



**NYMR CARRIAGE CARE FACILITIES
DESIGN AND ACCESS STATEMENT**

Date: October 2017

Issue 1

Date: October 2017

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PURPOSE



This Design and Access Statement is submitted in support of the full Planning Application submitted by The North York Moors Historical Railway Trust for the provision of new carriage care facilities at Pickering.

It details the context and need for the project, the current facilities, the location options, the site, the design proposals and the key design drivers. The report also details the project from the initial Project Brief, site analysis, concept design and scheme evolution, through to the detail of the final design solution. The statement also indicates the project's approach to flood resilience and environmental considerations.

INTRODUCTION

The North York Moors Historical Railway Trust (NYMHRT) is a community based charitable trust which owns and operates the historical 18-mile railway between Grosmont and Pickering, traversing the North York Moors National Park. Many of its trains operate onwards over Network Rail routes so that its trains connect Pickering with Whitby.

In the 50 years since the founding of the Trust, what started as the vision of a group of local people to reopen a local transport facility closed by Dr Beeching has developed into the world's busiest steam heritage railway and the largest single attraction within the National Park. It carries more than 300,000 passengers each year, employing more than 100 people in Pickering and Grosmont, supporting more than 900 jobs in local suppliers in the tourism and hospitality industry and bringing more than £30M per annum into the economy of the Moors and Dales.

It owns and relies upon historically important locomotives and carriages which provide the means of public access to the railway and its environment. The railway offers period travel in typical carriages from the 1930's, 1950's and 1960's behind heritage steam and diesel locomotives.

The aim of this proposal is to provide housing and repair facilities for the railway's historic rolling stock on land to the north of Pickering Station with the staged delivery of two new facilities for these carriages:

- a Carriage Stable whereby the running fleet can be kept and safely maintained under cover

- a Carriage Workshop for major overhauls and restorations of carriages

The Heritage Lottery Fund has committed to grant aid of approximately £1.4M towards the estimated £2.9M cost of the Carriage Stable proposal.

CONTEXT

The aim of the Trust is to help people enjoy the Moors and understand the steam age through travel on the railway, particularly by steam-hauled train.

Fundamental to this aim is the need to provide a fleet of passenger carriages. These are inevitably historic in nature, partly to provide an authentic experience of heritage travel and, more pragmatically, because more modern carriages are incompatible with steam locomotives. Braking, heating and door operation systems on modern coaches are not compatible with steam locomotives.

The NYMR operates around 50 carriages. These include typical coaches from the post war steam era (1950 – 68), Pullman dining cars of similar vintage and a train of pre-war coaches, typical of those used in the north east of England. Very few earlier 'veteran' coaches are resident on the line, not least because there is no secure or covered accommodation for them.

The continued wellbeing of these vehicles is absolutely fundamental to the continued operation of the railway. If the carriages deteriorate beyond repair, the railway must eventually close. However, the NYMR has never had any stabling accommodation for its coaches. They stand out overnight and through the winter closure period in all weathers. As a consequence, they deteriorate quicker than they need, they impact on the views around Undercliffe as they are stored outside. Unrestored vehicles awaiting attention are unsightly and they deteriorate faster than they can be restored.



Current Repair Shed



Current LNERCA shed

Small repair workshops have been built at Pickering Station, allowing overhauls to be undertaken. However, capacity is not sufficient to meet needs. A need for ten year-interval major overhauls on fifty vehicles suggests that around five carriages should be fully overhauled each year. In practice, about 1.5 complete overhauls is the most that can be achieved.

The NYMHRT's ability to provide the public with the heritage experience of travel in historic trains is dependent on the ability to care for, conserve and maintain in operational order these carriages. For the visitors, they are the main point of contact that they have with the railway, because they are the vehicles within which they travel, and where they can enjoy a unique heritage experience. The NYMHRT is the largest heritage railway in the country without proper facilities either to house its historic collection of carriages or to maintain them properly. Many other railways have already recognised and responded to these needs in order to protect their collections. The NYMR's present carriage care facilities are not compatible with the aspiration for long-term continuance of the railway operation.

