

## Pickering Trout Farm

### Main issues included in Letters of Representation

Objections:	Main issues raised
<p>Josephine Gascoigne 29B Undercliffe Pickering</p>	<p>Highway issues</p> <ul style="list-style-type: none"> <li>• No additional report other than the MEXE report that was rejected by the Highways Authority.</li> <li>• Not clear whether the full extent of the bridge and the approach road is fully adopted, and who will carry out any repairs required after heavy use.</li> <li>• No swept path analysis for large vehicles during construction</li> <li>• FRA is substandard and falls short of compliant. Assumption and figures given are inconsistent.</li> <li>• SUDS needs to consider future operation and maintenance. Neither lake nor outfall from it has been maintained. SUDS has not been addressed but removed.</li> </ul> <p>Drainage issues</p> <ul style="list-style-type: none"> <li>• refused to connect to main sewer and no detail of package treatment plant. Especially due to proximity to the beck.</li> <li>• No full details on SUDS</li> <li>• greenhouse gases will not be reduced. new building larger than previous, glamping units will be inefficient in thermal transmission</li> </ul> <p>Flood mitigation</p> <ul style="list-style-type: none"> <li>• Levels and calculations are misleading and inconclusive</li> </ul> <p>Air quality</p> <ul style="list-style-type: none"> <li>• a road or car park cannot reduce traffic</li> </ul> <p>Economic benefits</p> <ul style="list-style-type: none"> <li>• Statement states increased employment, but application states reduction.</li> </ul> <p>Community Benefits</p> <p>The traffic assessment is inaccurate and misleading, in terms of numbers.</p> <ul style="list-style-type: none"> <li>• Residents have paid to park on approach to NYNR for 40 years without paying. Any application would have to acknowledge this and replace it without charge.</li> <li>• require measures such as gated crossing, traffic calming footpaths to access roads.</li> <li>• Local advice that the NYMR car park application included parking for residents on Undercliffe.</li> <li>• How the annexe route for pedestrians will work is yet to be seen. Not a good risk assessment.</li> <li>• Construction traffic can be dangerous.</li> <li>• Actual fill for the lake has not been identified. It will necessitate great numbers of lorry movements. A great deal of mud will be created by the lorries and congestion.</li> </ul> <ul style="list-style-type: none"> <li>• difficult to believe there will be a reduction in traffic if more</li> </ul>

	<p>parking is created.</p> <ul style="list-style-type: none"> <li>• increased traffic over the bridge, with the same egress onto Underdiffe cannot reduce accidents.</li> <li>• people directly affected by the increased traffic should benefit from re-instated parking lost from the station car park approach.</li> <li>• will footpath be properly marked</li> <li>• should consider a park and ride.</li> </ul>
<p>Mrs Scriven 28 Underdiffe</p>	<ul style="list-style-type: none"> <li>• lorries smaller than previous, but this will mean more required. Will bridge be able to accommodate a continuous stream</li> <li>• live opposite so first hand experience of chaos</li> <li>• traffic survey has not been carried out.</li> <li>• no disabled access to the railway.</li> <li>• no planning regulations to stop more glamping once this is approved.</li> <li>• danger of an un gated open level crossing not addressed</li> <li>• traffic coming from the bridge onto Underdiffe with restricted viewing to the left has not changed.</li> <li>• Who will be responsible for any structural damage.</li> </ul>
<p>Mike Potter 34 Underdiffe</p>	<ul style="list-style-type: none"> <li>• The application site is directly adjacent to a visually important undeveloped area.</li> <li>• Is the site within the development limits.</li> <li>• Appreciate that the proposed development utilises an existing facility to increase parking, concerned that it would set a precedent for further development in this area of Pickering</li> <li>• Stated aim of increasing parking, however has any effort been made to identify more suitable sites within a similar distance of the NYMR? eg the Recreation Club.</li> <li>• Difficult access along Park Street, Underdiffe and Wells Walk</li> <li>• Close proximity to woodland areas of Newtondale in terms of ecology, amenity and the location within the flood zone.</li> <li>• What conditions were on the original application for the trout farm? If approved as agricultural development, then can not be classed as brownfield.</li> <li>• Is a retail unit appropriate in this location?</li> <li>• proliferation of camping and caravanning facilities in the area. Does the 7 glamping pods differentiate from static caravans, or would it give permission for a caravan site.</li> <li>• As a camp site it would be contrary to policy due to location in flood zone and conservation area.</li> <li>• Any conditions of approval need to adhere to recommendations in the FRA.</li> <li>• when lake built, the spoil was probably piled onto the</li> </ul>

