

Item Number: 7
 Application No: 15/01180/MFUL
 Parish: Pickering Town Council
 Appn. Type: Full Application Major
 Applicant: Moorland Trout Farms
 Proposal: Infilling of fishing lake together with change of use of land to form a 158no. space car park with siting of 7no. glamping units and erection of reception building to accommodate cafe, shop, exhibition and meeting space, service kitchen, public toilets and shower rooms, storage and a 3 bedroom managers apartment to include demolition of existing service building that includes owners private accommodation, and formation of on site road, pathways and landscaping

Location: Pickering Trout Lake Undercliffe Pickering North Yorkshire YO18 8JH

Registration Date: 16 October 2015 8/13 Week Expiry Date: 15 January 2016
 Case Officer: Rachel Smith Ext: 323

CONSULTATIONS:

Parish Council	Concerns raised
Highways North Yorkshire	Recommend conditions
Building Conservation Officer	No objection in principle - minor design comment
Countryside Officer	No objection
North Yorkshire Moors Railway	Support
Office Of Rail Regulation	No views received to date
Historic England	Recommend application be determined in accordance with local and national policy guidance
Public Rights Of Way	Recommend informative
Tree & Landscape Officer	No objection (verbal)
Land Use Planning	Recommend conditions
Sustainable Places Team (Yorkshire Area)	Objection lifted subject to conditions
Housing Services	Objection lifted -informative to be added
Lead Local Flood Authority	Comments made and conditions recommended
Sustainable Places Team (Yorkshire Area)	Objection lifted subject to conditions as per previous correspondence
Parish Council	Comments received

Neighbour responses: Mrs Tina Bennett, Mr John Colley, Mr Mike Potter, Mrs M Scriven, Mrs Josephine Gascoyne, Norman & Enid Bridges, Mr Richard Kimmings, A T Gascoyne, Mr Martin Jones, Mr Eden Blyth, Brian & Sally Tozer, Mr R Bowman, Mrs M Jackson-Gould, Mr G J Leadbetter, Mr Steve Grantham, Miss Amanda Chambers, Mr Jeff Taylor, Mrs Alison Ripley, Mr William Morris, Mr Christopher Heath, Mr And Mrs T Atkinson, Mrs Atkinson, Mr Eden Blyth, Mrs S Smith, W Swan, Ms Sara Bryon, Mrs J Smith, Mr Tom Barr, Mrs Yvonne Morris,

Overall Expiry Date: 8 February 2016

SITE:

The site is located within Pickering Conservation Area on the northern side of Pickering, immediately to the north of Pickering Railway Station. Access is via a bridge from Undercliffe. The bridge is a grade II listed building. On raised ground to the east is Pickering Castle which is a Scheduled monument. To the north and west of the site are open fields which are bisected by a public footpath. The railway forms the eastern boundary, with Mill Race beyond. Pickering Beck runs along the western side of the site. The site is within an Area of High Landscape Value, and adjacent to a Visually Important Undeveloped Area.

The site comprises a fishing lake together with a service building which includes a cafe/shop together with owners accommodation. There is an area of hard standing to the front of the building that accommodates approximately 25 cars.

PROPOSAL:

Permission is sought for:

- demolition of existing service building
- draining of the lake and infilling with granular and earth fill to level the site.
- creation of new internal access roads and provision of 158 parking spaces including 15 wide access suitable for wheel chair use. These will be served by accessibility compliant paved access leading to the proposed new reception building. Part of the access will therefore be permeable tarmac to prevent petrol and surface water run off from the parking areas entering the water course. Other access will be permeable with a natural compressed limestone stone finish. The car park will be pay and display.
- Part two Storey Part single store building to accommodate a cafe, shop to sell railway related merchandise, exhibition/meeting room, public toilets and showers together with Managers accommodation. The building will have a footprint of 11.5m by 33m and a ridge height of 6.7m.
- It has been designed to reflect the character of traditional railway buildings. It will be constructed from brick under a slate roof, with conservation rooflights. The single storey element will be fronted in horizontal timber.
- Siting of 7 glamping units in the form of former rolling stock fronting the railway line. The two units nearest the reception unit will be provided with a shared ramp to make them wheelchair accessible.
- The glamping units are located on the highest part of the site, with dry access/egress.
- Retention of existing tree planting supplemented by new planting, in particular on the north western edge of the site.
- To the north east will be a meadow which incorporates a flood water swale.
- Pedestrian access to the station will be identified by a route marked out along the byway, past the scout hut and through the NYMR car park.

