



PICKERING TROUT LAKE, UNDERCLIFFE, PICKERING, NORTH YORKSHIRE YO18 8JJ

For Moorland Trout Farms.

Infilling of fishing lake together with change of use of land to form a 158 no.space car park with siting of 7 no. glamping units and erection of reception building to accommodate café, shop exhibition and meeting space, service kitchen, public toilets and shower rooms, storage and a three bedroom managers apartment, to include demolition of existing service building that includes owners private accommodation and formation of on site road, pathways and landscaping.

DESIGN AND ACCESS STATEMENT.

Contents

- 1.0. Site Description
- 2.0. Site history and current environmental matters
- 3.0. The Proposal
- 4.0. Key Design considerations
- 5.0. Trees and Landscaping
- 6.0. Risk from flooding
- 7.0. Traffic and Access matters
- 8.0. Other accessibility matters
- 9.0. Biodiversity
- 10.0. Heritage Matters.
- 11.0. Pre-application consultation
- 12.0. Justification for the Proposal
- 13.0. Policy Considerations
- 14.0. Appendixes

1.0. Site description

1.1. The site is located on the north side of Pickering immediately to the north of Pickering Railway Station, a Grade II listed building which serves the North York Moors Railway (NYMR). It is sited in the valley to the west of Pickering Castle. The site is located within the Pickering Town Conservation Area

1.2. To the north of the site is open pasture land and immediately to the east of the site lies the NYMR railway line and further eastwards the public road leading from central Pickering to Newbridge to the north and beyond to the North York Moors. The railway forms the eastern boundary to the site . Beyond that to the east runs the Mill Race, originally servicing a previous mill building further southwards. This runs along the edge of the road known as Undercliffe, and further north as Newbridge Road, with the land rising dramatically to the east up to the Castle promontory, and to Lowther Wood to the north east. Undercliffe connects to the south to Park Street where the Railway Station is located and runs northwards to the level crossing at Newbridge. It is served by a variable width, but generally, narrow public footpath.

1.3. Pickering Beck skirts the west side of the site, running southwards into Pickering town centre where it is substantially bridged. To the west of the site is a small certified seasonal camping and caravan site, located on an adjacent farm property.

1.4. The application site is approximately 1.15 hectares in area. It is elongated with the long axis orientated north/ south in line with the railway and Pickering Beck.

1.5. The application site currently comprises a fishing lake, a service building housing a café with fishing tackle shop and the owner's private accommodation. There is hard surfaced car parking for about 25 cars among existing trees. The service building is of mainly modern construction, originally a single storey stone building, which has been extended at first floor level with a flat roof extension. It is undistinguished architecturally and is sited prominently on the site blocking the view of the lake from the south. Its thermal performance is poor and energy consumption high owing to its age and construction.

1.6. The fishing lake which has grass covered banks and a central island is fed by the Pickering Beck watercourse and the water levels of the lake are controlled by the site owner via an upstream sluice gate. There is an outlet in the south west corner of the lake where it discharges into the Pickering Beck via a 500 mm diameter pipe. The levels are maintained by overspill over boards. This outlet while normally closed, does enable the owners to drain the lake for cleaning. The lake itself does not form part of Pickering Beck. The existing grass banks to the lake are broadly level or slightly below the level of the railway tracks to the east of them. Their current levels were established when the trout pond was originally excavated. Further information about this may be found in the Flood Risk Assessment submitted with this application.

1.7. The established vehicular access is currently from Undercliffe at the southern end of the site. This means of access to the site has been via the route shown on all the available historical maps back into the 19th Century. The access is via the existing bridge over the Mill Race and the adjacent level crossing. This will remain unchanged.

2.0 Site planning history and current environmental matters affecting current use.

2.1. The site operated from 1977 when it was developed from an enclosed grass paddock. Pickering Trout Lake was created principally as a public recreational facility using surplus trout farmed at the adjacent Moorland Trout Farm. The lake also acted as a settlement pond from the Trout Farm discharge. The fishing lake business was created at a time when there was high demand for this type of leisure activity.

2.2. The recreational fishing trade of this type has been steadily reducing since the late 1990s and the site has adapted and changed in line with the changing and growing events calendar in Pickering and requirement of visitors to the town and most notably, to the North York moors Railway (NYMR). Moorland Trout Farm is now closed, and trout to stock the lake have to be sourced from elsewhere in the country.