	<p>banks and the island formed a raised area. Therefore infill of lake should first be taken from the surrounding heightened land.</p> <ul style="list-style-type: none"> <li>• doubt over the boundary claimed by the applicant on the green road forming the western boundary</li> <li>• suitability of access over the bridge needs to be taken into account. A traffic management system for the railway may be necessary during construction.</li> <li>• Need appropriate materials due to location near listed buildings and the castle etc.</li> <li>• Is there appropriate mains sewage connection for the glamping?</li> <li>• surely can't re-designate access as a dedicated footpath if it is a Byeway Open to All Traffic. (BOAT).</li> </ul>
<p>Eden Blyth 4 Foundry Cottages Wrelton</p>	<ul style="list-style-type: none"> <li>• Incorporating glamping sets a precedent for overnight camping including tents, motor homes and caravans</li> <li>• conservation area, and large car park and potential caravan site is at odds with that.</li> <li>• how can site be accessed by those with mobility problems. On plan it shows it via Wells Walk, Old Beck Road and the access road to the NYMR car park, followed by the footbridge over the beck which is less than a 1m in width. The condition of these aren't good. as such how would a disabled person access town at night when the station gates are shut.</li> <li>• filling in the lake with imported material is pointless if the banks are made of material excavated when the lake was created.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern over use of crushed limestone. In wet weather it makes a mess of the road. Also can spaces be marked out?</li> <li>• Concern over some of the claims:</li> <li>• the lake has been re-stocked with fish to prevent the ingress of crayfish which will not share the water with trout.</li> <li>• have doubt that the development will increase the use of the train for access to the moors reducing the need to drive. This is unlikely due to the cost of a ticket.</li> <li>• Would like to see the application refused, but if granted recommend that overnight camping be excluded, and a suitable 24 hour access route be made fully accessible for disabled users. Also the land restored to its pre-fishing lake level, together with an appropriate form of paved sustainable drainage system for all hard surfaces.</li> </ul>
<p>Mr Heath Wakefield</p>	<p>The owners have used the lake as a car park for the last 2/3 years. Yorkshire does need a fishing lake. Once filled in, it is</p>

	gone for good. Need owners that are willing to spend time and money as well as running events.
Mrs Gascoyne 29B Underdiffe Pickering	It appears that a 32 max load on the bridge has been agreed by NYCC. The bridge is an old Victorian bridge built to take horses and carts, and not heavily loaded vehicles. It will have a serious impact on the future usage of the bridge. The works will involve hundreds of lorries crossing the bridge. Who will pay for the repair?
Mrs Gascoyne	<ul style="list-style-type: none"> <li>• Application should be rejected under delegated powers</li> <li>• Information better than last application but still insufficient to make a considered decision</li> <li>• Application purposely misleading</li> </ul>
Sara Bryon Scarborough	<ul style="list-style-type: none"> <li>• The access over a narrow hump backed bridge constructed for a horse and cart.</li> <li>• Have seen at first hand in the tourist season the chaos caused by cars and coaches backing onto the bridge to turn. With residents and other pedestrians trying to walk across with no pavement is dangerous.</li> <li>• Health and safety in relation to an un-gated crossing just over the bridge.</li> <li>• The car park will do nothing to relieve the congestion in town. It will be no more use for disabled because they will have to walk across the railway track and bridge with all the cars to get to the station.</li> <li>• There has been no traffic survey. No mention to traffic, access or assessment.</li> <li>• Many Councils are promoting Park and Ride schemes, Ryedale should be doing the same and not encouraging more congestion.</li> <li>• With poor access and no safe pedestrian access it is the worst location.</li> <li>• Believe that it will be used as a caravan site.</li> <li>• Not safe for families with young children</li> </ul>
M Scriven	<ul style="list-style-type: none"> <li>• Removing parking from in front of Scout hut leaves local people with nowhere else to park</li> <li>• where will local people park when car parks are shut</li> <li>• Will walking route be a white line or a pavement? When walking children it is very narrow.</li> </ul>
Mrs Gascoyne	<ul style="list-style-type: none"> <li>• still no additional report re bridge</li> <li>• still no information on who will be responsible for repairing the bridge</li> <li>• No swept analysis</li> <li>• a sign for Trout Lake already blocks visibility</li> <li>• Failed to connect to Main Sewer</li> </ul>