HISTORY:

The site has a detailed planning history. The following applications are particularly relevant.

Dec 1975 Permission refused for the construction of a car park and construction of small lake and the use of the land for recreational purposes. Allowed on Appeal

April 1982 Permission granted for the erection of a general purpose building

May 1982 Consent for three signs including shop sign above main door.

February 2015 Appln. withdrawn for infilling of lake and erection of building and glamping units.

POLICY:

Ryedale Plan - Local Plan Strategy

Vision, Aims and Objectives. This states that Pickering will continue to be an important visitor destination in its own right as well as a gateway to the North York Moors National Park and to tourist attractions and recreation opportunities in northern Ryedale.

Strategy Summary

The summary includes the following:

Pickering - Support the towns regional tourism role and support for existing attractions including Beck Isle Museum, Pickering Castle and the North Yorkshire Moors Railway and events such as the Steam Rally and Wartime Weekend.

One of the priorities in the plan for Pickering is to secure the provision of additional visitor car parking and/or park and ride facility to support the town and in response to the increasing attractiveness of the steam railway and annual events.

Policy SP7 Town Centre and Retailing

Policy SP8 Tourism

Policy SP10 Physical Infrastructure

Policy SP12 Heritage

Policy SP13 Landscapes

Policy SP14 Biodiversity

Policy SP16 Design

Policy SP17 Managing Air Quality, Land and Water resources

Policy SP18 Renewable and Low Carbon Energy

NPPF

NPPG

APPRAISAL:

It is considered that the main considerations are:

- Appropriateness of the uses
- Heritage assessment
- Highway considerations
- Pedestrian access
- Ecology
- Landscaping
- Neighbour impact

Car Park

The application as a whole has been designed to compliment the facilities at the North Yorkshire Moors Railway, (NYMR). The applicant has stated that the proposal will enable more visitors to be accommodated within the town. It is acknowledged that the existing car park at the NYMR is often full which results in cars driving to the site, and then turning around and leaving. The car park is well related to the railway, but also provides access to the town centre and Pickering Castle.

The proposal accords with one of the priorities in the Ryedale Plan - Local Plan Strategy, in relation to the provision of additional visitor parking.

Tourism

The Ryedale Plan - Local Plan Strategy and the NPPF supports the principle of tourist accommodation subject to other material considerations being acceptable. It is considered that the relationship of the site with the NYMR will be mutually beneficial and provide a different experience to accommodation already provided.

Concerns have been raised that the application will lead to further holiday uses on the site. This would be subject to a further planning application, and considered on its merits. It is of note however that some temporary uses of land are deemed to be 'permitted development' Whilst regulations set out in The General Permitted Development Order 2015 currently do not permit such uses within the curtilage of a building, it is considered appropriate to apply a restrictive condition. The exception would be the war weekend where access to the car park would be closed. The applicant wishes to use the site for this week only for the parking of vans of those involved in the event.

Reception Building

The reception building has also been designed to relate to the association of the site with the railway. Policy in the NPPF states that Local Planning Authorities should apply a sequential test to main town centre uses that are not in an existing centre. In this case the shop element is to replace that already on site. The existing floor area will be restricted to railway related products. It is understood that the original train model shop in Pickering has shut, and the applicant wishes to sell similar items to it. Nevertheless it is recommended that a condition be imposed restricting sale of goods to 80% railway related with a maximum floor area. This will result in a maximum of 14.2m² of general retail space, and 56.8m railway themed space. The cafe will have a maximum of 35 covers.

