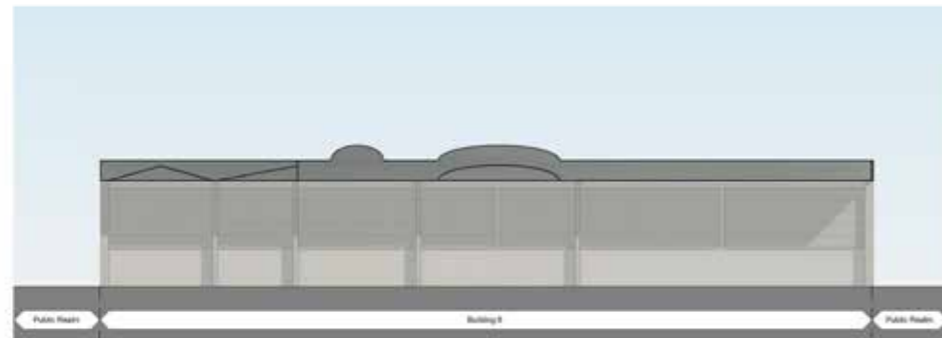
## 5.8 Signage Proposals

### EXISTING SIGNAGE FOR THE BUILDINGS & KIOSK UNITS

- The current signage around the West Pier is currently a mix of old and new, good and bad for size and visibility of size compared to the historic buildings on the pier.
- Existing signs which are more in keeping with the buildings are those within zones of doorways / arches / windows or utilise the purpose built or adequate alcoves for such a purpose such as the Public Conveniences sign on the original extension to Building 1.
- As part of the conservation and treatment of the buildings signage zones are to be set out for Buildings 1, 2, 3 and 7 to create a more harmonious and balanced facade to the building working with Heritage and Conservation advice.
- The location of signs and management will be developed further through the detailed design and with the Harbour Master Authority and NYC.



