

## 4.0 OPTIONS & CONSULTATION

### INTRODUCTION

- 4.1 This section of the report sets out some the various options for the development of these sites which formed the basis of the public exhibition. The views of the public on the principles which underpin the proposals and in relation to each of the options are also discussed below. In total, it is estimated that up to 700 people attended the exhibition and some 380 completed questionnaires were received.

### FEEDBACK ON PRINCIPLES AND OVERARCHING ISSUES

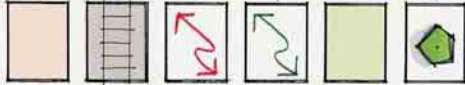
- 4.2 The questionnaire completed by those attending the public exhibition sought to gain public views on some the principles which underpin the proposals as well as on the site options themselves. In this regard, a very large majority (84%) agreed that new development should be focussed on brownfield land. A large majority also agreed that new office development should be focussed close to the town centre
- 4.3 In relation to housing, new affordable housing was identified by the 69% of the public as the main priority. Apartment and small houses, and housing for the elderly were also seen as important. In terms of additional community facilities, a new leisure centre was cited by nearly 60% of respondents. Additional open space was also sought by many residents.

### SITE OPTIONS & CONSULTATION FINDINGS

#### **Sheepfoot Hill**

- 4.4 For the purposes of the public consultation event, two options were drawn up. Vision 1 is an entirely residential option with land west of Castlegate developed for specialist housing for the elderly and land east of Castlegate developed for open market houses and apartments. This option provides for an identified need in terms of housing for the elderly and maximises the amount of affordable housing which could be developed. However, the single use of the site means that less activity and visual interest is created by the development.

Key



RESIDENTIAL

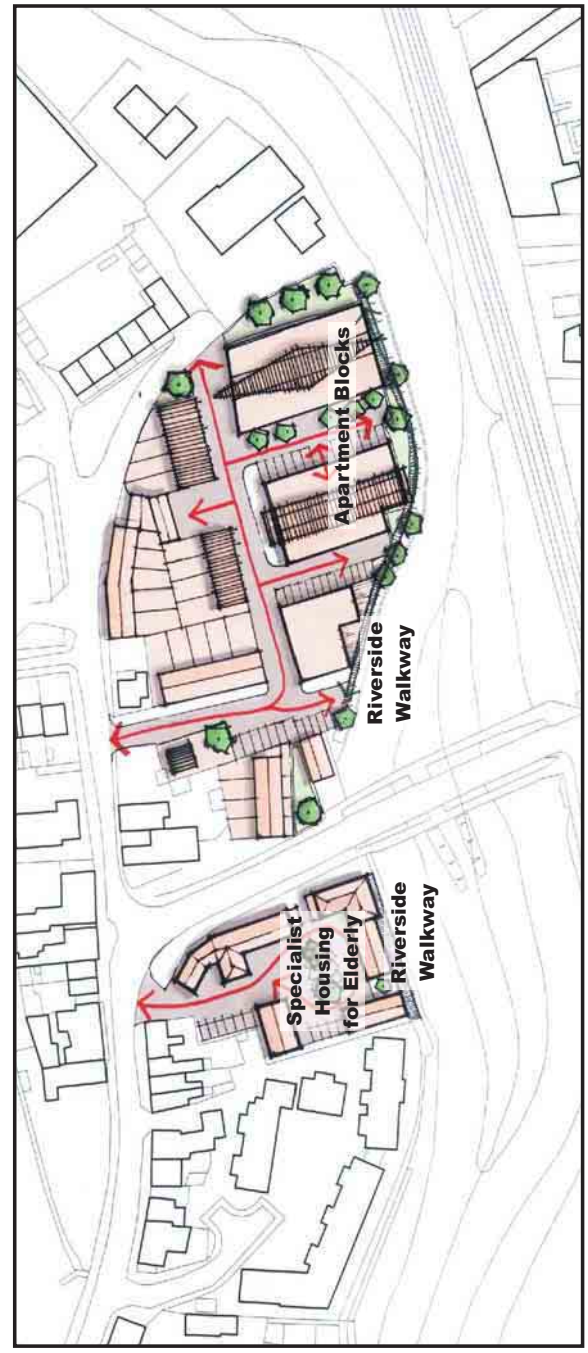
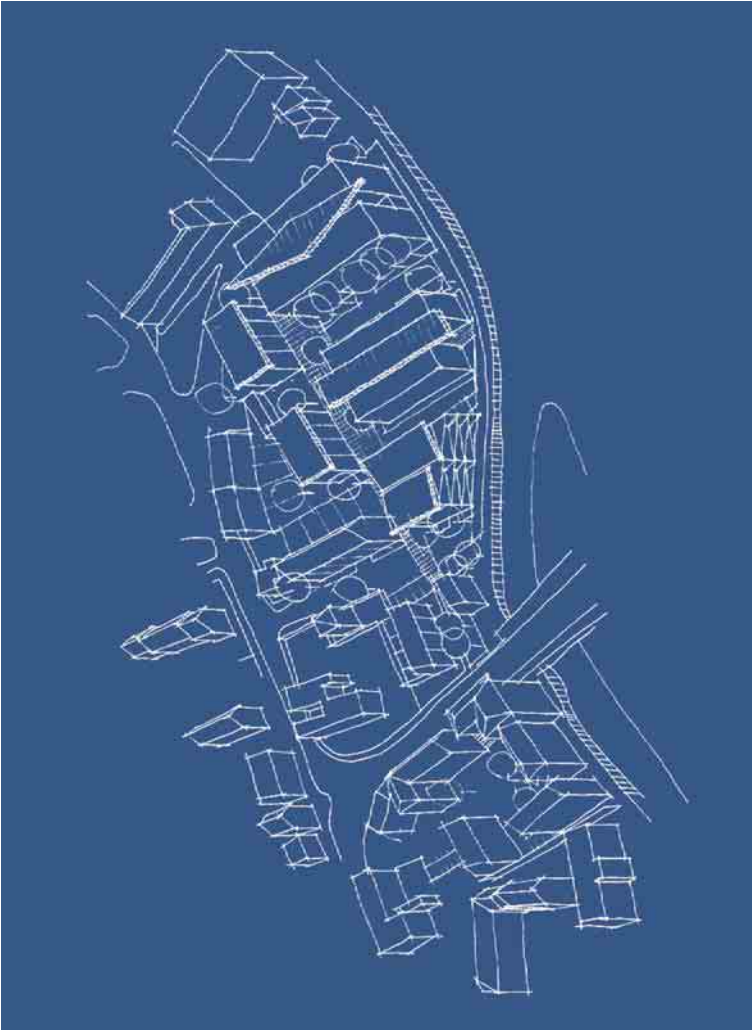
CAR PARKING

