

Design, & Access & Statement Train Lane Pickering YO18 8DX PP 09643599

Full Planning Application on behalf of Ness Hall Limited

1.0 Overview

The proposals are for a Change of Use of former NHS Pickering Health Clinic (D1 non-residential institution) to Residential use (7 single bed apartments) together with rebuilding and extension of part to provide a single bed duplex apartment. External works will provide improved parking and enhancement of hard surfacing/boundary treatments.

2.0 Location

The site is located within Pickering town centre to the West of Train Lane, which is a vehicular cul-de-sac that runs between Potter Hill to the North (vehicular and pedestrian access) and Hungate to the South (pedestrian access only).

3.0 Existing Building

The existing building is unoccupied and was previously used as the Pickering Health Clinic. This is built from buff multi facing bricks over a mix of one-two storeys. The roofs are flat with a built up waterproofing membrane. The windows and doors are predominantly PVCu in a white finish. To the rear (West) of the building is a grassed area. To the remaining sides, there is a mix of tarmac and concrete surfacing. An access ramp provides a level access to the principal entrance. (see photograph)



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4.0 Historic Development

From examination of the existing structure, it would appear that there has been considerable extension and alteration to the original building which would likely be constructed in the late 1950's to 1960's. The original "L" shaped building comprising Garage, Boiler Room and Ground Floor Clinic with a principal entrance to the SE corner also had, it is believed, domestic accommodation at First Floor level (perhaps for a Caretaker). This is evidenced by a fireplace in what may have been a Living Room and a ventilated Pantry with cold slab in the adjoining Kitchen. This accommodation has subsequently been utilised for office/consulting room use.

An extension to the South of the building appears to have been constructed later, prior to the 1970 OS mapping and the final addition appears to be the current principal entrance that provides level access to the Reception area and adjoining sanitary accommodation.

5.0 Design and Appearance

The current building does not reflect the general historic character of Pickering and this may be one of the reasons that the Conservation Area boundary excludes the site. Whilst the building may not have significant architectural merit, it is robustly constructed with brick cavity walls, concrete floors, concrete roof and double glazed PVCu windows and doors. The building is generally in good repair and retention and upgrading of the existing structure may be a more sustainable alternative than demolition, site clearance and erection of new dwellings (*Outline Permission 20-00752-OUT refers*). The only part of the building that is proposed to be rebuilt/extended is the single storey garage and adjoining boiler room, which are of solid wall construction and these may be uneconomical to upgrade thermally. Extending this footprint to a first floor level will provide a duplex single bed apartment. The palette of materials chosen will reflect those on the existing building.

6.0 Scale

There is no change proposed to the width or length of the existing building. There will be an increase in height over the current single storey garage/boiler room, but this will not project above the existing roofline.

7.0 Amount.

The proposals involve relatively minor internal and external alterations to an existing building.

8.0 Layout

Internal alterations will be minimal and essentially involve the building up of openings where apartment separating walls are proposed. Some minor structural works will be involved to create better spaces more suited to the proposed domestic use.

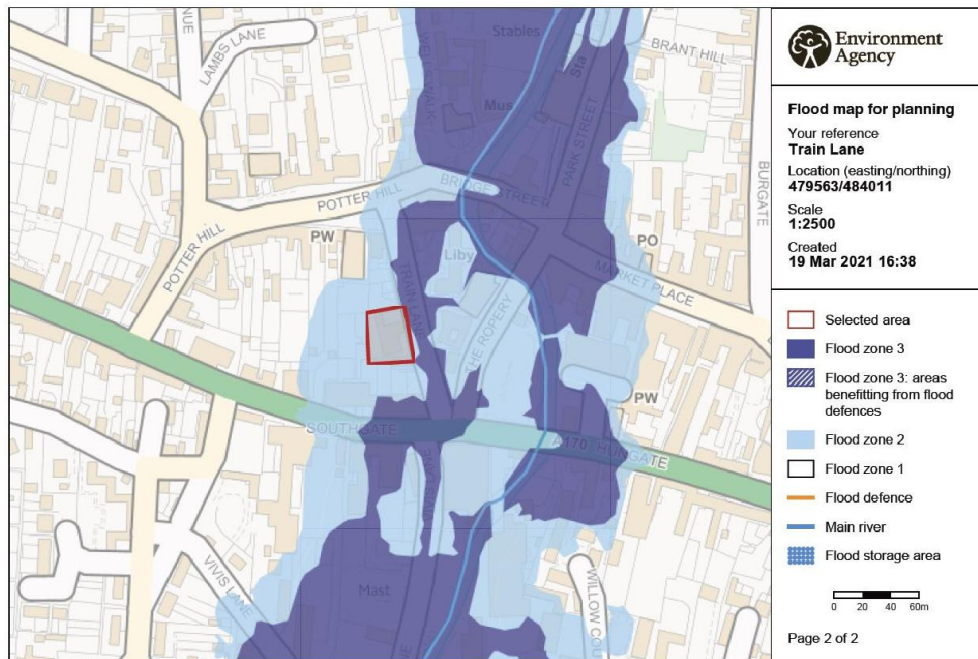
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9.0 Landscaping