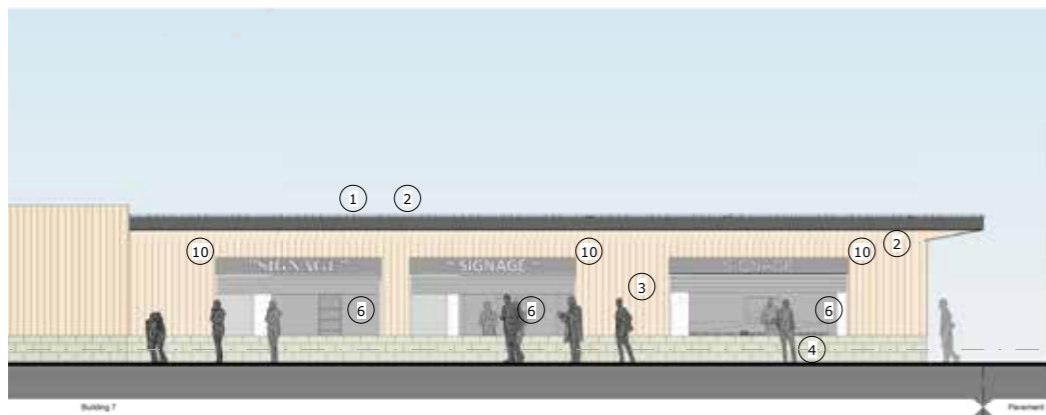
# 5.81 Signage Proposals - Elevations



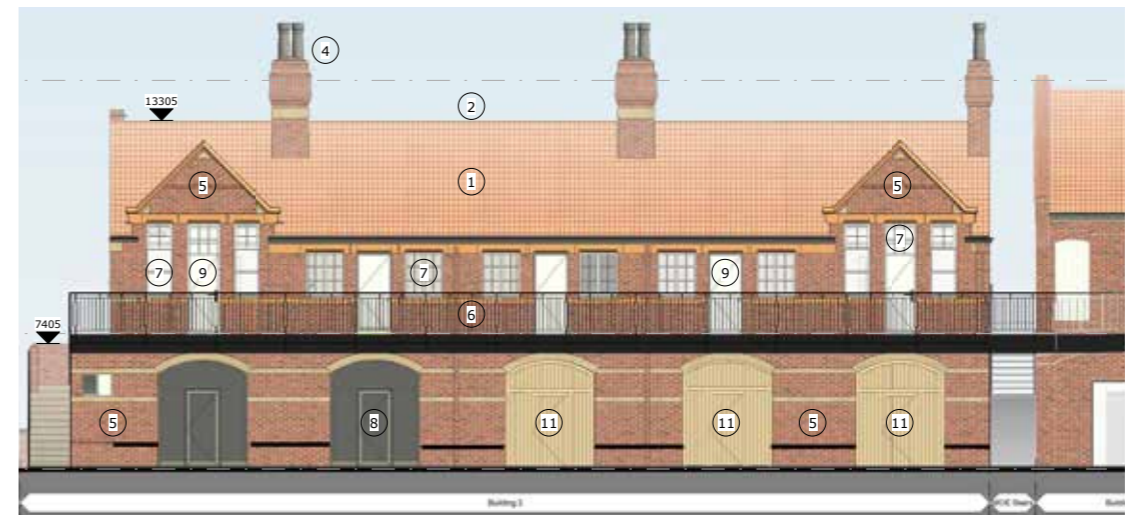
**BUILDING 6 EXISTING FRONT ELEVATION**



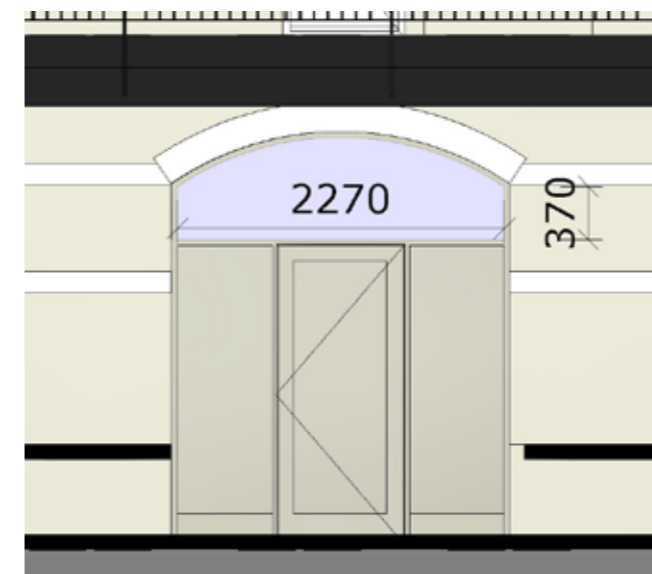
**BUILDING 2 EXISTING FRONT ELEVATION**



**BUILDING 7 PROPOSED FRONT ELEVATION (PART)**



**BUILDING 2 PROPOSED FRONT ELEVATION**



# 5.9 Flood Protection Proposals

## RESISTANCE & RESILIENCE TO FLOODING

- As part of the design for the West Pier a specialist Flood Consultant and Civil Engineer has been designing in measures to prevent the buildings from flooding in consultation with the Environment Agency and other specialist environmental consultants. Further information on this can be found within the FRA.
- With the pier regeneration the existing drainage is being overhauled to include large storm Aco drains and Attenuation crates in order to deal with the expected wave overtopping and flood situations.