2.3. The lake also suffers from environmental pressures from otter, heron and cormorant, which visit regularly. They are protected species under Part 1 of the Countryside and Wildlife Act 1981 and their increased presence is an indication of the improving biodiversity of the area. Their predation habits on stocked rainbow trout are now unsustainable.

2.4. The trout lake has been heavily stocked with fish, which creates water quality problems over time, not helped by additional silt, which enters and settles in the lake via the watercourse. The situation is such that the lake needs emptying and properly dredging regularly in order to remove fish faeces and accumulated river wash, otherwise it will silt up completely. The concrete block lining to the culverted water supply feeding the lake is now over 30 years old and is in a decaying state, also requiring repair. In view of the problems of predation described above and reducing trade, expenditure on this will not be sustainable. An alternative business activity is now being sought for this site.

2.5. High chain link fencing currently encloses much of the lake for security.

2.6. In addition to servicing its own customers the existing small car park provides much needed long-stay vehicular parking for visitors to both the NYMR and to Pickering Castle. Visitors are permitted use the car park when visiting the NYMR and the shops in Pickering Town Centre, using the public footpath on Newbridge. Demand for parking by users of the NYMR far outstrips availability. In summer and over the Christmas periods the dedicated NYMR car park is usually full by 9.30.a.m. When the applicants own parking area is released for use by NYMR customers this again is full by 10.30. a.m. A temporary overspill NYMR car parking further to the north is available but also fills quickly, and such is its location that it is necessary for users to walk along a narrow footpath at the edge of Newbridge Road which is narrow and heavily trafficked. The more distant parking elsewhere in the town is not suitable for elderly or disabled visitors for whom there is also minimal provision in the nearer car parks. What other longer stay parking there is is located at the southern and Eastern sides of the town centre at the other side of busy roads. (See also Sequential and Exception test contained in accompanying Environmental / Flood Risk Assessment.) Elderly or infirm visitors being dropped off by cars at the station entrance creates a further hazard on Undercliffe and Park Street which are narrow, with narrow pavements.

2.7. The visible presence of NYMR rolling stock on the adjacent railway line, along with lack of obvious availability and general confusion over parking, also necessitates a certain amount of manoeuvring, sometimes involving large vehicles reversing out on to Undercliffe, further endangering pedestrians and other vehicles.

2.8. Proximity to Pickering Station and the NYMR which is of nationally historic importance (See Appendix 1 and accompanying Historic Asset Statement) is an obvious attraction for the site, which in recent years has been used by event traders and campers temporarily during the Pickering War Weekend. The site has also used by event managers as a base site for other events such as the National Mountain Bike Championships.

2.9. An application for planning consent was made for this proposal in December 2014, application ref. 14/01369/FUL. This was withdrawn on 26th February 2015 to enable further information to be provided particularly in relation to flood risk, traffic, heritage matters and additional landscaping.

2.10. At the time of this earlier application, the Development Management at District Council carried out a screening opinion for Environmental Assessment (EIA) and concluded that an Environmental Statement was not required to accompany the application.

2.11. Public concern was expressed in the public consultation phase of the earlier application on grounds of safety of pedestrians on Park Street, landscaping, flood risk and traffic congestion. These matters have now all been addressed, but additional arrangements which have been put in place are either described in this report or described in more detail in the Flood Risk Report and Traffic Assessments submitted with this application.

2.12. The proposal is a farm diversification project to replace an income lost through the closure of the trout farm and recreational fishing business.

3.0. The Proposal

This involves the following:

3.1. Demolition of the existing single storey amenity building.

3.2. Draining of the trout lake and infilling with granular and earth fill and levelling the site.

3.3. Creation of new internal access roads and designated areas for increased parking, with a pay-and-display system of payment and control. The proposed parking will include 15 no. wide access parking spaces suitable for wheelchair access at the southern end of the site, with accessibility compliant paved access leading to the proposed new reception building. Elsewhere, wherever possible, permeable surface finishes will be used to create a natural appearance although vehicle trafficked surfaces will of necessity be designed to prevent petrol and surface water run off from the parking areas entering the watercourses.

