



**NEIGHBOURHOOD PLAN FOR
MALTON AND NORTON
2020-2027**

2ND SUBMISSION NEIGHBOURHOOD PLAN
(following withdrawal of Previously Submitted Plan)

July 2023

**PREPARED BY
MALTON AND NORTON TOWN COUNCILS**

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FOREWORD

The Malton and Norton Neighbourhood Plan has been developed to establish a vision for the two towns and help deliver the local community's aspirations and needs for the plan period to 2027.

Our plan is a statutory document that will be incorporated into the district planning framework and be used by North Yorkshire Council to determine planning and other matters.

This is the second version of the Neighbourhood Plan, the first has been updated following decisions by Malton and Norton Town Councils to propose certain amendments.

Our plan has been produced by local residents, with the support of both town councils, using the views of the residents of the towns.

The steering group has consulted and listened to the community and local organisations on a wide range of issues that will influence the vitality and sustainability of our market town semi-rural community.

We created four focus groups, Heritage, Environment, Community and Leisure, and Forward Planning to streamline the views of the public. Over 70 members of the community were involved at this stage.

Nearly 300 separate responses were received in response to formal and informal consultations on emerging policies and site-specific proposals. The comments were then used by the steering group and town councils to fine tune the policies within the plan.

The plan now provides well-reasoned policies connected with:

- Transport and movement, paying attention to cycle and pedestrian movement;
- The River Corridor underlying its ecological importance;
- The environment and protection of local green space;
- Protection and enhancement of community facilities and museums;
- The significance of the horse racing industry to the local area and the protection thereof;
- Heritage, Design and Conservation matters;
- Housing needs and housing mix, and
- Non-planning community actions.

The two town councils would like to thank the members of the Steering Group, the Focus Groups, our planning consultant and the general public.

With the valued input of these parties, it has brought the delivery of a plan for Malton and Norton closer to becoming a reality.

Thank you.

[Add signatures]

Mayor of Norton-on-Derwent

Mayor of Malton

1. INTRODUCTION

1.1 In 2011 Malton and Norton Town Councils decided to initiate the process of preparing a Neighbourhood Plan for Malton and Norton to give local people a greater say in the future of their communities, and to increase the protection of facilities that are valued by local people.

1.2 The main reason for the desire to prepare a Neighbourhood Plan was that the town councils were concerned how Malton and Norton will struggle to accommodate further development given a number of locally specific issues, which include air quality and traffic generation. This concern was raised within the context of the Ryedale Local Plan, which sets out how at least fifty per cent of development across the district is expected to be accommodated within Malton and Norton during the plan period up to 2027. This equates to potentially 1500 new dwellings and up to 36 hectares of employment land.

1.3 The town councils acknowledge that the Ryedale Plan (the Local Plan), as the extant strategic development plan is under review and that work will also be commencing in earnest on the new Local Plan for North Yorkshire. The Ryedale Plan already recognises in Policy SP1 (General Location of Development and Settlement Hierarchy) that it will need to take account of adopted Neighbourhood Plans. As the production of this Neighbourhood Plan will be under production at the same time as the review of the Ryedale Plan, and the emerging strategic development plan for North Yorkshire, both strategic plans will need to have regard to any local/site specific considerations which emerge from the Neighbourhood Planning process.

What is a Neighbourhood Plan?

1.4 The opportunity for local areas to prepare Neighbourhood Plans was introduced through the Localism Act 2011. In areas where there is a town or parish council, they must take a lead and legally responsible role for any Neighbourhood Plan within their area.

1.5 Neighbourhood Plans are land use planning documents which, once ‘made’ (i.e., adopted), will become a material consideration in the determination of planning applications. They must be in line with national and local policies but will help to ensure that these policies are implemented in line with local needs, rather than being imposed on communities. The plans do not need to be comprehensive but can concentrate on issues that are seen to be locally important. The diagram below shows the hierarchy of planning policy documents in which the Neighbourhood Plan sits.

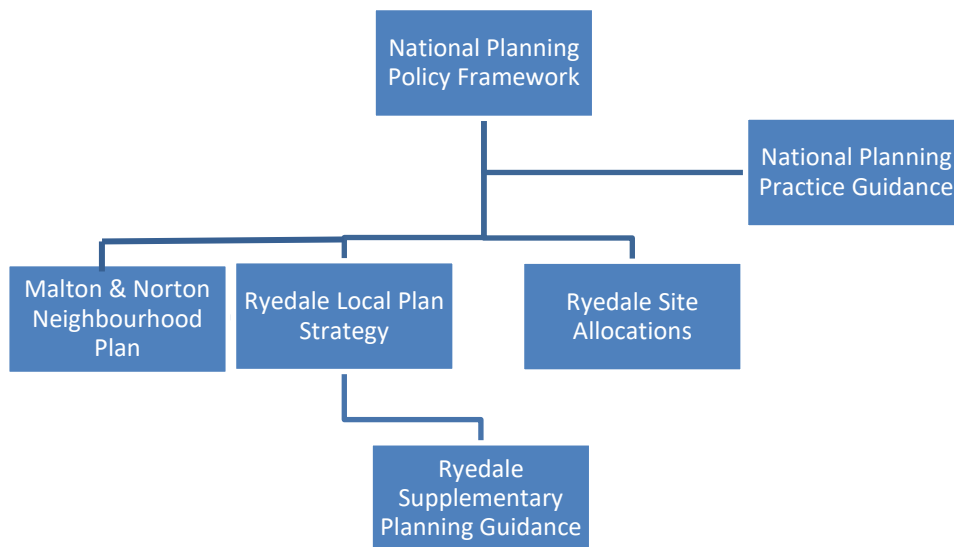


Figure 1: The Neighbourhood Plan in the Planning Policy Hierarchy

1.6 Plans are subject to independent examination and a referendum before they can be adopted by the district council as planning policy that is material when the council makes planning decisions across the two towns.

Background to a Neighbourhood Plan for Malton and Norton

1.7 In 2011, Malton and Norton Town Councils undertook a series of public consultation events as a result of local concerns regarding the Draft Ryedale Local Plan. The consultation events involved a series of public exhibitions, an interactive online website and a questionnaire that covered a broad range of local topics that were not limited to planning matters. The intention was to use the opportunity presented by undertaking consultation to gauge the community's opinion on a variety of local matters that were not all planning related. The results were then to be fed into a number of different processes, including the drafting of a Neighbourhood Plan.

1.8 Following the end of the consultation, the questionnaire results were used to inform representations made by the town councils to the Ryedale Local Plan and the involvement of the town councils at the public examination into the Local Plan Strategy. Due to the strategic nature of matters to be determined through the Local Plan process, including the amount of development and its distribution across the district, the town councils did not progress a Neighbourhood Plan immediately. Instead, it was considered appropriate to wait until the Local Plan had been adopted and land allocations made in draft.

1.9 In late 2015 it was considered to be an appropriate opportunity to pick up the threads of the Neighbourhood Plan process in order to take forward the original intention of the town councils to prepare a Neighbourhood Plan.

1.10 The town councils decided to form a Neighbourhood Plan Steering Group in order for the plan to be a real community effort. Over 1000 invitations were sent out to interested parties, which included businesses, professionals, local organisations, key stakeholders, retailers, schools, sports facilities and health care centre. Also, adverts were placed in the Gazette and on the town councils' websites to seek a wide representation of the community on a series of focus groups. Social media was also utilised. Those who registered an interest were asked what local matters were of particular interest so that they could be assigned to one of four focus groups. The focus groups covered community and leisure, environment, forward planning and heritage. An overarching steering group was formed to which the focus groups reported.

1.11 Those who had registered an interest were invited to attend an inception meeting, which provided an introduction to neighbourhood planning and the process that would be followed. Attendees were then split into the four focus groups so that an initial brainstorm could be completed of what matters might be covered in the Neighbourhood Plan. The groups were then sent away with 'homework' which consisted of a reading list that provided an introduction to Neighbourhood Plans, consultation undertaken to date and the National Planning Policy Framework.

1.12 The focus groups met on a regular basis over the following months with a view to drafting a list of matters to be covered in the Neighbourhood Plan and determining the nature of the policies to be included in the plan. Over the meetings, matters were refined to form the contents of a Pre-Submission Draft Plan, carrying forward the results of the initial Neighbourhood Plan consultations, where relevant, and incorporating further up to date matters. This was because some five years or so had passed since the Neighbourhood Plan process had commenced and during this time a lot had changed since the original consultation, both in terms of context and pertinent issues facing Malton and Norton.

1.13 This draft plan now contained a number of policies and proposals relating to individual sites and buildings within the towns. As such, it was considered necessary to carry out a targeted informal consultation with those with legal interests in these sites/buildings, as well as giving local people the opportunity to comment on these

detailed proposals. It also included matters that split opinion within the groups and where unanimous agreement could not be reached. It was therefore also decided to informally seek the views of the community on the subjects of housing mix, Wentworth Street Car Park and the pedestrianisation of Malton Market Place, with a view to obtaining a steer on plan policies covering these topics.

1.14 The 'Informal Sites and Policy Options Consultation' was carried out over a period of some four weeks from 25th January until 25th February 2019. The consultation included two day-long community drop-ins at Malton and Norton Council Chambers.

1.15 The responses to the 'Informal Sites and Policy Options Consultation' were used during early 2019 to refine and finalise a Pre-Submission Draft Neighbourhood Plan for Malton and Norton. This was subject first to screening and then to full assessments in respect of European Environmental and Habitat Assessment requirements and amended in accordance with assessment conclusions.

1.16 The amended draft plan was the subject of a statutory six week Regulation 14 consultation period from February 12th to 26th March 2021. This attracted 57 separate detailed representations from a range of statutory consultees, organisations and individuals, via Survey Monkey, e-mail and written submissions. A series of three public drop-in events were held during March, on different days and at different times, via Zoom, in support of the consultation.

The Neighbourhood Area

1.17 The boundary of the Neighbourhood Area was formally agreed by RDC on 19th February 2019 as the two civil parishes of Malton and Norton, following an application to RDC made on 6th September 2018.

1.18 The making and approval of an application so late in the plan preparation process was due to protracted and ultimately inconclusive discussions with neighbouring Hutton Ambo Parish Council regarding the inclusion within the Neighbourhood Area of the portion of the York Road Industrial Park which falls within Hutton Ambo parish. It was felt by the town councils that the inclusion of the industrial park in its entirety made sense in terms of planning functionality, but it was not possible to reach an agreement with the neighbouring parish council. As such, the Neighbourhood Area boundary has been confirmed as the Malton Parish boundary which runs through the park.

Submission, Withdrawal and Amendment

1.19 An amended Submission Draft Plan was produced, following detailed analysis of the statutory consultation results. It was formally submitted to RDC, in January 2022, accompanied by a Basic Conditions Statement and Consultation Statement. In June 2022 the newly elected Malton and Norton Town Councils both took decisions to withdraw the submission plan, in order to make a small number of key amendments, primarily in respect of transport/movement and Local Green Space policies.

1.20 The amended plan was the subject of a second statutory six week Regulation 14 consultation period from January to March 2023. This attracted some 40 separate detailed representations from a range of statutory consultees, organisations and individuals, via Survey Monkey and e-mail. Responses indicated broad support for the plan's policies, mirroring that of previous consultations, with only a small number of serious concerns, many of which have now been addressed.

1.21 This current Submission Draft Plan has been subject to amendment, following detailed analysis of the statutory consultation. It is now formally submitted, as required, to NYC for a six week Regulation 16 publicity

period, accompanied by a Basic Conditions Statement and Consultation Statement. There will then follow an independent examination. Subject to a successful outcome and any amendments as required by the examiner, the plan will then proceed to a community referendum of all registered voters on the electoral role within the Neighbourhood Area. If a majority are in favour, the Neighbourhood Plan will then be 'made' (i.e. adopted) by NYC as part of the statutory development plan for the area. From that point onwards, the Neighbourhood Plan and Local Plan will be read concurrently and together form the basis for deciding on planning applications within the Malton and Norton Neighbourhood Area.

1.22 Full information on all of the consultations undertaken will be provided in the Consultation Statement at the time of submission to North Yorkshire Council (NYC)

The Structure of the Plan

1.22 The core of the Neighbourhood Plan that follows comprises 5 main chapters and a set of appendices:

- Chapter 2: Malton and Norton – Yesterday and Today – describes where the two towns have come from and the current issues which it now faces.
- Chapter 3: Vision and Objectives – sets out an overall 'vision statement' of how the community would wish Malton and Norton to be by the year 2027, together with a set of objectives framed to achieve that vision.
- Chapter 4: Neighbourhood Plan Policies and Proposals – sets out the detailed planning policies, under eleven key themes, which have been developed to meet the plan's objectives and to deliver on its overall vision.
- Chapter 5: Community Actions - these non-planning actions accompany the plan policies and proposals, together constituting a holistic statement for each theme of what needs to be done in the Neighbourhood Area over the next 8 years to meet community needs and aspirations.
- Chapter 6: Monitoring, Review and Implementation – recognises that the Neighbourhood Plan, once 'adopted', is a living document which needs to stay in the town councils' eyes and be a standing agenda item. The project delivery plan in particular will be a key element of the plan which will guide the implementation of identified community actions and be rolled forward annually to keep it current and up to date.
- The Appendices – provide detailed site-based and other information underpinning many of the planning policies and community actions set out in Chapters 4 and 5.

1.23 In addition, a 'Neighbourhood Plan Proposals Map' shows where each of the policies are likely to have an effect within Malton and Norton, together with some of the other designations (e.g., conservation areas etc.) which already apply to the area.

1.24 There is also a detailed evidence base, held by the town councils and to be found online at www.malton-tc.gov.uk and www.nortononderwent.co.uk which contains the detailed references and links to other documents which have been drawn on in order to produce this plan.

2. MALTON AND NORTON – YESTERDAY AND TODAY

2.1 The twin towns of Malton and Norton share an unusually rich and varied history stretching back over two thousand years, making them two of the oldest towns in Yorkshire. This rich past informs the present and provides some key building blocks for the new Neighbourhood Plan.

2.2 With the River Derwent flowing between them, Malton and Norton lie between the Howardian Hills and the Yorkshire Wolds. The history and development of Malton and Norton are inseparable. Both names are old English, and both are mentioned in the Domesday Book.

2.3 Although the full extent of Delgovicia, the Roman settlement commanding an important river crossing, remains to be discovered, it was a key military centre for over four hundred years and for much of that time was the base for an elite cavalry cohort. Civilian settlements associated with the fort developed on both sides of the river. Norton had significant industry with evidence of a goldsmith's shop, together with brick and pottery kilns. Malton was the hub of numerous Roman roads and was a major conduit of goods along the River Derwent.

2.4 After the Romans left, Malton gradually developed into a significant town. The medieval street plan of Malton remains substantially intact, and records show the town's continuing economic and administrative importance. St Leonard's Church and St Michael's in the Market Place, both date from the Norman period. A medieval hospital was sited on the island alongside the County Bridge connecting Malton and Norton. The majority of buildings in Yorkersgate, Market Place and Castlegate were built well before the 18th century.

2.5 The Gilbertine Priory of St Mary in Old Malton was founded around 1150 and quickly became a major local landowner, trading in wool exported to the continent. Although only part of the nave and two thirds of the façade remain, this is one of only three remaining Gilbertine sites in the country and was described in 1877 by Sir George Gilbert Scott as a 'magnificent remain of one of the noblest periods of medieval art'.

2.6 Since the 17th century Malton and Norton have been an important racing centre. This is the part of England where the thoroughbred racehorse was originally developed, by crossing native breeds with Arab stallions. Langton Wold was Norton's racecourse from 1692 to 1861. The early days of Newmarket racing largely depended on stock bought from North Yorkshire breeders. Many of the original racing stables survive, especially in Norton, and they still form an important part of the local economy.

2.7 Commercial navigation on the Derwent became important when it was significantly improved around 1725, enabling extensive barge traffic to transport goods and produce. Several river warehouses from this period remain and have been restored. Today, the river's richness rests with its wildlife, a value recognised by its European designation as a Special Area of Conservation. The 50 mile York-Scarborough branch of the York and North Midland Railway was opened in July 1845. It was built in only one year, an amazing feat in the days of pick and shovel.

2.8 Food production has always played an important role in the surrounding area and in recent years Malton has attracted more food producers, revived its brewing industry and developed a very successful food festival based on local producers. Quarrying also has a long history in the towns, contributing to both the local economy and the towns' viability. Whitewall Quarry has been in existence since at least the middle of the 19th century.

2.9 The Fitzwilliam Malton Estate has also been key over a period of several hundred years. The estate first passed to a Fitzwilliam by name in 1782, in the shape of William Fitzwilliam, the 4th Earl Fitzwilliam. It was he who, in 1809, approved plans for the Talbot Hotel to undergo a major refurbishment. Throughout the 19th Century and into the 20th, road and rail communications improved and Malton grew. Successive Earls Fitzwilliam invested in the construction of more homes, workshops, factories and shop premises as well as in public buildings such as schools, a hospital and meeting halls. Today, twelve generations later, the Fitzwilliam Malton

Estate is the freehold owner of much of the commercial heart of Malton and represents the family interests of Sir Philip Naylor-Leyland who, with his son Tom, continue to invest in the town and are taking his family's work for Malton into its fourth century. The Fitzwilliam Trust Corporation, which represents the family interests of Lady Juliet Tadgell, also owns extensive property in Old Malton and agricultural land to the north. In 2011 the Malton Amenity Community Interest Company (CIC) was established to provide free limited-time parking in the town centre, organise events such as food festivals and promote the town more widely. The CIC initially established the brand We Love Malton and has more recently adopted Visit Malton as its trading name. A range of events is now delivered by the CIC including the annual Malton Food Lovers Festival, monthly food markets including the Harvest Food Festival and a Christmas Market, a weekly stall market, the Marathon du Malton and in 2019 the first music festival in the grounds of The Talbot. A number of other organisations also arrange events in the Market Place.

2.10 This rich history and recent community initiatives have left a number of strong pillars which collectively create a sound framework for the Neighbourhood Plan and also provide a new opportunity to enhance the twin towns. Rapid planned growth and attendant traffic pressures in recent years have presented increasing challenges to that rich heritage with the risk of it becoming tarnished, but we will seek to address these challenges while revitalising and promoting the pillars that are rooted in Malton and Norton's history viz:-

- the river;
- the Roman remains;
- the store of fine buildings reflecting the wool trade;
- the rich food and farming heritage;
- the horse racing pedigree;
- the good transport connections;
- the flourishing railway;

In order to rekindle that sense of civic pride that was once so strong.

3. VISION AND OBJECTIVES

Background

3.1 The following vision statement and detailed objectives have been developed by the Neighbourhood Plan Steering Group and its constituent focus groups. It represents the foundation of this plan on which all else is based. Both vision and objectives were endorsed in both Regulation 14 consultations.

3.2 The vision statement is aspirational. It paints a picture of how the town councils and their communities would wish the parishes to be some ten years from now. There is no guarantee that this will happen, but it nonetheless constitutes an achievable, if challenging, ambition for all involved in the life of Malton and Norton. The objectives which follow the statement are designed to help achieve the vision. The planning policies and actions which form the core of this plan (Chapters 4 and 5) will work to deliver the objectives and, through them, the vision itself.

Vision Statement

Malton and Norton boast a rich heritage and culture, from their historical origins and archaeological and architectural legacy to their surviving traditional horse racing and food-based industries. These are the bedrocks on which our future vision for the towns are based.

As such, by the end of the plan period in 2027, our three conservation areas will be better understood, their Assets better protected as a result, and their appearance and character enhanced by sensitive improvements in keeping with their key elements and features. This enlightened approach to development and design will also be reflected in the wider Neighbourhood Area.

The local food and horse-racing industries which are so much a part of the towns, and their hinterland will be confirmed in their status and have developed further within a climate of promotion and encouragement.

The tourism which is vital to our towns will have continued to grow powered by the twin engines of heritage and culture.

The River Derwent, separating the two towns and running through the heart of the area is the other jewel in our crown but also the potential thorn in our sides! It is rich ecologically, and acknowledged as such by a European wildlife designation, while providing an important leisure resource for all. Conversely, it carries an ever present flood risk, acts as a barrier to movement between the towns and through the very thing that makes it so special (its wildlife) poses challenges to more productive and positive use. The town councils' vision is of a Derwent that remains ecologically rich but which yields up its potential for sympathetic riverside enhancements and the positive use of under-utilised riverside land, through development which respects and works with the river's natural functions. The hope too is that new river crossings will have been created, allowing for much improved road, cycling and pedestrian links between Malton and Norton and, through them and other highway improvements, the alleviation of traffic congestion and air pollution in our town centres.

At root, we want the people in our towns to be able to freely enjoy an abundance of simple pleasures in a well-supported and fully serviced community. We aspire to culturally rich and vibrant leisure opportunities, including improvement of existing services and the development of new facilities and wellness activities.

We look forward to enjoying two towns which have enjoyed appropriate housing and employment growth and opportunity, within the context of an even higher quality environment, consistent with their status as Ryedale's principal towns.

Objectives

- To protect and improve the local environment and particularly the ecological quality of the river corridor.
- To cut congestion and improve air quality.
- To improve connectivity between Malton and Norton.
- To improve access to the river for the community.
- To build upon local distinctiveness in order to enhance the visual quality and appearance of the towns.
- To protect heritage assets.
- To encourage regeneration and redevelopment of vacant plots.
- To capitalise on the history and culture of Malton and Norton to develop the tourism industry.
- To build upon the economic strengths of the towns and address deficiencies in the economy.
- To protect and improve community services and facilities.
- To encourage housing provision that meets local needs.

4. NEIGHBOURHOOD PLAN POLICIES AND PROPOSALS

4.1 TRANSPORT AND MOVEMENT

Introduction

4.1.1 This section of the Neighbourhood Plan focuses on identifying and promoting the opportunities to make improvements to the highways network, influencing those involved in securing the improvements, and encouraging more sustainable movements between and through Malton and Norton. In terms of improving the existing situation, the Neighbourhood Plan seeks to ensure that new development avoids exacerbating existing identified congestion and air quality problems. It is also the intention to make the roads safer, as it is the view of many community members that there are certain parts of the road network which could be improved to reduce the chances of accidents, particularly in relation to the current use of traffic calming measures.

4.1.2 As such, this section picks up on the importance which the vision statement attaches to creating new road, cycle and footpath river crossings, together with other highway improvements.

4.1.3 The section's provisions contribute directly to the delivery of the following plan objectives:

- To cut congestion and improve air quality.
- To improve connectivity between Malton and Norton.

Pedestrian, Bridleway and Cycling Provision

4.1.4 The way in which people move between Malton and Norton needs to be made easier to discourage car journeys and encourage more walking and cycling, especially as the current opportunity to use public transport is limited. In the comprehensive initial Neighbourhood Plan consultations undertaken in 2011, cycle lanes and parking together with a new footbridge across the river were some of the key infrastructure improvements identified, to which it was felt developers should be asked to contribute financially. Both Policies TM1 and TM2 were endorsed in the Regulation 14 consultations, with minor amendments.

4.1.5 It is considered that there are opportunities to improve the existing Public Rights of Way (PROW) network, including cycle paths, with a view to creating a more comprehensive network, the purpose being to encourage walking and cycling by making it easier to reach destinations along defined and appropriate routes, but also to create new tourist routes and access to visitor attractions by means other than motorised vehicles.

4.1.6 By encouraging walking and cycling, the Neighbourhood Plan is fully consistent with national planning policy, which promotes the fullest possible use of public transport, walking and cycling (NPPF paras 92, 100, 104, 106 and 112). The NPPF also expects encouragement to be given to solutions which support reductions in greenhouse gas emissions and reduce congestion (paras 104 d), 105 and 154). Paragraph 106 c) additionally offers support for Policy TM2 stating that planning policies should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice.

4.1.7 Such encouragement is similarly supported by the Local Plan Strategy, with its general aspiration to improve cycle and pedestrian facilities and routes and its specific policy support (Policy SP10 Physical Infrastructure) for "new development schemes to improve connectivity with existing footpaths, cycle routes (and) public rights of way." Climate Policies encourage Active Travel, but to do so cyclists need proper spaces to stand

and lock up their bicycles that does not clutter up existing pedestrian areas too much. There are limited locations in Malton and nowhere in the Market Place to park bicycles.

4.1.8 It is fully recognised that the Neighbourhood Plan's encouragement of and support for such development must be within the context of the River Derwent's Special Area of Conservation (SAC) status and the Local Plan Strategy's policy requirement in respect of such sites as set out in Policy SP14.

TM1: Protection and Enhancement of Pedestrian, Cycle and Bridleway Networks

Development directly affecting the Malton and Norton footpath, cycleway and bridleway network will be expected to be compatible with it and to contribute to it.