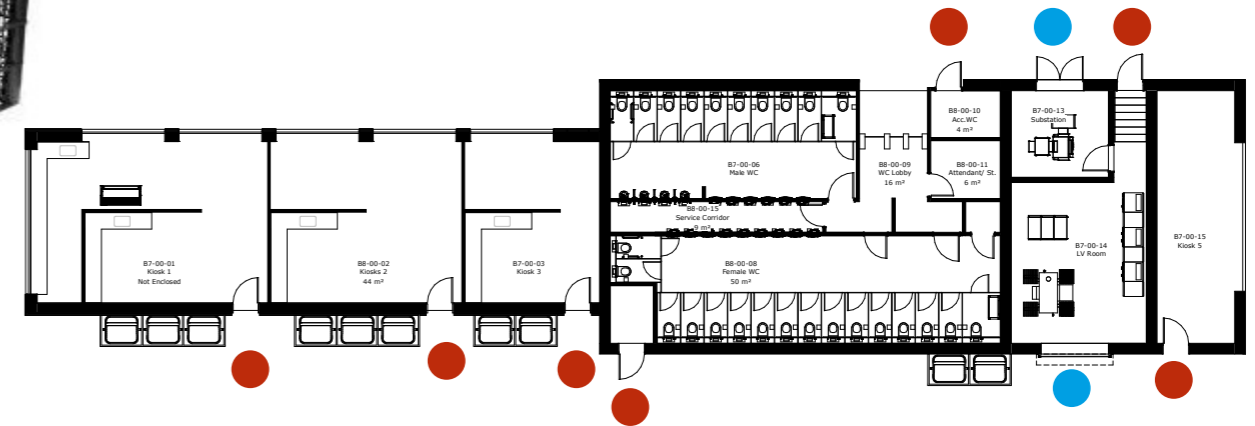
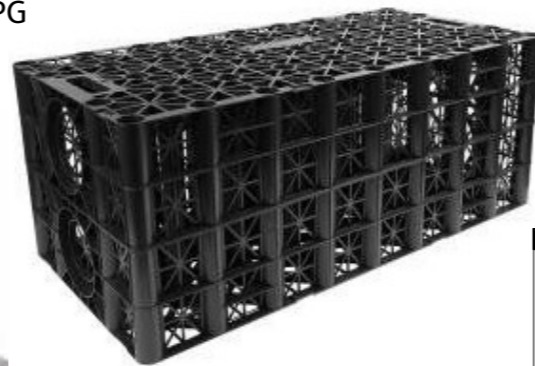
As further measures to these non return valves will be fitted to prevent flows of water via pressure or sea level change from pushing water up into units and demountable flood barriers as shown in the examples on the right for Building 1 and Building 7 (Kiosks and Restaurant). Also part of these measures is the placement of electrics at suitable heights that in the event of a flood they are not affected or sheltered behind sealed doors. The substation is designed to NPG requirements that it is raised on a concrete platform above predicted levels.