The restricted layouts at Pickering and Grosmont mean that methods of conducting routine inspection and maintenance are grossly unproductive. Most work must be performed out in the open in Pickering station, where visibility is restricted because the railway tracks are curved, and in between train movements. This hazardous environment means that additional safety procedures must be followed, thereby exacerbating the poor productivity. In addition, there are a vast number of potentially unnecessary shunting movements to bring vehicles in for inspection, an activity which by itself is estimated to waste about 100 man days per year. Basic facilities such as inspection pits are not available and, as a consequence, even simple activities such as spring changes or brake block changing take far longer than they should.

A further concern is security. A recent incident reminded the Trust just how vulnerable its carriages and its services are to vandalism and theft. Establishment of a purpose- built depot will increase the railway's security and decrease the threat to services from criminal action.

Until recently, the NYMHRT has had limited options, but now there is the opportunity of using land close to the Pickering end of the line to meet this challenge. Although there is no spare land at Pickering Station itself on which to construct such facilities, fortunately land has recently become available just north of Pickering, and it is there that it is proposed to construct the two buildings.

PROPOSALS

As previously stated the aim of this proposal is to provide new and upgraded storage and repair facilities for the railway's historic rolling stock on land to the north of Pickering Station with the provision of two new facilities for these carriages:

The Carriage Stable

This is a major capital project to provide, for the first time, covered accommodation for most of the carriages on the railway. This facility will be used during the summer for overnight storage of the Pickering-based running fleet, and for its all-day storage in the winter when trains are not running. Day to day maintenance, servicing and safety checks will be undertaken there. In addition, it will house the railway's historic 1930's teak train, the Pullman train-set and key unrestored vehicles awaiting restoration.

The key benefits of this Carriage Stable will be: -

- halting the deterioration of these heritage vehicles
- eliminating maintenance of the carriages in the open air in all weathers
- extending the interval between major overhauls (anecdotal evidence from the Severn Valley Railway, who also provided this type of facility suggests a doubling of this interval)
- improving the experience of visitors, because the carriages they travel in will be in better condition than they would otherwise have been.
- provision of pre heating plant for the carriages
- enable carriage maintenance to be concentrated at Pickering
- an inspection pit enabling full underbody examinations and maintenance

- stabling and operation of the Pullman Dining train at Pickering, allowing the new attraction for Pickering of a regular Pullman service for visitors. (Most current Pullman services operate from the north end of the line).

The Carriage Workshop



Internal view of the current NYMR shop



Internal view of the current LNER Carriage shop

The current facility, constructed during the 1980's, adjacent to the southern end of the station car park only has capacity to handle one long term carriage overhaul at a time. The net consequence of this capacity shortage is that the running fleet is steadily looking shabbier, and the backlog has grown to the extent that there are insufficient coaches to provide the ideal capacity without either leaving passengers standing in the aisles or loss of revenue having to turn passengers away. This leads to a loss of revenue and limits the growth potential of the NYMR and the tourism economy it supports.

The present workshops are cramped making for difficult and inefficient working as only two vehicles can be accommodated, one on long term overhaul and one undergoing intermediate repairs. The rail access to the depot often requires undue shunting moves to shuffle vehicles into their correct positions. Within the shed are small and cramped workshops and little or no space to store removed components during the overhauls.

With more space and better equipment, and a better managed fleet because of the proposed new Carriage Stable, productivity could be massively improved, thereby reducing long term overhaul time to 6 months, which in turn means that the capacity to handle two overhauls at the same time, instead of only the one, would solve the throughput problem.

The railway relies significantly upon community volunteers to support the heritage carriages. Provision of overnight accommodation will enhance the ability to attract volunteers and improve productivity avoiding the need to travel and enabling longer stays on the railway. The regular presence of workers on the site will assist security issues.

Future prospects

Not part of the proposal, but the project will create an opportunity to improve the ambience of Pickering as a country station. A benefit of this move means that there is the opportunity eventually to convert the existing workshop facility, once it is vacated, into a visitor centre and museum, opening on to Platform 2 of Pickering Station and significantly enhancing the experience for visitors to Pickering and the railway.

Options Appraisal

In developing the proposals the NYMHRT considered where a carriage care facility should be located.

Strategically, the facility needs to be located close to one of the Railway's operational termini, needs to have a direct connection to the existing running lines and be at a point accessible to a growing workforce. It should also be outside the National Park if at all possible.