Development proposals which would add to and/or improve the network will be encouraged and supported, including improvements at the following locations, as identified on the Neighbourhood Plan Proposals Map, provided they comply with other policies in this Neighbourhood Plan or the Local Plan:

- TM1-1 Former Disused Railway Tracks
- TM1-2 Broughton Manor Estate
- TM1-3 Showfield Site
- TM1-4 Broughton Road
- TM1-5 Norton Grove/ Beverley Road
- TM1-6 Langton Road Horse Walk
- TM1-7 Welham Road

The acceptability of any such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation.

Development likely to increase pedestrian footfall and/or cycle/horse rider usage within the network will be expected to contribute to new provision in its immediate vicinity and to provide connections to the network.

Development will be expected to enhance the user experience of the network by:

- Designing-in natural surveillance of routes (i.e., overlooking and clear visibility) to promote safety;
- Providing routes through public open space and creating corridors of tree planting to improve amenity value;
- Providing an appropriate amount of safe, secure, clearly visible and covered cycle parking, particularly within Malton Town Centre, to promote cycling, particularly as part of all new development which includes provision of parking spaces;
- Providing clear signage to highlight network access opportunities.

TM2: New Pedestrian and Cycle River/Railway Crossing

Development which would prevent the provision of new pedestrian and cycle crossings of the River Derwent and/or the York/Scarborough Railway Line at the following sites will not be supported:

- TM2-1 Dismantled railway line north east of Orchard Fields
- TM2-2 Land at Wool Growers/Rear of Lidl to Railway Station
- TM2-3 Land Near Railway Station/County Bridge

Highway Improvements and Congestion

4.1.9 The historic geography of Malton and Norton means the two towns are separated by the River Derwent and traffic movements are constrained along certain roads and at particular junctions. In turn, the geography of the towns and historic built form, along with the nature and level of traffic movements, mean that traffic congestion is a problem. In particular, traffic movements between the two towns must cross the level crossing at County Bridge, which sees the convergence of a number of roads and the York to Scarborough railway line. There are also a number of industrial estates in and around the towns which see HGV movements pass through the narrow streets and numerous junctions. The result is that there are a number of identified problem spots, which have been confirmed through various transport assessments prepared in support of the Ryedale Local Plan, including the Strategic Transport Assessment prepared by Jacobs in 2010. Lest there be any confusion or ambiguity, the adopted development plan and the evidence base supporting it (including the Strategic Transport Assessment) is clear on the strategic transport improvements that are necessary to support the planned growth of Malton and Norton. This does not infer support for all of the improvements identified in this plan.

4.1.10 The number of trains is expected to be doubled through the introduction of a new service by Northern Rail in the near future which will place additional pressure on the junctions around County Bridge, because traffic will be required to wait more often and for longer. This means there is even more pressure to make improvements to traffic movements in order to limit the amount of waiting traffic whilst the crossing is being used by the rail service.

4.1.11 There appears to be limited opportunity to change the layout of the towns to address the traffic problems due to the existing geography of the towns. If the problems are to be solved, then solutions need to be found to tackle the level of traffic and the way it moves through and around the towns, focussing in particular on the A64 and the river/rail 'bottlenecks'.

4.1.12 It is fully recognised that the Neighbourhood Plan's encouragement of and support for all highway improvements affecting the river must be within the context of the River Derwent's Special Area of Conservation (SAC) status and the Local Plan Strategy's policy requirement in respect of such sites as set out in Policy SP14.

Highway Improvement and Management Schemes

4.1.13 Initial Neighbourhood Plan consultations indicated good levels of support for strategic highway improvements to A64 junctions (Broughton Road and Musley Bank) and between Scarborough Road and Beverley Road (NB almost 200 responses), plus significant support for the banning of HGVs at the County Bridge level crossing, indicative of perceived traffic management issues there. Consultation responses also identified a new road across the river as a key infrastructure need potentially linking to a southern by-pass connecting York Road, Welham Road, Beverley Road and Scarborough Road, although this has yet to be examined through a technical feasibility study. Any such study would include a full assessment of the network improvements that would result. Focus group discussions further identified general and specific concerns regarding traffic management and traffic calming across the two towns. The approach set out in Policies TM3-TM5 was broadly endorsed in the Regulation 14 consultations, with some amendments reflecting detailed concerns.

4.1.14 As such, Neighbourhood Plan policy aims to encourage traffic that does not need to pass through the towns, out onto the A64 bypass. In order to do this, the plan aspires to selected A64 junction improvements, by creating a junction with the A64 at Broughton Road (B1257) and exploring the potential for other improvements including a 4-way junction at Musley Bank.

4.1.15 New or modified road and junction improvements are already supported and identified in the Ryedale Local Plan Strategy (Policy SP10 and 'Aspirations and Strategy'), including improvements to the A64/Brambling Fields junction. The improvements to the Brambling Fields and Musley Bank junctions fall outside the scope of

the Neighbourhood Plan, because they are located outside of the Neighbourhood Area. However, due to the significant impact they could have on the highways network that serve Malton and Norton, they are mentioned, but do not form part of the policies.

4.1.16 Responsibility for improvements to the road system mostly fall to North Yorkshire Council and Highways England, and it would appear there is little opportunity to secure many of the improvements through new development due to the costs of the highway works. The community does, however, have aspirations to secure the improvements that would reduce traffic movements and improve the air quality, and so it is considered important to ensure future opportunities to alter the highways network are not lost by short term decisions.

TM3: Highway Improvement Schemes

The following schemes, shown indicatively on the Neighbourhood Plan Proposals Map, present opportunities for highway improvements in order to relieve congestion through Malton and Norton. Development which would prevent the provision of such improvements will not be supported.

TM3-1 A64/B1257 Broughton Road Junction Improvements

TM3-2 New Link Road between Scarborough Road and Beverley Road in Norton

The potential provision of a Southern Bypass, connecting York Road with Welham Road, Beverley Road and Scarborough Road, in order to further relieve congestion, is also supported, subject to further technical assessment.

In all development, developers will be expected to make reasonable on-site provision and/or off-site provision of transport infrastructure, where it can be demonstrated that new development will result in significant additional traffic, and/or to rectify existing evidenced deficiencies in such infrastructure (for example, in relation to highway safety or traffic calming measures).

TM4: County Bridge Level Crossing

Development which would bring about any of the following highway management improvements at the County Bridge Level Crossing, in order to enhance pedestrian, cyclist and motorist safety, and which complies with other policies in this Neighbourhood Plan or the Local Plan will be supported, providing it can be evidenced that it is acceptable in terms of highway safety, congestion and air quality:

- Traffic light control;
- Revised road priorities;
- Clearer signage and road markings;
- Zebra or pedestrian crossing;
- Properly defined refuge areas for pedestrians and cyclists within the junction;
- Pedestrian/cycle bridge.

New Vehicular River and Rail Crossings

4.1.17 Local Plan Strategy SP10 is also supportive of a new rail/river crossing between Malton and Norton. Policy TM5 identifies two possible options for either a joint crossing (TM5-1) or a railway only crossing (TM5-2), both designed to alleviate the town centre bottleneck and associated congestion.

4.1.18 The specific intention of TM5-2 is to keep open the opportunity for significant junction improvements to relieve the County Bridge junction and congestion. The site, as identified on the Neighbourhood Plan Proposals Map, is seen as potentially accommodating a larger rail crossing or multiple rail crossing between Norton Road (Blackboards) and Welham Road.

4.1.19 An indicative scheme could involve:

- Relocation of the signal box (e.g., to the other side of the road);
- Using the maintenance yard land;
- Forming an improved junction or even a mini roundabout with the extra space created;
- If a larger scheme was considered this might involve the creation of a more substantial road running parallel with the railway track on the south side until a diagonal crossing could be formed joining Norton Road.

4.1.20 The outline of a possible scheme is shown at Figure 2 below.

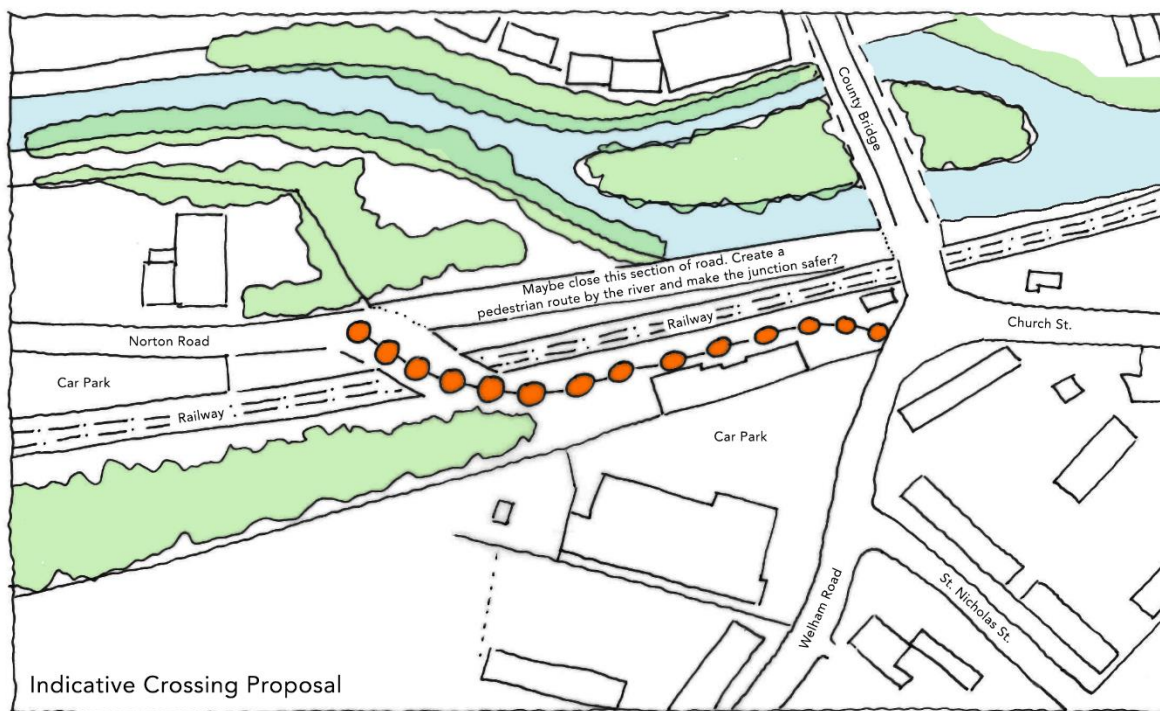


Figure 2: Indicative Railway Crossing – Norton Road/Welham Road

4.1.21 The expected outcome would be a higher volume of traffic being able to clear after the train has passed through. It would also result in safer pedestrian and cycle crossing points.

4.1.22 The policy aims to safeguard both crossing points against potentially prejudicial development.

TM5: New Vehicular River/Railway Crossings

Development which would prevent the creation of a new road crossing of the River Derwent and/or the York/Scarborough Railway Line at the following sites, as shown on the Neighbourhood Plan Proposals Map, in order to relieve pressure on the level crossing between Malton and Norton, will not be supported:

TM5-1 Land North-East of York Road Industrial Estate

TM5-2 Land at Norton Road-Welham Road

Town Centre Congestion and Unallocated Development

4.1.23 The existing Local Plan allocation of sites for future development, on which the above highway improvements are predicated, cannot of course preclude developer applications on additional sites within the Neighbourhood Area. The local community has made it clear throughout the Neighbourhood Plan consultations, and particularly at Regulation 14 stage, that any further development likely to cause increases in town centre traffic volumes, congestion and air pollution should not be permitted. In the first instance, the response to any such applications is governed by Local Plan Strategy Policy SP1 (General Location of Development and Settlement Hierarchy) and other relevant Local Plan policies. Alongside this and reflective of expressed community concerns, Policy TM6 below sets out further policy tests to ascertain whether development proposals on non-allocated sites are acceptable in principle in transport infrastructure, congestion and air pollution terms.

TM6: Development on Non-allocated Sites

For non-allocated sites of 0.4ha and/or 10 dwellings or more, development will be expected to provide proportionate evidence that it:

-demonstrates that it does not cause an unacceptable impact on highway safety, or that the residual cumulative impacts on the road network would not be severe, factoring in the allocations and/or any recent planning applications at Malton and Norton, and sets out any mitigation measures, in respect of congestion impacts, highway safety and ease of access to the local road network, particularly within Malton and Norton town centres;

-does not result in any measurable worsening of air quality in or around the Malton AQMA;

-makes positive provision for sustainable transport modes, including walking, cycling, public transport in respect of access to Malton and Norton town centres, and appropriate provision of electric vehicle charging infrastructure.

Car Parking, Electric Vehicle Charging Infrastructure

4.1.24 Regulation 14 consultation responses pointed both generally and specifically to further measures in respect of improving air quality, highlighting the need for action in respect of the provision of electric vehicle charging points within all new car parking areas.

4.1.25 Tackling air quality in the Neighbourhood Plan is fully consistent with the National Planning Policy Framework. Paragraph 174 e) states that policies should prevent unacceptable levels of air pollution in relation to any development and help to improve air quality wherever possible, while paragraph 186 sets out how planning policies should take into account the presence of AQMAs. NPPF paragraphs 107 and 112 e) specifically promote charging infrastructure for electric vehicles.

4.1.26 In line with the above, Policy TM7 sets minimum standards for electric vehicle charging infrastructure provision in all development which includes car parking provision. In the apparent absence of North Yorkshire based guidance on standards, the policy is informed by the 2014 West Yorkshire Low Emissions Strategy: Air Quality and Emissions Technical Planning Guidance, produced by the West Yorkshire Combined Authority. The wording also future proofs the policy against changes in power/speed requirements. In the vicinity of the Malton AQMA, the need for action is felt to be particularly urgent, in order to prevent air pollution becoming worse and to attempt to improve air quality. As such, in the vicinity of the AQMA, developers are encouraged to provide infrastructure in excess of the minimum requirements.

TM7: Electric Vehicle Charging Infrastructure

All proposals for new development which includes provision of parking spaces will be required to meet a minimum standard of provision of electric vehicle charging points. This requires:

- Residential: 1 charging point per parking space and 1 charging point per 10 visitor spaces;
- Office/Retail/Industrial/Education: charging points for 10% of parking spaces ensuring that electricity infrastructure is sufficient to enable further points to be added at a later stage;
- Petrol Filling Stations: provision of fast charge facilities.

The type of charge point provided, in terms of power/speed, should be appropriate to the parking location (i.e., residential, retail etc.), the length of parking stay typical of that location, and in line with the most up-to-date minimum industry standards.

In respect of proposals for new development in or adjacent to the Malton AQMA, as shown on the Neighbourhood Plan Proposals Map, the provision of charging infrastructure in excess of the minimum standard of provision will be encouraged and supported.

New Construction and Traffic Management

4.1.27 In the light of Malton and Norton's significant road traffic issues and proposed improvements in order to address them (as set out above), coupled with Malton's associated air quality problems (see 'The Environment' section below), and proposed future housing and other development as put forward in the adopted Ryedale Local Plan Sites Document, the town councils seek to put in place measures to ensure that the additional traffic (and attendant environmental issues) generated by new development have only a minimal impact on residents. This is in line with the NPPF, para 113 of which requires travel plans and transport statements/assessments for all developments that will generate significant amounts of movement. This approach, as set out in Policy TM8 was endorsed in the Regulation 14 consultation.

TM8: Traffic Management Plans

The provision by developers of a Traffic Management Plan, as part of an overall Construction Management Plan, as part of any planning application for major development, will be supported.

4.2 THE RIVER CORRIDOR

Introduction

4.2.1 The River Derwent is a prominent feature within Malton and Norton as it physically divides the two towns. Commercial trade along the River Derwent ceased, the locks were closed and the Derwent Navigation Act was revoked in 1935. By 1970 the Yorkshire Derwent Trust had been created with the aim of repairing the locks and re-opening the navigation. A very lengthy court case between riparian owners and conservationists on one hand and Malton Town Council on the other eventually resulted in a decision against navigation of the river. The Environment Agency stopped dredging the river in 1985, and in 1986 large stretches of the River Derwent were classified as Sites of Special Scientific Interest (SSSIs), both of which have had consequences, perhaps unforeseen at the time. In 2005 the classification was enhanced through designation as a Special Area of Conservation (SAC), signifying Europe-wide nature conservation importance.

4.2.2 This section of the plan responds to the vision statement's aspirations for a river which floods less or not at all and which remains ecologically rich, but yields up its potential for sympathetic riverside enhancements and the positive use of under-utilised riverside land through development which respects and works with the river's natural functions.

4.2.3 The section's provisions contribute directly to the delivery of the following plan objectives:-

- To protect and improve the local environment and particularly the ecological quality of the river corridor.
- To improve access to the river for the community.
- To encourage regeneration and redevelopment of vacant plots.

Riverside Corridor

4.2.4 Today, the River Derwent remains an important feature of the towns being the division between Malton and Norton. It is considered that it should be viewed as an asset to be celebrated, particularly as the river corridor provides an opportunity for the community to enjoy the natural environment for leisure and recreation. There are also a number of development opportunities that would physically enhance the visual quality of the river corridor, including the land north & south of County Bridge. The river corridor provides opportunities for enhancements to improve the general setting of the two towns and their relationship. However, the river corridor is heavily constrained by its SAC designation and by flood risk. Any projects or development would need to take full account of the ecological value of the river corridor, as reflected in its SAC and SSSI status. In addition, flood risk is a recognised issue, especially in light of the current forecasting models that are expected to inform future decisions concerning development opportunities.

4.2.5 Initial Neighbourhood Plan consultations indicated varying levels of support for a variety of river uses, with recreational and leisure the most popular (some 350 respondents) and protection/management for wildlife (over 300) also prominent. There was also support for the development of sites prone to flooding (almost 200). Both policies RC1 and RC2 were strongly endorsed in the Regulation 14 consultations.

4.2.6 Given this context, the town councils would like to work with Natural England and the Environment Agency to uphold the conservation designations and address the constraints to create opportunities for visual, environmental and access improvements for the benefit of the community. The councils also share the vision of

the Yorkshire Derwent Catchment Partnership for a thriving river with a catchment abundant in wildlife, providing a better quality environment for people to live, work and visit.

4.2.7 These aspirations for the river corridor and the approach the town councils wish to adopt are in general conformity with national planning policy's headline promotion of sustainable development. The NPPF's environmental objective includes both making effective use of land and helping to improve biodiversity. Further, paragraph 119 states that planning policies should promote an effective use of land while promotion for and support of the development of under-utilised land and buildings is also espoused (para 120). This is within the context of the flood risk provisions set out in paragraphs 167 and 168, reflected in Policy RC1.

4.2.8 The Neighbourhood Plan policy approach is also in tune with the Local Plan Strategy, which aspires to the redevelopment of underused river corridor sites subject to flood risk, as an opportunity to improve the built fabric of the towns. It also conforms with Policy SP14 (Biodiversity) in respect of seeking to conserve, restore and enhance biodiversity through any development affecting the river corridor, and doing so within the context of the statutory protection of the river and its European SAC (Special Area of Conservation) designation as set out in that policy. It similarly recognises the need for policies to work within the context of the flood risk management and air quality provisions set out in Policy SP17 (Managing Air Quality, Land and Water Resources).

4.2.9 The scale of the enhancement works in mind are considered to be minor and so are felt unlikely to impact on the quality of the SAC/SSSI. It is however fully recognised that assessments need to be undertaken to evaluate the possible impacts for disturbance to protected habitats and species.

4.2.10 It is also recognised, in light of flood risk on the land to the north and south of County Bridge (Policy RC2), that the possibility of residential or other vulnerable uses coming forward on this site needs to be specifically excluded and all development required to meet sequential and exceptions tests.

RC1: Malton and Norton River Corridor Development

The following types of development proposals within the Malton and Norton River Corridor, as identified on the Neighbourhood Plan Proposals Map, will be supported:

-Recreational enhancement works to include:

- A new picnic area;
- Improved riverside seating;

-Enhanced footpath, cycleway and bridleway provision along the river frontage;

-Café/refreshment facilities;

-Provision of river history interpretation panels.

The acceptability of any such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation.

Development is also subject to:

-The preparation of a flood risk assessment (FRA), where the type of development proposed (e.g. a café/refreshment facility) requires it. The FRA should be informed by flood risk modelling set out in the latest available published Strategic Flood Risk Assessment applicable to the plan area, and should demonstrate that the proposal meets the requirements (including the undertaking of a sequential test) and up to date guidance set out in the NPPF and national planning practice guidance;

-The conservation or enhancement of the significance of heritage assets within the defined river corridor, including their settings, as applicable;

-The maintenance or enhancement of existing landscape quality within the defined river corridor.

RC2: Regeneration of Land North and South of County Bridge

Development-related regeneration on land to the North and South of County Bridge, as shown on the Neighbourhood Plan Proposals Map, will be supported.

In the event that the principle of any such development on this site is accepted via the Local Plan or otherwise, and subject to any adverse effects on the integrity of the River Derwent Special Area of Conservation being ruled out, development of this site will be supported, subject to:

- No residential or other highly or more vulnerable uses (in terms of flood risk) coming forward on this land;
- The preparation of a flood risk assessment (FRA), where the type of development proposed (e.g. employment-related development such as offices or general industry) requires it. The FRA should be informed by flood risk modelling set out in the latest available published Strategic Flood Risk Assessment applicable to the plan area, and should demonstrate that the proposal meets the requirements (including the undertaking of a sequential test) and up to date guidance set out in the NPPF and national planning practice guidance;
- The preservation and/or enhancement of the character and appearance of the Malton Town Centre and Norton-on-Derwent Conservation Areas within which the site is located;
- The conservation or enhancement of the significance of heritage assets, including their setting, as applicable;
- The maximisation of opportunities to improve pedestrian, cycle and motorised vehicular access across the River Derwent and the York-Scarborough Railway Line;
- The incorporation of low emission measures to ensure that the overall impact on AQMA air quality is mitigated;
- The retention/replacement of Yorkshire Water's site access;
- The retention/replacement of the on-site public conveniences.

4.3 THE ENVIRONMENT

Introduction

4.3.1 The open, green appearance of Malton and Norton is considered to be an important contributor to the vitality of the two towns in relation to encouraging people into the towns, whether for the purposes of residing, work, leisure or to shop. This means providing an attractive gateway into the towns, as well as ensuring the green environment is well maintained to offer a quality environment.

4.3.2 The 'green agenda' more generally, fuelled by climate change concerns, revealed itself to be of increasing importance to the local community in the Regulation 14 consultation. This plan addresses these concerns through its policies and actions in respect of green and blue infrastructure, footpath/cycling provision, biodiversity, green industries, air quality and electric vehicle charging infrastructure. The town councils completely understand and sympathise with pressures to do more through the plan, with regard for example to zero carbon construction and community energy, but consider that there is nothing it can add, crucially in planning policy terms, which is not already stated in the adopted Local Plan Strategy and within the currently limited context of national planning policy.

4.3.3 This environment section addresses the vision's desire for an even higher quality environment consistent with the towns' principal towns' status.

4.3.4 The section's provisions contribute directly to the delivery of the following plan objectives:

- To protect and improve the local environment and particularly the ecological quality of the river corridor.
- To build upon local distinctiveness in order to enhance the visual quality and appearance of the towns.

Protection and Enhancement of Local Green Space

4.3.5 There are a number of existing areas of open green space that are particularly valued by the local communities due to their historic and social contribution. As such, maintaining open areas of green space across the towns is a priority of the Neighbourhood Plan in order to provide necessary open spaces for leisure and recreation, but also because of the contribution open space makes to the visual quality of the Neighbourhood Area.

4.3.6 The Government's National Planning Policy Framework (NPPF) provides local communities, including those preparing Neighbourhood Plans, with the power of Local Green Space (LGS) designation (para 101), enabling them to identify for special protection green areas of particular value to them, whether for landscape, recreational or wildlife value, subject to certain criteria (para 102). As a result of this provision, such areas will enjoy a high level of protection against development, consistent with that afforded by Green Belt designation (para 103). As such, development would only be approved in very special circumstances, as set out in NPPF paragraphs 147-151. This is within the context of the NPPF's general promotion of access to high quality open spaces due to the contribution they can make to the health and well-being of communities (para 92 c)).

4.3.7 Protection of green spaces, both generally and site-specifically, is in line with the Local Plan Strategy aspiration to increase awareness and use of strategic green spaces, including Lady Spring Wood, Orchard Field and Castle Gardens (NB one of the principal town's best assets). Policy SP11 (Community Facilities and Services) states that existing community leisure and recreational facilities (which includes open spaces) will generally be protected from loss/redevelopment. Further, Policy SP12 (Heritage) states that Scheduled Monuments, such as the Roman Delgovicia site at Orchard Field, will be conserved and harmful development

resisted, while Policy SP14 (Biodiversity) works to prevent loss of or significant harm to 'Local Sites of Nature Conservation Importance.