	<ul style="list-style-type: none"> <li>• substantial increase in sewage in beck should not be acceptable</li> <li>• SUDS application incomplete</li> <li>• Green house gases will not be reduced</li> <li>• glamping units will be highly inefficient</li> <li>• landscaping is indicative and will be eroded</li> <li>• statement states increased employment but reduction in staff</li> <li>• increased traffic over bridge</li> <li>• those affected by traffic should have re-instated parking lost from Station car Park approach.</li> </ul>
Eden Blyth	<ul style="list-style-type: none"> <li>• Applicant states proper sewage connection is too expensive so proposing package treatment plant in a flood plain</li> <li>• latest photographs show why Wells Walk (muddy) and Park Street/Underdiffe not acceptable. not suitable for wheelchair users.</li> <li>• Glamping a planning precedent</li> <li>• a new grass sown road way to second crossing. Are NYMR aware</li> <li>• local evacuation route dips down. How can it be safe?</li> <li>• Recommend refusal/</li> </ul>
Mrs Jackson Gould 23 Park Street Pickering	<ul style="list-style-type: none"> <li>• Register objections</li> </ul>
A J Gascoyne	<ul style="list-style-type: none"> <li>• In flood risk area</li> <li>• risk of contamination of river and water course</li> <li>• how big will treatment plant have to be to accommodate camping, large house and 1264 pedestrians a day.</li> <li>• health and safety to pedestrians, push chairs etc.</li> <li>• is road large enough to accommodate two full car parks emptying at same time? No</li> <li>• If you manage to get to Underdiffe in a wheelchair it is not safe</li> <li>• will the bridge rail track and roads cope with lorries needed to fill the lake</li> <li>• Can the road on Underdiffe and Park street cope</li> <li>• suggest Park and ride.</li> </ul>
Mr Kimmings 14 Garden	<ul style="list-style-type: none"> <li>• Access via level crossing. Usage would exceed recommended numbers on an open crossing</li> <li>• Including the camping, the number over summer must be exceeded</li> <li>• location of crossing close to junction, and fact that development will increase footfall over crossing are risks that need to be taken into account.</li> </ul>
Mrs Atkinson	<ul style="list-style-type: none"> <li>• previous plans objections still stand</li> </ul>

Park Street Pickering	<ul style="list-style-type: none"> <li>• Having experienced another summer of volume of traffic, feelings have intensified</li> <li>• Park Street is a fast and bending road and before long with or without extra parking, there is going to be a serious accident.</li> </ul>
Mr Bridges	<ul style="list-style-type: none"> <li>• it will considerably change the beautiful outlook from our property, which contributes to its value.</li> <li>• Additional noise will be generated by the development especially if entertainment for the glampers is to be provided or if they licence the cafe</li> <li>• anti social behaviour from glamping units or visitor centre.</li> <li>• It will dramatically change views from Rookers Field and increase noise levels for residents of Pickering as well as ourselves</li> <li>• will seek re-evaluation of Council tax payment if it goes ahead.</li> </ul>
<b>SUPPORT</b>	
Mr Leadbetter Clock Cottages Gloucestershire	<ul style="list-style-type: none"> <li>• obvious a number of statutory consultees have not visited the site</li> <li>• the lake cannot be seen from the castle, and there is an existing security fence obscuring the view</li> <li>• EA are the same, for the applicant to connect to mains they would need to go under mill race before being pumped up to the mains</li> <li>• revised plans are very detailed</li> <li>• extensive planting will screen the site</li> <li>• traffic assessment is very good and Pickering desperately needs a car park</li> <li>• it is previously developed land</li> </ul>
Miss A Chambers	<p>Full support:</p> <ul style="list-style-type: none"> <li>• Self employed business person from the Ryedale area, it is important to keep developing our area with suitable enterprises that will be beneficial to the people of Ryedale, and the tourists many of us make our livings from.</li> <li>• Changing the use will be great for the area and problem of parking in Pickering.</li> <li>• Landscaping and development of the buildings will be in keeping with Pickering</li> <li>• the glamping units would be a nice feature and in keeping with the railway</li> <li>• on basis of health and safety the car park will reduce traffic around the town.</li> </ul>
Mr Barr	<ul style="list-style-type: none"> <li>• Redevelopment will be beneficial for the tourists of</li> </ul>