ACCESS

FOOTPATH

OPEN SPACE

LANDSCAPING



Area: Millon and North Brownfield Redevelopment

Date: June 2004

Scale: NTS

Drawn by: PB

Drawn No: NE2344/01

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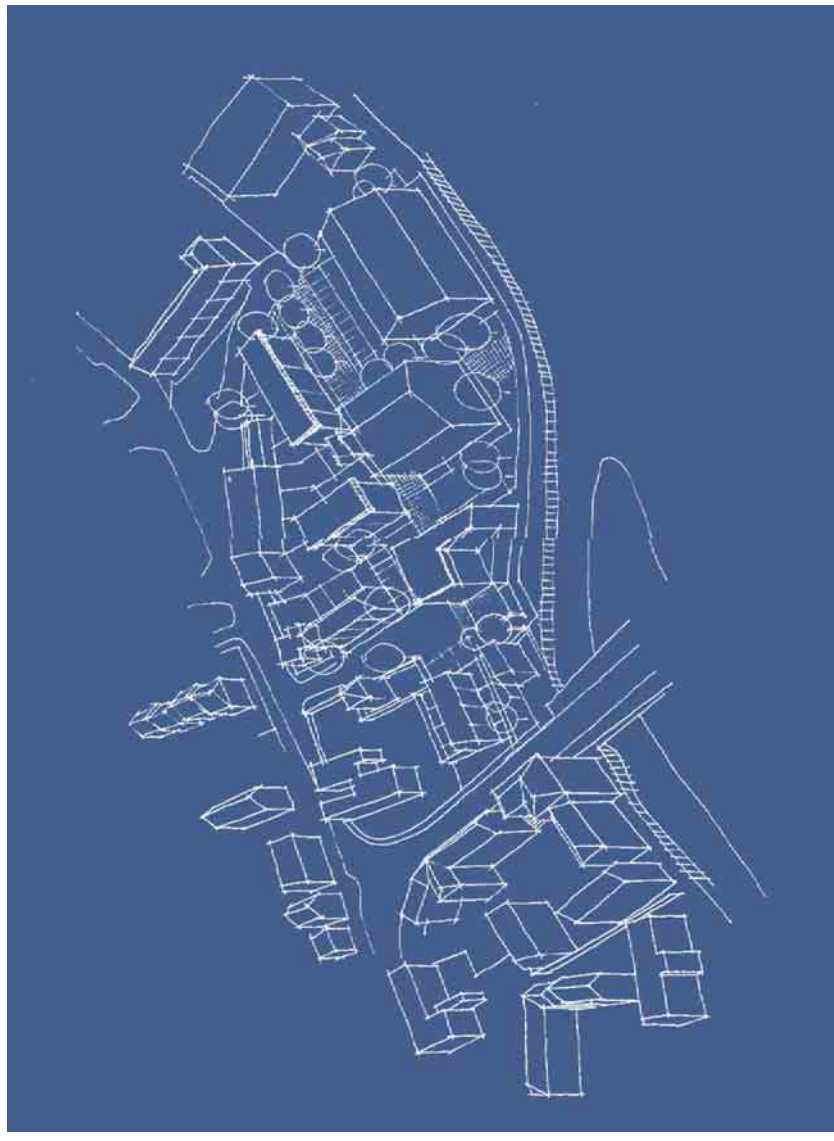
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Development Planning  
Urban Design Economics

Client: Ryedale District Council  
Drawing No: 2344/01/001

Key



	RESIDENTIAL
	BAR/CAFE/RESTURANT
	CAR PARKING
	ACCESS
	FOOTPATH
	OPEN SPACE
	LANDSCAPING



Area: Milton and North Bowfield Redevelopment

Date: June 2004

# Sheepfoot Hill Vision 2 Mixed Residential and Leisure

Client: Ryedale District Council

Scale: NTS

Drawn: PBp

Drawn: NE2344A2

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Drawn in: 2344A2/0027

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Urban Design Economics*

- 4.5 Vision 2 shows open market residential development to the west of Castlegate and a residential led development but also including a restaurant or bar. This will maximise the amenity value of the riverside location and generate additional activity and visual interest within the site. However, less affordable housing would be generated by this option.
- 4.6 In relation to the Taylor and Brown part of the site west of Castlegate, the results of the public consultation were not clear as to whether housing for the elderly or open market housing is preferred. To the east of Castlegate, a clear majority (62%) preferred the all residential option.

### **Dewhirsts**

- 4.7 The residential character of the surrounding area dictates that any redevelopment of this site should be principally for residential uses therefore, Vision 1 shown overleaf shows all existing buildings cleared and an entirely residential development of 2-3 storey houses accessed from Spring Field Garth. This option maximises value and the amount of affordable housing which can be developed.
- 4.8 Vision 2 (also overleaf) shows a residential led development but retains the existing brick built building on the Welham Road frontage for conversion to small business starter units. There is a clear need and aspiration for new small business accommodation within the twin towns and this option could help to meet that need. This part of the development could attract public sector funding and may enable the newly formed Malton and Norton Partnership Development Trust to become involved in creating new jobs and diversifying the local economy.
- 4.9 Again, there was no conclusive finding from the public in terms of which option is preferred. However, in terms of the scale of development, there was a relatively clear preference that development should be of 2, rather than 3 storeys. Subject to the detailed design of any proposal however, this aspiration may be contrary to government policy with regard to the density of residential development