4.3.8 The Neighbourhood Plan Environment Focus Group, on behalf of the town councils, has assessed a candidate list of Local Green Space sites against the relevant NPPF criteria. Appendix 1 sets out the assessments, indicating which candidate sites were considered eligible for LGS designation and which are covered, as a result, by Policy E1 below. The Regulation 14 consultations endorsed both Policies E1 and E2, with minor amendments to E2, and proposed further site additions to E1, 1 of which was accepted. It should be noted that some of the sites identified as Local Green Space also benefit from Site of Importance for Nature Conservation (SINC) designation (ref Appendix 1). Full details of all SINCs within the Neighbourhood Area can be found in the online evidence base which supports this plan. As such, any proposals affecting these sites should also be considered against relevant policies covering this designation and an appropriate balance struck.

E1: Protection of Local Green Space

The sites listed below and shown on the Neighbourhood Plan Proposals Map are designated as Local Green Space. Development on these sites will not be permitted other than in very special circumstances:

- E1-1 Lady Spring Wood and River Walk to Old Malton
- E1-2 Castle Garden
- E1-3 Norton Road Riverside
- E1-4 Norton Grove/Scarborough Road Woodland
- E1-5 Scott's Hill
- E1-6 Orchard Field
- E1-7 Mill Beck Corridor
- E1-8 The Plantation/Long Plantation
- E1-9 High Malton

E2: Enhancement of Local Green Space

Development which would result in the enhancement of any designated Local Green Space or other protected green space, appropriate to its existing functions and qualities, including of its biodiversity, will be supported. This is subject to compliance with other policies in this Neighbourhood Plan or the Local Plan.

New Green Space

4.3.9 This Neighbourhood Plan is not just concerned about existing green spaces, but also with making sure that new development makes a positive additional contribution to the networks of open space across Malton and Norton. In initial Neighbourhood Plan consultations, the community specifically identified new children's play areas, open space and parks as facilities to which new development should contribute financially.

4.3.10 Such a concern echoes the NPPF expectation that development should secure high quality public spaces, as set out under paragraph 92 b). Policy SP11 (Community Facilities and Services) of the Ryedale Local Plan Strategy sets out in Table 3 (P104) where and what type of open space deficiencies (quantitative and qualitative) need to be addressed within Malton and Norton, while Table 4 (P114) sets out Local Open Space Standards in respect of amounts and accessibility of different types of open space. SP11 further states that additional qualitative deficiencies will be addressed through on-site provision on larger development sites or through financial contributions to improve existing facilities. In addition, Policy SP14 (Biodiversity), lends explicit support

to proposals for development that aim to enhance biodiversity through the incorporation of beneficial biodiversity features.

4.3.11 Within this supportive context, the Neighbourhood Plan would like to see a variety of children's play spaces provided across Malton and Norton, using a variety of materials, including wood, and incorporating a range of play equipment attractive to a variety of ages. Thought should also be given to the way new green spaces are created, in order to ensure they are visually interesting, make a positive contribution to the quality of the space they provide and also the biodiversity of local ecological habitats, and cater for all ages and abilities. Policy E3 reflects this and was endorsed in the Regulation 14 consultation.

E3: Open Space in New Development

Proposals for the provision of equipped children's play areas and public open space in new residential development, in order to provide individual and interesting places for recreation, will be supported.

Wherever practical, play areas should be constructed of varied materials and incorporate equipment that provides variety, for use by different age groups.

Public open space is expected to incorporate a variety of habitats within varied topography and be designed for a wide age group.

Green and Blue Infrastructure

4.3.12 In the area-wide informal sites consultation conducted between January and February 2019, the point was made that while the protection of sites in isolation, through the Local Green Space designation, was important, thought should perhaps be given in the plan to linking them with green corridors, providing connectivity for both wildlife and people. This approach was solidly endorsed in the Regulation 14 consultations.

4.3.13 This type of 'green corridor' approach is commonly referred to in planning parlance as 'green and blue infrastructure'. The green infrastructure network of Malton and Norton has already been identified, at a broad scale, as part of the 2009 Yorkshire and Humber Green Infrastructure Mapping Project, a collaborative project between Natural England, North Yorkshire County Council, RDC (and other district authorities) and voluntary organisations. It includes the important Derwent Regional Corridor, which flows east-west through the Neighbourhood Area, which links to the north with the Rye Sub-Regional Corridor and to the west with the Howardian Hills AONB (Area of Outstanding Natural Beauty) Sub-Regional Corridor.

4.3.14 The elements that constitute, and the importance of, green and blue infrastructure are fully recognised in the Ryedale Local Plan Strategy. Policy SP15 (Green Infrastructure Networks) looks to ensure that green infrastructure is planned as a comprehensive network of green spaces, corridors and features, involving both protection and new provision. It specifically protects and enhances the quality and integrity of named corridors/areas, including the River Derwent, Howardian Hills and River Rye, as well as a range of wider elements such as stream corridors, open spaces, woodlands and street trees. The intrinsic value of many elements of green infrastructure are also protected by other Local Plan Strategy policies including SP14 (Biodiversity) in respect of the Derwent corridor, including the River Derwent SAC/SSSI, and Local Sites of Nature Conservation Importance (i.e. Malton Bypass Cuttings, Lady Spring Wood, Bazeley's Lane and Welham Hill Verges); SP13 (Landscapes) in respect of the Wolds Area of High Landscape Value (NB in the south of the Neighbourhood Area); and SP16 (Design) in respect of Visually Important Undeveloped Areas such as the Mill Beck area of Norton.

4.3.15 Within this supportive policy context, this plan builds on the broad-brush work of 2009 and the strategic approach of the Local Plan Strategy, to define in detail, in map form, the area and boundaries of the already identified 'green infrastructure network' within the Neighbourhood Area. Additionally, it identifies further elements/features (informed in part by the Local Plan Strategy) which perform infrastructure functions and provide links through and into the built-up areas of the two towns. All green and blue infrastructure is detailed at Appendix 2 and shown on the Neighbourhood Plan Proposals Map. The policy is supplemented by a community action to develop a 'Green and Blue Infrastructure Strategy' including action plan to pro-actively address infrastructure extension, enhancement and management.

E4: Green and Blue Infrastructure

To be supported, development proposals must not harm the function of the following Green and Blue Infrastructure areas identified on the Neighbourhood Plan Proposals Map, as part of a multifunctional wildlife, amenity, and recreational network:

- The Derwent Corridor
- The Howardian Hills
- The Rye Corridor
- The Mill Beck Corridor
- Driffield-Thirsk Disused Railway Line
- Westfield Way/Priorpot Beck

Any development within or adjacent to Green and Blue Infrastructure must, subject to viability considerations, include measures to enhance or extend it.

High Malton Visually Important Undeveloped Area

4.3.16 The concept of Visually Important Undeveloped Areas (VIUA) has already been seen to be important in the context of Green and Blue Infrastructure (GBI), with the contribution of the designated VIUA 'Between Welham Road and Langton Road' in Norton to the Mill Beck GBI corridors (see Appendix 2).

4.3.17 High Malton, on the western edge of Malton, is an area seemingly similar in character to the Norton VIUA referenced above, as well as to other designated VIUA in Old Malton. High Malton is already proposed as Local Green Space (LGS) in this plan, having been identified as demonstrably special and of particular local significance to the local community of west Malton.

4.3.18 It has been suggested by the former RDC, in comments made in response to the recent repeat Regulation 14 consultation, that the town councils should look at other policy mechanisms, alternative to LGS, to strengthen the landscape sensitivity context of High Malton and to recognise its importance to the setting of this part of Malton, as a gateway to the town and to the setting of the Howardian Hills Area of Outstanding Natural Beauty (AONB).

4.3.19 Within this context, the town councils have assessed High Malton against the VIUA criteria set out in the former RDC's 2017 VIUA Background Paper, produced as part of the evidence base for the Ryedale Plan – Local Plan Sites Document. The area has previously been considered as a potential VIUA, by RDC, in response to public representations, but ultimately not taken forward to designation, on the grounds that it failed to sufficiently meet any of the qualifying criteria. A detailed assessment by the town councils however now reaches a different conclusion, namely that High Malton does satisfy three of the VIUA criteria, relating to contributions to character, vistas/viewpoints and of trees/hedgerows. This assessment is set out in Appendix 3.

4.3.20 The designation of High Malton as a VIUA is in general conformity with Local Plan Strategy Policy SP16 (Design) which allows for the designation of VIUAs via Neighbourhood Plans. It also takes account of NPPF paragraph 174 (by contributing to and enhancing the natural and local environment by protecting and enhancing valued landscapes).

E5: High Malton Visually Important Undeveloped Area (VIUA)

In addition to the existing VIUAs which are defined on the Ryedale Local Plan Policies Map, High Malton, as identified on the Neighbourhood Plan Policies Map, is designated as VIUA.

Any proposed development at High Malton will be considered in accordance with the requirements of Policy SP16 of the Ryedale Plan – Local Plan Strategy.

Gateways

4.3.21 As stated above, the landscapes surrounding Malton and Norton are protected by various national and local designations, namely the North York Moors National Park, the Howardian Hills Area of Outstanding Natural Beauty and The Yorkshire Wolds and Fringe of the Moors Areas of High Landscape Value. Equally, much of the townscape of the two towns is protected via conservation area designations.

4.3.22 As such, views of the wider landscape when driving out of and into the two towns provide a contextual background to and/or impression of them that is attractive to view. It is therefore considered important to the towns to maintain key views of the wider landscape/townscape rather than allow new development to obliterate them or to damage the quality of the gateways that mark the towns' entrances. As a result, any development on the outskirts will be required to maintain key views. These key views are detailed in Appendix 4. This approach was solidly endorsed in the Regulation 14 consultations and strengthened as a direct result of comments received.

4.3.23 This approach is supported by Local Plan Strategy SP13 (Landscapes) which states that development proposals should contribute to the protection and enhancement of distinctive elements of landscape character, including visually sensitive skylines, hill and valley sides. The policy specifically goes on to cite the area's national landscape designations and locally valued landscapes in this regard. This is within the general context of the NPPF (para 174 b)) which states that planning policies should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside.

E6: Gateways

Development at edge of settlement 'gateway locations' on the main highway routes into/out of Malton and Norton, as shown on the Neighbourhood Plan Proposals Map (and detailed at Appendix 4), should respect key views, towards nationally designated and locally valued landscapes and the towns' conservation areas, where seen from locations that are freely accessible to members of the general public.

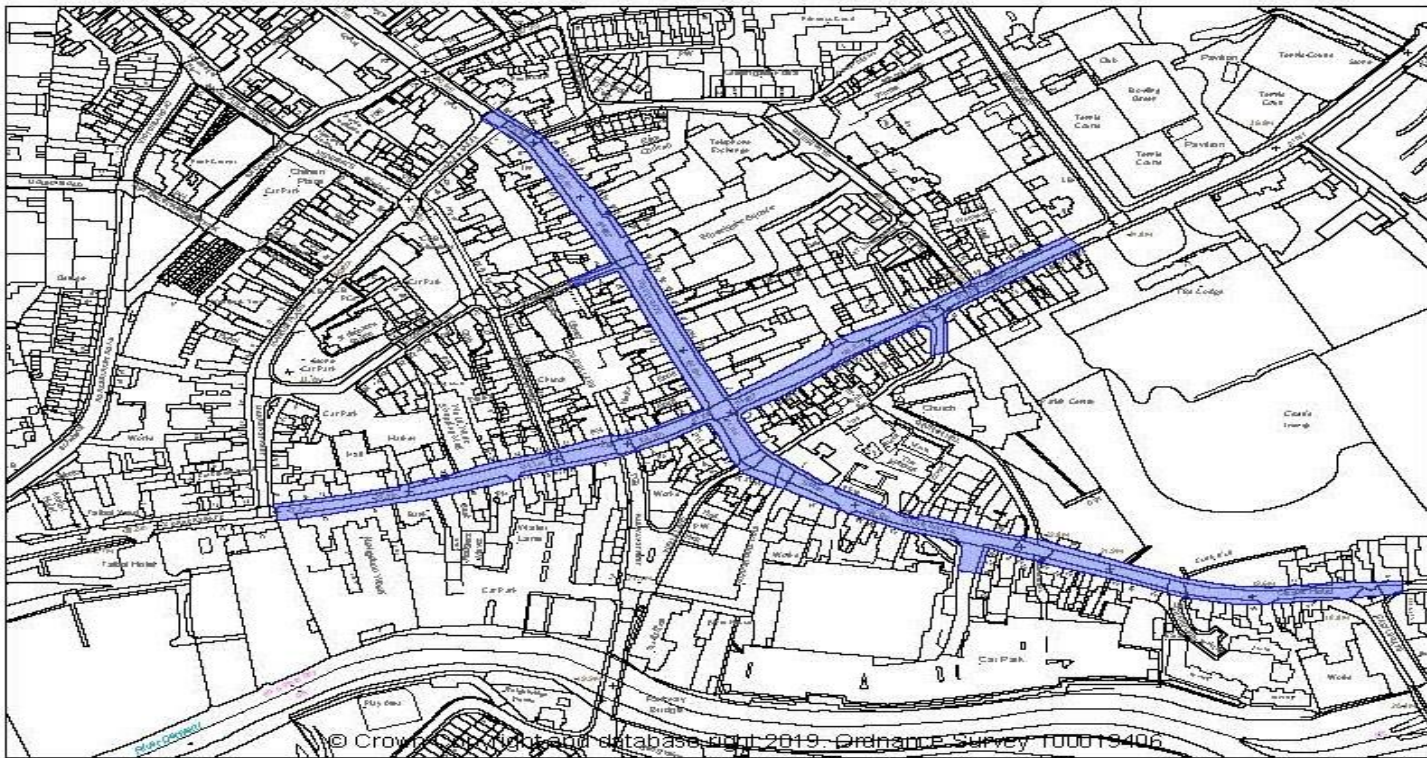
The impact of any development at such locations on these visually sensitive landscapes and areas will be carefully considered.

Air Quality

4.3.24 The air quality in the centre of Malton and Norton is extremely poor and fails current air quality standards. This is due to the sheer volume of traffic moving through the towns in conjunction with standing traffic at a number of key junctions, particularly Butcher Corner. The poor air quality also causes damage to the fabric of the town as many of the buildings are constructed of a soft, porous stone that is affected by emissions as well as vibrations and road salt. This situation is reflected in the strong endorsement for Policy E7 in the Regulation 14 consultations.

4.3.25 A Malton Air Quality Management Area (AQMA) has been in place since 2009 covering Wheelgate, Old Maltongate and parts of Castlegate and Yorkersgate (see Map 1). The AQMA was designated on the basis that nitrogen dioxide levels are in breach of air quality objectives prescribed by air quality regulations. Ryedale District Council monitors air quality on an on-going basis. Its 2019 Air Quality Annual Status Report indicates (P23/4) the gradual improvement in air quality within the AQMA. While this is encouraging, planned future growth in the two towns, together with generally increased car usage, make it imperative that such progress is continued and that efforts are renewed to further improve the situation.

Map 1: Malton Air Quality Management Area



4.3.26 Tackling air quality in the Neighbourhood Plan is fully consistent with the National Planning Policy Framework. Paragraph 174 e) states that policies should prevent unacceptable levels of air pollution in relation to any development and help to improve air quality wherever possible, while paragraph 186 sets out how planning policies should take into account the presence of AQMAs and planning decisions ensure that any new development in AQMAs is consistent with the local air quality action plan. This is within the general context of The Malton Air Quality Action Plan (2012) which includes a number of measures to reduce the flow of traffic through the AQMA. Further, Local Plan Strategy Policy SP17 (Managing Air Quality, Land and Water Resources) sets out a range of measures designed to protect and improve air quality, including specific detailed measures in respect of the Malton AQMA, such as encouraging the use of low emission vehicles. NPPF paragraphs 107 and 112 e) specifically promote charging infrastructure for such vehicles.

4.3.27 Neighbourhood Plan policy supplements this policy approach, aiming to see the air quality issue addressed and sustained into the future through a number of practical measures relating to the impact of new development and improving the existing situation through local actions (see 'Community Actions' chapter below) and also taking into account the cumulative impacts from individual sites over time.

E7: Development Affecting the Malton AQMA

Proposals for any new development within the Neighbourhood Area should contribute towards and sustain compliance with relevant limit values or national objectives for pollutants within the Malton AQMA, as shown on the Neighbourhood Plan Proposals Map.

Developers promoting development which would result in an impact on air quality will be required to take into account cumulative impacts and demonstrate that the impact is acceptable and that mechanisms are in place to mitigate any adverse impacts. Such mechanisms could include the provision of green infrastructure.

4.4 COMMUNITY FACILITIES

Introduction

4.4.1 It is felt that certain facilities and services in Malton and Norton require improvements, and in some cases possible new provision, in order to support the local communities. Consequently, the Neighbourhood Plan intends to offer support for the redevelopment and development of community facilities and services, particularly leisure facilities and a new medical centre that is convenient for the community to access.

4.4.2 This section is framed within the context of the vision statement's core wish for its population to be able to freely enjoy an abundance of simple pleasures in a well-supported and fully serviced community. It responds directly to the statement's aspiration that there be culturally rich and vibrant leisure opportunities, that services be improved and new facilities developed.

4.4.3 It specifically addresses the following plan objective:

- To protect and improve community services and facilities.

Protection and Enhancement of Facilities

4.4.4 The town councils' initial concern is to ensure that existing facilities are protected in order to provide a solid basis for further development.

4.4.5 Paragraphs 92 and 93 of the NPPF provide a clear basis for planning policy in this regard, with paragraph 93 specifically stating that policies should "guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day to day needs" and that they should "ensure that established...facilities and services are able to develop and modernise and are retained for the benefit of the community." Further, the NPPF states (para 98) that access to a network of opportunities...for sport and physical activity is important for the health and well-being of communities.

4.4.6 Within this context, Local Plan Strategy Policy SP11 (Community Facilities and Services) states that existing local community, cultural, leisure and recreational services and facilities that contribute to the vitality of towns and the well-being of local communities will be protected from loss/development, subject to tests regarding need, economic viability and equivalent or better replacement facilities. The Neighbourhood Plan cannot strengthen this protective policy approach and is as such silent on this subject.

4.4.7 The town councils are however eager to build on existing provision and are supported in this by initial Neighbourhood Plan consultations, which identified a number of community facilities on which contributions from new development could be spent, including:

- Additional and new health facilities;
- New sports facilities, including a swimming pool;
- New community centre facilities, including libraries;
- New or extended school for Norton.

4.4.8 In particular, it is felt that both Norton's swimming pool and Malton's Community Sports Centre require extension and improvements. Both however are constrained by the limitations of their current sites. In particular, there is limited space for swimming pool expansion. Nevertheless, opportunities to secure improvements are

supported given the importance of the facilities for the benefit of the community. The Regulation 14 consultation results strongly supported this approach.

4.4.9 As stated above, the NPPF is supportive of such development/modernisation, as is the Local Plan Strategy. Policy SP11 supports in principle the expansion and improvement of existing facilities and specifically identifies indoor sports in Malton and Norton as both a quantitative and qualitative deficiency to be addressed (ref Table 3) and the role of new residential development in so doing.

4.4.10 On this basis, the Neighbourhood Plan provides a more detailed framework for the enhancement of specific existing facilities.

CF1: Norton's Swimming Pool

Development of Norton Swimming Pool to provide additional capacity or improved leisure facilities for the benefit of the community, including its upgrading, extension or replacement, will be supported.

Consideration should be given to the need for any additional off-road car parking provision to serve any enhanced facility.

The acceptability of any such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation.

Depending on the scale and location of the development in relation to the flood risk zones, a Flood Risk Assessment (FRA) may be required. The FRA should be informed by flood risk modelling set out in the latest available published Strategic Flood Risk Assessment applicable to the plan area, and should demonstrate that the proposal meets the requirements (including the undertaking of the sequential test) and up-to-date guidance set out in the NPPF and national planning practice guidance.

CF2: Malton Community Sports Centre

Development of Malton Community Sports Centre to provide additional capacity or improved leisure facilities for the benefit of the community, including its upgrading or extension, will be supported.

Any such development must include provision of additional off-road car parking.

Provision of New Community Facilities

4.4.11 As stated above, the desire for new health facilities was identified in initial Neighbourhood Plan consultations and very well supported at Regulation 14 stage. As such, it is an aspiration of the town councils for a new medical centre to be secured.

4.4.12 There has been a lot of discussion about where a new centre might be located, especially as Norton does not have its own and the community have to travel across the congested junction at the railway crossing. There would certainly be advantages to a new medical centre in Norton given the constraints on the road network created by the pinch point over the river. With this in mind, the town councils would like to work with the North Yorkshire Clinical Commissioning Group (NYCCG) to identify the provision of a new medical centre to increase capacity and accessibility to the community. That said, recent (July 2021) discussions with the NYCCG indicate that while a second surgery would be welcome and an aspiration to this effect useful, the preferred and realistic

option is for the need for extra clinical capacity to be met through the redevelopment/expansion of the existing Derwent Surgery, allied to internal reconfiguration.

4.4.13 Any new provision would be in line with NPPF paragraphs 92 and 93, with paragraph 93 specifically stating that policies should “plan positively for the provision and use of...community facilities and other local services to enhance the sustainability of communities and residential environments.” Similarly, Local Plan Strategy SP11 supports in principle the provision of new community facilities.

CF3: Medical Centre Development

Development of Derwent Surgery in order to increase clinical capacity will be supported.

Development of a new doctors' surgery or medical centre within the built-up area of Norton will also be supported.

4.5 TOURISM AND CULTURE

Introduction

4.5.1 Tourism is already one of the key employment sectors within Malton and Norton, and it also provides an important opportunity to expand the economy. For this reason, the Neighbourhood Plan wishes to support growth of the tourist sector by encouraging development of new facilities in support of tourism. In particular, through development of new museums, a hotel and new visitor attractions.

4.5.2 This section responds to the vision of continuing to grow tourism in the two towns, powered by the twin economic drivers of heritage and culture.

4.5.3 It specifically addresses the following plan objectives:

- To capitalise on the history and culture of Malton and Norton to develop the tourism industry.
- To build upon the economic strengths of the towns and address deficiencies in the economy.

Museums and Visitor Facilities

4.5.4 In initial Neighbourhood Plan consultations, over 250 respondents stated that they would like to see Malton's and Norton's many historic artefacts, particularly those from Roman times, more prominently displayed. More generally, over 400 agreed that more should be done to promote the towns as tourist/visitor destinations, while 'the arts' were specifically highlighted as an area where developer contributions should be brought to bear to improve provision. The resultant proposed policy on 'New Museums and Visitor Facilities' was soundly endorsed in the Regulation 14 consultation.

4.5.5 Malton and Norton hold a wealth of history and there are a number of collections of artefacts that are of national significance across the towns, due to the area dating back to Roman times. At this moment in time the intention is to retain existing museums in the centre of Malton, which include Woodham-Stone, and Malton Museums, but also to explore all opportunities for appropriately housing Roman artefacts and to support all efforts to find the most sustainable solution to providing museum facilities in the towns. The Neighbourhood Plan therefore wishes to provide explicit support for museums development within the towns.

4.5.6 Music and theatre productions have always been an important element of social life within the towns. Efforts are underway to reinvigorate the towns as a destination for the performing arts through the creation of new facilities, and a wider variety of activities and events. To this end the Neighbourhood Plan provides an opportunity to make clear how the town councils support efforts to develop opportunities to enjoy the arts.

4.5.7 More generally, the town councils want to provide a permissive planning policy environment that is welcoming in principle of any museum, visitor centre or arts/culture initiative which will help to develop and promote tourism and local culture.

4.5.8 This overall policy approach is fully supported by Local Plan Strategy Policy SP8 (Tourism), which supports tourism in areas such as Malton and Norton where potential is significantly underdeveloped; cultural and creative businesses inspired by Ryedale's unique environment; and the operational requirements of existing tourist/visitor attractions. It also recognises in particular the value of tourism which uses the area's unique assets, such as

Malton's Roman heritage, as an economic driver. It states further that new tourist attractions will be supported where they do not undermine the character of the area or prejudice the quality of the natural or built environment.

TC1: New Museums and Visitor Facilities

Development of new, and extensions of existing, museums, visitor centre facilities and venues, which promote culture and the arts in Malton and Norton will be supported.

Orchard Field

4.5.9 Orchard Field in Malton holds the remains of the important Roman cavalry fort of Delgovicia (around AD 71) and is designated as a Scheduled Monument, identified as 'Roman Fort' by Historic England. It also contains a standing stone and plaque commemorating the first excavations of the adjacent Malton Castle Gardens in the 1930s by Philip Corder and John Kirk. Finds from archaeological digs at Orchard Field are held by Malton Museum. While much is already known about the site and some remains are visible, there is a wealth of archaeology that is currently hidden from view and a desire to see the archaeology made available to the public by exposing some of it for general viewing and interpreting it via visitor facilities. It is of course accepted that any such initiative must be undertaken with full respect for and sensitivity to the inherent archaeological value of the site. The open space value of the site is also recognised by its proposed designation as a Local Green Space (see Policy E1-6).