<p>Orchard Lodge Middleton</p>	<p>Pickering and the people in the local area.</p> <ul style="list-style-type: none"> <li>• the current facilities regarding parking and railway access are insufficient</li> <li>• lack of suitable parking for tourists which cause high levels of traffic congestion</li> <li>• there is no method of showing that the current car park is full. This causes traffic to bottleneck round the level crossing. This is inherently dangerous and has caused trains to emergency stop on multiple occasions. It would be reckless to allow this to continue with a viable solution present.</li> <li>• The increased capacity on the redeveloped trout site would completely eradicate these problems, easing congestion and preventing the possibility of stationary traffic on the railway line.</li> <li>• A car park closer to the railway would make access for tourists easier, and negate the requirement to walk down the pavement on New Bridge which is frequently used by Quarry lorries.</li> <li>• the redevelopment is in keeping with the railway theme.</li> <li>• the camping units would increase tourist levels in Pickering to the benefit of the local economy.</li> </ul>
<p>Mr and Mrs Atkins Cliffe Cottage, Terrington,</p>	<p>Increased Parking</p> <ul style="list-style-type: none"> <li>• The proposed parking would alleviate the terrible congestion and parking crisis which makes the town centre congested and causes havoc for locals and tourists. Public transport is limited, and the majority of users of the railway need to arrive by car and currently have difficulty parking. The proposed increase would make it possible to use the steam railway more regularly and to promote the new facility to others.</li> </ul> <p>Attractive Railway Themed cafe with Model Railway</p> <ul style="list-style-type: none"> <li>• The railway themed cafe will complement the NYMR, and become an attraction in its own right</li> <li>• the new attraction would enhance the user attraction and points of interest.</li> <li>• The development will compliment the Reussner Learning Centre and other shops and cafes at the station</li> <li>• support the proposal to improve safer routes to the railway</li> <li>• in support of extending their experience by staying in one of the proposed goods vans which "would be an amazing experience for our family who are train mad"</li> </ul>
<p>Mr Colley</p>	<ul style="list-style-type: none"> <li>• As a local business owner and someone who lives in</li> </ul>

<p>21 Kingfisher Drive Pickering</p>	<p>Pickering, the town is in need of a really good car park.</p> <ul style="list-style-type: none"> <li>• Safer than people parking on Pickering's narrow streets.</li> <li>• Will help the North Yorkshire Moors Railway.</li> <li>• Shop and cafe for those coming off the train will be great</li> <li>• Pickering will not get many chances like this to use land in its centre for a really good sized car park</li> <li>• A great opportunity</li> </ul>
<p>Mrs J Smith The Brow Leavening</p>	<ul style="list-style-type: none"> <li>• The railway is very short of parking. The existing one is often full by 9am</li> <li>• The congestion used to be bad until the lake opened up its banks this year</li> <li>• Not aware of problems this year on the crossing or the main road, because it is managed by the fishing lake staff.</li> <li>• If I go on the train I want to park near the railway. If another parking area is available, I will still check the railway didn't have spaces first</li> <li>• makes sense to have a much needed 'overflow' car park in this location</li> <li>• design of car park looks very attractive</li> <li>• the new building will be an improvement on the concrete 80's build. The new building fits into its surroundings much better with its orientation and engine shed styling</li> <li>• This application will be of financial benefit for the tourism industry in this area.</li> <li>• People staying and looking around Pickering rather than not being able to park and then leaving.</li> </ul>
<p>Mr M Jones Cefn Y Gader, Fron Gader caemarfon</p>	<ul style="list-style-type: none"> <li>• As a regular visitor to Ryedale and Pickering, I can see this being a benefit to the town and enhancing existing facilities.</li> </ul>
<p>Mrs Bennett IBN Cottage Amotherby</p>	<ul style="list-style-type: none"> <li>• Provision for much needed parking for the town</li> <li>• parking provides easy and safe access to the tourist attraction of the NYMR</li> <li>• The extra parking reduces congestion and traffic in the main town centre making the centre a safer place</li> <li>• It will be a well presented building in keeping with the surrounding area and railway buildings</li> <li>• Provision of much needed public toilets at this end of town</li> <li>• trading at the site will encourage further tourism with much needed financial economics boosting other local trades and industry.</li> <li>• bring the site into the modern era with excellent facilities and landscaping</li> </ul>