Sites are very limited for several reasons:

- The railway's estate is limited to the 18-mile strip of track bed and associated, cuttings and embankments, together with small village goods yards at Goathland and Levensham and a locomotive care facility at Grosmont. Goods yards at Pickering were mainly south of the station and have been redeveloped outside NYMR ownership. The NYMR does not have ownership of developable land at any of its stations.
- All but approximately one mile of line between New Bridge and Pickering is in the National Park, where there are presumptions against development.
- The steep sided and twisting valleys which are a feature of the railway's route mean that there are few sufficiently long areas of flat land adjacent to the railway.
- The limitations of railway trackwork geometry and shallow radii that must be applied to railway track mean that the minimum length of straight site required is predetermined by the operational requirement at circa 210m.

Sites considered

All the trains serve Pickering, some terminate at Grosmont, the rest finishing their journeys at Whitby, to which around half the trains continue through a licence agreement to use Network Rail tracks.

The NYMHRT does not own any land at **Whitby**, nor is it guaranteed that its licence to operate there over Network Rail's lines will be perpetual. In addition, not all of the NYMR's rolling stock is approved or could be approved for use over Network Rail to gain access to Whitby. For all these reasons, Whitby is not a suitable location for facilities.

Grosmont is within the National Park and the village's geography means that there are no suitable sites there for the storage and servicing of complete trains.

Trains don't start or finish at **Goathland** or **Levisham**, there is no suitable land and, of course, both locations are sensitive sites within the National Park. Poor road access and the lack of level sites also render these locations unsuitable.

This leaves **Pickering**, which is, in any event, the preferred site. Pickering is the starting point for the bulk of services, the base for the current carriage care workforce and the location of the existing workshop. The first mile of the line, from Pickering Station to New Bridge, is the only part of the NYMR outside the National Park.

Site selection at Pickering;

Locally, a facility needs land which is:-

- adjacent to the line
- the right length and of sufficient width for the buildings and approach tracks
- more or less the same level as the railway

The only non-railway land the NYMHRT owns in Pickering is the current car park adjacent to Pickering Station. Car parking space is already insufficient and the site is not big enough for the carriage care facility. Therefore a wide range of possible sites was explored adjacent to the railway (or its former route) between the Show Ground to the south of Pickering, Pickering Station and New Bridge to the north of Pickering.

The Show Ground might be a great place for the facility and for a park and ride station. However the disruption caused by reinstating the railway from there, through the town, to Bridge Street would be very considerable and the cost astronomical, requiring a considerable amount of (inevitably) public money which is simply not on offer.

At New Bridge the quarry was once rail-served and it is not beyond possibility that the quarry owners would make land available. However, the NYMHRT does not own the route of the former branch line into the quarry to provide the necessary access and the current owners of the land are unlikely to make it available. In addition, the site is at some considerable distance from the station.



The view onto the proposed site from the lane

One superficially attractive site is that of the now largely disused trout farm tanks to the east of the railway between High Mill and New Bridge. However, this site is too narrow to be fully suitable and the owner is not prepared to make it available.

A number of other sites exist between High Mill crossing (the entrance to the Pickering station car park) and New Bridge. However, as the NYMHRT owns none of the land, it is reliant on what an owner might make available. The only site on offer is, as it happens, the only one that is big enough and it is this site, north and west of Trout Farm level crossing that is the subject of this application.

The proposed site has other advantages. It is ideal from a railway operational point of view. Rail access can be easily provided from the existing 'long siding' which runs north on the western side of the line beside the Trout Farm. It is of adequate size to house the facility within the constraints of railway trackwork geometry. The site is relatively flat and lies close to the level of existing tracks.