4.5.10 In initial Neighbourhood Plan consultations, approaching 350 respondents supported the development of a 'Roman Museum' at Orchard Field. The policy supporting the sympathetic development of visitor facilities at the site was roundly supported at Regulation 14 stages.

4.5.11 As already stated, Local Plan Strategy supports the protection and conservation of Orchard Field, together with increased use and awareness of its existence (see 'The Environment' above). With regard to tourism, Local Plan Strategy Policy SP8 advocates maximising opportunities to further develop tourism using assets such as Malton's Roman heritage as an economic driver, within a generally supportive policy context for tourism development as set out in relation to TC1 above. Additionally, saved policy TM6 (Tourist Attractions) of the Ryedale Local Plan permits proposals for new tourist attractions or the upgrading of existing, provided that issues of vehicle parking, resident amenity and protection of historic/archaeological value are addressed. This is within the context of NPPF paragraph 190 a) and b) which promote positive strategies for the conservation and enjoyment of the historic environment in plans, taking account of the desirability of enhancing assets and putting them to viable uses consistent with their conservation, and the wider social, cultural, economic and environmental benefits that conservation can bring.

TC2: Orchard Field

Orchard Field, as shown on the Neighbourhood Plan Proposals Map, presents an opportunity for the sympathetic development of visitor facilities in order to improve understanding of its historic importance and to enhance its recreational value. Such development will be supported.

Any such development will be expected to demonstrate a full understanding of any known or potential archaeological remains. A heritage statement assessing the significance of remains, the impact of proposals and mitigation measures will be required to be submitted by developers to accompany development proposals and agreement as to appropriate actions reached prior to the commencement of any works on site.

Hotel Development

4.5.12 As stated above, 90% of 448 respondents (over 400) in the initial Neighbourhood Plan consultation agreed that more should be done to promote the two towns as tourist/visitor destinations. The town councils agree with this view, consider hotel development to be a key part of an overall promotional approach and wish to create a generally positive planning policy context for hotel development. The Regulation 14 consultation results supported policies embodying this approach.

4.5.13 More specifically, in the area-wide informal policy options consultation carried out between January and February 2019, a question on the preferred use(s) of Wentworth Street Car Park put to the community, indicated a hotel with car park as a well-supported second preference to the retention of the car park in its current form. While Policy M1 below protects existing car parking capacity at Wentworth Street for the majority of the site, the town councils consider that a limited hotel development of the car park's upper deck only, with attendant publicly available car parking, would be beneficial to the area. Again, Regulation 14 results indicated overall support for such a development.

4.5.14 This policy approach is fully supported by Local Plan Strategy Policy SP8 (Tourism) which supports the provision of a range and choice of tourist accommodation, specifically new hotel accommodation within market towns, through new building or the conversion, refurbishment or extension of existing buildings. It is also consistent with the strategy's identified 'northern arc' initiative.

TC3: Hotel Development

Development of a new hotel to provide modern visitor accommodation will be supported along either the A64 close to Malton and Norton or within a central location to the two towns.

TC4: Wentworth Street

Development of a new hotel with public car parking capacity at Wentworth Street, as identified on the Neighbourhood Plan Proposals Map, is encouraged and will be supported.

4.6 THE HORSE RACING INDUSTRY

Introduction

4.6.1 The horse racing industry is considered to be important to the economy of Malton and Norton due to the sheer number of stables in the local area and also because, nationally, it is one of only a handful of centres serving the industry. The national significance of the area within the industry is evident from the fairly recent development of a jockey rehabilitation centre (Jack Berry House) in Malton. The industry is also considered to have enormous potential in relation to local tourism.

4.6.2 This section responds to the plan's vision of confirming the status of the horse racing industry in the towns and of developing it further through a mix of promotion and encouragement.

4.6.3 It specifically addresses the following plan objectives:

- To capitalise on the history and culture of Malton and Norton to develop the tourism industry.
- To build upon the economic strengths of the towns and address deficiencies in the economy.

4.6.4 There was general Regulation 14 stage (February/March 2021) support for the proposed suite of policies, as well as specific support from within the industry itself – as evidenced at targeted engagement events held during the summer of 2021 –subject to minor policy amendments (to HRI1 and HRI4) subsequently incorporated into the plan.

Protection of the Horse Racing Industry

4.6.5 First and foremost, it is considered fundamentally important that the basic infrastructure of the local horse racing industry be protected. Such infrastructure covers stables, gallops and horse walking routes. The retention of stables and their safe operation, along with that of gallops and walking routes should it is felt be reflected in Neighbourhood Plan planning policy.

4.6.6 As such, Policy HRI1 focusses on the safeguarding of stable facilities, while recognising that stables will not benefit from the millstone of unduly restrictive regulation, should they need to sell properties or borrow on the security of their land. Policy HRI2 defines a 'horse racing zone' around a cluster of stables, walking routes and gallops in Norton, with the aim of controlling development which could have an adverse effect on the safety of users through, for example, increased traffic generation, new accesses onto the highway network or impact on bridleways.

4.6.7 This approach is supported by the Local Plan Strategy, one of the twelve objectives of which is to support the land-based economy in ways which help to retain traditional land uses such as horse racing. Paragraph 5.34 particularly acknowledges that horse racing has been a longstanding and traditional component of land-based economic activity. Policy SP9 (The Land-Based and Rural Economy) specifically supports new buildings and the replacement of non-traditional general-purpose storage buildings for equine related purposes/activity.

HRI1: Protection of Horse Racing Stables

The safeguarding of existing horse racing stables for use by the horse racing industry or alternatively as recreational riding stables will be supported.

Where change of use or redevelopment is proposed it should be demonstrated that:

- the existing development is economically unviable;
- there is no longer demand for the existing use, by marketing the site for at least 6 months at a realistic market price.

HRI2: Horse Racing Zones and Development

Development which adversely affects horse racing zones, as shown on the Neighbourhood Plan Proposals Map, in terms of the safety of pedestrians, horses, riders or vehicles, will not be supported.

Horse Racing and Tourism

4.6.8 The horse racing industry represents an important opportunity for tourism in Malton and Norton. It is considered that the geographic spread of the stables offers an opportunity to create a 'tourist trail' (see 'Community Actions' chapter) to connect the various facilities via enhanced or new footpaths, cycleways and bridleways. The trail could allow development of new or enhanced facilities for tourists along identified routes, which could potentially support diversification or growth of existing stables or businesses. In addition, there is a strong desire to see a new museum to showcase the racing industry in the area.

4.6.9 In initial Neighbourhood Plan consultations, 69% (over 300) of 439 respondents to a question on the issue supported the idea of a racing museum.

4.6.10 The importance of the horse racing industry to tourism in the area is acknowledged by the Local Plan Strategy under Policy SP8, which advocates maximising opportunities to further develop tourism using assets such as Malton and Norton's longstanding association with horse racing as an economic driver.

HRI3: Improved Accessibility to the Horse Racing Industry

Development directly affecting the footpath, cycleway and bridleway network in the vicinity of racing stables, gallops or horse walking routes will be expected to contribute to it.

Development proposals which would add to and/or improve the network in such locations, and which comply with other policies in this Neighbourhood Plan or the Local Plan, will be supported, including improvements at the following locations/of the following routes, as shown on the Neighbourhood Plan Proposals Map:

- Footpath: Park Road (Ref 25.70/6/1)
- Footpath: The Avenue SW to Welham Park (Ref 25.70/16/1)
- Bridleway: Whitewall/Bazeley's Lane (Ref 25.70/14/1)
- Footpath: Bazeley's Lane to Spring Cottage Stables (Ref 25.70/15/1)
- Bridleway: Langton Lane (Ref 25.70/13/1)

-Bridleway: Spring Cottage Stables westwards (Ref 25.55/1/1)
-National Cycle Route 166

HRI4: Horse Racing Museum

Development of a horse racing museum, either as a standalone facility or as part of a more general museum facility, will be supported.

4.7 HERITAGE AND DESIGN

Introduction

4.7.1 The NPPF (paras 126-130) makes clear that well-designed buildings and places can improve the lives of people and communities and, as of July 2021, places a new emphasis on the importance of design guides and codes and neighbourhood level. To this end, national planning policy sets out a framework to seek positive improvements to the quality of the built and historic environment by encouraging good design to achieve better conditions for people to live, work, travel and take leisure. The plan therefore contains policies which aim to enhance the local distinctiveness of Malton and Norton, whilst also taking due account of the character and appearance of the conservation areas (particularly shop fronts) and opportunities to secure improvements to the built environment.

4.7.2 Neighbourhood Plans are empowered to play their part in helping to secure sustainable development, by setting out policies that conserve and enhance the historic environment and establishing design principles (NPPF paras 28 and 29), while not preventing or discouraging innovation. They “can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.” (Para 127).

4.7.3 To this end, there are a number of particular issues within Malton and Norton which need to be addressed through better design and, in particular, design that helps to reinstate the local identity of the two towns. This can be achieved by respecting the local vernacular, which should create a sense of identity for Malton and Norton. Also addressing certain local pressures, which are considered to detract from the quality of the built environment, including the appearance of employment sites and parking.

4.7.4 This section of the plan picks up on the importance which the vision statement attaches to heritage, historical origins and the towns’ archaeological and architectural legacy. It responds specifically to the picture of better regarded, better protected and enhanced conservation areas and to the desire for high quality development across the whole Neighbourhood Area.

4.7.5 The section’s provisions contribute directly to the delivery of the following plan objectives:

- To protect and improve the local environment and particularly the ecological quality of the river corridor.
- To build upon local distinctiveness in order to enhance the visual quality and appearance of the towns.
- To protect heritage assets.

Development and Design

4.7.6 Lindsay Cowle, a conservation specialist/consultant, was appointed by the town councils to undertake conservation area appraisals of the three designated conservation areas. It was considered to be important for such appraisals to be undertaken, due to the age of the Malton Town Centre Conservation Area Assessment (NB dated 1996), and also because formal appraisals of the Norton-on-Derwent and Malton Old Town Conservation Areas had never been produced by Ryedale District Council. It is expected that NYC will use the completed appraisals to inform timely reviews of the conservation area designations and as a basis for its own updated and initial appraisals in line with Historic England guidance.

4.7.7 The completed appraisals have informed the drafting of the following Policy HD1 which is intended to promote local distinctiveness in future development. This is with a view to securing development that will

integrate well within the conservation areas and help lift the quality of the built environment. This is fully in line with the Local Plan Strategy's own design approach and expectations as set out in Policy SP16 (Design).

4.7.8 The appraisals for Malton Town Centre and Norton on Derwent include assessments to determine whether the character of the two conservation areas could be defined on a more local basis in order to delineate local character areas, the purpose being to identify key characteristics of the individual areas with a view to integrating future development by making clear the key aspects that need to be reflected or protected within design. The character areas are shown on Maps 2 and 3 below (NB P 43).

4.7.9 The appraisals accompany the Neighbourhood Plan as supporting documents, to be found in the plan's online evidence base.

4.7.10 Additionally, the town councils feel strongly that respect for existing architectural and historic character and quality, in new built form and design, should extend beyond the confines of the three designated conservation areas. Accordingly, they wish to promote high quality development throughout the Neighbourhood Area, in order to respect local distinctiveness and to help deliver a built environment of which the communities of Malton and Norton can be proud. This approach is embodied within two further policy strands – HD2 and HD3 – addressing overall key design principles and shop fronts, also in line with Policy SP16.

4.7.11 Malton and Norton's town centres, indeed the area's shops generally, and the shopping environment which they present to customers are seen as an important element of the overall built environment. In order to ensure that the town centres are welcoming and attractive to the community and visitors, it is felt that improvements are required to a number of shop frontages. It is also considered that the chance should be taken to further enhance frontages through any new shop development. Accordingly, design guidance is set out in Policy HD3 below. The intention is to set a standard in order to uplift the appearance of the town centres, which should in turn help to underpin the attractiveness of the town centres. This is in accordance with the NPPF's approach of promoting the long-term vitality and viability of town centres, by allowing them to grow and diversify in a way that reflects their distinctive characters (para 86 a)). It also builds on Ryedale's Shopfront Design and Signs Supplementary Planning Guidance, adopted in February 2005.

4.7.12 In order to supplement its planning policies and to try to provide maximum clarity about design expectations at an early stage, the Neighbourhood Plan identifies a specific community action (see Chapter 5) regarding the production of a design guide for Malton and Norton. This would provide a framework for creating locally distinctive places, with a consistent and high quality standard of design, tailored to local circumstances while allowing a suitable degree of variety where justified. This action is completely in line with NPPF policy (paras 128 and 129).

4.7.13 The results of the Regulation 14 consultations indicated strong support for Policies HD1-3.

HD1: Development and Design – Conservation Areas

Proposals for development within conservation areas should have regard to the following:

Malton Town Centre

- all new infill or replacement development in the town centre (NB Character Areas 2 and 3) to be consistent with existing frontages, i.e. normally 'back of pavement';
- replacement development in Character Area 4 to finish on the existing building line, with new infill development or extensions to finish no further forward than that line;

- finishing materials in the town centre (NB Character Areas 2 and 3) to be of exposed local clamp brick, red facing brick or matching stone for walls, with red clay pantiles or blue natural slate for roofs, to suit the local context;
- preferred finishing materials in Character Area 4 to be stone or red facing brick for walls and blue natural slate or flat red clay pantiles for roofs, to suit the local context;
- dormer windows to be small with sloping or dual-pitch roofs, rather than wide and/or flat-roofed;
- roofs in Character Area 4:
 - to be dual-pitched at not less than 35-40 degrees;
 - may, in the case of replacement houses, be more highly modelled than in the town centre, provided they are in character with the local area;
 - incorporate decorative features (e.g. turrets, barge boards, eaves etc) already local to the area if of good design;
- where property boundaries need to be defined (NB principally in Character Area 4), low, exposed stone or brick walls, or hedges, should normally be the preferred solution. Where original large plots are to be subdivided, hedges or stained timber fences may be preferable to minimise visual impact.

Norton on Derwent

- all new infill or replacement development in the town centre (NB Character Areas 1 and 2) to finish in line with existing frontages where already established;
- finishing materials in the town centre (NB Character Areas 1 and 2) to be of exposed local clamp brick, red facing brick or matching stone for walls, with red clay pantiles or blue natural slate for roofs, to suit the local context;
- preferred finishing materials in suburban areas (NB Character Areas 1 and 3) to be red clamp bricks or facing brick for walls, and blue natural slate or flat red clay pantiles for roofs, to suit the local context;
- dormer windows to be small with sloping or dual-pitch roofs, rather than wide and/or flat-roofed;
- where property boundaries need to be defined exposed stone or brick walls should normally be the preferred solution.

Malton Old Town

- all new infill or replacement development on the main streets to be consistent with existing frontages, in particular:
 - in the southern part of Town Street, frontages to be 'back of pavement';
 - in the northern part of Town Street, frontages to be further back but following a distinct building line.
- the unsuitability of projecting front porches on main frontages;
- finishing materials to be of natural stone or local clamp brick to match existing. Clamp brick may be used on stone buildings for dressings or for the gable ends of smaller stone buildings. Roof coverings to be of red clay pantiles or blue natural slate to suit the local context;
- dormer windows to be small and have sloping or flat roofs, rather than wide and/or gabled;
- attic windows which break the roof eaves to be discouraged.

General

- the preservation of traditional burgage plot boundaries, with any new development designed to fit between existing boundaries or otherwise acknowledging the boundaries. This applies principally in:
 - Malton & Norton – Character Areas 2 and 3;
 - Norton on Derwent – Character Area 2;
 - Malton Old Town;

- roofs to:
 - be dual-pitched at not less than 35-40 degrees and of simple form;
 - fall to the street and to the rear on main street frontages, rather than be gabled to the street;
 - extend out from the wall heads, on projecting masonry or extended rafters;
 This applies principally in:
 - Malton & Norton – Character Areas 2 and 3;
 - Norton on Derwent;
 - Malton Old Town;
- openings in the walls of buildings designed to have predominantly vertical proportions through the shape of the openings themselves and the arrangement of glazing bars and similar. Where openings are unavoidably wider than their height, windows should be divided by mullions into two or more sections of vertical proportions;
- chimneys to be encouraged where they rise off ridges and are of appropriate size, with well-detailed cappings and pots;
- rainwater goods to be of metal and generally painted black or a similar dark colour.

HD2: Development and Design – Area-wide Principles

Proposals for development throughout the Neighbourhood Area should have regard to the following design principles:

- the making of a positive contribution to the quality of the area;
- respect for the area's character and layout in terms of siting and density;
- respect for the local distinctiveness of existing buildings within the area and for their setting;
- respect for the scale, proportions and height of neighbouring properties;
- respect in design for the character of immediate surroundings, while recognising that pastiche development which mimics existing can be equally eroding of character;
- well-proportioned fenestration, well-balanced within its elevation and, where appropriate, sympathetic to adjoining buildings;
- respect for materials used in neighbouring buildings and the local area, in the use and application of new building materials;
- suitable landscaping as an integral part of the scheme;
- balancing people's access needs, including wheelchair users and those with sensory or cognitive impairments, with local historic and architectural interests;
- respect for the privacy and amenity of nearby residents and occupiers of adjacent buildings;
- maximisation of opportunities for the conservation of energy and resources through design, layout, orientation and construction;
- provision of a safe environment, paying particular attention to design, layout and lighting.

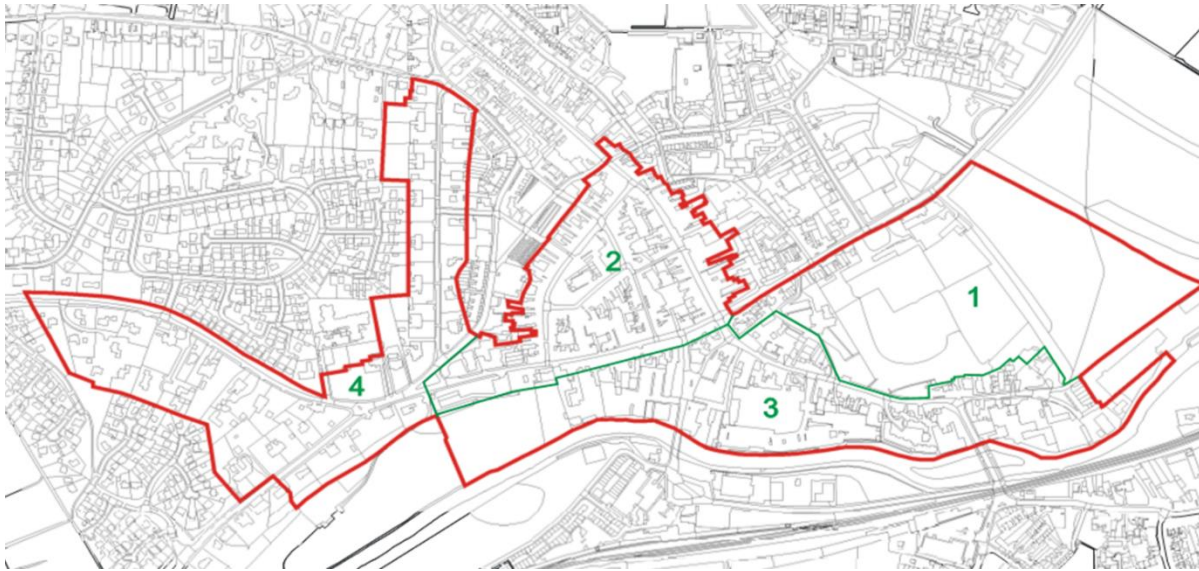
HD3: Shop Fronts

Proposals for the development of new shop fronts or alterations to existing shop fronts across the Neighbourhood Area should be in line with the following principles, in order to preserve and enhance the character and appearance of the town centres and other shopping areas:

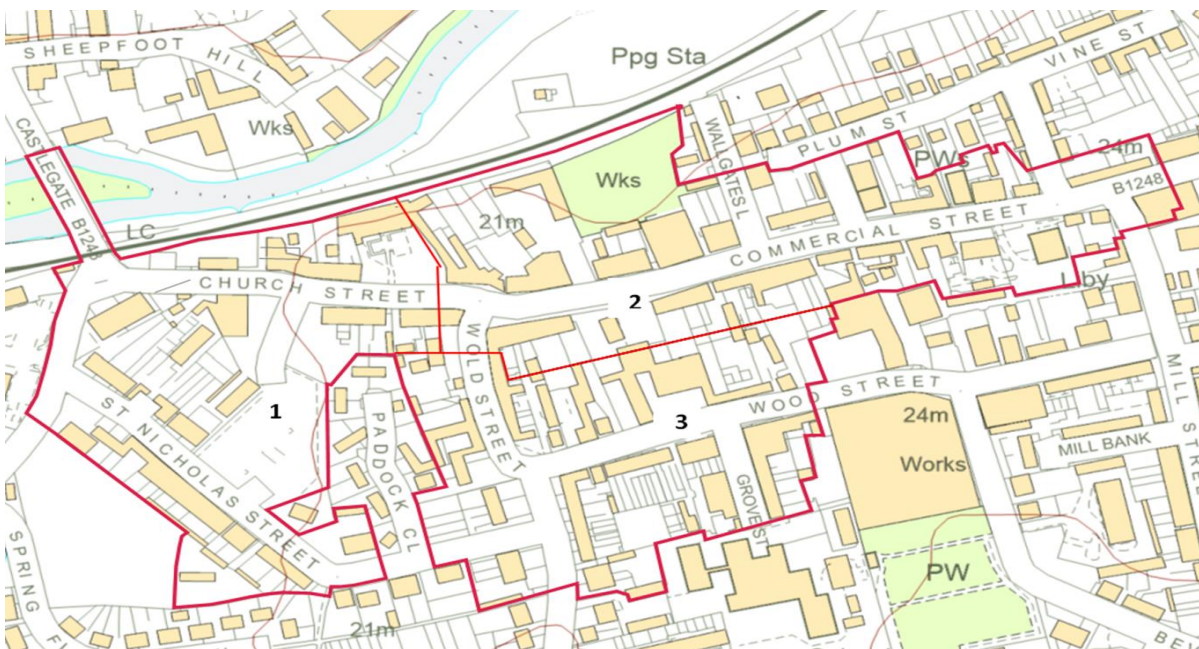
- existing traditional shop fronts should be retained, repaired and restored wherever possible, in order to preserve the historic character of the town centres;
- new shop fronts should reflect the form, style and proportions of any neighbouring traditional facades, respecting details and using materials appropriate to the building and character of the street;

- where a shop front occupies more than one building or unit, the division between the two should be identifiable with the fascia maintaining the separation;
- discreet lighting should be used rather than internal illuminated signs and large spotlights;
- in conservation areas, roller shutters should be internally located as a first option. In particular, external roller shutters would not normally be considered appropriate for listed buildings or Non-Designated Heritage Assets of demonstrable local historic value and interest;
- in exceptional situations, where external roller shutters are considered necessary, they should be integrated into the façade rather than externally mounted, in order to reduce their visual impact. Open mesh should be used in order to maintain a view of the shop display outside of opening hours to retain an active but secure frontage;
- alterations to shop fronts involving the replacement of UPVC windows or doors with timber or timber-faced windows/doors should be faithful to the proportions of original windows and doors.

Map 2: Malton Town Centre Conservation Area Character Areas



Map 3: Norton-on-Derwent Conservation Area Character Areas



Enhancement of Conservation Areas

4.7.14 Based on the findings of the three conservation area appraisals, the town councils would support in principle proposals for appropriate enhancements, which are considered beneficial to the character and appearance of the conservation areas. This includes the treatment of vacant sites and gaps within developed street frontages, which currently provide both formal and informal car parking, but which detract from the appearance of the areas. Sympathetic redevelopment or landscaping proposals to provide additional screening from public vantage points would be welcomed. It also includes improvements to the street scene and public realm, encompassing such things as general landscaping/tree planting, boundary treatments (e.g. railings), surface materials/paving, signage, lighting and cycle parking. Initial Neighbourhood Plan consultations provide support for such enhancements, with town centre refurbishment identified as a key improvement to which new development should contribute. The results of the subsequent Regulation 14 consultations indicated strong support for the plan's conservation area enhancement policies.

4.7.15 Such policies are in line with Local Plan Strategy aspirations regarding the redevelopment of underused edge of centre sites and the reuse of iconic and prestigious historic buildings, in order to repair the built fabric, address underuse and improve the appearance of the town, while ensuring that development is sensitive and responsive to different historic character areas. They are also within the context of the heritage protection and enhancement provisions of Policy SP12 (Heritage) in relation to designated heritage assets and their settings.

HD4: Malton Town Centre Conservation Area – Enhancement

Development which would result in the enhancement of the following sites, in keeping with the character of the identified character areas, as shown on the Neighbourhood Plan Proposals Map, and which complies with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported:

Area 1

- Old Maltongate (north side) – to address the current appearance which detracts from the setting of the conservation area;
- Screen Wall, The Lodge, Old Maltongate – action to stabilise grade II* structure 'at risk' (NB ref Historic England Heritage at Risk Register 2020);
- Orchard Field – in line with Policies E1 and TC2;
- Castle Garden – selective tree clearance, access improvements and site presentation works.