Flood Risk and Drainage

The majority of the site lies within Flood Zone 3, with a strip of land nearest the railway line in Flood Zone 2. In view of this it was necessary to carry out both a sequential test and exception test. This took account of the water compatible use of the car park and the more vulnerable use for the glamping units. The sequential test demonstrated that the location of the site was required due to the relation of the proposed use with the railway, and indeed the railway experience for the glamping units. The development will benefit the local economy by increasing the benefits of the NYMR. Furthermore the glamping units would be on average 1.2m above finished floor level by virtue of their design as former rolling stock. A formal evacuation procedure would be entered into.

Surface water will be released via controlled collection and release into Pickering Beck. A landscaped swale is being provided at the north end of the site to temporarily accommodate additional water in the event of a flood event. It is also relevant that the Environment Agency project 'Slow the Flow will help alleviate potential flooding. The development has been designed so that surface water run-off from the impermeable areas will drain into Pickering Beck at the same rate as green field run off. This is substantially less than the existing discharge rate which is required for the existing pond.

The site is within a source protection zone for public water abstraction. In view of this a soakaway or infiltration system directly into the ground is not permitted. The surface water from the car park and access will be tanked and pass through an interceptor to prevent contamination.

The applicant seeks to deal with foul drainage by the use of a package treatment plant, and then into a foul water reed bed. Non mains drainage in an area served by public sewers is not normally acceptable. The Environment Agency initially objected to the application on that basis.

However the applicant provided additional information to demonstrate that it is not feasible to connect into the foul sewer to the south of the site. This is because it would be required to pass under the railway, and then it would have to be threaded through the bridge. Given the small size and nature of the bridge, this is not considered feasible. The connection would also require a pumped rising main system which is not considered to be cost effective. In view of this the Environment Agency has not objected to the proposal.

It is noted that representations have been received that query the capacity of the treatment plan in an event such as the war weekend. A query has also been raised about what happens to the outfall from the plant if there are periods of heavy rain that raise the level of the beck above the outfall. The sizing for the treatment plant has been calculated on the basis of :

6 x 2 people using the glamping units
150 car parking spaces each with 3 occupants
6 x 2 users using the shower block
50% increase in car park users to take account of comings and goings.

A maintenance programme for the plant will be used, and this can be conditioned. It is noted however that the plant is a sealed unit, that has a non return valve. In view of this, in the event of high rain etc, it will not be possible for water to back up. Furthermore, any discharge into the beck will require a discharge licence from the Environment Agency, and the beck will be subject to testing.

The Environment Agency has recommended conditions in relation to:

- Limiting run-off rates to greenfield rates
- Provision of a minimum 3,650m³ compensatory flood storage as detailed in the submitted information.
- Finished floor levels set no lower than 33.38m above Ordnance Datum
- Development shall be carried out in accordance with the flood resilience measures detailed in the submitted information.

North Yorkshire County Council Flood Risk Management as the lead Local Flood Authority has also recommended conditions in relation to the petrol interceptors, and future management of the surface water drainage methods.

Yorkshire Water Services has recommended a condition to prevent any building or obstruction within 5m of the water main that passes over part of the site.

Highway and Access Considerations

Both vehicular and pedestrian access are key issues in the consideration of the application. The main points relate to :

- Impact of development on the bridge over the Mill Race
- appropriateness of location in relation to pedestrian access
- route over the Byeway open to all traffic, (BOAT)
- relationship between pedestrian and vehicular access to the site.

Impact of development on the bridge.

Access to the site is via a historic bridge over the mill race. This bridge will also be used for the construction lorries required to bring in the fill for the trout lake. This is a matter of concern that has been raised in a number of representations received in relation to the application. The submitted Design and Access statement includes the following statement:

It is accepted that Traffic generated by construction will cause some temporary impact. This will be managed via the present access to the site. 30% of the fill required to infill the lake will be brought by rail and tipped directly on to the site. The remaining loads, about 580 in number, will be brought in to the site by 22 ton lorry loads, organised as far as possible while the railway is not in full operation. It is important to note that the estimated number of necessary loads amounts to only 15% of the 4000 loads brought in along Newbridge Road to complete the flood mitigation works at Newtondale. There will be a banksman / crossing supervisor in attendance during the transporting work.