3.4. Erection of new part single storey, part two storey reception building, providing a multi functional space to accommodate a retail model shop with café, exhibition and meeting space, a service kitchen, public toilets and shower rooms, business storage, managers' accommodation at first floor level and space for a new biomass boiler. The building is sited with long elevations parallel to the railway lines and designed to resemble a functional railway shed. This follows the directional grain of the railway and sidings.

3.5. Siting of 7 no. glamping units adjacent to the railway line to the north of the proposed new reception building. These will be converted railway brake vans, restored and upgraded to provide basic holiday accommodation. Their proposed siting along the edge of the railway line fits in with the established railway scene of stationary rolling stock and locomotives. The two units nearest to the reception building will be provided with a shared ramp to make them wheelchair accessible.

3.6. It is proposed to retain the existing tree cover and augment it with additional planting and landscaping to screen and soften the impact of the car parking. The Castle cliff to the east also provides a dense visual screen to the site, even in winter. See also to Section 5.0. Trees and landscaping.

3.7. A safe pedestrian route to the station is being provided through a formal agreement with the 1st Vale of Pickering Scouts. A copy of their letter of confirmation of this, sent in respect of the previous planning application also accompanies this application. Land currently used by the scouts which is used for informal parking but administered by Moorland Trout Farms is to be annexed to form a protected footpath in return for managed parking for the scouts and parents on the proposed new car park, a formal agreement is in place to secure this. A separate letter from the Scouts Leadership accompanies this application.

3.8. The proposed car park and amenity building will be open for use in association with the operating times of the North York Moors Railway and the proposed new shop part of the amenity building is intended to operate daily from 9 a.m. to 5 30 p.m.

4.0. Key design considerations.

4.1. The shape of the site determines the road and parking layout, which follows a route similar in footprint to the present trout lake arrangement, with a central island with screen planting. In order to adjust levels for flood risk reasons the planting on the central island will be removed and re-planted to adjusted reduced levels.

The roadways within the site have been adjusted to reduce the amounts of hardstanding and trafficked areas as these have to be protected with impermeable barriers to prevent water pollution as detailed in the Flood Risk Report. This will also result in an increase on the areas of softer planted permeable areas for the absorption of flood water.

4.2. An obvious design reference is the proximity of the NYMR track to the east and the listed station locomotive shed and ancillary buildings to the south. The eastern boundary of the site is shielded from view from the road by the railway track running north to south, where there are usually parked rolling stock. The presence and impact of the railways here is strong and any new buildings should ideally fit in with the railway ethos and general orientation of the site, which the current service building for the trout lake fails to do. In general the orientation of most of the buildings in the area is with long elevations orientated north to south.

4.3. The proposed new building is sited along the eastern site boundary to help screen the car parking from passing trains, and where it is also sheltered from longer views by the Castle and cliff edge on which it sits. Its siting is intended to create views of the adjacent railway track and passing trains for the enjoyment of railway enthusiast visitors.

4.4. The size and necessary shape of this building follows the general size and feel of a locomotive shed or storage building of the type developed and seen in all but the very smallest village stations, from the mid 19th Century up until the 1950s. Small market town stations like Pickering contained ranges of ancillary buildings for a wide range of supporting activities such as storage and handling of coal, general commercial storage, repair workshops for rolling stock, stabling for horses, etc. A building of this type in and near to railway sidings is in character. In Pickering, these buildings were mainly located on land to the south of the present station around the area known as Train Lane. All but the listed structures have disappeared.

4.4. Materials and detailing of the proposed building follow the largely Victorian functional style of small railway buildings with large arched openings and smaller windows of classical influenced vernacular proportions. This style was still being built well into the 20th Century for new and adapted buildings in this area of Yorkshire, with designs emanating from the North East Region Design office in York. All railway buildings in this part of the country traditionally have slate roofs. Locomotive sheds of this type also invariably had clerestory lights on their ridges to facilitate ventilation and give added lighting to the interior.