Area 2

- Wheelgate Retail Area – redevelopment of modern buildings in character with the locality and in line with Shop Fronts Policy HD8.

Area 3

- Railway Street (west side) – re-development of modern steel framed and steel clad retail units;
- Rear of Castlegate (south side) – re-development of derelict brewery building;
- Outbuilding and adjoining Car Park, Church Hill (south side) – re-development of dilapidated outbuilding and development of rough car park area;
- Land between 20 and 24 Castlegate;
- 47 Castlegate;

- County Bridge (north west side) – re-development of modern industrial/commercial units;
- Sheepfoot Hill Old Gas Works – re-development to remove eyesore site;
- Retaining Stone Wall, Castlegate (north side) – action to stabilise wall at possible risk of collapse.

Development within the large gardens of suburban houses in Character Area 4 will not be supported where harm will occur to the spacious setting that forms part of the character of the area.

Proposals throughout the conservation area for the redevelopment of vacant plots, including landscaping, along otherwise developed frontages will be encouraged and supported.

The acceptability of any such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation.

HD5: Public Realm Improvements within Malton Town Centre Conservation Area

Development proposals which incorporate improvements to the general appearance of the street scene and public realm of the conservation area, and which comply with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported. Any such improvements relating to or in the setting of any heritage asset, should respect that asset through sympathetic design, detailing and use of materials.

The Neighbourhood Plan Proposals Map identifies two specific areas where landscape improvements and additional planting would be of particular benefit:

- Land to the rear of The Globe Inn (between Railway Street and Wells Lane) – landscape improvement, including additional planting;
- Malton Library Forecourt – landscape improvement, including additional planting.

HD6: Norton-on-Derwent Conservation Area – Enhancement

Development which would result in the enhancement of the following sites, in keeping with the character of the three identified character areas, as shown on the Neighbourhood Plan Proposals Map, and which complies with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported:

Area 1

- 6a St Nicholas Street – re-development of low building in sympathy with surroundings, subject to flood risk requirements;
- Garage Site, Welham Road/St Nicholas Street – re-development in sympathy with surroundings;
- Church Street Frontage – new development where demolition and new development have previously taken place, in order to restore urban form, subject to flood risk.

Area 2

- Commercial Street – enhancement or replacement of unsympathetic modern shop fronts, in line with Policy HD8 below;
- 90 Commercial Street – to secure renovation/repair of listed building in poor condition;

Area 3

- 28 Wold Street (including adjacent passageway) – to secure renovation/repair of listed building in poor condition.

In addition, proposals for the redevelopment of vacant plots, including landscaping, along otherwise developed frontages will also be encouraged and supported.

HD7: Public Realm Improvements within the Norton-on-Derwent Conservation Area

Development proposals which incorporate improvements to the general appearance of the street scene and public realm of the conservation area, and which comply with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported. Any such improvements relating to or in the setting of any heritage asset, should respect that asset through sympathetic design, detailing and use of materials.

The Neighbourhood Plan Proposals Map identifies five specific areas where landscape improvements and additional planting would be of particular benefit:

- St Nicholas Street Car Park – along St Nicholas Street boundary;
- Commercial Street;
- Fletcher's Butchers Car Park – boundary with Wold Street;
- Wold Street/Wood Street Junction;
- County Bridge Public Convenience.

The acceptability of any such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation.

HD8: Malton Old Town Conservation Area – Enhancement

Development which would result in the enhancement of the following sites, as identified on the Neighbourhood Plan Proposals Map, and which complies with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported:

- Manor Farm Town Street Frontage – development as part of a scheme to close the gap within the street frontage onto Town Street;
- Manor Farm Outbuildings and Adjacent Land – development as part of a scheme to secure a viable future for the old farm buildings and adjacent land;
- Lascelles Lane and the end of Westgate (and other locations) – repairs to road surfacing (notably) are encouraged in order to maintain the appearance of the conservation area. Materials should be sympathetic to the character of the area;
- The boundary wall to the Wentworth Arms car park and to the buildings on Town Street opposite the church – repairs to boundary walls are encouraged in order to maintain the appearance of the conservation area. Materials should be sympathetic to the character of the area;
- Westgate Junction (and elsewhere) – overhead wires detract from many views within the area. Rationalising or re-routing below ground would be very beneficial to the appearance of the conservation area;
- Central Car Park (near the river) – a hard and soft landscaping scheme for the car park and the river berm is supported to address poor surfacing and definition – the car park becomes damaged and unsightly in bad weather, causing motorists to avoid it in favour of kerbside parking;

In addition, proposals for the redevelopment of vacant plots, including landscaping, along otherwise developed frontages will also be encouraged and supported.

HD9: Public Realm Improvements within the Malton Old Town Conservation Area

Development proposals which incorporate improvements to the general appearance of the street scene and public realm of the conservation area, and which comply with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported. Any such improvements relating to or in the setting of any heritage asset, should respect that asset through sympathetic design, detailing and use of materials.

Public Realm – General

4.7.16 The term ‘public realm’ refers to the shared areas throughout the towns which everyone has access to and the ability to enjoy. This includes streets, rights of way, open spaces and car parks, together with elements in them such as general landscaping/tree planting, boundary treatments (e.g. railings), surface materials/paving, signage, lighting and cycle parking. Paragraph 92 b) of the NPPF lends support for Neighbourhood Plans to establish the quality of development, including through the opportunities presented by high quality public space. Policy SP16 specifically highlights the role of the design of new development in relation to the public realm.

4.7.17 If the appearance of Malton and Norton is to be enhanced, or simply maintained, then securing improvements to the public realm is important. This is in terms of ensuring new development can be integrated into the existing street scene in an appropriate manner, and also addressing current features which detract from the appearance of the towns. Improvements to the public realm are also expected to encourage a sense of local pride and attract more visitors by raising the quality of the built environment.

4.7.18 As stated above, the public’s support for town centre refurbishment funded through development contributions was clearly demonstrated in initial Neighbourhood Plan consultations. The policy on area-wide public realm improvements was strongly supported in the Regulation 14 consultations.

HD10: Area-wide Public Realm Improvements

Development proposals which incorporate improvements to the general appearance of the street scene and public realm of the Neighbourhood Area, and which comply with other policies in this Neighbourhood Plan or the Local Plan, will be encouraged and supported. Any such improvements relating to or in the setting of any heritage asset, should respect that asset through sympathetic design, detailing and use of materials.

Archaeology

4.7.19 In addition to addressing matters of development and design, and protecting and enhancing the character of the towns, which has developed over the centuries, the Neighbourhood Plan is also concerned with protecting opportunities to learn more about the history of Malton and Norton.

4.7.20 The history of the two towns extends back to prehistoric times and both parishes are underlain by extensive archaeological remains from the Prehistoric, Romano-British, Medieval and Post-Medieval periods. In view of the quantity and quality of these archaeological remains, it is very important that they are fully taken into account in all proposals for development in Malton and Norton. Some of the history of the settlements is still evident today, such as at Orchard Field, but a lot of the history has been hidden by the evolution of the two towns. As a result, development today is at risk of damaging archaeological remains that have the potential to be

of national significance. The maps at Appendix 4 show the general locations for which archaeological data for different historical periods are held by North Yorkshire Council.

4.7.21 The intention is to prevent any further loss of heritage assets with archaeological interest and also to provide an opportunity to learn more about, and to enjoy, an important aspect of the history of the two towns. This is in line with national planning policy as set out in the NPPF (paras 189, 192 b), 193 and 194) and with the Local Plan Strategy. The strategy states (para 7.3) that “the district has a wealth of historic features that include...relic landscapes and archaeology” and that (para 7.6) “the council will work closely with...North Yorkshire County Council (*NB now North Yorkshire Council*) in respect of archaeological remains”. Policy SP12 (Heritage) states that “distinctive elements of Ryedale’s historic environment will be conserved and where appropriate enhanced” and recognises the potential contribution of heritage assets in a number of areas, including education and community identity. Further, it states that elements of historic character and value within built up areas will be safeguarded as part of sensitive expansion, growth and land use change in and around the Market Towns.

4.7.22 Policy HD11 builds on Government and Local Plan Strategy requirements with regard to the conservation and enhancement of archaeological remains with a view to protecting and investigating them as appropriate, and enhancing both local knowledge and local sense of place.

4.7.23 The results of the Regulation 14 consultations indicated strong support for the plan’s archaeology policy.

HD11: Archaeology

Development proposals that involve the disturbance of existing ground levels are expected to be accompanied by a desk top survey and potentially a field evaluation to assess the extent and importance of any known or potential archaeological remains. The type and extent of any field evaluation must be agreed by the local planning authority, before a planning application is approved.

Where physical preservation is not required, applicants must make provision for the professional excavation and recording of any archaeological remains, in accordance with a detailed scheme approved by the local planning authority prior to development commencing.

4.8 HOUSING

Introduction

4.8.1 Malton is a county market town and, with its neighbour Norton, forms a single community divided by the River Derwent. In 2011, the populations of Malton and Norton respectively were 4,888 and 7,387, which collectively form 5,429 households (2011 Census).

4.8.2 The towns are situated in the centre of 'Ryedale', about midway between York and Scarborough. York and Scarborough are sub-regional centres, whereas Malton and Norton are the principal settlements within a large rural area. As such, the Ryedale Local Plan Strategy expects Malton and Norton to be the focus for future growth and to provide for approximately 50 per cent of all new homes over the plan period. This equates to approximately 1,500 new homes to be built across Malton and Norton up to 2027.

4.8.3 The Ryedale Sites Allocation Local Plan is expected to allocate sufficient new homes to meet the identified requirement after houses already constructed, those to be demolished and with planning permission have been taken into account. This means that despite a headline requirement of 1,500 new homes at the start of the plan period, the adopted Ryedale Site Allocation Local Plan only identifies sufficient land to accommodate 600 new homes across Malton and Norton, as at 2017.

4.8.4 The NPPF sets out how Neighbourhood Plans are able to allocate land for new homes (para 28). However, there has been a lot of local concern regarding the housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings. Also the capacity for local services, the drainage and sewerage network and schools to cope with the future level of growth planned. Furthermore, previous consultation has suggested that there is little support for new development and no clear steer has been identified as to where development might be found acceptable by the community.

4.8.5 Given the lack of support for new residential development, together with the Local Plan's allocation of sufficient new homes to meet the housing requirement, then the town councils believe the Neighbourhood Plan does not need to allocate any additional land for residential development.

4.8.6 As such, this section of the plan responds to the vision statement's aspiration for appropriate housing growth.

4.8.7 The section's provisions contribute directly to the delivery of the following plan objective:

- To encourage housing provision that meets local needs.

Housing Mix

4.8.8 In the absence of a community steer on this issue, questions on housing mix in Malton and Norton were put to the community as part of an area-wide informal policy options consultation, carried out between January and February 2019. Over 300 responses were received, from which the following conclusions could clearly be drawn:

- Bungalows seen as the type of new home most needed (50%+ support);
- Specialist accommodation for the elderly also well-supported (just under 50%);
- Semi-detached housing well supported (just under 50%);
- Owner-occupation seen as type of tenure most needed (some 60% support);

- Non-private rented accommodation well-supported (some 50% support);
- 2-bedroom properties seen as size of new home most needed (70%+ support);
- 3-bedroom properties well-supported (some 50% support).

4.8.9 A housing mix policy embodying these findings was supported in the Regulation 14 consultation.

4.8.10 The key objective of national housing policy is to see delivery of a substantial number of new homes in order to meet various housing needs. The Government also wants to deliver sustainable development, which means attempting to build mixed and inclusive communities. To achieve such objectives, the Government expects local planning authorities to plan for a mix of housing types to meet the needs of families, older people, people with disabilities, service families and those wishing to build their own homes. In addition, there is an expectation that the size, type and tenure will be planned in order to reflect local demand (NPPF para 62).

4.8.11 Local Plan Strategy Policy SP4 (Type and Mix of New Housing), supports the above consultation findings in terms of seeking specific provision for extra-care provision in Malton, accommodation for older and vulnerable groups and bungalow provision. RDC has also identified a need for affordable rented accommodation in Malton and Norton, with demand exceeding supply. This is in turn underpinned by the findings of the 2010 Ryedale Strategic Housing Market Assessment (SHMA) Report.

4.8.12 Given both the national and local policy context, and recent consultation findings, the Neighbourhood Plan has an opportunity to influence the type of new housing development that takes place across Malton and Norton.

H1: Housing Mix

On larger housing sites, of 0.4ha or more, or of at least 10 dwellings, development which contributes to the provision of the following housing mix will be supported:

- Accommodation which meets the needs of the elderly, particularly bungalows and specialist provision;
- Semi-detached units;
- A predominant proportion of 2 bedroom properties with a smaller proportion of 3 bedroom units;
- Units for owner-occupation plus a proportion of affordable rented accommodation.

4.9 EMPLOYMENT

Introduction

4.9.1 If Malton and Norton are to be sustainable then a range of employment opportunities need to be provided that build on the strengths of the towns. It appears that across Ryedale there are four principal employment sectors, which are: tourism and leisure, manufacturing and service industries, agriculture and the racing industry. These are all evident within Malton and Norton, which also offer a range of retail opportunities, making for vibrant town centres with high proportions of independently managed businesses and many facilities and acting as service centres for the surrounding rural hinterland.

4.9.2 Jobs in the district are provided by a mix of major employers, such as Karro Food Limited (over 2,000 jobs) and small local firms employing less than twenty-five staff. The 2001 Census found that 15.5% of the district's residents were self-employed, with Ryedale's self-employment rate the highest in North Yorkshire.

4.9.3 There are a number of existing employment sites in Malton and Norton, which include:

Malton

- Showfield Lane Industrial Estate
- York Road Industrial Estate
- The Maltings Business Centre

Old Malton

- Eden Business Park

Norton

- Norton Grove Industrial Estate
- Bright Steels Works
- The Maltkilns Small Business Centre

4.9.4 As regards the allocation of new land for employment, this is covered by Policy SP6 of the Ryedale Local Plan Strategy. Malton/Norton were expected to take 80% of all new employment development. Land has accordingly been allocated and given planning permission at Eden Road, although the greater part of this site still remains undeveloped.

4.9.5 This employment section addresses the vision's desire for appropriate employment growth and opportunity, consistent with the towns' principal town status.

4.9.6 The section's provisions contribute directly to the delivery of the following plan objective:

- To build upon the economic strengths of the towns and address deficiencies in the economy.

Key Local Employment Sectors

4.9.7 In recognition of the particular strengths of the Malton and Norton economy, the town councils would like to promote growth within particular sectors that build on the strengths of the area and offer the opportunity for expansion, including retail, horse racing, tourism and local food production. Support for this approach is evident from both initial Neighbourhood Plan and Regulation 14 consultations. Community support for tourism promotion and for horse racing related tourism have already been set out above. Additionally, over 700 people responded to

a question asking what kind of businesses they wanted to see in the towns, with specialist shops and national chains the most common answers with restaurants and discount stores also mentioned. The retention of the towns' identities was also seen as key.

4.9.8 Malton and Norton are the service centres for the towns and their hinterland, so it would be sensible to focus on strengthening and expanding the retail offer. Tourism is another growth opportunity that will further secure the existing role of the towns given the number of tourist attractions already on offer, based around the history of the area (see also 'Tourism and Culture' section above). The horse racing industry provides an opportunity to expand on a sector that is not widely acknowledged, despite its significance within the towns (see also 'The Horse Racing Industry' section above).

4.9.9 These locally distinctive sectors are recognised for their economic growth potential within the Ryedale Local Plan Strategy, notably in plan objectives; Policy SP6 (Delivery and Distribution of Employment / Industrial Land and Premises); SP7 (Town Centres and Retailing); and SP8 (Tourism). Building a strong, competitive economy is one of the key threads of the NPPF, emphasising an approach which allows each area to build on its strengths (para 81). It is therefore considered that the approach adopted within the Neighbourhood Plan conforms both with national and local planning policy.

4.9.10 With reference to the food industry, in 2011 the Fitzwilliam Malton Estate set about looking for opportunities to secure new uses across Malton town centre. Focus was placed upon the food industry due to the multiple opportunities it provides for new business, including cafes, restaurants, shops and links with local growers, who are also important to the local economy. Focussing on the food industry was also felt to provide opportunities to create linked facilities within the wider hinterland where food is produced. Consequently, Visit Malton developed the Malton Food Lovers Festival, an annual event that is used to promote local produce and also attract visitors into the area. The Neighbourhood Plan is seen as an appropriate opportunity to further support expansion and promotion of local food production and as a focus for visitors into the area. This approach is specifically supported by Local Plan Strategy Policy SP8 (Tourism) which supports the potential provided by local food production as an economic driver to further develop tourism using the district's cultural and historic assets.

EM1: Encouragement of Local Employment Sectors

Development proposals for employment generating uses, particularly in the key local employment sectors of food, tourism, horse racing, retail and green industries, are encouraged and will be supported.

4.10 MALTON-SPECIFIC POLICIES

Introduction

4.10.1 In addition to the policies and proposals set out in this Neighbourhood Plan affecting both Malton and Norton, it is considered that there are a small number of specific matters that affect only Malton which need to be addressed.

Wentworth Street Car Park

4.10.2 The future of Wentworth Street Car Park has been debated for a number of years and a number of proposals put forward. Questions have however remained regarding the site's future and local opinion is perceived as divided. In the absence of a clear community steer on this issue, a question on the preferred use(s) of the car park was put to the community as part of an area-wide informal policy options consultation, carried out between January and February 2019. Over 200 responses were received, from which it was clearly apparent that retention of the site in car parking use (with some improvements) was the most preferred use. A number of improvements were suggested, including tree/bush planting, screening of the recycling area, drainage works, better access and signage and the provision of public conveniences. A policy embodying these findings was supported at Regulation 14 consultation stages.

4.10.3 Local Plan Strategy Policy SP10 (Physical Infrastructure) specifically supports the management of town centre car parking to ensure an appropriate level of provision of long and short stay spaces as set out in the former RDC's latest Car Parking Strategy. The maintenance of existing car parking capacity and the encouragement of improvements is also in line with NPPF paragraph 81 (creating the conditions in which businesses can invest, expand and adapt; allowing each area to build on its strengths) and paragraph 82 (seeking to address potential barriers to investment such as inadequate infrastructure).

4.10.4 As such, Policy M1 below provides for the retention of current car parking capacity at Wentworth Street, together with environmental and operational improvements.

M1: Wentworth Street Car Park

Development of Wentworth Street Car Park, as shown on the Neighbourhood Plan Proposals Map, which would result in the loss of car parking capacity will not be supported. Where development is permitted, provision of compensatory car parking of equal or greater capacity will be expected.

Proposals to improve the environment and/or the operation of the car park are encouraged and will be supported.

Malton Market Place

4.10.5 There are concerns that car parking within the Malton Market Place detracts from the attractiveness of the town centre and that the space would be better pedestrianised and put to alternative leisure or recreational uses. In the absence of a clear community steer on this issue, a question on the pedestrianisation of the car park was put to the community as part of an area-wide informal policy options consultation, carried out between January and February 2019. Over 200 responses were received, from which it was clearly apparent that keeping the car park as it is was the most preferred use. A number of improvements were also suggested, including adding

greenery, better lighting, more seating and provision of parent/child parking spaces. A policy embodying these findings was supported at Regulation 14 consultation stage.

4.10.6 As with Wentworth Street Car Park above, Local Plan Strategy Policy SP10 (Physical Infrastructure) specifically supports the management of town centre car parking to ensure an appropriate level of provision of long and short stay spaces as set out in the former RDC's latest Car Parking Strategy. The maintenance of existing car parking capacity and the encouragement of improvements is also in line with NPPF paragraphs 81 and 82.

4.10.7 As such, Policy M2 below provides for the retention of current car parking capacity at Malton Market Place, together with environmental and operational improvements.

M2: Malton Market Place

Development of Malton Market Place, as shown on the Neighbourhood Plan Proposals Map, which would result in the loss of car parking capacity will not be supported. Where development is permitted, provision of compensatory car parking of equal or greater capacity will be expected.

Proposals to improve the environment and/or the operation of the car park are encouraged and will be supported.

4.11 NORTON-SPECIFIC POLICIES

Introduction

4.11.1 In addition to the policies and proposals set out in this Neighbourhood Plan affecting both Malton and Norton, it is considered that there is a specific matter that affects only Norton which needs to be addressed.

Land to the Rear of Commercial Street

4.11.2 It is considered that the land to the rear of Commercial Street in Norton would benefit from redevelopment because it is currently underused. The land is however within an area of flood risk which limits development potential. As such, residential and other vulnerable uses, such as health services and public houses, are inappropriate in this location. Residential development is also excluded by the Habitat Regulations Assessment accompanying this plan on the basis that adverse effects on the River Derwent SAC cannot be ruled out.

4.11.3 The town councils would, nonetheless, like to see the land put to better use. The land is considered to be situated in a convenient location to the shops along Commercial Street which are currently served by a restricted number of on-street car parking spaces. The land therefore provides an opportunity for additional parking spaces to support the existing shops, both in terms of parking and servicing/deliveries. Other regeneration uses may also be appropriate. Suitable alternative road access routes to the site from Commercial Street are available.

4.11.4 Such development would be in tune with Local Plan Strategy aspirations for the redevelopment of underused river corridor sites at risk of flooding, subject of course to the flood risk management provisions of Policy SP17 (and also the biodiversity provisions of Policy SP14 in respect of the statutory protection of the River Derwent Special Area of Conservation (SAC)). Development would also be subject to the access, parking and servicing provisions of Policy SP20 (Generic Development Management Issues). This is within the generally supportive context of the NPPF, para 112 d) of which states that development should allow for the efficient delivery of goods and access by service vehicles.

4.11.5 The policy for the regeneration of this land was supported in the Regulation 14 consultations.

N1: Land to the Rear of Commercial Street

Regeneration of land to the rear of Commercial Street, as identified on the Neighbourhood Plan Proposals Map, including for retail, light industrial uses and the development of a public car park, with associated service access to the rear of commercial properties in Commercial Street, will be supported.

Residential development or other highly or more vulnerable uses will not be supported in this location. Depending on the scale and location of any proposed development in relation to the flood risk zones, a Flood Risk Assessment (FRA), may be required. The FRA should be informed by flood risk modelling set out in the latest available published Strategic Flood Risk Assessment applicable to the plan area, and should demonstrate that the proposal meets the requirements (including the undertaking of the sequential test) and up-to-date guidance set out in the NPPF and national planning practice guidance.

The acceptability of any development supported by this policy is subject to there being no adverse effects on the integrity of the River Derwent Special area of Conservation.

5. COMMUNITY ACTIONS

Introduction

5.1 Neighbourhood Plans are expected to predominantly deal with matters covered by various Acts of Parliament and legislation relating to town planning. In drafting the Neighbourhood Plan, however, various matters have been raised that are not related to planning and beyond the scope of the issues which the plan might address via planning policies. The town councils are keen to respond to any such matters that influence the quality of the two towns and view the Neighbourhood Plan as an opportunity to set a framework for the use of their powers and for work with third parties in order to secure physical improvements to the area. The following duly sets out actions designed to address issues and matters raised by the community and through the work of the steering group.

Transport and Movement

Footpaths/Public Rights of Way (PROW)/Cycleways

5.2 The following actions have been identified:

- Create new PROW where there is a clear evidenced community need or benefit.
- Middlecave Road-Malton Community Sports Centre (via Malton School Grounds) footpath/bridleway/cycleway – investigate feasibility with all parties.
- Signage – assessment of signs and action to repair as necessary.
- Safer Routes to School – investigate general/locational issues and identify possible solutions.
- Lobby regarding new pedestrian crossings at the following locations:
 - Highfield Road/Rainbow Lane
 - Pasture Lane/cemetery gates
 - Highfield Road/Showfield Lane
 - Yorkersgate – between Market Street and Saville Street
 - Horsemarket Road – at war memorial
 - Old Maltongate – between East Mount and Greengate
 - Castlegate Bridge centre

Car Parking Strategy

5.3 In support of improvements to the highways, the Neighbourhood Plan also seeks to address car parking, which is largely the responsibility of private landowners and North Yorkshire Council. There have been on-going discussions regarding the development of a car parking strategy for many years. Discussion is needed to reduce some of the disparities between parking charges and to maximise the supporting role car parks play in the local economy. In particular, some car parks cannot be used fully because they are only available for long term parking of vehicles. Other car parks close to the town centre discourage shoppers or visitors due to excessive charging. These examples put pressure on other parking opportunities, which makes parking in Malton and Norton unattractive and difficult.