During consideration of the application, detailed negotiations have been carried out between the Engineers appointed by the applicant, and the Highway Authority. A survey of the bridge was carried out using the MEXE method. North Yorkshire Highways with the following points:

- Initial concerns expressed regarding the MEXE calculation used to the existing condition of the bridge and the proposed heavy vehicular load.
- Additional transport assessment required to consider how the increased traffic movements would impact on Undercliff, and the wider roads in Pickering
- Clarification of pedestrian access through the site.
- Clarification of visibility at the car park entrance

January 11th 2016

Further discussions were held in relation to the appropriateness of the survey works. The Highway Authority have advised however, that they are confident that there is a solution, and have therefore have recommended conditions which require the submission of a detailed structural assessment. The application has required the submission of a detailed number of expensive studies and reports. The further survey work is more invasive and expensive, and requires digging down below the road level. It is considered the cost of such works is unduly prohibitive unless the applicant has surety of a decision. In the event that more detailed survey work demonstrates that the bridge is not capable of carrying out the necessary load, the Highway Authority will impose a weight restriction on it, and the applicant would have to consider alternative methods. It is considered that such a condition is reasonable, and sufficiently precise.

In relation to the wider highway impact of the development, the Highway Authority requested a transport assessment to take account of the impact of additional movements on Undercliffe and the wider area. The survey work was undertaken and the Highway Authority responded as below:

In assessing the submitted proposals and reaching its recommendation, the Local Highway Authority has taken into account the Transport Assessment and Transport Notes from the applicant. It is accepted that the proposals are likely to generate a relatively small number of new trips to the road network in Pickering during peak morning and evening hours. This is due to a number of existing spaces at the NYMR and on Scouts Lane being removed by the proposals, the replacement of the trips associated with the current fishing activities and a transfer of some traffic from the current overflow car park to the proposed site. In addition there has also been some additional overflow parking provided around the fishing lake which would be replaced by the permanent car park proposals.

Accordingly it is considered that the development would not have a significant adverse impact on the highway network.

Pedestrian Considerations:

The site is located to the north of the existing car park that serves the North Yorkshire Moors Railway. The submitted plans show that there will be a marked out pedestrian route from the application site to the railway. This is being provided through agreement with the Scout group and the NYMR. Land in front of the Scout hut is currently used on occasion for informal parking.

The agreement will allow this area of land to be used for the delineated parking area in exchange for parking on the application site, when required for use by the scouts and parents. The route includes access for wheel chair users which passes along the western platform of the railway. Access is also available along the BOAT to Beck Isle Museum.

The route will provide better definition and signage for the proposed pedestrian access, and also remove parking from the lane which currently occurs. The supporting information states that the approximate level walking distance to the western platform is 280m, and 480m to the eastern platform and ticket office. The most direct route over the NYMR bridge is 280m to the western platform and 350m to the eastern one. These routes are also available during office hours for anyone who wishes to walk from the application site to Pickering Town Centre.

A further traffic free route into Pickering can be achieved via the BOAT which begins on Scouts Lane, crosses over the beck immediately before the entrance to the main NYMR car park and then continues south through a wooded area before reaching Wells Walk.

A number of representations have been received in relation to the poor pedestrian access from the site into Pickering, and that it is not accessible for those wheelchair users outside the opening hours of the railway. Members walked the route to the station during their site visit, and then walked back along the Undercliffe and Park Street. It is accepted that the route along the road is not ideal, and would be difficult for wheelchair users. The Highway Authority has taken this into account and advised in their formal response.:

Pedestrian facilities from the site onto Undercliffe and the public highway are limited as there are no formal footways over the High Mill crossing and bridge. Footpath provision along Undercliffe towards the town centre is also limited to narrow paths and a discontinuous path on the north bound side of Undercliffe. Therefore the applicant has proposed to direct pedestrians from the car park to the Town Centre using part of the existing Byeway and through the NYMR site, thus providing an alternative route to Park Street and Undercliffe for pedestrians. Improvements to the width of the site access and visibility will assist vehicle movements to and from the site.