4.5. It is proposed to construct the new building in brick, incorporating these features and introducing other common detailing features such as base plinths and arches in contrasting brick. Brick is proposed here to minimise the footprint, and to meet budget constraints. There is documentary evidence to indicate that there were brick buildings among the station buildings in Pickering, which have now disappeared, to be replaced by other more recent development. It should also be noted that architectural styles on stations along the route of the NYMR vary according to prevailing local styles and materials. It is proposed to clad the single storey lean-to structure in timber, following the tradition of signal boxes and small station canopies, for example as at the old station at Marishes. In keeping with the local railway tradition it is proposed to clad the roof of

the building in natural slate. This will have the obvious benefit, by its dark colour, of reducing any visual impact from the cliff top through the already dense tree cover.

4.6. The amended scheme now being submitted also includes some alterations to the proposed hard paved areas by further reducing them to minimize flood risk and construction cost and to lessen the visual impact. The proposed internal access roads and parking areas meet the required current standards for parking and turning within the site and floor flood evacuation.

5.0. Trees and landscaping.

5.1. Effective screening is currently provided by mature tree cover on both sides of Undercliffe. This is particularly dense during the summer period but still gives effective screening in winter. The site is further screened by the steeply rising topography beyond. It is proposed to retain all existing tree cover and to introduce further planting as shown in the proposal drawings. A separate landscape proposal drawing accompanies this application.

5.2. To the eastern boundary of the site there is a further existing mixed tree cover on adjacent pasture land, however additional screening here will be strengthened with some additional climbing shrub planting along the existing wire fence, and the more open view from the north west will be screened with some additional planting following previous on site discussions with the District Council's Tree and Landscape Officer.

5.3. It is proposed to remove the three trees at the entrance to the site on the existing tarmac paved entrance to the site. They comprise one silver birch and two lime trees. The removal of the all these trees will facilitate access to allow the recommended width of road to be achieved for safe exit in the case of a flood emergency. The limes, which frequently drop their branches are a safety risk. It is proposed to replace them with other species.

5.4. With overall visual impact in mind, it is proposed to use natural paving such as engineered limestone. Parking areas will be a crushed limestone with Geogrid finish towards the more heavily used southern end of the site, and compacted limestone with tough grass finish toward the northern part of the site. It is proposed to limit the use of tarmac to those areas to the south end of the site where wheelchair access is required. All trafficked and parking areas will be protected with impermeable ground barriers and petrol interception against contamination of groundwater as detailed in the accompanying flood risk assessment.

5.5. A landscaped pathway is proposed to run along the western side of the site for the safety of users of the car park and to act as a buffer to the pastureland to the south. The surface of this will be a stoned or golden gravel finish.

5.6. The glamping units to the east of the site will be separated from the main parking area by a new 1.6 m native species hedge and some additional tree planting. The surface finish to this area will be limestone chippings or Bredon Gravel. The ramped access to the two adapted wheelchair use units are sited so they are screened from the view from the railway by the units themselves.

5.7. Paved areas around the proposed new building and the two accessible glamping units will need to be DDA and Building Regulations Part M compliant, and therefore will be hard paved with stone flags or permeable block paving to be wheel chair accessible.

5.8. A graded slightly raised grass surfaced pathway created to the east of the amenity building along the edge of the site will also provide an additional dry pathway for pedestrians to leave the site in the event of flood warnings.

5.9. The existing 1.8 m high chain link fence to the east of the site will be replaced along its length by a railway pattern post and rail fence of no less than 1.2 metres high to NYMR safety specification.

5.10. Lighting will be provided at low level on bollards for the use of the users of the glamping units. External lighting to the amenity building and for later daytime users of the car park will be provided through 'no spill' downlighter fittings fixed to the building.

6.0. Risk from flooding.

6.1. A flood risk assessment dated October 2015, prepared by GGP Consult Ltd accompanies this application. This refers to the necessary Sequential and Exception tests and demonstrates that the site, on previously development land, will be safe during the flood event and will provide economic benefits to the town of Pickering. It is not envisaged that the proposed development will cause increased risk to any nearby buildings.

6.2. The proposal site is located in Flood Zone 3, and therefore a flood risk assessment is required and is submitted with the application. The flood risk assessment limits floor levels of the glamping units to be set at no less than 33.38m AOD which means that the finished floor level will be more than 300 mm above the calculated flood level in a 1 in 100 year storm event. However since the floor levels of the glamping units will be on average about 1.2 metres high above finished ground floor level by virtue of their design, being adapted rolling stock, the floor levels will be about 900 mm higher than the designated minimum and so will substantially exceed all high water levels. This will ensure safety for the occupants.

