



NHS

**AVISON
YOUNG**

Lathams
ARCHITECTURE | URBANISM

TRAIN LANE, PICKERING

Design & Access Statement

Housing Scheme

23rd July 2020

DRAFT

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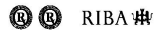


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View from the site towards Fifth Avenue



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1.0 Introduction

1.1 Overview

This Design and Access Statement has been prepared by Lathams (Architects and Urban Designers) in conjunction with Avison Young (property and Planning Consultants) for the NHS (Landowner and Client).

The Design and Access Statement has been prepared in order to support an Outline Planning Application with All Matters Reserved except for Access and Layout to Ryedale District Council.

The Design and Access Statement contains an analysis of the site and its context and the design proposal. The principle of the proposed development is to re-integrate the site into its built environment by following the contextual design principles, local morphology and market assessment parameters undertaken by Avison Young.

The proposal indicates the pedestrian and vehicle access routes, design layout plans, indicative amenity space and parking associated with the proposed development. These elements have been developed in response to a thorough understanding of the site and local planning requirements which sustain the suitability of the proposed scheme.



Wider Context

- Site
- 500m radius
- 1km radius



Site Location

— Site boundary



2.0 Description & Context

2.1 Location

Address: Pickering Health Clinic, Train Lane
 Pickering, Ryedale
 North Yorkshire
 YO18 8DX
 Grid Reference: SE79678407

The site is located within Pickering town centre, on the west side of Train Lane between its junction with Potter Hill to the north and Hungate (A170) to the south of the site.

The site is within 300m to the junction of A170 and A169 which connects Pickering to nearby places like Malton, Norton-on-Derwent but also Scarborough and Whitby.

The building is currently unoccupied and it used to accommodate the Pickering Health Clinic. The immediate surrounding context presents a diverse mix of uses from residential, retail, commercial and education.

The existing property comprises of a single storey flat roof building with a two storey element on the northern part of the site. The building is recessed from the street to form an accessible ramp and vehicle access to the north-east of the site.

The street elevation to Train Lane suggest a diminished presence as the existing building is raised from the street level but also presents a facade treatment which does not engage with its context.

The materials used are brick, UPVC windows/ doors and single ply roof.



Site & Context Photography

- Site boundary
-  Viewpoint





2.0

2.2 Historic Development

The Whitby and Pickering Railway was first opened in 1836 and was originally designed by George Stephenson as a horse drawn line. The railway was subsequently acquired by a variety of companies until ownership passed to London and North Eastern Railway in 1923. With the nationalisation of the railways in 1948 the ownership passed to British Rail. The line from Pickering to Whitby closed in March 1965 as part of Dr Beechings rationalisation of the national rail network.

It assumed that Train Lane, as its name suggests, owes its origin to the arrival of the railway. The lane provided access to sidings and a goods yard located between the main line and the lane itself. The lane, probably an extension to a pre-existing route, constructed in the mid C19th.

The 1892 Ordnance Survey shows the railway and sidings together with the surviving goods shed. The southern section of Train Lane (west) is undeveloped with an area of woodland shown and the site itself contains a group of small domestic scale properties. These may have been residential however the enclosed court suggests some form of trade use.

By 1928 terrace properties have been developed along Southgate to the south of the site. The post-war period saw the development of the detached red brick house to the immediate south of the site boundary.