The Site

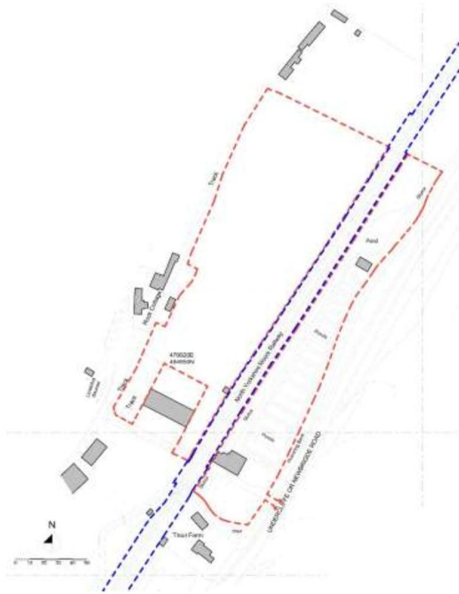
The proposed site of the new Carriage Care Facility is located approximately 600m to the north of Pickering Station adjacent to the former Trout Farm (Grid reference SE 79928495). The site of approx. 19,075 m² is bounded by the railway to the east, open pasture to the north, the rising valley side to the west and the access trackway to the south. The site is virtually level and is approximately 1 metre below the level of the railway at the southern end of the site. The existing railway main line and long siding tracks rise by approx. 300mm from south to north along the length of the proposed site.

Access to the site will be along the present private access lane from Undercliffe (locally known as Newbridge Road) via a bridge over Pickering Beck and the existing user worked level crossing over the railway. The lane presently gives access to an existing overflow car park located between the bridge and the level crossing, there will be continued right of access for prescribed authorised users over this lane.

Opposite the car park is a former Trout Farm building currently utilised by the railway.

The land for the proposed site is owned by Mr & Mrs A O'Donnell, it is proposed the NYMHRT will have a 99 years lease on the land. The access road east of the level crossing and the temporary car park are already leased by the Trust from the O'Donnell family.

The site has an open aspect and at present contains only one building used for livestock care and nearby equine grazing. This building will remain in the ownership and occupation of Mr & Mrs O'Donnell.



To the west of the site is Rock Cottage a residential property occupying an elevated position above the Trout Farm field.

The eastern side of the proposed carriage stable would be erected on land already in the railway's ownership and forming part of its operational railway land. Planning permission is not required for operational developments on this land. However, the rest of the Carriage Stable and all of the Workshop would be on land currently used for pasture and for which change of use approval will be required.

The Building Design

Generally

The disposition of the buildings within the site is dictated by the track layouts which have been designed in accordance with the Office of Road and Rail Guidance on Minor Railways. (This in itself is a digest of railway safety principles and guidance Parts 1 & 2 underpinned by Railways and Other Transport Systems (Approval of Works Plant and Equipment) Regulations 1994).

The Carriage Stable is located adjacent to the current running lines and incorporates the track currently used as a siding (known locally as the Long Siding). The structure follows the rise of the track gradient from south to north.

The Workshop is located at the north west end of the site. This not only allows the required track arrangement but also means it is out of a direct sight line from Rock Cottage. The structure is set at the existing ground level.

Both buildings have been designed with a curved roof, this reduces the overall height of the structures and therefore their visual impact. The Carriage Stable has an eaves height of 5.6 m and a maximum height of 8.6 m. The Workshop an eaves height of 4.8 m and a maximum height of 12.9 m. Single span portal framed structures would have heights of 10 m for the Carriage Stable and 17 m for the Workshops.

Both are steel framed structures utilising castellated beams and steel columns, both with a galvanised finish. The roof covering to both buildings is to be a mid to dark green coloured profiled metal with a non-reflective finish. Wide gutters will be provided to prevent blocking by leaves etc. and to ease rainwater collection.

The Carriage Stable

The proposed Carriage Stable is an open sided building to provide covered storage for up to 40 carriages on 5 no. roads. It will house the running rakes of coaches along with the heritage (teak-bodied) set and the Pullman Dining service vehicles.

The purpose is to provide storage for the carriages when they are not in traffic in a dry but well ventilated environment and to allow for their cleaning, replenishment of consumables and examination/light maintenance. These will include;

Mechanical / Electrical

- Fitness to Run examinations – Visual and mechanical inspections of springs, wheel sets, braking systems, carriage heating, doors and carriage interconnections.
- jacking of bogies for spring / bearing changes
- periodic carriage roof examinations.
- periodic carriage bogie examinations
- steam cleaning bogies
- minor and 'running' repairs
- brake testing

Servicing /External Cleaning

- internal cleaning and routine maintenance of fixtures and fittings
- replenishment of consumables
- load / unload of buffet supplies
- external and internal carriage cleaning / washing
- pre steam heating of carriages
- water tanking for carriage toilet flushing water supplies

NYMR Carriage Care Facilities Design and Access Statement

- servicing the Pullman dining train – food / drinks / setting out of dining cars
- replenishment of carriage gas heating bottles
- storage of consumables / food / cleaning chemicals / oils / greases / gas / batteries
- storage for tools / brake blocks
- litter / waste disposal of consumables

The stable will be equipped with three platforms between the sets, a pit beneath one road and an area for a carriage to be lifted on jacks.