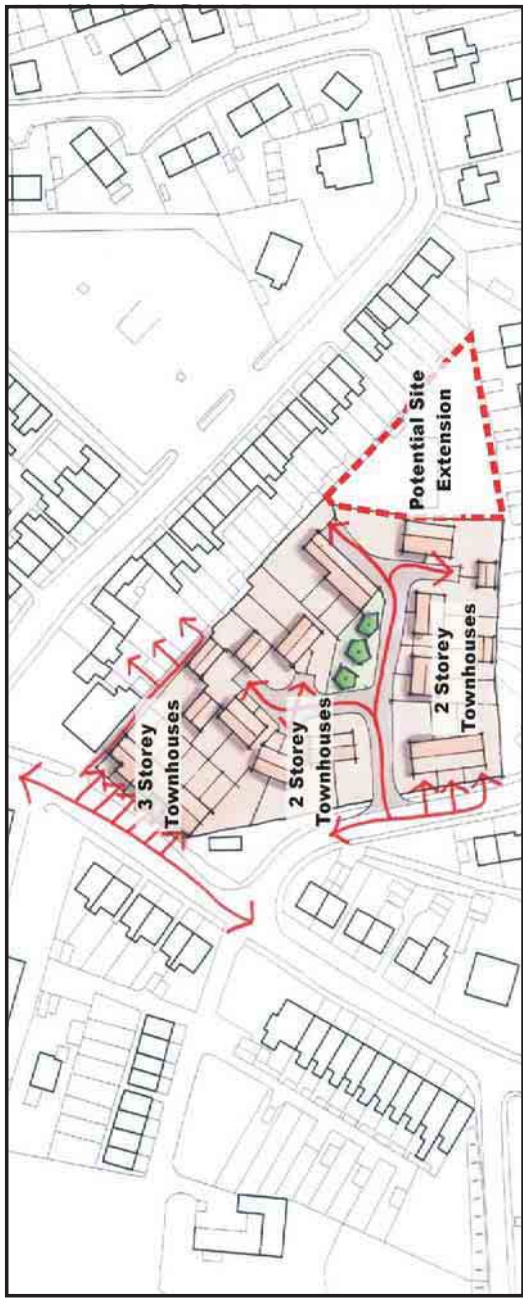
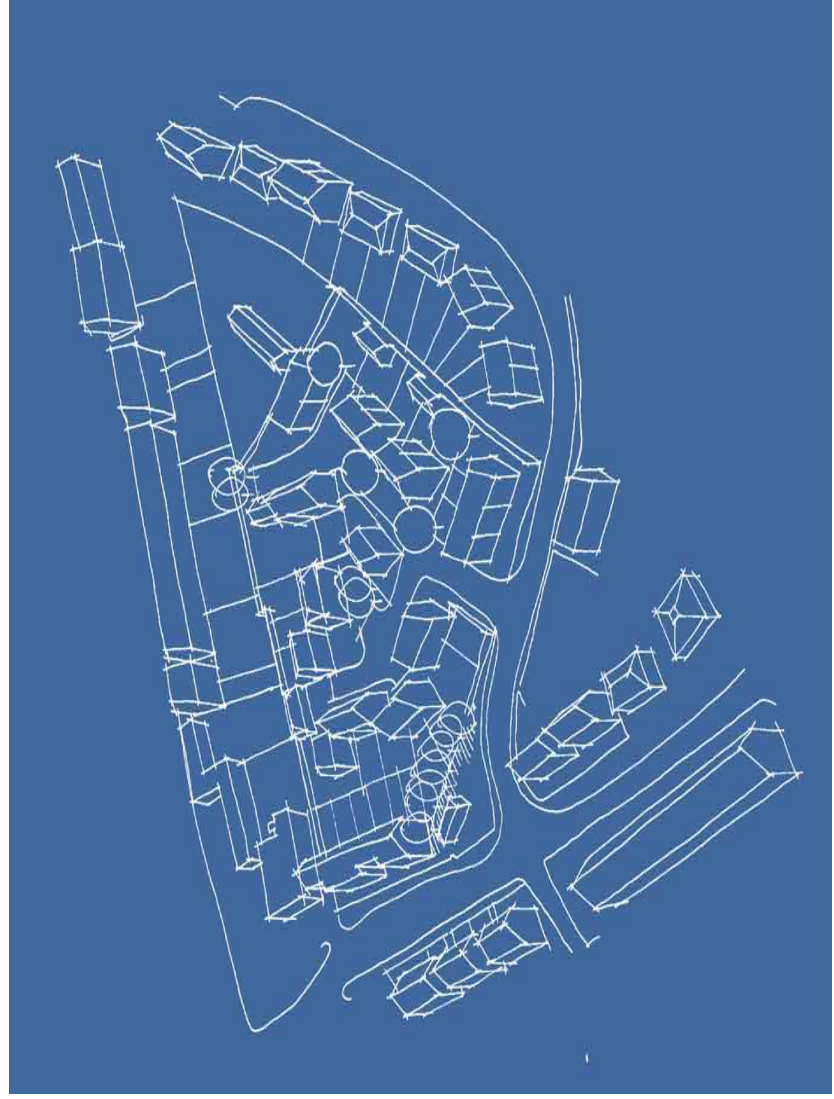
### **ATS**

- 4.10 Vision 1 overleaf sets out what could happen in the short term in this location assuming ATS do not relocate. This option proposes the creation of a parking and servicing area to