Most people using the car park will do so during opening hours of the NYMR when they can access the town through the railway. Those using the car park outside these times are likely to be restricted to those occupying two of the glamping units. These have been designed to provide the same "railway inspired" experience for all. It is accepted however that those in wheelchairs may out of hours need to drive to a disabled space in the town centre. Whilst not ideal, It is considered that the benefits of providing wheelchair friendly accommodation outweighs the access concerns for evening access. It is also noted that in a historic town such as Pickering, uneven or narrow footpaths are often a characteristic.

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As discussed earlier, a number of representations have raised concerns highway and pedestrian issues. These include:

- Capacity and structural ability of the bridge
- Who will pay for any necessary repairs
- No swept path analysis
- The car park cant reduce traffic

- People affected by increased traffic should be compensated by parking provision
- Difficult access on Park Street and /Undercliffe for wheel chair users etc
- Chaos already caused by cars and buses entering and leaving the site.

The capacity and condition of the bridge will be assessed through the detailed survey, and will require mitigation if required. The Highway Authority have based their recommendation on the submitted Transport Assessment which was expanded at their request. In relation to the car park not reducing traffic, and creating chaos, it is accepted that there are many people that drive into the site to park at the NYMR car park and have to drive out again when it is full. The proposed car park will be more likely to prevent this from happening. It will also provide more clarity and better routes for pedestrians. It is also noted that there has been support from a number of people that there is an existing shortage of car parking for tourists. There is currently no method for indicating when the NYMR is full, and the proposal will make it possible to use the railway more often.

It is considered that the submitted information is sufficiently robust to address the issues raised, and the provision of the car park accords with policy. As such it is not considered that a recommendation of refusal could be supported on highway grounds, subject to conditions in respect of:

- Crossing of highway verge
- Development shall not be brought into use until a pedestrian route from the site to Park Street in accordance with submitted drawing is delivered.
- Visibility splays
- Precaution to prevent mud on road
- Structural assessment of the bridge.
- On- site construction traffic.

HERITAGE:

The application site is located within Pickering Conservation Area, and is visible from Pickering Castle, a Scheduled Monument. 24 and 25 Undercliffe are within approximately 100m of the site and are both grade II listed. The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and ensuring that a development either preserves or enhances the character of a designated Conservation Area (Sections 66 & 72).

The Council's Building Conservation officer has advised:

"The character of the Conservation Area at this point can be characterised as the transition between the built up town of Pickering and the surrounding countryside. The application site is in the bottom of the valley that runs north-south between Pickering town and the higher moors to the north. In the valley bottom is Pickering Beck, the North York Moors Railway and Undercliffe, the minor road connecting the moors with the town. The site is accessed by a stone bridge over the beck and a level crossing point over the railway. The site surroundings to the south, has a marginal character provided by the North York Moors Railway car park and the scout hut. To the west of the site on the other side of Pickering Beck lies attractive steep sided hillside pasture crossed by a Public Right of Way. Bordering the site to the east are the railway lines, mill race and the road and beyond that is an attractive steep sided wooded promontory, on which sits Pickering Castle which is visible through the trees in winter.

The development site itself can be divided into a number of character areas making up tarmac car park, reception building, trout lake and surrounding grassed margins.

After having visited the site, it is my opinion that the development will not adversely affect the setting of 24 Undercliffe as there is some distance between them and the houses on the north side of the bridge and verge side trees provide a visual buffer between the listed buildings and the development site. North Yorkshire County Council and Historic England are the Council's advisors on archaeology and scheduled monuments and should be consulted on this application.

In my opinion the existing trout lake does not contribute to the character of the conservation area. Whilst it has a green and 'semi-natural' appearance, the lake is clearly an artificial creation that is somewhat out of odds with the surrounding features. The removal of the mid-late 20th century buff brick reception building measuring c.21m long and c.6m wide would be an enhancement as the orientation, scale and design of the structure do not relate to any surrounding structures or to the wider context of the site. The black topped tarmac car park to the south of the reception building makes no contribution to the character of the conservation area.

In my opinion the position, scale, design and materials of the proposed new reception building is much more appropriate to its context as it has clearly been referenced by the railway and its ancillary structures. Whilst larger and higher than the existing low quality reception building, the size and orientation is much more appropriate to its rail side location. One minor point of design is the chevron timber cladding. I am of the opinion that this should be horizontal boarding to better reflect the surrounding context.