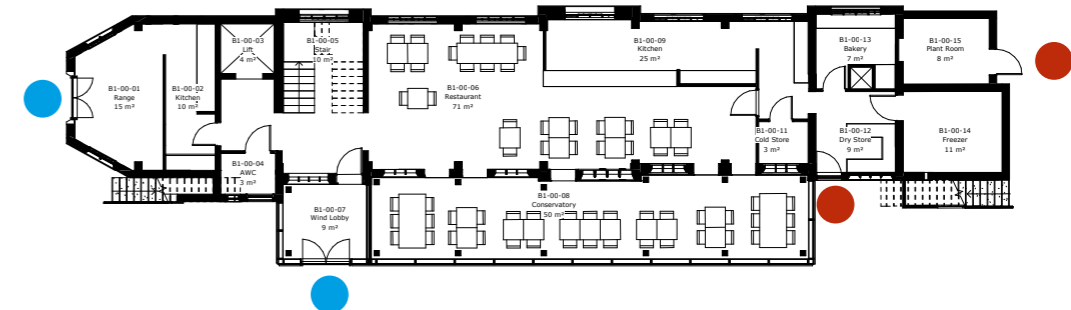
EXAMPLE DEMOUNTABLE ALUMINIUM FLOOD BARRIERS FOR DOORWAYS



## EXAMPLE STORM ACO DRAINS AND WATER STORAGE CRATES



BUILDING 7 FLOOD GATES



BUILDING 1 FLOOD GATES



# 5.10 Accessibility

## DISABLED ACCESS

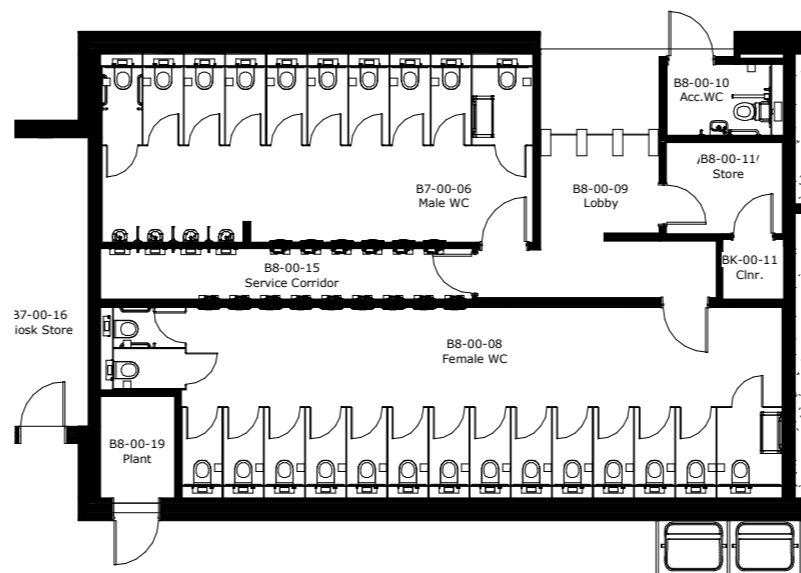
- In order to give the best access possible to disabled users on the pier the disabled car parking spaces have been located nearest the Kiosks and Toilets and the most centrally located possible for making use of the existing Cafe in Building 3 along with Accessing Building 2 and 1.
- Low kerbs are used along the edge of pedestrian routes to demarcate the change from pedestrian to access road rather than no kerb along with timber bollards and other street furniture to denote close the edge of the pedestrian walkway as otherwise it will be interpreted as safe space.
- Tactile Paving is used to denote safe accessways from pedestrian walkways and zones into the car park or across the access road running up the pier
- From feedback at the manned consultations and online has spoken of the importance of benches with backs and arms has now been included within the design such as the example on the right where it also includes areas without backs or arms so all users can benefit
- The new toilets have been designed so that there is the maximum number possible of accesable / disabled / baby changinf facility toilets to cater for the various needs of users
- Further information on paving types, textures and colours can be found in the Landscape information.
- As part of feedback from reviewing with the Scarborough Disabled Action group we have selected a palette of colours and tectures and strong enough light reflectance differences which should help those with impaired vision of varying degree to navigate the site.