5.4 While attempting to reduce traffic movements through the town through various initiatives, the Neighbourhood Plan recognises the importance of parking to the economy of the towns. Trade within the town centre relies, in part, on passing trade, which means the availability of short stay car parking is important. At the same time, it is currently considered that parking charges could potentially affect the attractiveness of visiting the towns.

5.5 It considered important for key partners to work together to establish a unified and clear car parking strategy for the two towns, addressing the following matters:

- Pricing
- Opening times
- Long and short stay parking
- Disabled parking
- Support for local businesses
- Resident Parking Permit schemes
- Signage
- Dedicated railway station parking
- Cycle racks
- Motorbike parking
- Electric vehicle charging points
- Park and Ride
- Improving air quality
- Improving directional signage

Traffic Management

5.6 Consult/liase with local residents on most effective ways to slow down traffic, including at:

- Beverley Road, Norton
- Pasture Lane/Highfield Road, Malton

5.7 Secure a 4-way A64 intersection at Broughton Road

5.8 Lobby for highway improvements at Musley Bank Junction.

5.9 York Road – Paving of unpaved sections of York Road, in the vicinity of York Road Industrial Estate, and improved separation of pedestrians and cyclists.

One-Way System

5.10 Seek the design and implementation of a one-way system and/or a set of restrictive measures through Malton and Norton, in order to reduce traffic flows and improve air quality.

Public Transport

5.11 Improve public transport links between the two towns and surrounding rural villages.

The River Corridor

Buildings at Risk of Flooding

5.12 Find creative solutions to secure the redevelopment or continued use of buildings affected by flood risk, in order to make best use of existing resources and to protect the appearance of Malton and Norton.

Education

5.13 Better educate the community on the river, flood risk and development.

The Environment

Local Green Space

5.14 Develop an action plan for the improvement/enhancement/management of the towns' Local Green Spaces.

5.15 A number of actions were suggested and agreed for Castle Gardens as a result of the 2019 informal sites consultation exercise:

- Improve vistas over Norton and to the Wolds
- Publicise Castlegate gate opening times

Green and Blue Infrastructure

5.16 Develop a 'Green and Blue Infrastructure Strategy', including action plan, in order to coordinate the aspirations, actions, activity and investment of relevant agencies and the local community.

County Bridge Island

5.17 County Bridge Island in the River Derwent, spanned by the County Bridge at the heart of the two towns, is a historic location, formerly the site of a medieval hospital. Old Ordnance Survey Maps show a wooden bridge from the south bank of the Derwent, indicating past access and suggesting community use. Today, however, while part of the everyday view across the river, the island is inaccessible and much overgrown. The intention is to initiate enhancement works.

Air Quality Management

5.18 Put in place the following measures in order to improve air quality in the centres of Malton and Norton:-

- A permanent ban on HGVs over 7.5 tons in the area outlined on the level crossing and the enforcement of that ban;
- Erection of signage regarding the HGV ban near the bridges and at Butcher Corner;
- Bypass (A64) signage discouraging driving through the two towns and encouraging bypass use;
- Provision of a shuttle bus network between the town centres and the Eden Camp complex (Park and Ride).

Quarrying

5.19 The use of local stone in conservation works or alterations to existing buildings is important to the environment of Malton and Norton. Many of the historic buildings were constructed out of stone that came from a particular local quarry. The stone is recognisable by way of its colour and texture due to local conditions which are not found elsewhere. This means it is difficult to repair existing buildings or extend them sympathetically. There is an opportunity to open-up the local quarry to source additional stone, but it will be subject to certain restrictions in order to protect existing amenity and prevent nuisance. However, a balance needs to be struck between short term arrangements for the removal of the stone and the long-term benefits to the quality of Malton and Norton's townscape. The plan's approach is not intended to support quarrying in general to provide materials

for construction purposes, but rather to support the securing of a supply of stone for the conservation of existing buildings. Both Brow's Quarry (York Road) and Whitewall Quarry are important in this regard.

5.20 The plan lends its in principle support to proposals for the reopening of local stone quarries, or the establishment of new quarries, only where this would make available local stone for demonstrable local conservation purposes, including extensions and alterations to existing buildings.

Community Facilities

Youth Provision

5.21 While acknowledging existing provision such as Norton Swimming Pool, Malton Community Sports Centre and Norton Skatepark, together with plans for further skatepark development, there is a perceived need to lobby for and support more youth provision in the two towns, in order to further increase recreational options available to young people.

Tourism and Culture

Museums, Venues and Visitor Facilities

5.22 The following actions have been identified:

- Find the most sustainable solutions to providing museum facilities in the towns and to seek funding for enhanced museum facilities;
- Coordinate and support arts and cultural venues in their efforts to provide the best possible cultural experience for residents and visitors;
- Secure the future viable use of the Milton Rooms;
- Investigate which Local Green Space and historic sites warrant interpretation panels;
- Develop a comprehensive visitor's trail – history, arts – to signpost and inform visitors of the towns' heritage and cultural offer.

Orchard Field

5.23 Realise enhancements to the current visitor offer in order to make Orchard Field more attractive to visitors. This includes a number of actions suggested and agreed as a result of the 2019 informal sites consultation exercise:

- Improve signing, including interpretation boards and no litter signs;
- Improve seating;
- Provide litter and recycling bins;
- Introduce a wildflower friendly grass mowing regime outside the picnic area;
- Develop an 'arts trail', building on the existing community mosaic, with possible extension to whole of Neighbourhood Area.

The Horse Racing Industry

Heritage Trail

5.24 Establish a horse racing-based trail to promote horse racing based tourism in the two towns.

Public Rights of Way Network Improvements

5.25 Upgrade footpaths, bridleways and cycle routes which relate particularly to the local horse racing industry.

Heritage and Design

Conservation Areas

5.26 The following actions have been identified:

- Article 4 Directions – explore the scope for the selective introduction of Article 4 Directions in respect of specific permitted development rights within each of the 3 conservation areas, with a view to protecting their distinctive characters and appearances;
- Telephone Kiosks – refurbish six listed K6 telephone kiosks with a view to securing preservation and new uses;
- Street Signage – review and renewal of road safety signage, with a view to securing more sympathetic signage, appropriate to the appearance of the conservation areas;
- Conservation Area Reviews – reviews of all 3 conservation areas, the update of the appraisal of Malton Town Centre CA and the production of appraisals for Norton-on-Derwent and Malton Old Town Conservation Areas;
- Building Cleaning Programme – introduce a scheduled and audited cleaning programme for historical buildings, with possibility of a grant scheme to support the programme.

Public Realm

5.27 During 2017 a very successful Malton in Bloom scheme was delivered by a group of volunteers and continues on an annual basis. However, in future there could be cost implications without the on-going support of volunteers. There has been discussion between the town councils and members of the community regarding opportunities to make Malton and Norton more attractive through increased planting and landscaping:

- Improvement Works;
- Malton in Bloom – extension of scheme, including planters and street planting, to Norton and further development of its role;

- Pavement Advertisements – further investigation regarding possible removal, fixing of positions and limiting of numbers;
- Hand-painted Advertisements – pursuance of reinstatement/introduction on the sides of buildings, in order to enhance the character of the two towns.

5.28 An additional action was suggested and agreed as a result of the 2019 informal sites consultation exercise:

- Pedestrian Finger Signs – the introduction of direction signs to key town centre locations, indicating also the average walking time to each.

Design Guide

5.29 Consultation identified that there is a need for colour, cohesion and consistency to be addressed in order to combat a perceived ‘tattiness’ in the towns’ shopping areas. This requires a level of detailed guidance that goes beyond establishing the principle of securing improvements, and so detailed guidance is to be prepared to supplement this planning policy, through the production of a Malton and Norton Design Guide with a view to its adoption as a Supplementary Planning Document (SPD).

5.30 The guide will identify the key defining matters of local distinctiveness which determine the character of the two towns, including in relation to scale, appearance, layout, access and landscaping. It will also address issues such as road markings and the use of low grade materials in highways schemes within conservation areas.

Non-Designated Heritage Assets

5.31 The Malton and Norton on Derwent Plan area contains 2 Grade 1, 14 Grade II* and 243 Grade II Listed Buildings, 1 of which, the Grade II* listed ‘Screen Wall North West of Malton Lodge’ is on the Heritage at Risk Register 2020. It is also home to 4 Scheduled Monuments. It is also likely to contain many locally important Non-Designated Heritage Assets, but no locally held list currently exists.

5.32 A candidate list of Non-Designated Heritage Assets will be identified for survey and assessment, against Historic England criteria, with a view to establishing a definitive list and developing a policy for Neighbourhood Plan inclusion as part of any future review.

5.33 The staffs at the North Yorkshire Archaeology Advisory Service who look after the North Yorkshire Historic Environment Record/Sites and Monuments Record should be able to provide details of locally important buildings, archaeological remains and landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway. It may also be useful to involve local voluntary groups or local historic groups.

5. MONITORING, REVIEW AND IMPLEMENTATION

Monitoring, Review, Delivery and Community Infrastructure Levy

6.1 The Neighbourhood Plan for Malton and Norton will be delivered and implemented over the plan period 2020-2027. It seeks to provide the focus for change within the two towns but is not a rigid 'blueprint'. Rather, it is a framework for change. The plan will be subject to annual monitoring by the town councils and to periodic review, again by the town councils, certainly at the end of the plan period, but earlier if circumstances require.

6.2 The core planning policies of the plan will be delivered through their application by the planning officers and members of NYC, as the determining body for those applications (or by the Secretary of State in the case of appeals) and by the actions of developers, in accordance with planning permissions granted by NYC and associated planning conditions. Section 106 Agreements should work to mitigate site development impacts in line with plan policies where required.

6.3 Community Infrastructure Levy (CIL) is a relatively new levy or 'tax' on development introduced by Government in 2008 with the intention of standardising charges made on new residential and commercial development to pay towards infrastructure improvements to accommodate development. It was implemented in Malton and Norton, by the former district council on March 1st 2016. CIL should help to pay for any infrastructure needed as a result of growth within Malton and Norton, including schools, greenspace and transport improvements. There are a number of issues within Malton and Norton which can be funded from money received from development.

6.4 The idea of CIL is that local planning authorities identify new infrastructure considered necessary to accommodate development across their area and cost the works to provide the new infrastructure. This might include the need for funds to pay for a new classroom or school, road improvements or additional capacity to deal with sewage and surface water drainage. Developers then pay a standard charge per square metre based on a charging schedule in which the costs of the necessary infrastructure are set out.

6.5 The Community Infrastructure Levy (Amendment) Regulations 2013 makes clear that 15%, or up to a maximum of £100 per new house, of any CIL collected by a local planning authority must be paid to the parish council in the area in which development takes place; where a Neighbourhood Plan has been prepared, the amount to be paid to the parish council, which receives development after adoption of the Neighbourhood Plan, increases to 25% of the levy revenues.

6.6 The town councils have the ability to spend the money on things other than infrastructure, as long as it supports development. This means Malton and Norton Town Councils are free to spend the money on projects that will directly benefit the towns, as long as the money supports growth of the towns. The town councils are also able to work with other identified charging authorities to pool funds to spend on infrastructure or development related matters.

6.7 Potential expenditure can be looked at in terms of strategic matters, that would be included in NYC's CIL charging schedule and non-strategic matters on which the town councils might spend monies received from CIL.

Town Council CIL Matters

6.8 The matters in the following list are specific neighbourhood projects that are not essential infrastructure but would help to accommodate development or rectify specific issues caused by historic development. At this stage, they are suggestions for how town council CIL receipts might be spent:

- Archaeology projects;
- Signage for heritage/horse racing trails;
- Environmental improvements to the riverside area;
- Cycle parking facilities within the town centres;
- Creation of new sports and leisure facilities;
- Improvements to existing public open space and playgrounds.

Project Delivery Plan

6.9 Chapter 5 and the CIL sections above identify a number of community actions and possible neighbourhood projects. The table below pulls all of these together and lists them in terms of theme, brief description, potential funding sources, potential lead body and potential partners.

THEME	TITLE	DESCRIPTION	POTENTIAL FUNDING	POTENTIAL LEAD/PARTNER ORGANISATION(S)
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	New PROW, incl feasibility of route through Malton School Grounds	CIL-TC	MTC/NTC/NYC/landowners
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Assess signs & repair as necessary	CIL-TC	MTC/NTC/NYC/landowners
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Investigate safer routes to school	CIL-TC	MTC/NTC
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Lobby for new pedestrian crossings		MTC/NTC/NYC
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Develop new pedestrian/cycle river crossing	CIL-TC/CIL- NYC	NYC
TM – Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Provide town centre cycle parking facilities	CIL-TC	MTC/NTC

TM – Transport & Movement	Highway Improvements	Develop new road river crossing	CIL-NYC	NYC
TM – Transport & Movement	Highway Improvements	A64 junction improvements (incl. feasibility studies)	CIL- NYC	MTC/NTC/NYC/Heng
TM – Transport & Movement	Highway Improvements	Undertake feasibility work for a southern bypass	CIL-NYC	MTC/NTC/NYC
TM – Transport & Movement	Highway Improvements	Improve County Bridge level crossing	CIL-NYC	NYC/Network Rail
TM – Transport & Movement	Highway Improvements	York Rd pavement & pedestrian/cyclist separation improvements	CIL-TC/NYC/York Rd Industrial Estate	MTC/NYC/York Rd Industrial Estate
TM-Transport & Movement	Car Parking Strategy	Development of multi-faceted strategy	NYC/private owners	MTC/NTC/NYC/owners
TM-Transport & Movement	Traffic Management	Consult residents re traffic calming measures		MTC/NTC
TM – Transport & Movement	Traffic Management	One Way System – Malton & Norton	NYC	MTC/NTC/NYC
TM – Transport & Movement	Public Transport	Improve rural bus connections		MTC/NTC/NYC
RC – River Corridor	Flooding	Flood defence improvement works	CIL-NYC	NYC/EA
RC- River Corridor	Flooding	Identify uses for buildings subject to flood risk		MTC/NTC/EA/NYC/NE
RC- River Corridor	Education	Community education re flood risk & development		MTC/NTC/EA/NYC
E – The Environment	Local Green Space	Develop action plan for enhancement & management		MTC/NTC/NYC/owners

E- The Environment	Green & Blue Infrastructure	Develop Green & Blue Infrastructure Strategy and action plan		MTC/NTC/NYC/EA/NE/owners
E – The Environment	County Bridge Island	Enhancement works	CIL-TC/MTC/NTC	MTC/NTC/EA/Fitzwilliam Estate
E-The Environment	Air Quality	Measures to address problems	Heng/ bus providers /NYCC/CIL-NYC	MTC/NTC/NYC/bus providers/Highways England
E – The Environment	Quarrying	Support for re-opening/opening of local stone quarries		MTC/NTC/NYC
E – The Environment	Open Space	Improve public open space & playgrounds	CIL-TC	MTC/NTC/NYC
E – The Environment	Drainage	Sewage works at Butchers Corner	CIL-NYC/Yorkshire Water	RDC/Yorkshire Water
CF – Community Facilities	Protection & Enhancement of Facilities	Create new sports & leisure facilities	CIL-TC	MTC/NTC/NYC
CF – Community Facilities	Youth Provision	Increase recreational options for young people		MTC/NTC/NYC
TC – Tourism & Culture	Museum Venue & Visitor Facilities	Seek funding for enhanced museum facilities		MTC/NE/Lottery
TC – Tourism & Culture	Museum Venue & Visitor Facilities	Local coordination & support		MTC/NTC
TC – Tourism & Culture	The Milton Rooms	Secure viability		MTC/NTC
TC- Tourism & Culture	Orchard Field	Visitor Enhancements	HE/CIL-TC	MTC/NYC/HE
HRI – The Horse Racing Industry	Heritage Trail	Establish & promote a trail, including signage	CIL-TC/stables	MTC/NTC/NYC/Stables
HRI – The Horse Racing Industry	PROW improvements	Upgrade footpaths, bridleways, cycle paths	CIL-TC/MTC/NTC/ NYC/stables	MTC/NTC/NYC/Stables

		in proximity to horse racing operations		
HD-Heritage & Design	Conservation Areas	Explore scope for Article 4 Directions		MTC/NTC
HD-Heritage & Design	Conservation Areas	Refurbish listed K6 telephone kiosks	CIL-MTC/MTC	MTC/HE
HD-Heritage & Design	Conservation Areas	Review/renew street signage	NYC/MTC/NTC/CIL-TC	MTC/NTC/NYC
HD-Heritage & Design	Conservation Areas	Lobby re reviews and appraisals update/production		MTC/NTC/HE
HD-Heritage & Design	Conservation Areas	Building Cleaning Programme	CIL-TC/MTC/NTC	MTC/NTC
HD-Heritage & Design	Public Realm	Works to make Malton & Norton more attractive	CIL-TC/MTC/NTC/business owners	MTC/NTC/NYC/business owners/Malton in Bloom
HD-Heritage & Design	Archaeology	Archaeology projects	CIL-TC	MTC/NTC/HE
HD-Heritage & Design	Design Guide	Produce design guide	CIL-TC/MTC/NTC/NTC	MTC/NTC/NTC
HD-Heritage & Design	Non-Designated Heritage Assets	Generate/survey/assess candidate list	CIL-TC/MTC/NTC	MTC/NTC/NTC

Key to 'Project Delivery Plan' table abbreviations:-

CIL- NYC – Community Infrastructure Levy North Yorkshire Council matters

CIL-TC – Community Infrastructure Levy town council matter

EA – Environment Agency

HE – Historic England

Heng – Highways England

MTC – Malton Town Council

NE – Natural England

NTC – Norton Town Council

NYC – North Yorkshire Council

APPENDICES

APPENDIX 1: LOCAL GREEN SPACE ASSESSMENTS

Paragraph 102 of the National Planning Policy Framework (NPPF) sets out the criteria for the designation of Local Green Space within Local Plans and Neighbourhood Plans. The NPPF makes clear the Local Green Space designation will not be appropriate for most green areas or open space and that the designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

The National Planning Policy Guidance provides further explanation on situations where it is appropriate to designate Local Green Space. The guidance makes clear that large expanses of land, particularly on the edge of settlements, should not be designated and that it is unlikely to be appropriate to designate land which is covered by national or international designations. The guidance does, however, suggest it is appropriate to designate playing fields, allotments or urban spaces.

Through consultation and discussions a list of sites was identified for potential designation. The list was then considered in light of the criteria of paragraph 102 in order to identify whether the sites initially identified were appropriate for designation. A number of sites have not been carried forward for designation because they were considered to be either too big, not locally significant or not demonstrably special to the community – assessments of these can be found in the plan's online evidence base. The table below sets out the assessments of sites included under Policy E1 of this plan.

E1.1 Lady Spring Wood and River Walk to Old Malton	
Location	Between Sheepfoot Hill (off Castlegate) and 'The Gannock' (south of Town Street), Old Malton
Size	5.0ha
Proximity to community served (ref NPPF 102a))	The site is in close proximity to the town centre and to the community of old Malton at its two extremities.
Local in character/extensive tract of land? (ref NPPF 102c))	The space is local in character.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – riverside and woodland which fall within a Visually Important Undeveloped Area (VIUA) designated in the adopted Ryedale Local Plan (2002).
Historic significance (ref NPPF 102b))	None known.
Recreational value (ref NPPF 102b))	Yes – provides the main River Derwent walk on the north side of the river, together with a network of woodland paths, which are very well-used, forming part of a circular route. Has benefitted recently from £100,000 of investment in a new boardwalk, secured through the Malton & Norton Area Partnership. People counters installed to monitor usage.
Wildlife richness (ref NPPF 102b))	Yes – Lady Spring Wood identified as a Site of Importance for Nature Conservation (SINC). Whole site adjacent to the River Derwent SAC/SSSI.
Summary Assessment/Basis for Recommendation	The space is in reasonably close proximity to user communities at its two extremities, also serves a wider walking community, and is local in character. It holds particular local landscape, recreational and wildlife significance which together make it demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.2 Castle Garden	
Location	North east of Castlegate, adjacent the Old Lodge Hotel and Orchard Field
Size	3.5ha
Proximity to community served (ref NPPF 102a))	The space sits on the south-east edge of Malton centre, close to main thoroughfares and car parks. As such, it is in close proximity to the local and visitor/tourist communities which it serves.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – well-wooded with grassed areas. Falls within a Visually Important Undeveloped Area (VIUA) designated in the adopted Ryedale Local Plan (2002).
Historic significance (ref NPPF 102b))	Yes – this land has a 2 000 year history, starting with the Roman Fort of Delgovicia around AD 71, through to a Norman Castle and Elizabethan House. The site still holds a great deal of interest for archaeologists and has been listed by Historic England as a Scheduled Ancient Monument. The first excavations began in the 1930s by Philip Corder and John Kirk, commemorated by a standing stone and plaque in adjacent Orchard Field, and many of the finds can still be found in the Malton Museum. Since then, it has played host to other investigations, including ITV's Time Team, as well as Defence Archaeology Group's <i>Project Nightingale</i> . Archaeologists from the University of York have surveyed the site using Geophysics. Further information at:- http://www.maltoncastlegarden.org.uk/history
Recreational value (ref NPPF 102b))	Yes – popular with walkers and tourists. The site features perennials and native plants, a variety of tree species, plus garden gate and murals created by local craft workshops. There is a nature trail and an events programme.
Wildlife richness (ref NPPF 102b))	Yes – the site supports an interesting flora and fauna – ref:- http://www.maltoncastlegarden.org.uk/things-to-see – and includes a nature trail.
Summary Assessment/Basis for Recommendation	This is an important community and tourist site, both local in character and in reasonably close proximity to the community it serves. It has particular local significance as a landscape, historical, recreational and wildlife resource Given its use and local appreciation, it is considered to be a demonstrably special space for local people.
Recommendation	Designate as Local Green Space

E1.3 Norton Road Riverside	
Location	Riverside area of the Derwent located off Norton Road, west of County Bridge.
Size	1.5ha
Proximity to community served (ref NPPF 102a))	The space sits on the south-east edge of Malton centre, close to main thoroughfares and car parks. As such, it is in close proximity to the local and visitor/tourist communities which it serves
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – good visual landscape value, providing part of river setting to both towns that is greatly valued by the community.
Historic significance (ref NPPF 102b))	None known.
Recreational value (ref NPPF 102b))	Yes – includes a skate park, maze/labyrinth and picnic benches. Well-used by young people in particular. Utilised as a cut through and forms part of official ‘centenary way’.
Wildlife richness (ref NPPF 102b))	Yes – forms riverbank to River Derwent SINC
Summary Assessment/Basis for Recommendation	The site is local in character and in close proximity to the community it serves. It has particular local recreational as well as landscape and wildlife significance. It is clearly demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.4 Norton Grove/Scarborough Road Woodland	
Location	Adjacent to Westfield Way/Westfield housing estate and Norton Grove Industrial Estate
Size	2.0ha
Proximity to community served (ref NPPF 102a))	The site is in close proximity to the sizable Westfield housing estate and to businesses on the industrial estate.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – provides an important visual screen to the Norton Grove Industrial Estate
Historic significance (ref NPPF 102b))	None known.
Recreational value (ref NPPF 102b))	Yes – popular walking area for local people
Wildlife richness (ref NPPF 102b))	Yes – woodland and includes an ‘important pond’ identified by former RDC in the adopted Ryedale Local Plan (2002).
Summary Assessment/Basis for Recommendation	The site is local in character and in close proximity to the community it serves. It has particular local landscape, recreational and wildlife significance. Given its local use and significance/value it is considered to be demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.5 Scott’s Hill	
Location	South of Bazeley’s Lane/Whitewall, Norton
Size	3.0ha
Proximity to community served (ref NPPF 102a))	The space is detached from the main built-up area of Norton, separated by agricultural land. There are small numbers of properties west on Whitewall and east on Bazeley’s Lane. It does however serve a Malton/Norton wide community which regularly accesses the space by car.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – within Area of High Landscape Value (2002). Commands impressive views over Norton.
Historic significance (ref NPPF 102b))	None known.