Notwithstanding the submitted information, further details of the proposed glamping units should be secured by condition".

Historic England were also consulted on the application. They have advised that Pickering Castle is significant due to its well documented history and because its standing remains are particularly well preserved owing to its being one of only a few castles unaffected by the Wars of the Roses and the Civil War. The setting of the castle also adds to its significance as it is in a natural position to oversee the surrounding landscape.

The application includes a Heritage Statement which considers the impact on the setting of Pickering Castle, and also on views between the Castle and Beacon Hill. The proposed development may have some minor impact on the setting of the castle, as the new car park will be visible from certain view points within the castle. Historic England confirm that this can be mitigated through appropriate planting and careful use of natural surfaces.

Historic England conclude that the any impact of the proposed development is less than substantial. In view of this para 34 of the NPF requires the harm to be weighed against the public benefits of the development. Officers are of the opinion that the development will provide direct support for the NRMR and increase tourism in the area. Business in town will benefit and staff employed in relation to the development will also benefit the economy.

Accordingly it is considered that the development accords with policy SP 12 of the Ryedale Plan - Local Plan Strategy and section 12 of the NPPF.

DESIGN:

Policy SP 16 of the Ryedale Plan - Local Plan Strategy states that:

Development proposals will be expected to create high quality durable places that are accessible, well integrated with their surroundings and which:

- Reinforce local distinctiveness
- Provide a well-connected public realm which is accessible and usable by all, safe and easily navigated

- Protect amenity and promote well-being to reinforce local distinctiveness, the location, siting, form, layout, scale and detailed design of new development should respect the context provided by its surroundings including:
- Topography and landform that shape the form and structure of settlements in the landscape
- The structure of towns and villages formed by street patterns, routes, public spaces, rivers and becks. The medieval street patterns and historic cores of Malton, Pickering, Kirkbymoorside and Helmsley are of particular significance and medieval two row villages with back lanes are typical in Ryedale
- The grain of the settlements, influenced by street blocks, plot sizes, the orientation of buildings, boundaries, spaces between buildings and the density, size and scale of buildings
- The character and appearance of open space and green spaces including existing Visually Important Undeveloped Areas (VIUAs) or further VIUAs which may be designated in the Local Plan Sites Document or in a Neighbourhood Plan. Development proposals on land designated as a VIUA will only be permitted where the benefits of the development proposed significantly outweigh the loss or damage to the character of the settlement
- Views, vistas and skylines that are provided and framed by the above and/or influenced by the position of key historic or landmark buildings and structures
- The type, texture and colour of materials, quality and type of building techniques and elements of architectural detail.

The heritage impact of the design has been covered above.

The site is currently occupied by a lake, and a utilitarian style reception building, with parking to the front. The lake is not readily visible from the road, but can be viewed from public footpaths. The development includes additional planting which will soften the impact of the development. This includes a native species hedge. This is considered further in the landscaping section of the report.

The proposed reception building has been designed to have reference to the heritage of railway buildings. It will be constructed from brick, under a slate roof, with a large arched opening at one end. The side lean to will be timber clad. The detailing will include features such as the base plinth and arch in contrasting brick. The use of timber on the lean to makes reference to the design of other railway buildings such as signal boxes and station canopies. The building is longer than the existing building at approximately 34m, however it has a relatively low ridge height of just under 7m. The narrow span is also typical of traditional railway architecture.

The building will be sited along the eastern boundary of the site, and will therefore be clearly visible from passing trains. It is considered that the detailing and design of the building is a significant improvement than that which is currently on site, and as such will enhance the character of the area. It is also considered that its reference to railway architecture tethers the building to its setting adjacent to the railway.

The 'glamping' units will comprise former rolling stock such as brake vans. They are located adjacent to the railway line, and will therefore maintain the character of the site as an extension of the operations at the NYMR.

Accordingly, it is considered that the development accords with policy SP16 of the Ryedale Plan - Local Plan Strategy.