Ancillary accommodation on the western side of the facility houses the following accommodation;

- Staff toilets, locker room and changing rooms
- Dining Service facilities; Dry store, refrigerated store, linen store
- Plant room
- Steam Heating plant
- Gas bottle store

The high level wall cladding and the cladding to the ancillary accommodation will be in low maintenance vertical stained timber, the platforms will be in an open non slip metal grilling on galvanised steel portals. The floor within the shed will be of track ballast except in the Jacking Area and either side of track 1 to collect the carriage cleaning run-off where a power floated concrete will be used.

Services to be included in the building include;

- electric supply (3 phase, 240 v and 110v)
- fresh water

**NYMR Carriage Care Facilities
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- surface water and foul drainage will be handled by means of a package treatment plant.
- a collecting sump with an interceptor to trap oils greases and cleaning chemicals
- an underground gas storage tank serving the heating requirements of the building and the steam heating plant

The stable is essentially a “garage” for the storage of vehicles which will be inserted and extracted from time to time to suit the normal railway operating requirements. The normal overall operating hours of the building will be 7 days per week 0700 – 2300 (lateness being mainly due to the return of the Diner/Pullman set).

The Carriage Workshop

The proposed Carriage Workshop is an enclosed building to provide facilities for the repair and restoration of both the current running stock and the historic vehicles. The building will be able to accommodate up to 8 no. vehicles on four roads. In addition there is a single vehicle paintshop.

The building incorporates the two vehicle shops, Metal working and woodworking workshops the paintshop storage areas and toilets at ground level with staff accommodation at first floor level including a messroom, locker room, toilets, office, training room and volunteer overnight accommodation.

Services to be included in the building include;

- electric supply (3 phase, 240v and 110v)
- fresh water
- surface water and foul drainage will be handled by means of a package treatment plant
- a collecting sump with an interceptor to trap oils greases and cleaning chemicals
- an underground gas storage tank serving the heating requirements of the building

The normal operating hours of the buildings will be 5 days per week 0800 – 1800.

The east and west external walls of the building are of gabions filled with local stone. The north elevation is of vertical stained softwood wall cladding as are the sliding doors to the south elevation. The Internal walls are of fair faced blockwork, the flooring of polished concrete.

Sustainability

Both buildings incorporate rainwater harvesting from the roofs for use in the toilet areas and for carriage washing

The provision of solar panels on the roofs of the buildings was considered but dismissed due to both the orientation of the buildings (basically north –south) and the need to avoid reflections from the roofs. However should circumstances change, future fitting of solar panels would be feasible.

Security

Recent events have brought to the fore the question of the security of the site. This can relate to both theft and vandalism.

Whilst it is not feasible to totally secure the whole site the following measures are proposed;

- A secure gate at the entrance to the site from the lane
- PIR operated lights within the Carriage Stable and on the south ends of the two buildings for overnight security
- CCTV surveillance of the whole site
- Security alarms (remotely monitored) to the Carriage Workshop and the rooms/stores within the Carriage Stable

Fire

Fire detection will be present within both buildings. In addition there will be no hot work undertaken within the Carriage Stable and the whole site will be a no smoking area.

Landscaping

The aim is to minimise the visual impact of the development by providing selected features along the adjoining public right of way. In addition in meeting the flood attenuation and environmental needs the unoccupied parts of the site will be landscaped to enhance the flora, ecological and wildlife aspects of the locality.

ACCESS

Access to the site

Access to the site is along an access lane from Undercliffe via a bridge over Pickering Beck and via a level crossing over the railway.

Although the responsibility for the access lane will pass to the NYMHRT with the lease for the land, there will be a right of access along it for scheduled existing users.