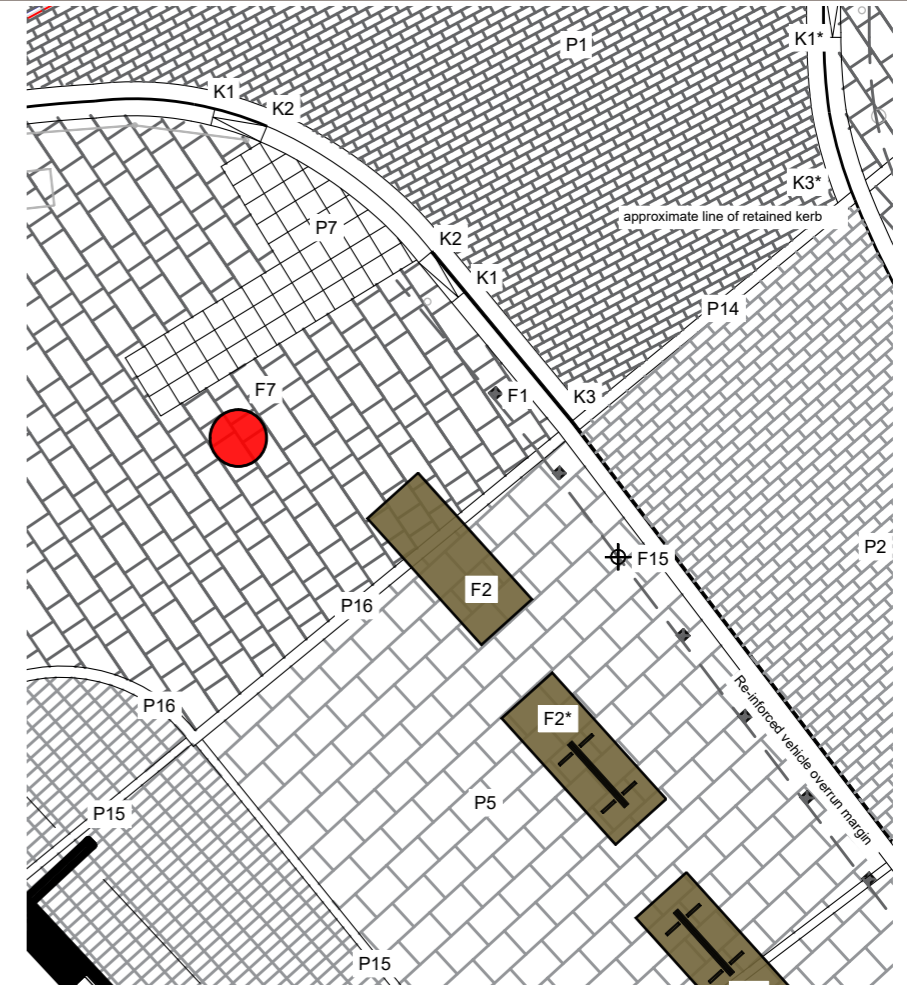
**EXAMPLE LOW KERB AND SURFACE TEXTURE DIFFERENTIATION TO DEMARCAT**



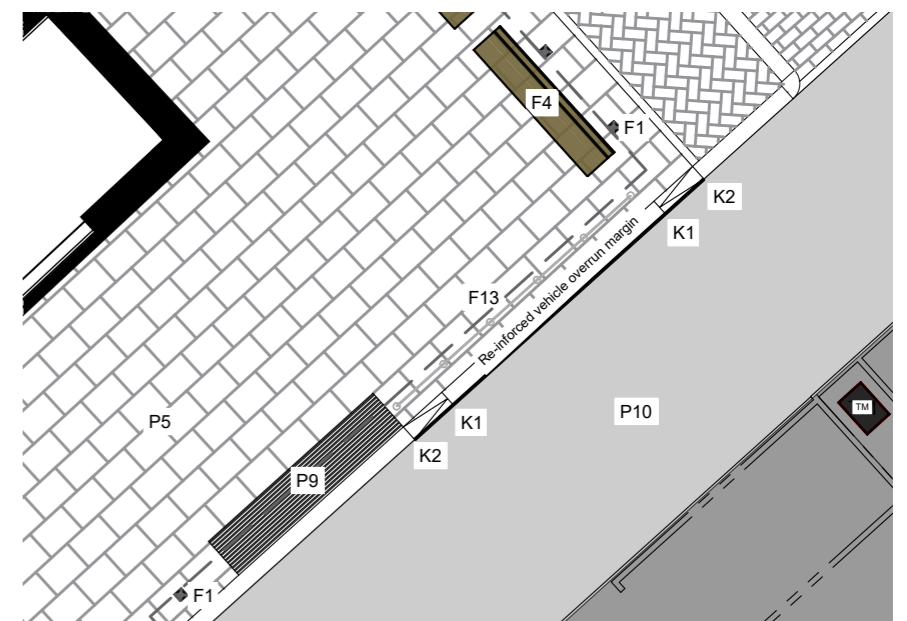
**EXAMPLE BENCH WITH BACK AND ARMS**



**NEW TOILETS WITHIN BUILDING 7 (KIOSKS)**



**CHANGE IN PAVING TO DEMARCAT ZONES AND USES**



**TACTILE PAVING AND BARRIERS AROUND THE CAR PARK**

## 6.0 Afterword

## 6.1 Afterword

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The project objective to regenerate Scarborough Harbour's West Pier aims to create a celebrated public space which connects Scarborough's marine heritage while providing retail and workshop space for catering, food and creative industries. The proposals seek to enhance the pier as destination with an actively working harbour with a thriving fishery. We at Jefferson Sheard Architects trust that the design ambition and hard work by all parties into developing this scheme proposal is evident and that the proposals demonstrate our combined passion in seeing Scarborough Harbour succeed.