Recreational value (ref NPPF 102b))	Yes – permissive access to woodland paths and wildlife garden enjoyed by community over many years. Popular with joggers and dog walkers. Also sledgers in winter.
Wildlife richness (ref NPPF 102b))	Yes – designated as a Site of Importance for Nature Conservation (SINC) as “Bazeley’s Lane”. Currently under contract to Natural England’s Higher Level Stewardship Scheme.
Summary Assessment/Basis for Recommendation	The site is local in character and in close proximity to the community it serves. It has particular local landscape, recreational and wildlife significance. Given its local use and significance/value it is considered to be demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.6 Orchard Field	
Location	Adjacent to Old Maltongate, the Old Lodge and Lady Spring Wood
Size	4.0ha
Proximity to community served (ref NPPF 102a))	The space sits on the south-east edge of Malton centre, close to main thoroughfares and car parks. As such, it is in close proximity to the local and visitor/tourist communities which it serves.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – open field sloping down towards River Derwent, although does not have a riverside frontage. Falls within Visually Important Undeveloped Area as identified in the adopted Ryedale Local Plan 2002.
Historic significance (ref NPPF 102b))	Yes – site of the Delgovicia Roman Fort – a Scheduled Monument. Part of the Malton History Trail. Contains a standing stone and plaque commemorating the first excavations of the adjacent Malton Castle Gardens in the 1930s by Philip Corder and John Kirk. Finds from archaeological digs at Orchard Field are held by Malton Museum.
Recreational value (ref NPPF 102b))	Yes –popular with walkers, local visitors and day-trippers/tourists.
Wildlife richness (ref NPPF 102b))	No
Summary Assessment/Basis for Recommendation	This is an important community site, local in character and in close proximity to the communities it serves. It has particular local landscape, historic and recreational significance. Given its local use and significance/value it is considered to be demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.7 Mill Beck Corridor	
Location	Adjacent to Lakeside and Welham Road housing, extending from Springfield Garth in the north to just north of Bazeley’s Lane in the south.
Size	5.0ha
Proximity to community served (ref NPPF 102a))	The northern half of the space is in close proximity to Lakeside and Welham Road residential communities and to the wider Norton community. The southern half of the space runs through open countryside until it reaches properties on Bazeley’s Lane at its southern extremity.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – attractive open water corridor of lakes and waterways. Falls partly (NB southern third) within Visually Important Undeveloped Area (VIUA) as identified in Submitted Local Plan Sites Document
Historic significance (ref NPPF 102b))	Yes – archaeological records from Romano-British and Medieval times (see Appendix 3), including former trout hatcheries
Recreational value (ref NPPF 102b))	Limited – passive value to recreational onlookers but no formal access/value.
Wildlife richness (ref NPPF 102b))	Yes – features open water habitats, including 3 ‘important ponds’ as identified by RDC in the adopted Ryedale Local Plan (2002). Subject of a conservation project in partnership with East Yorkshire Rivers Trust.
Summary Assessment/Basis for Recommendation	The site is local in character and in close proximity to a residential community at its northern reaches. It has particular local landscape, wildlife and historic significance. Given its local significance/value it is considered to be demonstrably special to local people.
Recommendation	Designate as Local Green Space

E1.8 The Plantation/Long Plantation	
Location	The site runs broadly north-south in a long narrow strip between Castle Howard Road in the south and Broughton Road in the north, forming part of the western boundary of the Neighbourhood Area.
Size	Est. 5ha
Proximity to community served (ref NPPF 102a))	Site lies 74pprox.. 1m west of the nearest community at 'Middlecave', West Malton, separated by the A64, although accessible via a footbridge over the road. The nearest properties are Grey Gables and Plantation Farm, both lying west of the site towards its northern end, but separated by a field's width.
Local in character/extensive tract of land? (ref NPPF 102c))	The site is local in character – used and visited by West Malton residents from the 'Middlecave' neighbourhood and the wider Malton community, and particularly valued as a local recreational resource (see below).
Landscape significance, e.g. beauty, tranquillity (ref NPPF 102b))	Yes – this is an elongated woodland/forest site situated within a gently upsloping east-west landscape. It is clearly visible as a prominent tree line from public vantage points on Castle Howard Road and Middlecave Road and from west-facing properties in the 'Middlecave' neighbourhood. It falls within an area of 'Green & Blue Infrastructure' ('The Howardian Hills') as proposed in this Neighbourhood Plan (ref Policy E4). It also forms part of the eastern boundary of the Howardian Hills AONB.
Historic significance (ref NPPF 102b))	None known.
Recreational value (ref NPPF 102b))	Yes – PROW footpath (NYCC Route Code 25.60/2/1) runs the entire length of the site, linking with a footpath along Castle Howard Road at its southern end; PROW (bridleways) at its northern end; and PROW to west and east at roughly its mid-point. It forms part of a popular circular route taking in Outgang Lane, Broughton and Middlecave Road.
Wildlife richness (ref NPPF 102b))	Neither the site nor its constituent habitats are formally recognised as having significant wildlife value. The site does however fall within an area of 'Green & Blue Infrastructure' as detailed above.
Summary Assessment/Basis for Recommendation	The site is local in character and well-used by the local Malton community despite being some one mile from the nearest significant residential area. It demonstrates clear landscape and recreational and some wildlife value and is of particular importance to the community.
Recommendation	Designate as Local Green Space

E1.9 High Malton	
Location	Western edge of Malton, bounded by Castle Howard Road to the south; Castle Howard Drive residential area to the east; Middlecave Road to the north; and the A64 to the west.
Size	25ha
Proximity to community served (ref NPPF 100a))	Space lies immediately to the west of the 'Middlecave' residential area.
Local in character/extensive tract of land? (ref NPPF 100c))	The space is an extensive tract of land, but is very much viewed as a valuable local asset and resource by the Middlecave community. This was clearly evidenced in Neighbourhood Plan consultation and in 2014/15 planning application responses to plans affecting the site, which included a 500+ signatory petition and some 100 individual respondents.
Landscape significance, e.g. beauty, tranquillity (ref NPPF 100b))	Yes – although a flat area of agricultural land hay meadows and paddocks divided/bordered by hedgerows with some bordering and scattered mature trees.it links visually with the AONB to the west. It also provides some visual amenity viewed publicly from all sides as well as the foreground to the AONB beyond. It forms an attractive rural approach to Malton and makes a key contribution to the setting of the Howardian Hills Area of Outstanding Natural Beauty (AONB) to the west. The south-east corner of the site, at which Castle Howard Road meets the built-up area of Malton, is identified as a 'gateway' location in this Neighbourhood Plan (ref Policy E5) with the key views which it affords identified and detailed in Appendix 3. ¹

¹ Ryedale District Council Officers Report on planning application (ref 14/00678/MOUTE) for development in this area cited as one of the reasons for refusal that, 'the site provides a transition between the western side of Malton and the nationally protected landscape of the AONB to the west. Officers are of the view that the site forms part of the setting of the AONB. It shares many of the physical

Historic significance (ref NPPF 100b))	None known
Recreational value (ref NPPF 100b))	Limited – no public rights of way through the space and no other recreational use, however public paths do run along its boundary edges. Public footpaths run along both the northern and southern edges of the site, with a bridleway running west from the mid-point of its northern boundary over the A64 via a footbridge and on into countryside, the AONB and the network of Public Rights of Way therein. These paths are used extensively for walking, dog walking, running and cycling, individually and by family groups, particularly at weekends. They are used by locals and by the wider Malton community for their recreation. They form part of a popular circular route taking in Outgang Lane, Broughton and The Plantation. The huge appeal of the bordering paths rests with the attractive and far-reaching views across the open High Malton site, west to the AONB and north towards the North York Moors.
Wildlife richness (ref NPPF 100b))	No. While neither the site nor its constituents' habitats are formally recognised as having significant wildlife value, local observation clearly shows that it has local value and richness with records of species such as hare, deer, bat, barn owl and buzzard as well as more common garden birds and mammals. The opportunity to view such wildlife on the doorstep contributes greatly to the visual appeal, attractiveness and value of the site to local people. The A64 in cutting forms the site's western boundary – "Malton Bypass Cuttings" is a designated Site of Importance for Nature Conservation (SINC). Its close association with the High Malton site enhances its wildlife value through species migration.
Summary Assessment/Basis for Recommendation	The site is in close proximity to a residential community on the western edge of Malton and demonstrates particular and enormous significance to that community. It provides valued visual amenity viewed from all sides and for walkers and a variety of recreational users – local and non-local – along its boundaries, who also enjoy its interesting wildlife populations. Linked to the AONB to the west. In wider landscape terms, it provides an acknowledged important setting to the AONB to the west. While it is also must be conceded to be an extensive tract of land, it is considered that in this case, this is outweighed by its other clearly evidenced attributes and, most significantly, the particular significance and importance that it has for local people.
Recommendation	Designate as Local Green Space

special qualities of the protected landscape, including topography, land use and landscape features and is a continuation of the Howardian Hills to the edge of the Town. The site is visible from the AONB and the AONB is visible from the site'.

APPENDIX 2: GREEN AND BLUE INFRASTRUCTURE

The Derwent Corridor – Regional Corridor (R5)

The Derwent corridor runs from the south-east of the North York Moors on the northern edge of the Langdale Forest, Scarborough, through Ryedale and on to East Riding to join the Ouse corridor near Barmby on the Marsh. Regionally significant due to length, and range of internationally important habitats and species, the corridor runs from the North York Moors, flowing through the wooded landscapes of the Tabular Hills, including Forge Valley into the Vale of Pickering, at West Ayton, then runs through the Vale of Pickering and through the Lower Derwent Valley. The corridor is mainly agricultural taking in some villages and small towns. Most of the corridor has a long history of extensive wetlands, now largely drained, but significant areas are designated for the remaining wetland habitats with sites including Ramsar, SPA, SAC (including the River Derwent within the Neighbourhood Area) and SSSI designations for protection of wetland areas, supporting habitats and important species. Opportunities exist to enhance landscape character and to restore biodiversity and enable the migration and movement of wildlife through creation of habitat networks. A need for new accessible greenspaces for the communities of Malton and Norton on Derwent has been identified along with continued use of the corridor for informal walking, cycling and horse riding. Within 'Ryedale', much of the corridor between Malton and Norton is identified as a Visually Important Undeveloped Area (VIUA) in the Local Plan Sites Document.

The Derwent Corridor links to the Howardian Hills Corridor, Rye Corridor, Wolds Corridor, Mill Beck Corridor, Driffield to Thirsk Disused Railway and Westfield Way/Priorpot Beck.

Function Indicators:-

Open space: Orchard Field, Malton Castle Garden. Malton & Norton Golf Club.

Biodiversity: River Derwent SAC. River Derwent SSSI. River Derwent SINC. Lady Spring Wood SINC. Several areas of BAP habitat including Deciduous Woodland, Floodplain Grazing Marsh, Lowland Meadow, Reedbed and Fen. Some areas of ancient woodland. UKBAP species including water vole, otter, salmon, European eel and greater water parsnip.

Landscape: The high landscape value in this corridor is linked to the very significant wetlands of the Vale of Pickering and the Lower Derwent Valley. VIUA within Malton area of 'Ryedale'.

Products from the land: Agricultural land throughout the corridor. Timber production also occurs within the corridor.

Flood risk: Flooding is a big issue in the corridor – especially around Norton/Malton and the flat agricultural areas. Controlling surface run off and floodwater within the catchment is important. Potential for wetland creation/restoration to retain flood water and reduce flooding down the catchment.

Climate Change: Large areas of woodland which could be managed for fuel and/or carbon sequestration. Opportunities to link grey and green infrastructure with potential hydropower on weirs.

Accessibility: Network of footpaths and bridleways within the corridor.

Recreation: Cricket field at Malton. Rugby grounds at Malton. Golf course at Norton on Derwent. Promoted access routes.

Cultural: Site of Malton Castle SM. Malton Roman Fort SM.

Tourism: There are opportunities for heritage tourism in Malton and Norton, linked to its Roman and other historical remains, and to its historic and current horse racing associations.

Poor Quality Environments: Some brownfield sites within Norton, adjacent to the Derwent. Future reduction in environmental quality may result from changes to drainage threatening archaeological remains.

Howardian Hills – Sub-Regional Corridor (S15)

The Howardian Hills corridor runs from Easingwold in the west to Malton in the east. Of sub-regional importance, the corridor comprises well-wooded rolling countryside – much of which is designated as an Area of Outstanding Natural Beauty. Projects within the corridor include hedge planting, tree planting and other countryside management to maintain and enhance the landscape and protection of vulnerable archaeological features. Existing Public Rights of Way include the Foss Walk and Centenary Walk (NB outside the Neighbourhood Area) but there is still considerable opportunity for increased public access to comparatively remote countryside. Other possibilities for development of green infrastructure include improving signage and promotion of the area for recreation and tourism. Only a small portion at the eastern extremity falls within the Neighbourhood Area.

The Howardian Hills Corridor links to the Rye Corridor at Broughton Road and the Derwent Corridor at the A64.

Function Indicators:-

Biodiversity: BAP habitats including Deciduous Woodland, Lowland Calcareous Grassland, Wood pasture, Parkland & Veteran Trees and Fen. Large areas of ancient woodland. Malton Bypass Cuttings SINC.

Landscape: Much of the corridor is designated as an Area of Outstanding Natural Beauty for its landscape value.

Products from the land: Agricultural land throughout the corridor.

Climate Change: Very large areas of woodland that could be managed for fuel and/or carbon sequestration.

Accessibility: Network of footpaths and bridleways within the corridor.

The Rye Corridor – Sub-Regional Corridor (S21)

The sub-regionally important Rye corridor begins east of Osmotherley Moor in the west of the National Park, through Snilesworth Moor to Helmsley, via Hawnby and Rievaulx then eastwards to join with the Derwent, just north of Malton. Part of the south of the corridor is within the Howardian Hills AONB – an important landscape area. It has a classic dales landscape featuring broadleaved woodlands, important old trees and wetlands and also contains a variety of biodiversity sites. Because it has such rich landscape, wildlife and cultural value, it is highly attractive to visitors and is well used for informal countryside pursuits such as walking, horse riding and angling. The corridor has a tendency to flood and possibilities for green infrastructure investment include, creating greenspaces to aid flood management.

The Rye Corridor links to the Derwent and Howardian Hills Corridors, and to the Driffield to Thirsk Disused Railway.

Function Indicators:-

Biodiversity: BAP habitats including Deciduous Woodland, Upland Heathland, Lowland Meadow, Lowland Dry Acid Grassland, Purple Moor Grass & Rush Pasture, Floodplain Grazing Marsh and Lowland Calcareous Grassland. Large areas of ancient woodland. Otter present in all rivers in the corridor.

Landscape: The corridor contains part of the Howardian Hills AONB, an area designated for its high quality landscape.

Products from the land: Agricultural land throughout the corridor. Timber production. Fishing from the River Rye.

Flood risk: Flooding is a problem within the Rye corridor and outside the corridor at the confluence with the River Derwent where flooding affects Malton and Norton on Derwent. Controlling surface run off and floodwater within the Rye corridor would positively affect flooding issues both within and outside the corridor.

Climate Change: Large areas of woodland that could be managed for fuel and/or carbon sequestration.

Accessibility: Network of footpaths and bridleways, including a stretch of the Drifffield-Thirsk Disused Railway Line, identified to the south as green infrastructure in this plan (see separate entry).

Recreation: Promoted access routes.

Cultural: Undesignated historical assets within this area are identified within the county Historic Environment Record.

Tourism: Eden Camp Modern History Museum.

The Wolds Corridor

The Wolds Corridor stretches across the south of the Neighbourhood Area, from the boundary east of Beverley Road to the River Derwent on the western boundary, west of High Farm. Its northern extent is marked by a broadly east-west line following Langton Lane, Bazeley's Lane/Whitewall and Welham Hall.

The corridor is characterised by farmland and scattered woodland belts on gently sloping land rising from the north, and including riding stables and the southern extension of Malton and Norton Golf Course. It is identified as being within The Wolds Area of High Landscape Value by RDC in its Submitted Local Plan Sites Document. It includes an area known as Scott's Hill (also known as Bazeley's Lane – a designated Site of Importance for Nature Conservation (SINC) site), immediately south of Whitewall, proposed as Local Green Space in this plan as well as the Welham Hill Verges SINC. The area includes a number of public bridleways and footpaths, running broadly either north-south or west-east.

The corridor links with the Mill Beck Corridor at Whitewall and with the Derwent Corridor at its western end.

The Mill Beck Corridor

The Mill Beck Corridor extends from the northern edge of the Wolds Corridor (see separate entry) at Whitewall (south of the built-up area of Norton) north, through a part of Norton largely framed by Welham Road to the west and Langton Road to the east, ultimately to the east-west running Derwent Corridor (see separate entry) at its northern extremity.

The corridor is centred on the course of the south-north flowing Mill Beck and is of both local landscape and wildlife value. The southern half of the corridor is identified as a Visually Important Undeveloped Area (VIUA) in the RDC Local Plan Sites Document. Much of the central swathe of the corridor is the subject of a conservation project involving the landowner in partnership with East Yorkshire Rivers Trust, focussing on its open water habitats, including 3 'important ponds' as identified by the former RDC in its 2002 Local Plan. Much of the beck course is also well-wooded. Part of the corridor is proposed as Local Green Space in this plan. Archaeological records (see Appendix 3) indicate Romano-British and Medieval interest, including a former fish hatchery between Hunters Way and Cornlands.

Public access within the corridor is largely limited due to private ownership, however National Cycle Route 166 runs along Whitewall and north up Langton Road, before turning east along Langley Drive. There is also a public bridleway commencing on Whitewall, running east to Langton Road and then turning south. At the northern end of the corridor, there are several public footpaths, including one running to the north of Norton Duck Pond which, in combination with public roads, links to the Derwent riverside path at County Bridge.

Driffield-Thirsk Disused Railway Line

The Driffield-Thirsk Disused Railway Line extends from Westfield Way, near the Neighbourhood Area's eastern boundary, west and then north-west to Scarborough Road. From this point, it follows Bowling Lane, crosses the York-Scarborough railway line and River Derwent, and then continues north-west, across Old Malton Road and between the end of East Mount and the start of Peasey Hills Road. Turning more to the north, the corridor reaches Pasture Lane, at which point it deviates from the old railway bed, following instead the tree belt/eastern boundary of the Showfield Lane industrial area to the A64.

For much of its course, this is a narrow, wooded corridor, only opening out briefly after its intersection with the Derwent Corridor, to take in open land at Pye Pits and New Malton Cemetery. The site abuts Orchard Field where it crosses the Derwent Corridor, which is a proposed Local Green Space in this plan. The corridor has undoubted local landscape and wildlife value throughout its course, and recreational value also, whether formal (cemetery) or as an informal walking resource.

The section of the corridor from Westfield Way to Parliament Street is a public footpath, but from that point onwards there is no official public right of way, although access exists for much of its length, including at Pye Pits and the cemetery. It also links at various points – Pasture Lane, Pye Pits, Orchard Field, Scarborough Road – with several public footpaths or bridleways.

The corridor links to the Rye and Derwent Corridors and to Westfield Way/Priorpot Beck.

Westfield Way/Priorpot Beck

The Westfield Way/Priorpot Beck corridor runs from the Neighbourhood Area's eastern boundary at Westfield Way/Norton Grove Stud, via two arms to the River Derwent Corridor. 'arm 1' runs north-west, straddling Westfield Way and then across Scarborough Road, while 'arm 2' follows the course of the Priorpot Beck through residential development and then open land.

The Westfield Way 'arm' is centred on Norton Grove/Scarborough Road Woodland, proposed as a Local Green Space in this plan, and taking in the Priorpot Beck as it enters the area from the south-east. It is of local wildlife value and includes an 'important pond' identified by the former RDC in its adopted 2002 Local Plan. It also forms a valuable landscape screen between housing and the Norton Grove Industrial Estate. An east-west running public footpath from Norton Grove Stud bisects the corridor, crossing Westfield Way to meet the start of the Driffield-Thirsk Disused Railway Line. This 'arm' is a popular walking area for local people.

The Priorpot Beck 'arm' follows a curving, wooded course through modern residential development, taking in a local park at Juniper Drive and landscaped business premises at Scarborough Road, before emerging in open fields at the Derwent Corridor rail line boundary. There is no official public access except at the park.

The corridor links with the River Derwent Corridor and the Driffield-Thirsk Disused Railway Line.

APPENDIX 3: HIGH MALTON VISUALLY IMPORTANT UNDEVELOPED AREA – ASSESSMENT

Visually Important Undeveloped Areas (VIUA)

Areas of land are designated as VIUA for one or more of the following reasons:

- The site makes a significant contribution to the character or setting of the settlement;
- The site provides an attractive setting for buildings within it;
- The site is of importance in terms of the historical form and layout of the settlement.

Against this context, six criteria/prompts have been used to identify VIUA's. These are as follows:

- Contribution the space makes to the setting of the settlement viewed either from publicly accessible viewpoints within the settlement or from approach roads or paths
- Contribution the space makes to the setting of a building or groups of buildings either listed or of historical or architectural interest
- Contribution the space makes to the overall form and character of the settlement
- Extent to which the space provides a vista/viewpoint into the surrounding countryside
- Extent to which trees, boundary hedges or walls contribute to the character of the space
- The archaeological or historic interest of the space

The above reasons for the designation of VIUA and the assessment criteria are those used in the original identification of sites by the former RDC in 2002. They were used subsequently to identify proposed new VIUA in the Local Plan Sites Document in 2017.

Assessment of High Malton against VIUA Criteria

It is considered that the land in question meets the following criteria for VIUA designation:

- Contribution the space makes to the overall form and character of the settlement
- Extent to which the space provides a vista/viewpoint into the surrounding countryside
- Extent to which trees, boundary hedges or walls contribute to the character of the space

This is a large area of generally open, undeveloped land, forming an attractive and characteristic area of landscape and a soft edge to Malton seen from the west. The land is visible from distance and is viewable from the Howardian Hills AONB and land to the south and west of Norton. While the ability to view Malton is limited relative to changes in site topography and elevation, and the area is not significant in terms of Malton's form, the land clearly contributes to the overall character of Malton as a rural market town, set within a rural, countryside hinterland.

There are points within the area where the level of intervisibility into the wider countryside is unparalleled in any other part of the edge of the two towns, i.e., views of the North York Moors, Howardian Hills AONB and The Wolds, in a wide panorama. This is a function of the land's elevation and position, sitting high on the plateau of the Howardian Hills foot slope. While not universally experienced across the site, the very high quality of the experience from the discrete points where views do occur is considered sufficient to meet the vista/viewpoint criterion.

The land comprises a mosaic patchwork of six or more fields with some remnant hedgerows within the site, together with occasional mature trees, and mature boundary trees along the Castle Howard Road and Castle Howard Drive boundaries, plus clusters of mature trees and hedgerows along the Middlecave Road boundary. While not dominating within or integral to the site, it is nonetheless considered that they do undoubtedly make a not insignificant contribution to the character of the space.

APPENDIX 4: KEY GATEWAY VIEWS



Gateway Views Key Map

Gateway 1: Old Malton North

View 1 - Town Street, Looking South

B1257 Town Street, viewed from north end of village looking south, displaying a rural, village feel.

The road falls slightly towards the village with broad grass verges either side. C19th cottages lie to the left with farms set back behind fields on the right.



View 2 - Town Street, Looking North

The road inclines towards the A64 flyover in the rear ground. There are wide grass verges which are hedge and tree lined. There is a real sense of leaving the town and entering the countryside.



Gateway 2: Old Malton South

View 3 - Town Street, Old Malton

B1257 Town Street, viewed from south end of village looking north.

Gateway to Old Malton village, with busy roundabout intersection with Highfield Road coming in from the left. Tree lined verge with cricket field on right, walled boundary of the Camphill Centre with mature tree to the left. C19th cottages fronting the road in the middle ground.



View 4 – Old Malton Road

The north-east gateway to Malton, signifying a rural market town. The walled boundary of the Camphill Centre is visible to the right, with a wide verge with occasional trees on the left. There are open views to Norton across the sports fields to the left.



Gateway 3: Broughton Road

View 5 - Broughton Road, Looking South East

The north-west gateway to Malton. A grass verge with mature trees to the left and high hedge and fence to the right signify the entrance to a rural market town.



View 6 – Broughton Road, Looking North West

Grass verges and mature trees receding into the distance signal a gateway to open countryside. The lights and fencing of Malton Community Sport Centre lie to the left.



Gateway 4: Castle Howard Road

View 7 - Castle Howard Road, Looking East

The western gateway to Malton. The gateway occupies an elevated position above the town, with views to the Moors and Wolds in the distance. Open farmland lies to the north and allotments to the south, with housing in large grounds facing the road. The wide verges, mature trees and hedges and country lane feel of the road announce an arrival from the countryside into the town.



View 8 – Castle Howard Road, Looking West

Gateway to the Howardian Hills. A country lane feel, with broad grass verges, mature trees and hedge lined field boundaries disappearing into the open countryside beyond.



Gateway 5: York Road

View 9 - York Road, Looking North East

The south-west and arguably main gateway into Malton. This arterial route from A64 to the town centre prefaces the characteristic architecture of the town, with the late C19th former YMCA building on its south side, leading to individual style housing on the near approaches to the town.

The high tree-lined banked verge to the left signals the town's leafy, green feel, while views off to the right afford glimpses over the Wolds to the south and beyond.



View 10 – York Road, Looking South West

Tree and hedge lined road with promise of countryside on the horizon, serving as another gateway to the Howardian Hills.



Gateway 6: Whitewall Corner

View 11 - Welham Road at Whitewall Corner, Looking North

One of 3 southern gateways to Norton. Welham Road falls steeply to this level point at Whitewall Corner. Individual style dwellings to both sides of the road, with linear post-war large semi-detached housing to the right signal arrival into the town. Open fields beyond the house to the left and gaps between houses allow countryside views, admitting the countryside into the town.