<p>W Swan Arndiffe Cottage Sackleton</p>	<ul style="list-style-type: none"> <li>• This car park will be essential to Pickering and the railway. Tourism is a large employer of this town.</li> <li>• The landscaped car park will look very attractive</li> <li>• the glamping units are a unique addition.</li> </ul>
<p>Mrs S Smith</p>	<ul style="list-style-type: none"> <li>• Issues raised in relation to traffic are difficult to understand as the traffic is already coming</li> <li>• if the applicants didn't accommodate the parkers it would result in more movements back and forth</li> <li>• If the site closes there will be thousands of new traffic movements up and down Underdiffe and through the Vivis Lane junction with people looking for spaces.</li> <li>• The bridge has a weight limit imposed by NYCC which takes into account repeated use. The bridge can be temporarily strengthened whilst work goes on.</li> <li>• Nearly all visitors parking there are railway customers. Improved signage will stop people crossing the bridge and road.</li> <li>• The railway crossing is protected</li> <li>• The project will remove people from the town centre.</li> </ul>
<p>Mrs Ripley Dunswell Hull</p>	<ul style="list-style-type: none"> <li>• This is a much needed facility for the Pickering area, bringing revenue for the local economy</li> <li>• parking will reduce the need for on street parking for tourists</li> <li>• the existing lakes are in decline and the landscaped facility will provide an aesthetically pleasing facility</li> <li>• the glamping will provide a new and exciting venture</li> <li>• Pickering has limited space for meetings</li> <li>• inclusion of roads and pathways will reduce issues around main access</li> </ul>
<p>Mrs Y Morris 25 Underdiffe Pickering</p>	<ul style="list-style-type: none"> <li>• support application as it builds on the area's existing tourism provision, and supports expenditure</li> <li>• The area will be screened from neighbouring properties by existing trees</li> <li>• planned buildings in keeping with locality and will enhance visitor experience.</li> </ul>
<p>Mr William Morris 25 Underdiffe Pickering</p>	<ul style="list-style-type: none"> <li>• Better use of the area, providing much needed parking close to centre of Pickering</li> <li>• possible employment for local residents and tourism industry</li> <li>• Area is well screened for the majority of local residents and increase in traffic will be minimal.</li> </ul>

<p>Mr S Grantham Dyon Bubwith</p>	<ul style="list-style-type: none"> <li>• the proposal will enhance the facilities available at the site, and make it more attractive to visitors.</li> <li>• more revenue to area</li> <li>• relieve pressure on existing parking</li> </ul>
<p>Jeff Taylor Goddard Avenue Hull</p>	<ul style="list-style-type: none"> <li>• Visit Pickering regularly mainly for short stays which involves use of facilities in Pickering.</li> <li>• Glamping units and parking spaces would add to the facilities</li> <li>• It will add to facilities in Pickering</li> <li>• Have struggled to park</li> <li>• Pickering is widely recognised as a tourist destination and needs to have facilities for the 21st Century.</li> </ul>
<p>North Yorkshire Moors Railway</p>	<ul style="list-style-type: none"> <li>• Supports the operation of the railway by providing much needed peak season parking and associated facilities</li> <li>• The development will provide safe conveyance of pedestrians over a continuous level route to the station</li> <li>• the car park will assist in clearing the approaches to the crossing</li> <li>• the re-design of the private road will separate vehicular and pedestrian traffic</li> <li>• the development will provide an opportunity for both parties to jointly address improved signage</li> </ul>
<p>Vale of Pickering Scout Group</p>	<ul style="list-style-type: none"> <li>• Support application. Works will benefit immediate area and economic vitality of Pickering</li> <li>• Provision of long stay car parking will eliminate current merry go round situation during peak seasons</li> <li>• have good and mutually supportive working relationship with Moorland Trout Farms.</li> <li>• There are no agreements in place with private individuals for parking on the lane, they are for use by those on scout business</li> <li>• a contract is in place with applicant to allow safe passage of a demarcated footpath with no parking allowed.</li> <li>• This will enhance overall visitor reception and improve public footpath.</li> </ul>