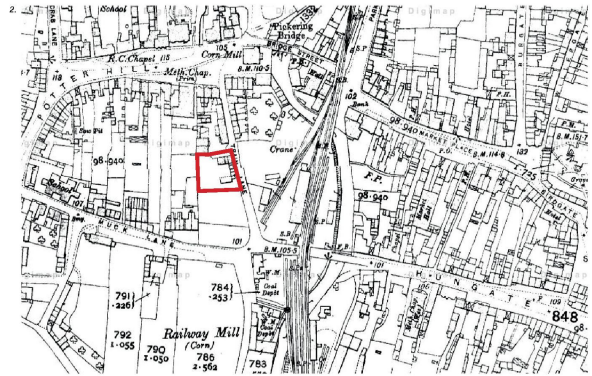
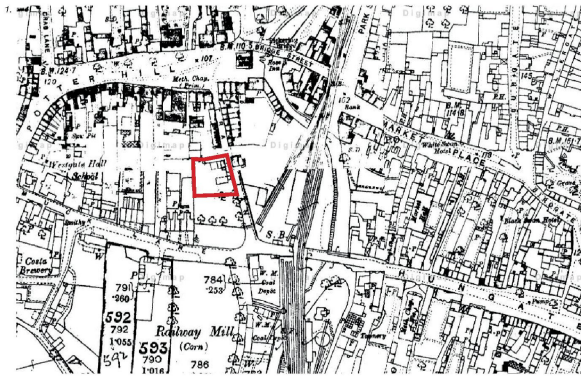
The 1970 Ordnance Survey shows the current Health Centre on the site which has replaced the earlier development. The railway heading south towards Rillington and Malton, together with some sidings and goods sheds have been lost. The terrace to the north of the site appears to have been rebuilt in the 1980's.

Since the departure of the railway from the land to the east of Train Lane the site has been progressively developed.

The Surgery building opposite the site appears to date from the late 1970's or early 1980's. The Library was started in 1988 and Mill House residential development was constructed in 1990.



Aerial view of Pickering Health Clinic, Train Lane, site marked in red. Image: Alison Young



1. OS 1892 3. OS 1928
 2. OS 1912 4. OS 1928

2.0

2.3 Heritage Assets

The site is situated just outside of the Conservation Area.

There are a number of Grade II listed buildings in close proximity to the site as well as visual connections to various designated heritage assets.

The four listed buildings proximate to the site are:

1 Mill House Flats (Grade II)

Located approximately 40m to the north-east of the site. The building is part of a former warehouse from early C19 enlarged mid C19 and converted 1985. Mill House, formerly listed as Potter Hill, is now used as flats.

2 7, Train Lane (Grade II)

Located approximately 40m to the north of the site. C18 or early C19, 2 storeys in coursed stone with pantile roof with coped verge. The building is residential in use.

3 Building on West Side of Former Goods Yard of Pickering Railway Station (Grade II)

Located approximately 10m to the south-east of the site. Mid 1830's, early station building, single storey ashlar block raised on platform. The building is now used as a retail and services space. There is a visual connection from the site to this designated heritage asset.

4 Methodist Chapel (Grade II)

Located approximately 30m to the north-west of the site. The Italianate chapel of 1885 in coursed stone with ashlar dressings, 2 storeys. There is a visual connection from the site to this designated heritage asset.





Images from British Listed Buildings and Listings

2.4 Townscape

The Train Lane site falls just outside the Pickering Conservation Area boundary. The site shares its northern boundary with that of the Conservation Area and is visible from various locations within it.

There are non-publicly accessible views of the site from within the Conservation Area and from within the curtilage of various listed buildings located on Potter Hill. There are public receptor points within the Conservation Area and adjacent to listed buildings to the north of the site at the junction of Train Lane and Potter Hill.

Ryedale District Council does not currently publish a Conservation Area Character Appraisal for Pickering Conservation Area however, the characteristics of the historic core are defined by the extensive use of Jurassic Limestone together with Welsh Slate and clay pan tiles. Beyond the historic core some late C19th and inter-war property is constructed out of red brick.

The buildings located on Train Lane are generally not-typical of the underlying character of the town centre. The centre of Train Lane contains a mixture of late C20th buildings whose materials or forms often contrast with those of the historic town to the north and east.

2.0

2.5 Development Height

The existing Pickering Health Clinic building is predominantly single storey with a two storey element located to the north west of the street frontage.

The surrounding immediate area is mainly residential and comprises of a mixture of two and two and a half/ three storey buildings.

To the street front of Train Lane the terraced houses to the north of the site and detached house to the south boundary are two storey with one storey annexes/ additions.

To the north east of Train Lane the Mill House building comprises of three and four storey buildings which are prevalent on Potter Hill.



2.0

2.6 Transport Links

There are good bus service links to the area with bus stops for the Nos 128 (Helmrsley to Scarborough), 170 (Pickering to Littledale Circular), 171 (Pickering to Whitfield Ave Circular), 173 (Pickering to Roseale Abbey), 174 (Pickering to Kirkbymoorside), 175 (Pickering to Malton) bus located in very close proximity to the site, on The Ropery adjacent to Pickering Library.