The current turn-in from Undercliffe is in effect narrow due to the nature of the existing bridge. The proposed ingress and egress from the site will be by a layout comprising a 4.8m wide vehicular access road with 6m radius curves as approved in principle by North Yorkshire County Council - the Highway Authority.

The revised access will require the construction of a new access bridge with the above layout. The bridge will be a shared access route for both pedestrians and vehicles as the present arrangement. The bridge design will permit the access to the site of refuse vehicles and fire appliances and the design will be approved in principle by the Highway Authority at the appropriate time. It is not intended to allow access for vehicles of a larger size to the site, any heavy or large items would be loaded/unloaded at the existing facility at New Bridge and transported to and from the site by rail.

The railway crossing

The current level crossing, known as "Trout Farm User Worked Crossing" (UWC), requires authorised users to manually operate (open and close) the gates during the crossing process in conjunction with visually checking for any approaching trains.



The current access from Undercliffe



The current User Worked Level Crossing

It is planned to upgrade the crossing to a "Power Operated Gate Opener" (POGO) arrangement whereby gate automation reduces the number of times a user has to cross the railway to close the gates and ensures gates are not left open posing a risk to others. In addition the operation of the gates will be interlocked with the signalling such that they cannot be operated when a train has been accepted along that section of the railway. This arrangement is approved for use here and is already in use at a user worked crossing serving houses at New Bridge, 300m north of the current site. Level crossing works do not form part of this application as they are covered by GPDO provisions.

Access to the facilities

Vehicular and pedestrian access to the facilities will be from the car park situated between the bridge over the beck and the level crossing. This car park will be used by both the staff working at the facility and visitors to it.

Due to the nature of the bridge even when up graded articulated HGVs will not be allowed to enter the site. It is envisaged that the main vehicular access will be for deliveries of goods for the dining service etc.

The surfacing of the access roadway within the site will be of Graded Hoggin.

Accessibility

Both the Carriage Stable and the Workshops are working environments without general public access. Both buildings will have accessible and ambulant toilet facilities whilst there will be lift access to the first floor area of the Workshop.

CONSTRUCTION OF THE FACILITIES

Due to the restricted vehicular access to the site it is proposed that the majority of the construction materials, plant etc. will be brought to site by rail from the NYMHRT's New Bridge Depot to the north of the site. This depot already has access for Heavy Goods Vehicles.

This method was successfully employed during the NYMHRT's recent Train of Thought project at Pickering Station which included the construction of the Education/Archive building and the reinstatement of the trainshed roof.



Construction of the new overall station roof utilising materials brought to site by rail

FLOOD RESILIENCE

The site location for the proposed development is in Flood Zone 3 (high risk), with the primary flood risk source being Pickering Beck which runs along the site's eastern boundary. The siting of 'less vulnerable' development such as this is appropriate in Flood Zone 3 therefore no Exception Test is required. However, because of the potential flood risk a thorough and comprehensive Flood Risk and Drainage Assessment report has been prepared by Alan Wood & Partners to accompany the planning application. The fluvial flood risk have been identified based on flood level information provided by the Environment Agency and the flood risk mitigation has been discussed with the Environment Agency and the project design team in detail.

Due to the development being in Flood Zone 3, flood plain storage cannot be lost or displaced so as not to impact others. This means that the finished floor levels cannot be significantly raised (to protect the building), as this would result in significant volumes of flood water being potentially displaced. Any potential loss of flood plain storage created by the new buildings and infrastructure will be balanced on site by the lowering of existing, un-developed ground levels in available parts of the site. Furthermore, the position of the buildings and the setting of the finished floor levels is also governed by the rail track geometry and constraints and as such has been optimized in the current position and level as shown on the proposed site plans.

Because floor levels are set below the proposed flood level, the buildings and site users will be subject to flood risk and potentially high hazard flood depths. The principle flood risk mitigation will include NYMHRT signing up to the Flood Warning Service and a responsible person will enact the Flood Warning and Evacuation Plan when a flood warning is received. All personnel will leave the site and the site will be closed until the flood warning or flooding subsides. However, un-planned events could cause the building to flood, therefore

emergency refuge will be provided at the level of the first floor and on platforms, accessible via internal stairs. Due to the industrial nature of the buildings, flood resilience will be adopted up to a height of over 1300mm above the lowest ground floor level. Electrical fittings and other flood sensitive equipment and materials will be elevated to a similar level, with service supplies at ceiling level dropping vertically to the fittings. Construction materials for the proposed buildings and development will be robust and resilient to flooding (e.g. concrete, steel, granular materials) and other resilient construction materials will be encouraged. The flood risk mitigation measures proposed will also provide a benefit to other flood risk sources, such as reservoirs, overland flows and surface water.