6.3. For the overall safety of the users of the car park, a formal evacuation procedure is recommended along with registration with the Environment Agency Flood warning system.

6.4. Surface water will be released via controlled collection and release system into the Pickering Beck.

6.5. A new flood storage area created by the Environment Agency has just been completed according to public announcements made in September 2015. This creates a large flood storage area to the north of the site at Newtondale which will hold back some 120,000 cu.m. of flood water, substantially slowing the flow of water of the Pickering Beck during a flood event, thus reducing the flood risk potential on the site. Further land management techniques are also being investigated as part of a DEFRA funded project to create extra water storage within the landscape through planting and land management.

6.6. It should be noted that the existing man-made lake covering most of the site has no capacity to absorb extra water. Its removal will improve the ability of this part of Pickering to mitigate flood risk, through its replacement with dry granular fill which will absorb surface water run off.

6.7. A landscaped swale is being provided at the north end of the site to temporarily accommodate additional water in the event of a flood occurring.

7.0. Traffic Impact and Access for Construction Vehicles.

7.1. A separate Traffic assessment covering the possible impact of the car park on the area is being submitted with the application. The principal purpose of the development is to provide much needed parking on the site and to end confusion over the local availability of parking near to the Railway Station. There is currently much congestion through cars and vans entering the site to search for parking space, and turning to leave the site when they find the present parking space provided by the NYMR is full. The new car park offering far greater capacity should also prevent cars trying to park dangerously on Park Street and Undercliffe, which is now in any case more efficiently managed and monitored by the Local Authority.

7.2. The Sequential Test included in the Flood Risk Assessment concludes that there are no other more suitable or available sites under the current local plan.

7.3 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.

7.4. A recently commissioned structural engineer's report on the condition of the bridge over the Mill Race at the entrance to the site concludes that the bridge is capable of taking the necessary loading. A 20 ton weight limit notice in place some years ago, but no longer present was put there originally by the NYMR to deter use by large vehicles entering their own site. A copy of the report is included with the application documentation.

8.0. Other Accessibility matters :

8.1. Public Transport: The Town of Pickering has public transport services, which include bus services from York, Leeds, Malton and the coastal towns. The NYMR itself provides train links to all the moorland villages long the line including Goathland, and northwards to Whitby with connections to Teeside. The consequence of this development will be to encourage use of the train for access to the moors, reducing use of the private car.

8.2. The proposed reception building is designed for maximum public accessibility with level entrances and level access to accessible toilets. An accessible shower room and toilet is also provided and designed to be open separately at night for use by glamping unit users. These facilities are designed in accordance with Part M of the Building Regulations.

8.3. Two of the glamping units will be adapted for wheelchair dependent visitors, and ramped accesses provided. 15 designated wide parking bays for disabled / wheelchair users will be allocated near to the entrance to the site, with a gently ramped access into the reception building.

8.4. Parking; a major feature of the proposal is the increase of the availability of parking for visitors to the NYMR and to allow access to the station building and give direct access to the station avoiding narrow and hazardous footpaths on Undercliffe. (Refer to drawing number 4258_AR10_02_C_A3.)

8.5. The proposal creates 146 parking spaces for visitors cars. This includes 15 controlled wider accessible user bays, plus parking for management, employees and to service the seven glamping units. The layout allows for a 6.5 metre wide access road around the site wide enough for reversing in and out of spaces. It is intended to implement a pay -and-display timed payment system for non-resident users.

8.6. Necessary signage indicating the site location and entrance and safety signage for the railway crossing and flood evacuation procedures will be agreed as a separate application for advertisement consent, pending the outcome of this planning application.

9.0. Biodiversity:

9.1. A biodiversity survey and report on the site and buildings to be demolished has been prepared by Wold Ecology accompanies this application.

9.2. The lake has been restocked with fish this year to avoid the ingress of fresh water crayfish which will not share the lake with trout. Once the lake is drained the entry of any further water from Pickering Beck or the Mill Race will be excluded securely.

10.0. Heritage Considerations.

10.0. The site is located within the Pickering Town conservation area close to two Scheduled Ancient Monuments ; Pickering Castle and Beacon Hill a small earthwork to the south west. Pickering Station is a Grade II Listed building located to the south east.