Key



	RESIDENTIAL
	ROAD
	ACCESS
	OPEN SPACE
	LANDSCAPING



Area: Milton and North Bowfield Redevelopment

Date: June 2004

Scale: NTS

Drawn by: PB

Drawn No: NE2344/03

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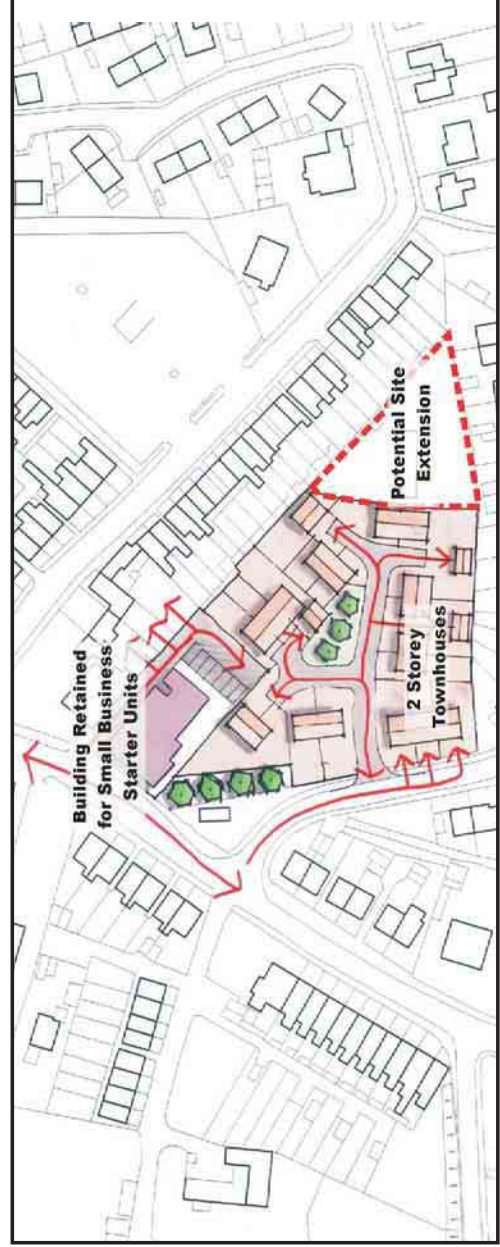
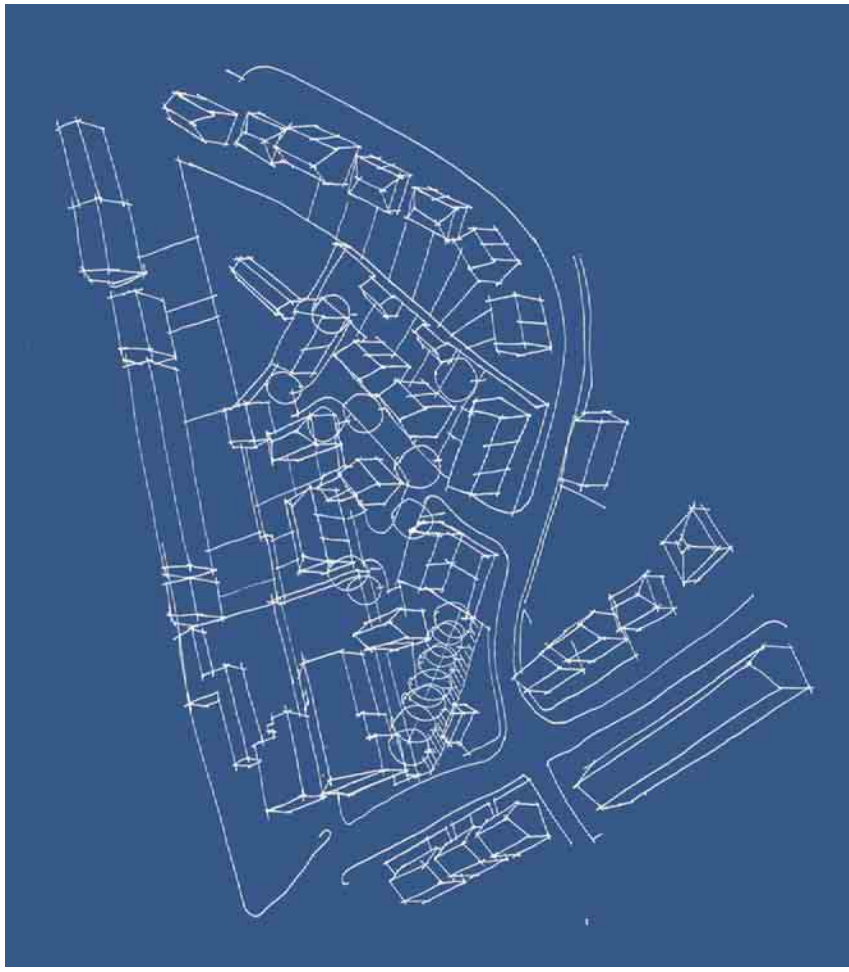
# Dewhursts Vision 1 All Residential

Client: Ryedale District Council

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Urban Design Economics



	RESIDENTIAL
	OFFICES
	ROAD
	ACCESS
	OPEN SPACE
	LANDSCAPING



Project: Milton and North Bowfield Redevelopment  
 Date: June 2004  
 Scale: NTS  
 Source: P/B  
 Ref: NE2344/04

**Dewhursts Vision 2  
 Mixed Residential and  
 Business Starter Units**  
 Ryedale District Council

**Nathaniel  
 Lichfield  
 & Partners**  
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 Urban Design Economics

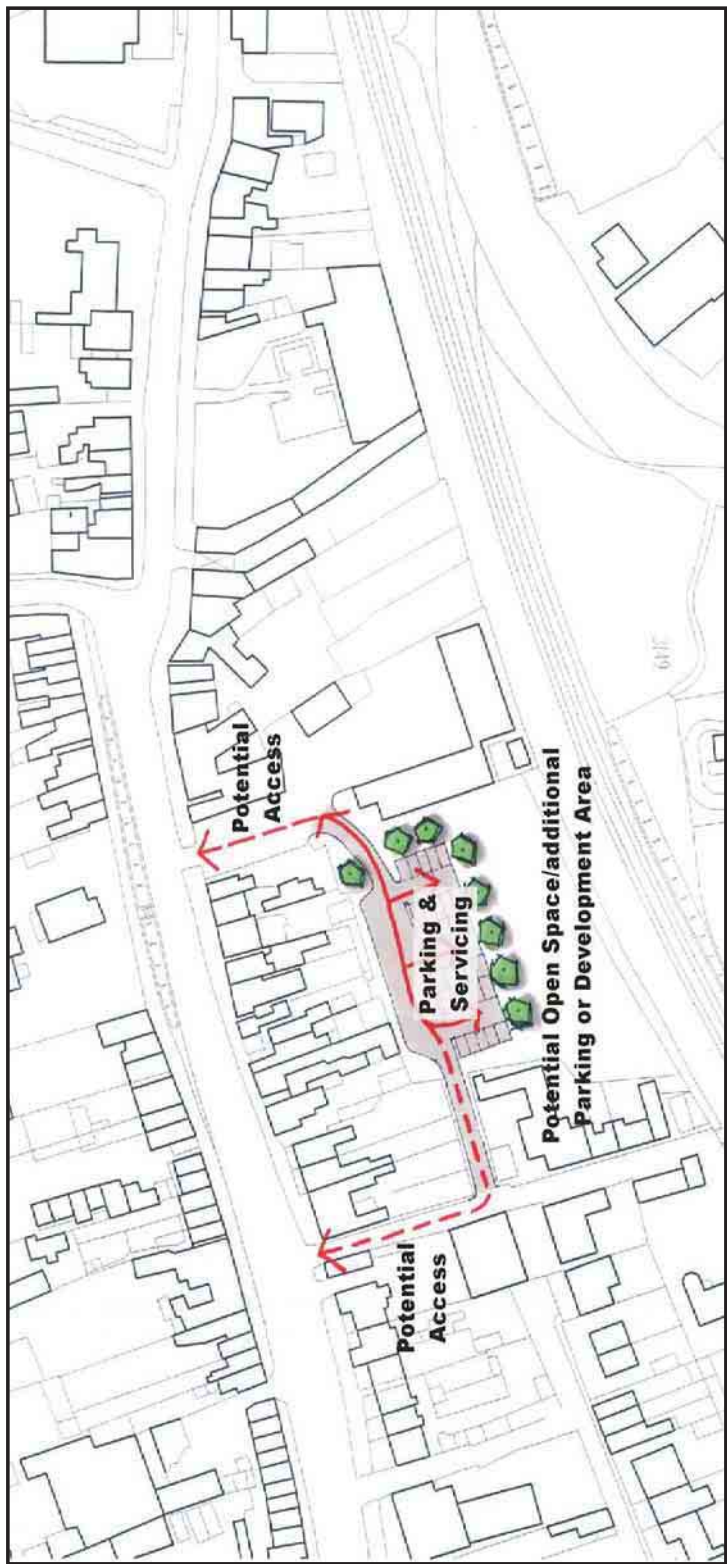
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Drawing number: 2344/01/004