Ecology

The application is accompanied by an extended Phase 1 Habitat survey. This targeted the following species;

- Bats
- Great Crested Newts
- Badger

- Birds
- Reptiles
- Hedgehogs
- Water Vole
- Otter
- White clawed crayfish

The report concludes that the proposed development is unlikely to impact upon any protected species or associated habitats. However it recommends a number of measures which should be adopted to ensure potential adverse impacts to wildlife are avoided. This includes;

The Councils Countryside Management officer has been consulted, and has no objection in principle, but advises:

Following my phone conversation with Margaret Mackinder in which she stated that the trout lake is presently full of water and being used for trout rearing therefore making the lake unsuitable crayfish habitat, my only concern is one of timing should this application be granted planning permission. There is a danger of an offence being committed under the Habitats regulations should the trout be removed but the water retained in the lake for any period whilst the lake is connected to the Pickering beck which is a known crayfish habitat. Without predatory fish in the lake it would be a good crayfish habitat and they would be at risk from infilling etc.

A solution would be to come up with and condition a method statement to prevent crayfish access to the lake then remove the trout and then drain the lake in swift succession or alternatively should this not be possible to carry out a full crayfish survey prior to the lake being infilled to ensure no crayfish are harmed during the works.

It is of particular note that the northern end of the site will be laid out with landscaping and a wildflower area which will provide biodiversity enhancement.

Accordingly, it is recommended that an appropriate condition be attached to any approval on the site.

Landscaping

The site currently is currently reasonably well screened by existing mature planting in the summer months. During negotiations however, officers expressed concern that cars parked on the site would be clearly visible from the public footpath that runs to the immediate west of Pickering Beck, and also from the public footpath that provides a raised view from the north west. The submitted landscaping plan includes a native species hedge adjacent to the north western boundary where the site abuts the beck, and a high density screen with under storey planting to improve the view from the more distant north west. This is in addition to the use of the northern end of the site as a wild flower meadow.

Three trees will be removed from the entrance of the site. They comprise one silver birch and two lime trees. Their removal will facilitate the entrance to the car park. Three new trees of a more appropriate species will be provided.

The existing 1.8m high chain link fence to the east of the site will be replaced along its length by a more traditional railway post and rail fence.

Lighting is a key consideration on applications of this nature, and indeed can result in a significantly urbanising character if not appropriately detailed.

It is considered that the additional landscaping will soften the impact of the development from outside the site, and as such it will not have a significant adverse impact on the character of the Area of High Landscape Value, or the adjacent Visually Important Undeveloped Area.

Neighbour impact

The nearest neighbours to the site are located adjacent to the access over the bridge, with other dwellings on either side of Undercliffe, and on raised land to the north west of the site. It is not considered that the development will give rise to any overlooking or over shadowing. Neighbour impact is therefore related to the additional comings and goings associated with the proposed use, and in particular during the infilling of the lake.

The use of the site as a car park will generate more vehicle movements than the current use of the site as a trout farm. Nevertheless, it is considered that the context of the site adjacent to the NYMR (and on a site that previously generated some comings and goings) is such that the development will not have a significant adverse impact on neighbouring amenity. This is also because it is acknowledged that many cars currently access the area, and on occasion drivers find they can't park so leave the site. The Glamping units are sufficiently low key to ensure that users are unlikely to generate any noise or other disturbance. It is acknowledged that those properties that are situated on raised land to the west of the site will be able to see the car parking. However right to a view is not a planning consideration, and the level of additional landscaping should soften the impact of parked cars.

Crossing of railway

Access to the site is via a crossing over an un-gated crossing over the railway. This is the current access to the NYMR car park together with a number of dwellings and the scout hut. The office of rail regulators has been consulted on the application but has not responded. Representations have been received raising concerns regarding the safety of the access over the crossing, and also the capacity of it. Officers are pursuing a response, and it is hoped to update Members at their meeting.

Programme of works

The applicant has submitted a programme of works for the phasing of the development:

Phase 1 15 months from commencement

- Discharge Conditions, demolition of western end of existing building
- Empty fishing lake and block off inlet
- Create temporary access road
- Bring in infill material via road and railway; level and landscape
- Carry out all landscaping of tree screening around perimeter and at northern end of site
- Install standings for Glamping units
- Remove perimeter fencing
- Complete surface and barrier material to all surfaced areas
- Connect northern parking to access with temporary surface road.