10.2. The proposal site is located to the north of the station complex in the deep valley at the base of a steep escarpment on which the Castle is located. It is approximately 25 metres lower than the base of the castle ramparts. The site is well screened from view from the castle even in winter, and is not in the sight line when viewed from the public road adjacent to the castle .

10.3. A separate Assessment of Impact and Heritage Asset statement accompanies this application and covers the two scheduled ancient monuments which might be affected by the proposal .

11.0. Pre- application public consultation

11.0.1. Consultations have been undertaken with the following :

North Yorkshire Moors Railway

Present were: Murray Brown, Nick Stringer and Andrew Scott CBE.

No objections - only comment was the need to coordinate the lorry movements over the level crossing.

Pickering Town Council - Full Council meeting 17th November 2014 Presentation - only queries regarded access to disabled toilets and car park charging policy.

NB. Drawings and AI available for public viewing at Town Clerk's Office (Andrew Husband).

Pickering and District Civic Society - Stuart Harrison
Supportive of Design.

Pickering Model Centre (now closed), Park Street, Pickering

Drawings were made available for viewing for six weeks.

10.0. Justification of the proposal and sustainability matters

10.0.1. The proposal extends and adapts an existing tourism business to keep pace with changing markets. Improved visitor facilities create a better tourist experience for Pickering and NYMR visitors.

10.0.2. The proposal enables more visitors to be accommodated in the town, and these will also support other shops and services and historic assets such as Pickering Castle, helping the local economy. The NYMR is a very popular and significant visitor attraction, unique to the Town of Pickering on which the town has come to depend for attracting tourist business. This facility improves the visitor experience to the NYMR and potentially the Castle.

10.0.3. In the course of the earlier planning application for the same proposal, four letters of support sent by members of the public, both regular and past users from beyond North Yorkshire, who had spotted the application by chance on the internet, showed much enthusiasm for the idea of improved parking and visitor facilities for the railway.

10.4. The proposed new building replaces an obsolete and unsightly structure with a more sustainable, energy efficient one.

10.5. The proposed glamping units increase the residential visitor capacity in Pickering and support the tourist industry in accordance with the adopted Local Plan Strategy. This begins to fill a gap in the market for this low cost form of accommodation which is becoming increasingly popular because it provides superior but affordable accommodation as an alternative to tent camping. There is particular demand from railway enthusiasts who want the full railway experience. These tend to be either families or from a more mature age range.

10.6. The two proposed accessible glamping units increase the amount of available disabled accessible holiday units in the area. The creation of new disabled width parking facilities also substantially increases the amount of disabled parking in the immediate area where there is currently a serious deficiency.

10.7. The proposal addresses flood risk matters, and infilling of the trout lake, removes an additional area of water in the area and seeks to improve the management of water run off and pollution of ground water, as detailed in the accompanying flood risk assessment. This is an improvement on the availability of potential flood control, and also results in an increase in the area of permeable surfacing overall on the site.

10.8. The proposal provides an attractive multi-functional building to cater in a flexible way for a variety of functions and increasingly varied local events and projects. As such it responds to changes in the tourist market and local interests.

10.9. The proposal increase safety for visitors to the NYMR by providing a more direct off-road access to Pickering station. It will also significantly reduce, if not eliminate altogether, the current bottleneck situation created by visitors seeking and failing to get access to the present limited parking, causing congestion on Undercliffe and Park Street.

10.10. The proposed new arrangement for a pedestrian route to the station will create a safe pedestrian link to the station and to other pedestrian routes directly into the town for all users of the car park. The new route will lead directly into the station via the existing smaller station car park to the south, avoiding any use of the public road.

10.11. The proposal seeks to improve and tidy up the site with additional landscaping and a new building designed to fit well into the context of the dominant railway scene in this area of the town. It helps to bring about the improvement of the overall setting of the North York Moors Railway complex and this area of Pickering in general. Additional tree planting will help to screen parked cars from longer views.