Key



	CAR PARKING
	ACCESS
	POTENTIAL ACCESS
	LANDSCAPING



Project: Millton and Necton Brownfield Redevelopment

**ATS Vision 1 Partial  
Development for Car  
Park and Servicing**

Client: Ryedale District Council

Date:	June 2004
Scale:	NTS
Version:	PB9
Drawn:	NE2344/05

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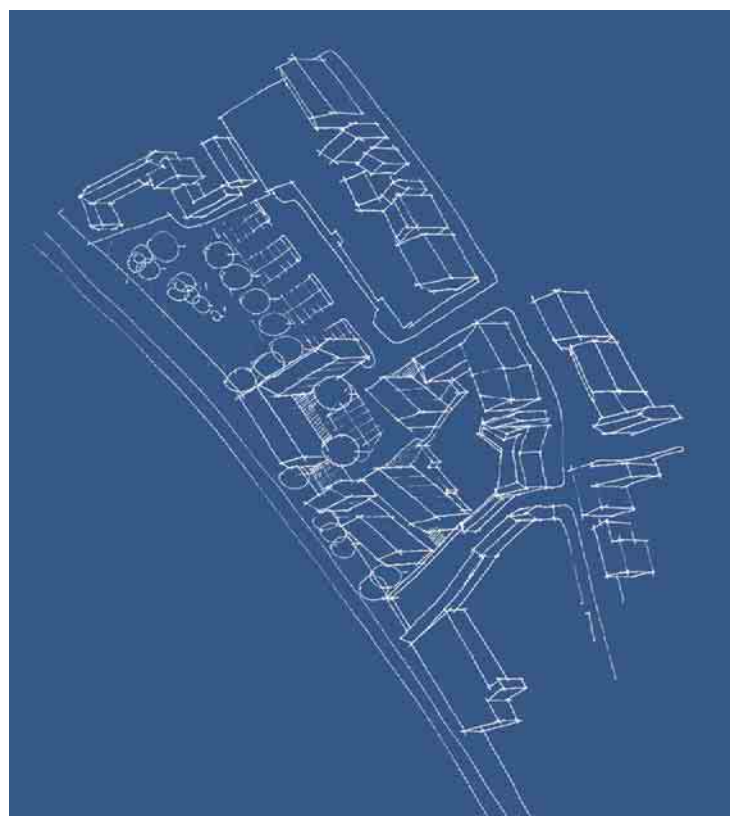
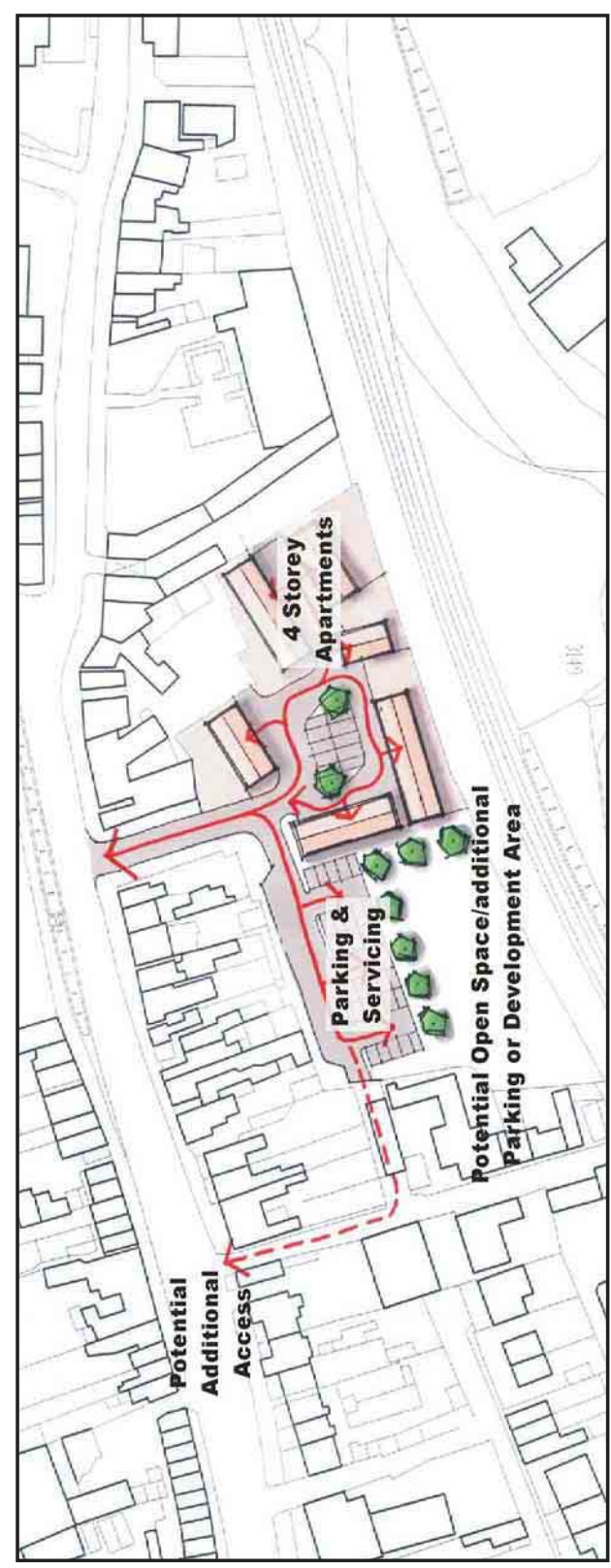
Document No: 2344/01/06/9

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Key



	RESIDENTIAL
	CAR PARKING
	ACCESS
	POTENTIAL ACCESS
	LANDSCAPING



Project: Millers and North Bowfield Redevelopment

Site: **ATS Vision 2**  
Residential with Car Park and Servicing

Client: Ryedale District Council

Date: June 2004

Scale: NTS

Drawn: PBp

Drawn: NE2344/06

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Drawn by: 23/44/06/06/09

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the rear of retail premises on Commercial Street. It would improve traffic flow on Commercial Street by reducing 'on-street' parking and servicing and will also enable public realm improvements. This type of development could occur in the short term if either public funding through Ryedale District Council's capital works fund were available or if shop owners and retailers were prepared to contribute towards the cost of the works on the basis that they will benefit directly from the new parking and servicing area. This option assumes that ATS would permit access into the site from their land or that satisfactory access could be achieved from Wallgates Lane.