View 12 – Welham Road at Whitewall Corner, looking South

Gateway to the Wolds. The crossroads with its village feel and the road climbing up Welham Hill between the tree-lined vista form a strong rural gateway to Wolds countryside to the south.



Gateway 7: Langton Road

View 13 - Langton Road, Looking North

One of 3 southern gateways to Norton. Steeply falling road levelling off at Bazeleys Lane corner. Tree lined to both sides with grass verge on the west side, with equestrian buildings beyond. Individual style dwelling to the east, with a further range of equestrian linked buildings. This gateway provides a gentle rural arrival point into the town.



View 14 – Langton Road, Looking South

Gateway to the Wolds. The road gently inclines to Langton Hill, with Bazeleys Lane on right. A mature tree-lined exit from the town beckons strongly to the Wolds countryside beyond.



Gateway 8: Beverley Road

View 15 - Beverley Road, Looking North

One of 3 southern gateways to Norton. Characterised by open fields to the right, with new built circa 2010, housing estate behind mature vegetation screen to the left. Wide grassed verges with footpaths to both sides of road provide a rural-feeling, green gateway.



View 16 – Beverley Road, Looking South

Gateway to the Wolds. Characterised by wide verges, rural-styled footpath and hedge-lined field boundaries, with the Wolds clearly visible rising in the distance.



Gateway 9: Scarborough Road

View 17 - Scarborough Road, Looking West

The eastern gateway to Norton. This well-treed junction and vista, with open fields to the right and grass verges belies the presence of Norton Grove Industrial Estate and a circa 2015 new housing estate beyond in close proximity.

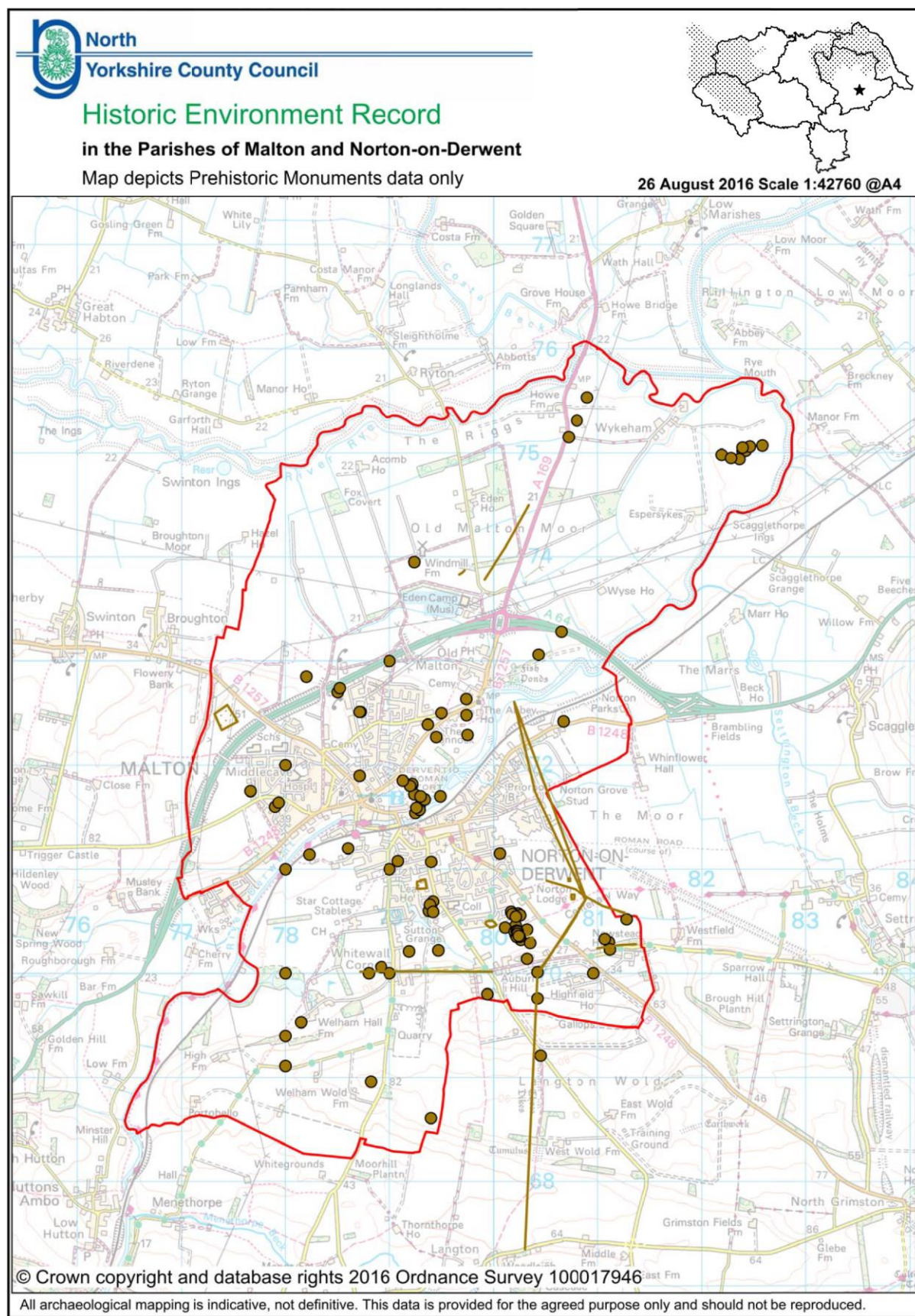


View 18 – Scarborough Road, Looking East

Hedge and tree lined exit from the town into open countryside to the east. Stand-alone farm building and individual property are the only built development in this rural scene.



APPENDIX 5: ARCHAEOLOGY MAPS





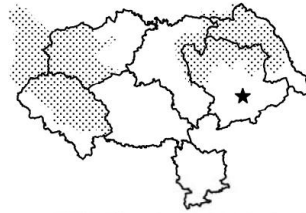
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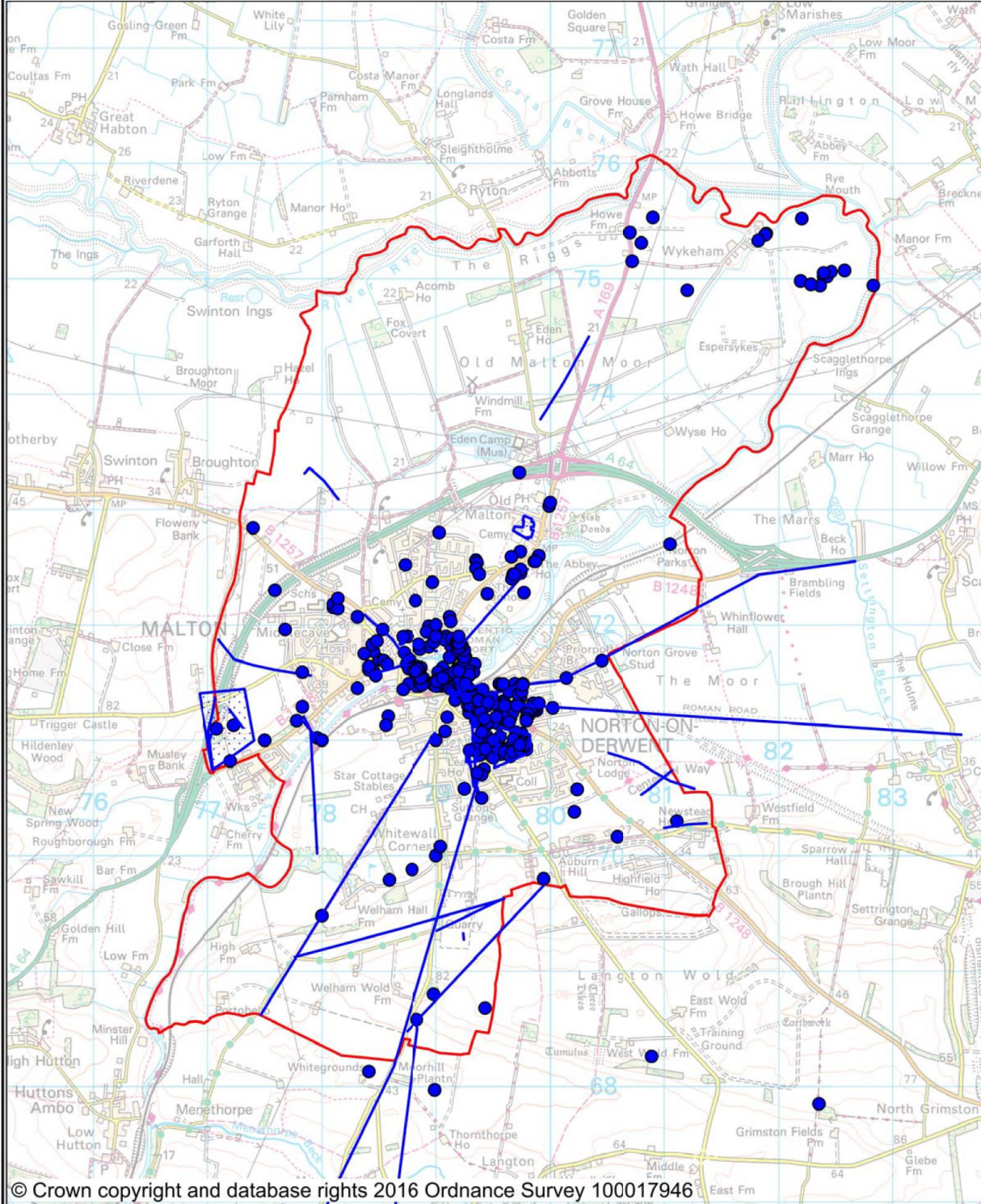
Historic Environment Record

in the Parishes of Malton and Norton-on-Derwent

Map depicts Romano-British data only



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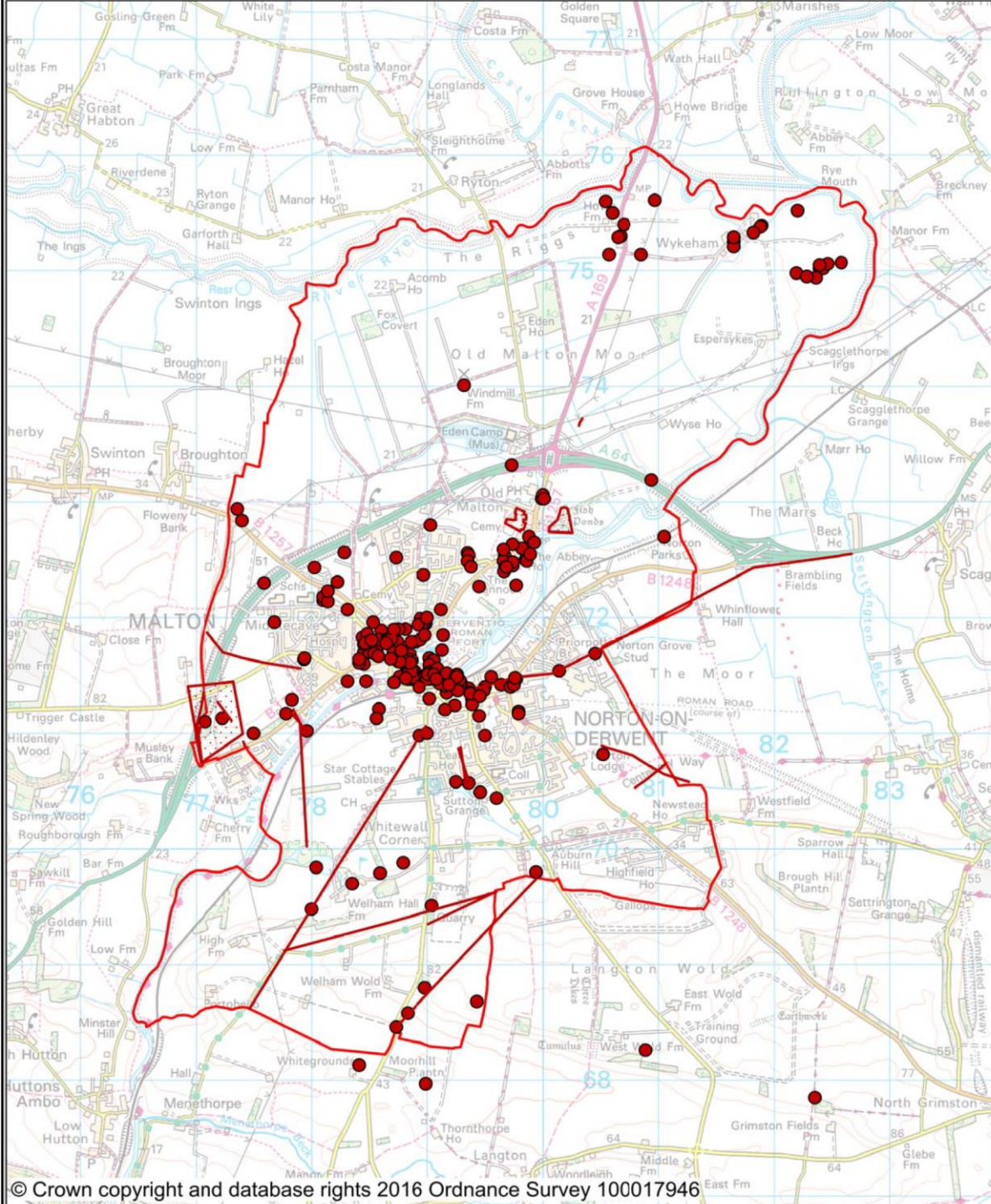
Historic Environment Record

in the Parishes of Malton and Norton-on-Derwent

Map depicts Medieval data only



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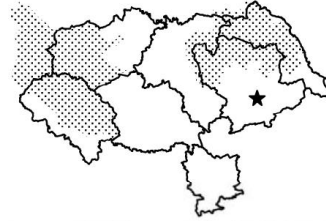
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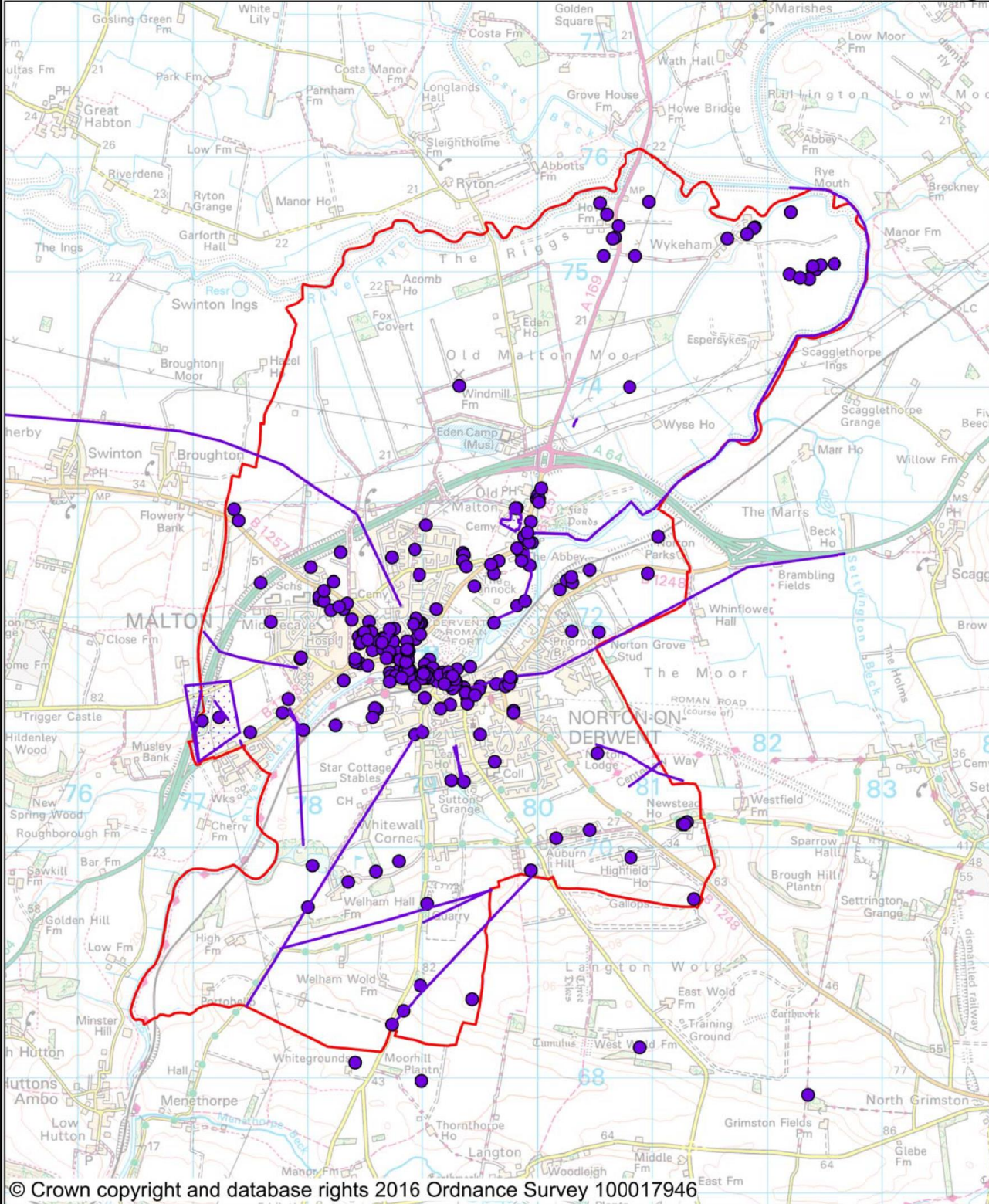
Historic Environment Record

in the Parishes of Malton and Norton-on-Derwent

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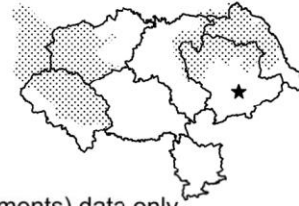
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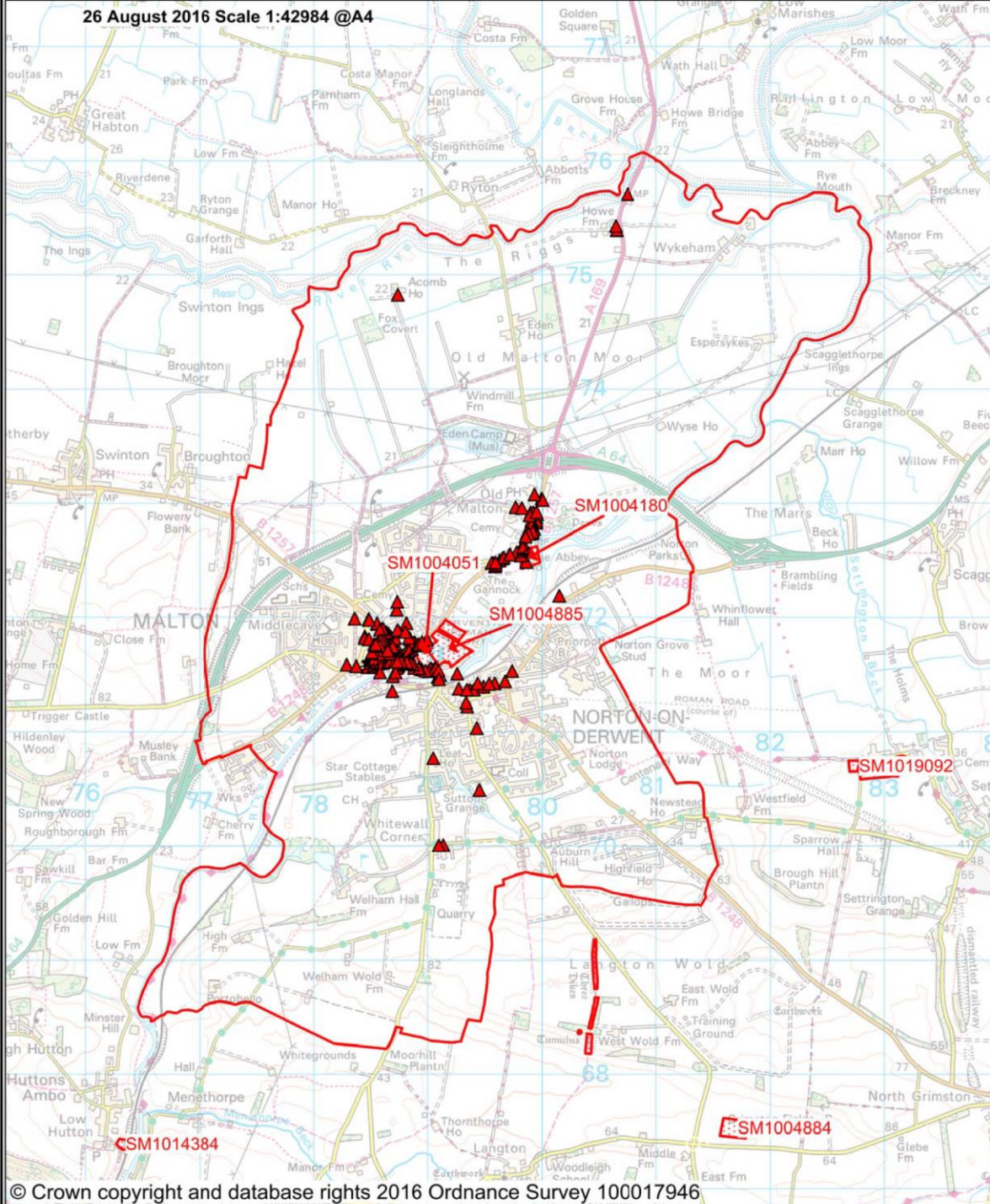
Historic Environment Record

in the Parishes of Malton and Norton-on-Derwent

Map depicts Designated Assets (Listed Buildings and Scheduled Monuments) data only



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APPENDIX 6: GLOSSARY OF TERMS & ABBREVIATIONS

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.

Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low-cost market' housing, may not be considered as affordable housing for planning purposes.

Air Quality Management Plan (AQMP)

The AQMP sets out a strategy for achieving high air quality standards, particularly in areas where air quality is currently or historically poor. AQMPs typically include a comprehensive analysis of emissions, regional growth projections and a consideration of existing control measures.

Article 4 Direction

A direction issued by the local planning authority that withdraws specified permitted development rights granted by the General Permitted Development Order (2015). The introduction of an article 4 Direction means that any property owner wishing to make alterations to a home or premises within a designated area would need to seek planning permission to do so. This gives greater control over matters that, for example, could cause visual harm to a conservation area.

Community Infrastructure Levy (CIL)

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. This is charged on a per square metre basis on certain forms of development.

Conservation Area (CA)

A conservation area is an area deemed to be of special architectural or historic interest, the character or appearance of which it is desirable to preserve and enhance.

Listed Building

A listed building is a building, object or structure that has been judged to be of national importance in terms of architectural or historic interest.

Local Plan

Each local planning authority across England is expected to prepare a plan setting out a strategy for the future development of the local area. The document, which usually includes policies to manage development and proposals for development is prepared by the local planning authority in consultation with the community.

Neighbourhood Plan (NP)

A plan prepared by a parish council or neighbourhood forum for a particular neighbourhood area.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework was revised on 20 July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

National Planning Practice Guidance (NPPG)

The NPPG is a live web-based resource which brings together planning guidance on various topics into one place. It was published in November 2016 and last updated in June 2021.

Non-Designated Heritage Asset (NDHA)

A building or structure identified and assessed (using Historic England Local Listing Guidelines) as having local architectural and/or historic value, with the potential for 'local listing' by the local authority or even statutory listing by Historic England.

Public Realm

Public realm is the space around, between and within buildings that are publicly accessible. It comprises the streets, squares, parks, green spaces and other outdoor places that require no key to access them and are available, without charge for everyone to use.

Public Rights of Way (PROW)

The most widely known right to cross private land is known as a 'right of way'. If this is a right granted to everyone, then it is a 'public right of way'.

Section 106 (S106) Agreement

Planning obligations under section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy.

Site of Special Scientific Interest (SSSI)

Sites designed by Natural England under the Wildlife and Countryside Act 1981

Special Areas of Conservation (SAC)

Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive.

Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance supplies supplementary information in respect of the policies in a current or emerging Local Plan or national policy. It is a means of setting out more detailed thematic or site-specific guidance on how these policies will be applied in particular circumstances or areas.

Yorkshire Derwent Catchment Partnership

The Yorkshire Derwent Catchment Partnership (YDCP) is one of over 100 catchment partnerships who follow the Catchment Based Approach. This initiative was launched by Defra in 2012 to encourage and facilitate collaborative working at a river catchment scale to help to protect our water environment. The Catchment Based Approach partnership has been fully established since 2016. It is made up of environmental NGOs, local authorities, government agencies, landowner representatives and farmer representative bodies and is hosted by Yorkshire Wildlife Trust. The partnership works together to deliver a wide range of projects across the catchment to meet its vision and key aims.