Connectivity

- | | | | |
|---|---------------|---|---------------------------|
|  | Site boundary |  | Bus routes |
|  | 100m radius |  | Bus stops |
|  | 250m radius |  | Existing vehicular access |

2.0

2.7 Trees

There are few trees and green space located within the site boundary, mainly situated to the west of the site.

The intention is to retain and work with the existing trees, where possible and enhance the overall green space.



2.0

2.8 Policy

Relevant Planning Policy

Local Policy Context

The site is located within the Local Planning Authority (LPA) of Ryedale District Council.

Ryedale Plan Policies Map (2019)

The Ryedale Plan Policies Map shows the site as located within the Development Limits (Policy SP1) of Pickering. The Conservation Area (Policy SP12) abuts the northern boundary of the Site. The Town Centre Commercial Limit (Policy SP1) is located to the east of the Site.

Ryedale Plan – Local Plan Strategy

The following policies of the Ryedale Plan - Local Plan Strategy are relevant to the assessment 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



Extract from the Ryedale Plan Policies Map

- Site boundary
- Conservation Area (SP12)
- Town Centre Commercial Limits (SP1)
- Visually Important Undeveloped Area (SP16)(SD16)

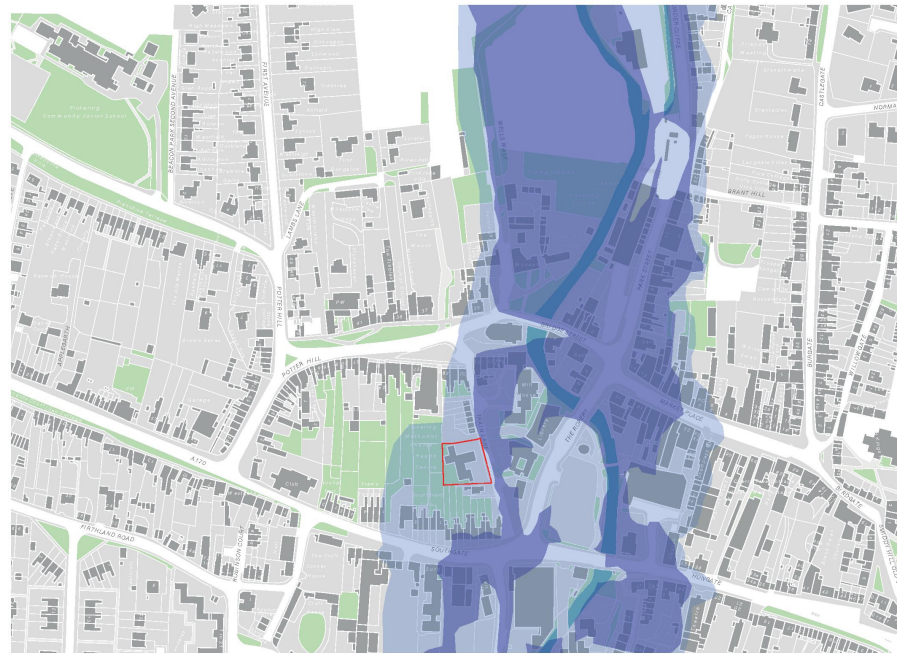


2.0

2.9 Flood Risk

The Environment Agency Flood Mapping indicates that the site falls within Flood Zone 2 area with the main access road, Train Lane, within Flood Zone 3.

The application will be supported by a FRA and a sequential flood risk assessment.



Flood Risk Map (Environmental Agency)

- Site boundary
- Pickering Beck
- Flood Zone 2
- Flood Zone 3

3.0 Development Principles

The following development principles are derived from a review of relevant, physical, policy and market factors which affect the site. The policy context for the site and its context is set out fully within the Pre-Application Planning Report prepared by Avison Young.