4.11 Vision 2 (also overleaf), includes the provision of a new parking and servicing area as in Vision 1 but proposes that this would be funded by new high density residential development on the remainder of the site. This option makes more efficient use of the site and means that public funding need not be sought for the parking and servicing area.

4.12 There was a very strong public desire to see that creation of a new parking and servicing area however it could be delivered. Greater preference was shown towards a publicly funded proposal that only provided parking and servicing, although there was also strong support for funding the provision of these facilities as part of a high density residential development.







### **Travis Perkins**

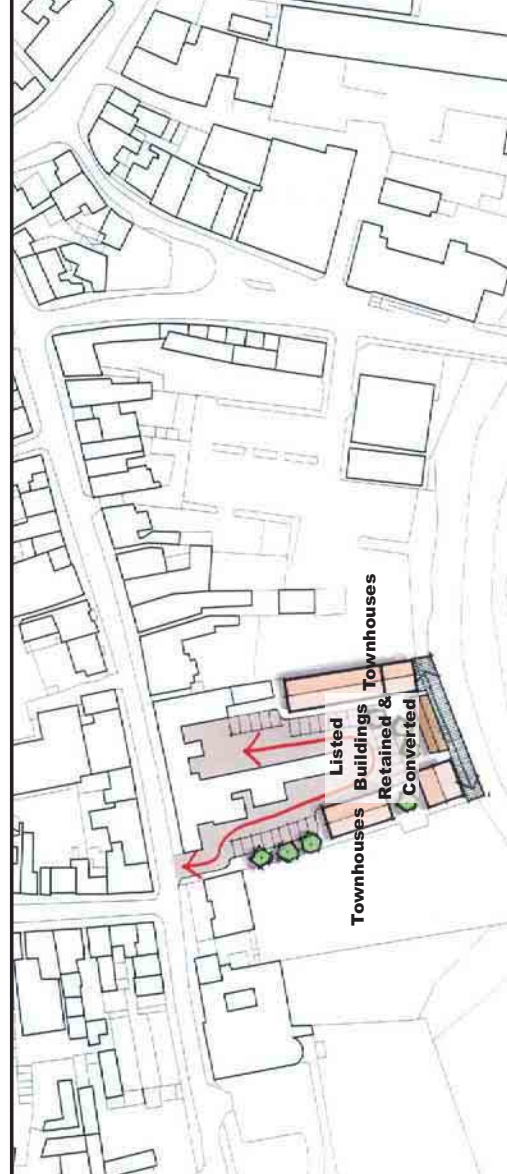
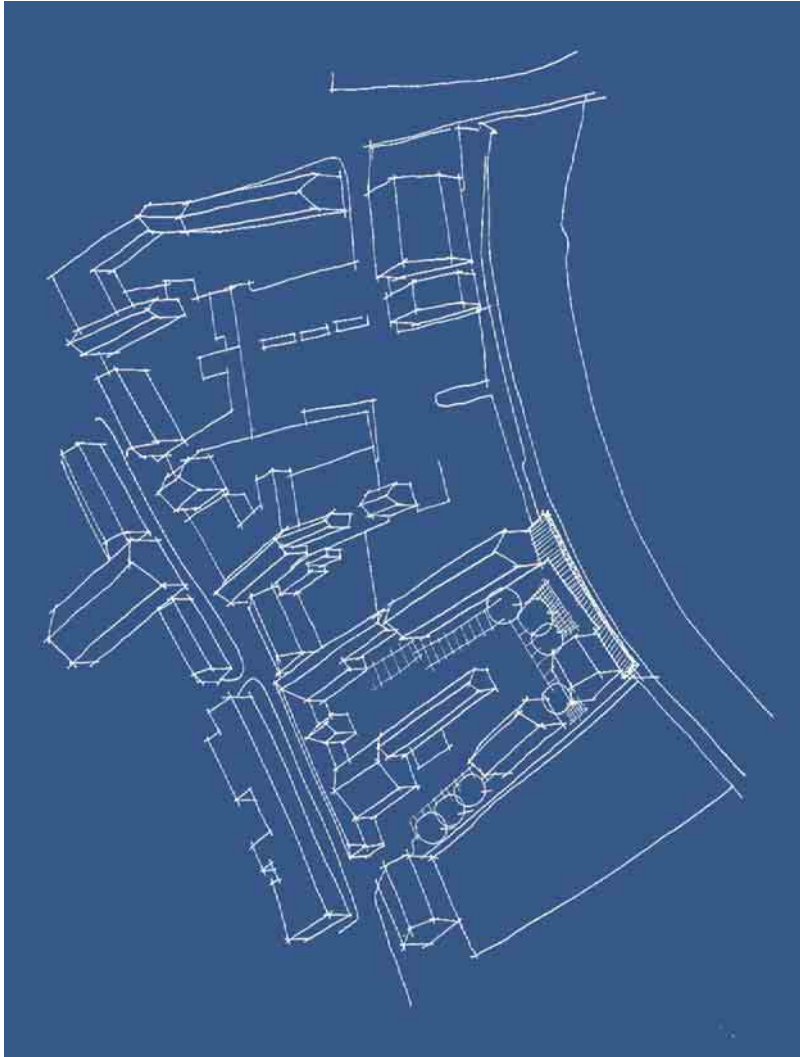
4.13 Vision 1 overleaf shows a small scale residential development on only the western part of the site. This option retains all existing listed buildings on the site. The listed riverside warehouse would be converted to residential use subject to more detailed investigations with regard to its condition. Whilst converting the warehouse in itself would not be economically viable, the value generated by the residential development could be sufficient to carry out the conversion subject to further investigations into the condition of the buildings. This option would not affect the operation of the Water Street car park but would also not make the most efficient use of the site. No affordable housing would be created by this option and the amenity benefits of the riverside location are not maximised.