10.12. The proposal is sustainable in terms of the objectives of the currently adopted Local Plan strategy in supporting tourist businesses in the area, and bringing additional business to the market town and supporting the local economy. It is also consistent with the objectives of farm diversification in that it provides an alternative use and income for a farming and tourist business that has ceased to be sustainable. It will not create any direct competition with existing businesses in Pickering, but will provide an additional much needed long stay parking facility in this part of the town from which local businesses will benefit.

11.0. Compliance with Relevant Planning Policy.

The principal policies which apply to this application are as follows:

National Planning Policy Framework, 2011 and The Ryedale Plan - Local Plan Strategy - adopted 5th September 2013.

Relevant Policies which have been considered in the development of this proposal under the Local Plan Strategy are as follows:

Policy SP8. Tourism: The proposal seeks to improve the standard of visitor facilities close to and in support of a major tourist attraction in Ryedale.

Policy SP9. The Land Based and Rural Economy. The proposal seeks to change and update an existing established business in the area in accordance with Policy SP6 in that it will provide employment and generate income for the area, by attracting additional visitors.

Policy SP11. Design. The proposal has taken account of local and railway vernacular architecture in the proposed new design within the conservation area and also replaces an obsolete building of poor design

Policy SP12. Heritage. The proposal takes account of the fact that the site is located within the Pickering Town Conservation area and seeks to improve the present appearance of the site. It takes account of the proximity of other heritage assets at Pickering Station and at Undercliffe.

Policy SP13. Landscapes. The proposal seeks to improve the landscape in the area by removing buildings that are out of character and improving the landscape through better design and by increasing screen planting.

Policy SP 14. Biodiversity. The proposal has observed the need to take account of local wildlife and biodiversity. It is hoped that with increased planting and shelter on the site the biodiversity will increase, following the removal of the trout lake.

Policy SP17. Management of Air quality, Land and Water Resources. The problem of flood risk has been assessed and the necessary mitigation measures planned and incorporated into the design proposal

Policy SP18 Renewable and Low Carbon Energy: The replacement building will be built to current thermal performance standards with a new carbon method of heating.

Appendix 1.

1. The North York Moors Railway: background information.

The first railway in the North Riding was the 'Whitby and Pickering' opened in 1836. Designed by George Stephenson, when horse power was used to haul over its 24 miles. It is one of the earliest railways in the country. A limited steam service was introduced when it was sold to the York and North Midland Railway in 1845.

A full steam service was introduced by the North Eastern Railway in 1865. The 18 mile stretch from Grosmont to Pickering was closed through the Beeching cuts in 1965, but eight years later in 1973 it was reopened by the North York Moors Railway as an independent preserved railway. It has been a flourishing tourist attraction ever since, with steadily expanding services. It is one of the most popular tourist attractions in Yorkshire and in the north of England.

2. Listing Description for Pickering Railway Station

1. PARK STREET

5340

(West Side)

Pickering Railway Station, Main Building

(Including Station House and retaining walls)

SE 7984 16/51 14.12.71. II GV

2.

Mid 1830's, probably by G T Andrews. The platforms are backed by high ashlar walls with copings, stone buttress piers and outer faces. Originally, perhaps, a timber roof over the line. The backing West platform has 9 large, symmetrically-spaced camber arched windows, and door, flush stone voussoirs. Close-set glazing bars.

The East platform wall has segmental-arched throughway leading to road. A similar window to

West platform wall and 2 sash windows and 2 doors into the Station House. This is a single-storey ashlar building set against end platform wall with a long frontage to the road. Plain plinth. Low pitch hipped slate roof with deep overhanging eaves, 2 corniced. chimney stacks. 7 windows, recessed sashes, glazing bars. The throughway from platform has a large segmental-arched entrance on the left of this front, a flight of steps inside up to platform level with double panelled doors across. Office door in centre of front set back up steps with 2 x 3 pane fanlight. Ashlar screen walls extend each side of front. See also railway buildings in Train Lane.

Pickering Railway Station, main building, forms a group with Buildings to west and east of former Goods Yard, Train Lane.

Listing NGR: SE7970184193

This text is a legacy record and has not been updated since the building was originally listed. Details of the building may have changed and this description should not be relied on for current accuracy.

3.0.References

*Bill Fawcett. A History of Eastern Railway Architecture: Bell and Beyond. Vol 3
Pub. North Eastern Railway Association .March 20015.*

MM. S&A. 15th September 2015.