Landscaping will be minimal as most of the site not occupied by building is and will be dedicated to car parking. Existing hard surfacing and dilapidated Eastern boundary wall/ramp will be enhanced/removed to provide an improved access from Train Lane. It should be noted that the boundary extends directly to the edge of the Highway and there is no public footpath to the Western side of Train Lane. There are no trees on the site and there are no plans to incorporate additional planting within the proposals.

10.0 Flood Risk

The Environment Agency Flood Mapping indicates that the site falls within Flood Zone 2 area. The application will be supported by a Flood Risk Assessment.



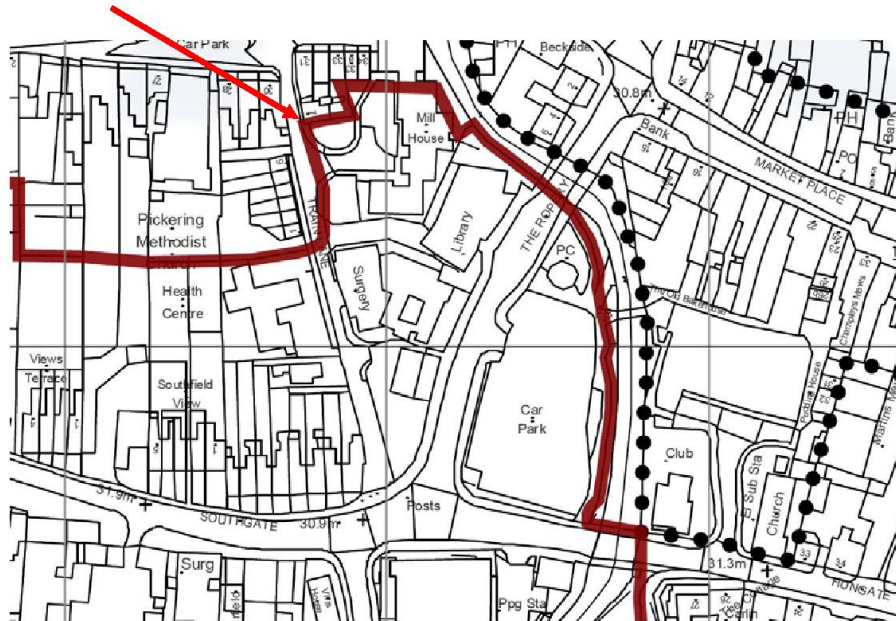
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11.0 Planning Policy

Ryedale Planning Policies Map shows the site as Located within the Development Limits (Policy SP1)

The Conservation Area (Policy SP12) boundary adjoins the Northern boundary to the site.



Ryedale Plan – the following policies of the Plan are relevant to the consideration of the proposed development.

- Policy SP1 – General Location of Development and Settlement Hierarchy
- Policy SP2- Delivery and Distribution of New Housing
- Policy SP3 – Affordable Housing
- Policy SP4 – Type and Mix of New Housing
- Policy SP11 – Community Facilities and Services
- Policy SP12 – Heritage
- Policy SP13 – Landscape
- Policy SP14 – Biodiversity
- Policy SP16 – Design
- Policy SP17 – Managing Air Quality, Land and Water Resources
- Policy SP19 – Presumption in favour of Sustainable Development
- Policy SP20 – Generic Development Management Issues

Nicholas W Greenhalgh Dip Arch RIBA Chartered Architect
Cedar Studio Designs, 42 Town Street, Old Malton, Malton, YO17 7HD.
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