Phase 2

- Construct Visitor Centre
- Bring in glamping units as sourced

Phase 3

- Demolish rest of existing building
- Complete all car parking and signage
- Complete remaining planting over rest of site

Phase 4

- Complete installation and conversion of glamping units

It is considered that the programme is acceptable in principle however officers are working on a condition to ensure the totality of all the finished car park, landscaping and visitor centre within a certain time scale. Members will be updated on this aspect.

Representations

Members will note that the application has resulted in a number of letters of support and objection. The main points of objection are listed as an appendix to this report, and broadly include:

- Concern over structural ability of the historic bridge. Who will be responsible for its repair. -**See Highway and Access Considerations**
- Lost parking on approach to NYMR should be provided for residents who will be affected by increased traffic.
It is understood that there is no right to park on this area, and the applicant can not be expected to provide compensatory parking
- Development should connect to Main sewer
See Flood Risk and Drainage in relation to drainage
- Concern that crushed limestone will cause a mess on the road especially in wet weather.
The type of material used has been demonstrated to work elsewhere, without any transference to nearby roads
- Glamping sets a precedent for more holiday use on the site
The application can only be determined on the basis of what is applied for. However a condition is recommended to prevent caravans/camper vans and tent except during war weekend.
- Chaos and congestion caused already. development will not improve congestion.
The Highways Authority are satisfied with the application. The NYMR has advised that in their opinion the proposed car park will assist in clearing the approaches to the NYMR, and stop the circulation of vehicles throughout Pickering. It will release on street parking for residents.
- Development will not benefit economy.
Officers consider that development that improves the facilities and enjoyment of the NYMR will benefit the economy, and further increase use of other businesses in the area.
- No acceptable pedestrian access either via Wells Walk or along Park Street/Undercliffe.
Pedestrian access through the NYMR is acceptable for all. Most times that the car park is in use is when the railway is open. The limited number of people using the Glamping units can access town in the evenings via Undercliffe and Park Street. It is accepted that disabled people may have to drive to Market Place, but this is offset by the benefits of inclusive enjoyment of the railway.
- Suds not complete.
See Flood Risk and Drainage.
- Not brownfield land and outside development limits
The site is outside the development limits, but policy does not preclude development of this nature.
- Evacuation route not acceptable.
The applicants have signed up to a flood evacuation plan.
- Concern regarding safety of the rail crossing

North Yorkshire Moors Railway are responsible for rail safety, in accordance with the Office of Road and Rail Regulation. They are satisfied that subject to an agreement in relation to lorry deliveries. It is not designated as an ungated crossing, but defined as an automatic level crossing. The train triggers the lights on the crossing, and trains in any event only proceed at 10MPH. The NYMR support the application, and advised that they are also carrying out an up to date safety review of the crossing.

Members will note that there are also a number of letters of support to the application . The points raised include:

- It is important to keep developing the area with suitable enterprises that will benefit the people of Ryedale
- Changing the use will be great for the area, and existing parking problems
- Landscaping and development will be in keeping with Pickering
- Glamping units will be a nice feature, and great experience
- Car park will reduce parking around town
- Increased parking will reduce the bottleneck that can occur on the site.
- Glamping units will benefit the economy.
- Attractive railway themed cafe will complement the NYMR
- The town needs a good car park and it is better than parking on the streets.
- Trading at the site will encourage tourism.

Summary

The application has raised a number of issues that have been addressed through the report. Nevertheless it is considered that the benefits outweigh the harm. It is essential however that the precise conditions are imposed to ensure that the development is carried out in an appropriate manner.

Recommendation is one of approval subject to no objection from the relevant rail safety body, and the conditions to follow

RECOMMENDATION: Approve subject to no objections from the relevant rail safety body, and conditions (to follow)

Background Papers:

Adopted Ryedale Local Plan 2002
Local Plan Strategy 2013
National Planning Policy Framework
Responses from consultees and interested parties