4.14 Vision 2 is a much more radical and comprehensive. It proposes a mixed use development comprising residential, office and restaurant/bar type uses. Whilst the frontage buildings on Yorkersgate would remain, those parts of the buildings which stretch into the site would be cleared along with the riverside warehouse to enable a

Key



	RESIDENTIAL
	CAR PARKING
	ACCESS
	LANDSCAPING
	FOOTPATH
	RENOVATION OF LISTED BUILDING



Area: Milton and North Bowfield Redevelopment

Date: June 2004

### Travis Perkins Vision 1 Small Scale Residential Development

Client: Ryedale District Council

Scale: NTS

Drawn: PBb

Drawn: NE234407

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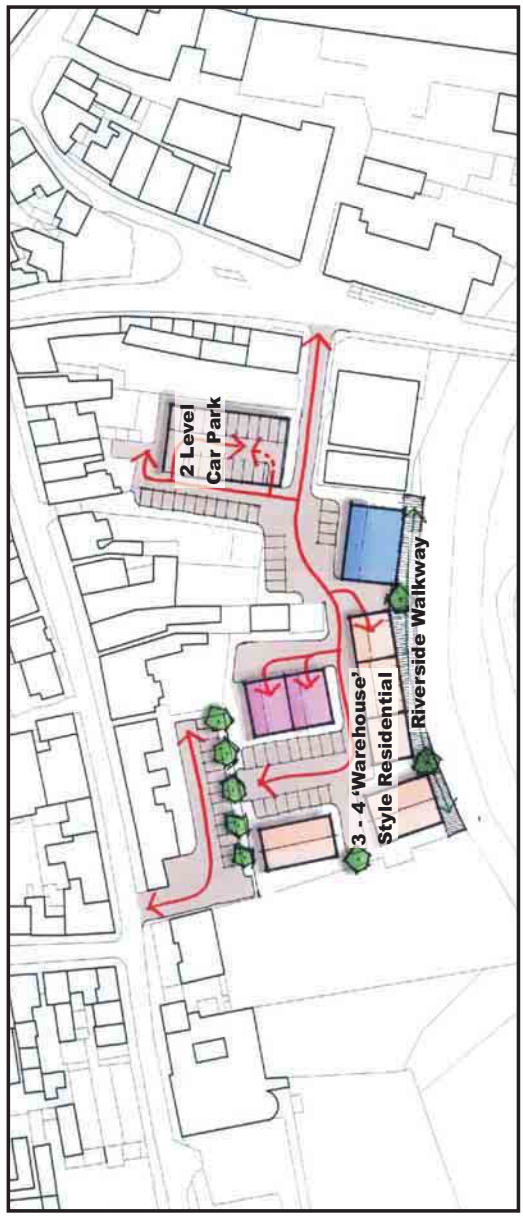
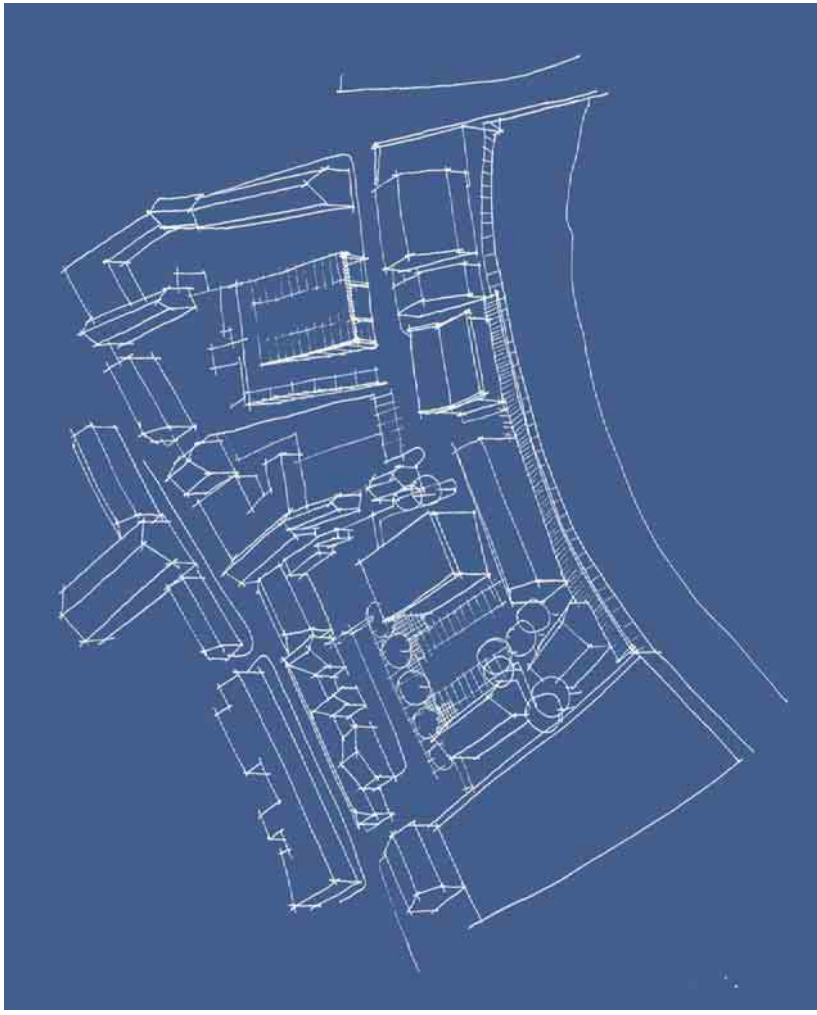
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Drawing number: 2344/01/007

Key



	RESIDENTIAL
	OFFICES
	BAR/CAFE/RESTAURANT
	CAR PARKING
	ACCESS
	FOOTPATH
	LANDSCAPING



Area: Millon and Norder Brownfield Redevelopment

Date: June 2004

### Travis Perkins Vision 2 Comprehensive Mixed- Use Development

Client: Ryedale District Council

Scale: NTS

Drawn: PBa

Drawn: NE2344/08

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Version: 23/44/01/001

more comprehensive and coherent development scheme. A restaurant/bar would occupy part of the river frontage along with residential uses to the west. New office buildings, spanning the change in levels would occupy the centre of the site. It is likely that there would be some reduction in the total number of parking spaces although a new 2 storey car park to the north east of the site would provide a broadly similar number of spaces. This option enables amenity value of the riverside to be maximised, generates employment opportunities and introduces a mix of uses to the site. However, this must be balanced against the loss of the listed buildings, for which a strong justification would be required, and the loss of a small amount of car parking.