- New development should be sympathetic with the historic and heritage significance of the context and contribute positively to the townscape character of Pickering.
- New development should not project forward of the established building line
- Development should not exceed the ridge height of development characteristic of the area (ie 3 stories maximum)
- Where possible existing trees located within the site boundary should be incorporated into the development
- Root protection zones associated with mature trees located to the south of the site boundary should be respected by new development
- Materials for development facing the street should be characteristic of the area (ie natural stone, brick, pantiles and clay tiles)
- Forms and massing should reinforce the character of the area (ie orthogonal plans and pitched roofs)
- Development should respect the privacy of residential neighbours
- Residential car parking should comply with NYCC Interim Parking Standards 2015.



View of the site from Tresh Lane looking north west

4.0 Design Proposal

4.1 Overview

The proposal presented here seeks to respond to the established character of the site and its context, known constraints, the findings of the market assessment and the development principles.

The housing layouts follow the footprint standards of the National Technical Housing Standards (2015) and current commercial typologies.

Based on the surrounding built environment and existing use of the buildings in the proximity of the site, a semi-detached housing scheme would be sympathetic to the context and local morphology.

Massing and Design

The proposal comprises of 4 two and a half storey housing scheme with direct access from Train Lane and parking to the rear of the site.

The massing of the proposal follows the established building line of the existing terraces on Train Lane which creates a continuous and congruous streetscape.

The fronts of the units follow the existing facade morphology with openings orientated east to west either towards Train Lane or the rear gardens. This provides privacy but also creates a dynamic and engaging street elevations.

Heritage Assets and Context

The intention is to be sympathetic to existing heritage assets on Train Lane and to not detract from their significance.

By continuing the existing building line of the nearby terraces on Train Lane the proposal's impact is minimized as it creates a similar massing and street presence. This is especially relevant in relation to the Grade II

listed building on West Side of Former Goods Yard of Pickering Railway Station.

Materials

The intention is to use materials which reflect the existing built fabric and contribute positively to Train Lane and existing heritage assets.

Materials considered: Walls to be either brick or stone and roof to be either clay pantiles or slate to match the surrounding pallet.

Landscape

The intention is to retain the existing trees where possible and propose additional green space associated with the scheme. The units will have private gardens to the rear and hardstanding pavement and treatment to the street to accommodate for bins but also facilitate access due to the difference in street levels. All proposed green spaces and landscape are indicative only.

4.2 Proposed Layout

The proposed scheme includes the following:

- Two and a half storey 4B7P semi detached units
- Four semi detached following the established building line of the existing terraces on Train Lane
- Rear gardens with accessing gates from the rear parking area
- All parking within the site boundary
- Proposed indicative green space to the rear of the units



Accommodation schedule:

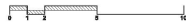
4x Units: 4B7P (2.5 storeys) - GIA 121m² GIA

TOTAL UNITS: 4

Total parking spaces: 8 + 1 visitor parking
Secure bike storage

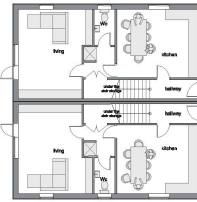


Proposed Ground Floor Plan
Semi Detached 4B7P Units
1:100

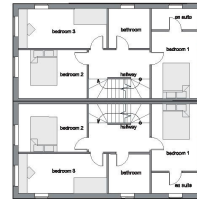


← Retain existing access point

Layout



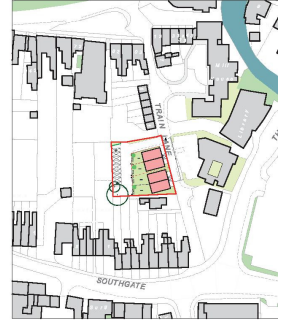
Proposed Ground Floor Layout
Semi Detached 4B7P Unit
1:100



Proposed First Floor Layout
Semi Detached 4B7P Unit
1:100



Proposed Attic Floor Layout
Semi Detached 4B7P Unit
1:100



Site Location Plan
Semi Detached 4B7P Units
1:1000

- Application Outline
- 4B7P (2 storeys and attic space) - GIA 121m²
- Indicative proposed green space
- Existing Trees
- Indicative proposed trees

Accommodation Schedule:

Semi Detached Units:
4x Units: 4B7P (2 storeys and attic space) - GIA 121m²

TOTAL UNITS: 4
Total parking spaces: 8 + 1 visitor parking
Secure bike storage



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