NYMHRT acknowledge and accept the proposed development is at risk from flooding and will undertake significant flood risk mitigation works to primarily protect the proposed users of the buildings, and also protect the building, the environment and wider area. It is the project team's belief that the scheme is appropriate for the area and flood risk mitigation can be adequately provided to reduce the flood risks to an appropriate and acceptable level.

.Details of the Flood Risk and Drainage Assessment are included as an Appendix.

ENVIRONMENTAL MANAGEMENT

A Design Environmental Management Plan has been prepared by TSP Projects Limited to environmentally assess the use of the Trout Farm field for the proposed carriage facilities. Ref B91149-REP-ENV0001 and is included as an Appendix.

The key considerations are:

Noise - A small number of sensitive receptors are located within a 250m radius of the site most of these are residential properties.

Water resources and flood risk. - The nearby Pickering Beck is designated a main river by the Environment Agency. The site also lies within Flood Zones 2 & 3 and notes the need to liaise with the Environment Agency for the works within the Flood Plain. A flood assessment has been undertaken and is included as an Appendix.

Ecology. - The survey noted the potential for the presence of protected species and confirmed the presence of invasive species Himalayan Balsam.

Access. - A Public Right of way runs parallel to the west of the site. Any impact on this right of way during construction will need to be considered and consultations conducted with the local landowners and relevant statutory bodies.

CONSULTATION

During the development of these proposals a number of consultations have taken place:

- 24 July 2013 - Ryedale District Council;
Site visit to discuss options; Rachel Smith, Rachel Mark, Julian Rudd
- December 2015 - Ryedale District Council,
Local sites consultation; Julian Rudd, (Head of Economy and Infrastructure)
- May 2016 - Ryedale District Council,
Informal discussion on proposal; Rachel Smith, (Development Control Officer)
- 27 January 2017 - Ryedale District Council,
Presentation and Informal advisory session; Garry Housden (Director of Planning) and Julian Rudd (Head of Economy and Infrastructure)
- 23 March 2017 - Pickering Town Council
Presentation of proposals and discussion; Joan Lovejoy, Helene Haythorn, Andrew Husband (Clerk)
- October 2016 - Rock Cottage residents
Initial contact; Brian Tozer

- Various 2016 - Environment Agency
Informal discussions: Dean Hamblin Flood & Coastal Risk Management Senior Advisor) and colleagues
- 23rd January 2017 - Alex O'Donnell (and several previous dates)
Plan presentation and lease discussions: Alex O'Donnell + Paula O'Donnell
- 22 May 2017 - Rock Cottage residents
Presentation of proposals and discussion; Brian and Sally Tozer

APPENDICIES

Appendix 1 Site photographs



Entrance to the site from Underbank
Looking north towards New Bridge



Site entrance and bridge over the beck.



Level crossing with the car park on the left. View looking west.



Level crossing, view looking east



Entrance to the site, view looking north



Existing farm building to remain



Existing lane to the west of the site leading to Rock Cottage



View onto the site from the south west corner



View onto the site from Rock Cottage



View of the site from the north of Rock Cottage

Appendix 2 Environmental Management

Design Environmental Management Plan prepared by TSP Projects Limited
Ref B91149-REP-ENV0001 Version P02 dated October 2016

Appendix 3 Geotechnical Report

Geotechnical Report prepared by TSP Projects Limited Ref B91149-REP-
GEO0002 P01 Final Issue Dated October 2016.

Appendix 4 Flood Risk and Drainage Impact Assessments

Technical Note prepared by Alan Wood & Partners' Ref NYMR – Prelim FRDA TENO01 giving preliminary advice in relation to flood risk and drainage for the site dated in February 2017

Flood Risk and Drainage Assessment and Appendices prepared by Alan Wood & Partners Ref MCB/AD/JF/39661-Rp001 dated October 2017