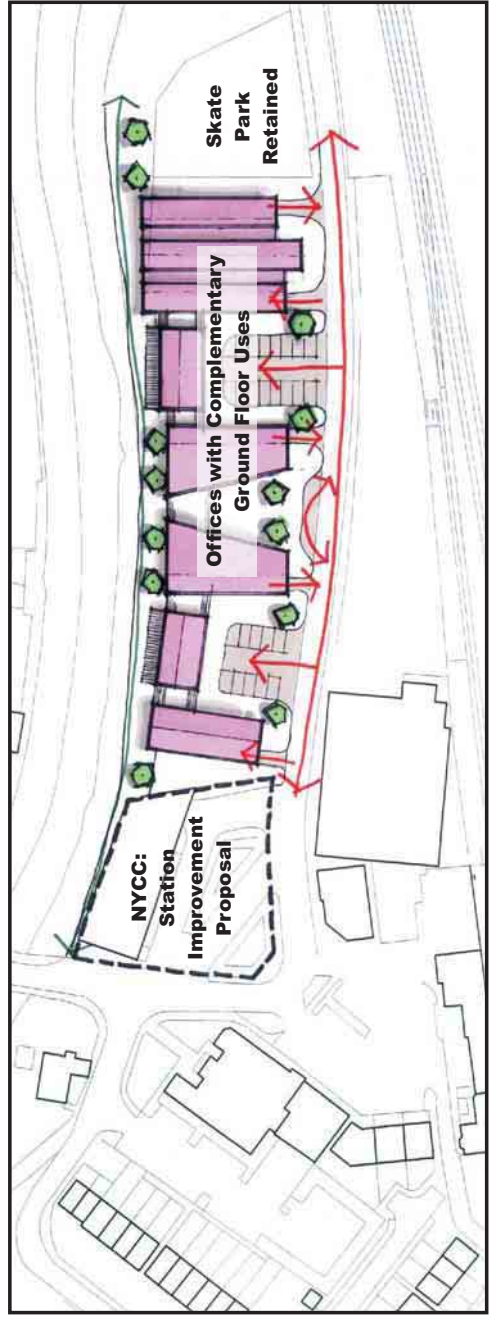
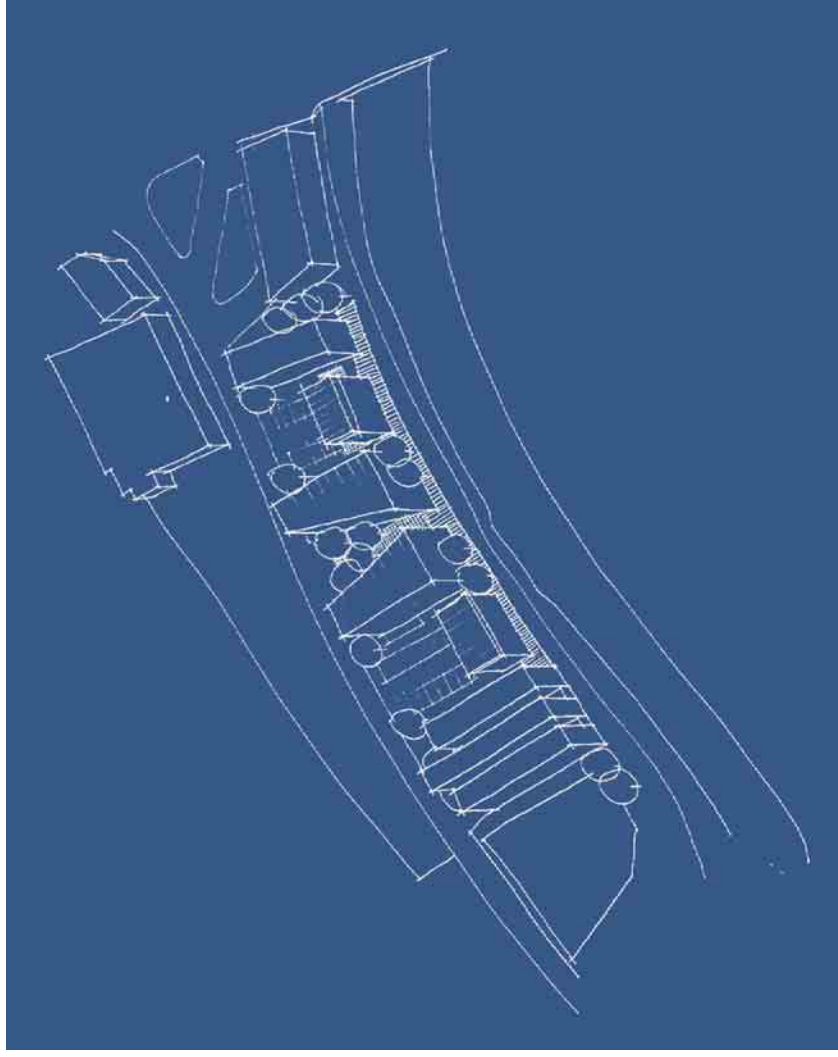
- 4.15 The community expressed a strong preference for Vision 2 - the larger mixed use proposal with nearly twice as many people supporting this option. This was backed up by a similar findings with respect to the listed buildings in respect of which there was strong support for clearance, provided that better development would result. Similarly, there was support for development on the car park provided a similar number of spaces were replaced on site.

### **Interchange**

- 4.16 Vision 1, overleaf, shows a comprehensive redevelopment of the site for primarily office uses although other complementary uses such as small scale retail/food and drink uses, a crèche or a gym could be included at ground floor level. This type of development would generate a significant amount of employment close to the town centre and help to bring new activity to the area. It would also significantly improve the local environment and maximise the benefits of the riverside location. However, as mentioned above it is unlikely to occur in the short-medium term.
- 4.17 Vision 2 shows the site redeveloped to provide new modern retail spaces. This would provide for an identified need for modern retail floorspace with large floorplates in the twin towns. Existing occupiers could be accommodated within the proposed development and therefore, subject to their co-operation, this option could be taken forward over a shorter timescale. However, retail development in this location is unlikely to contribute to improving the local environment and would not take advantage of the riverside location.
- 4.18 Public consultation revealed a preference for comprehensive development in the longer term rather than piecemeal development. However, developing the derelict Northern



	OFFICES
	CAR PARKING
	ACCESS
	FOOTPATH
	LANDSCAPING



Project: Madison and North Brownfield Redevelopment

Site: **Interchange Vision 1**  
Office Led  
Re-Development

Client: Ryecliffe District Council

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Date: June 2004

Scale: NTS

Drawn by: PBa

Drawn as: NE2344A9

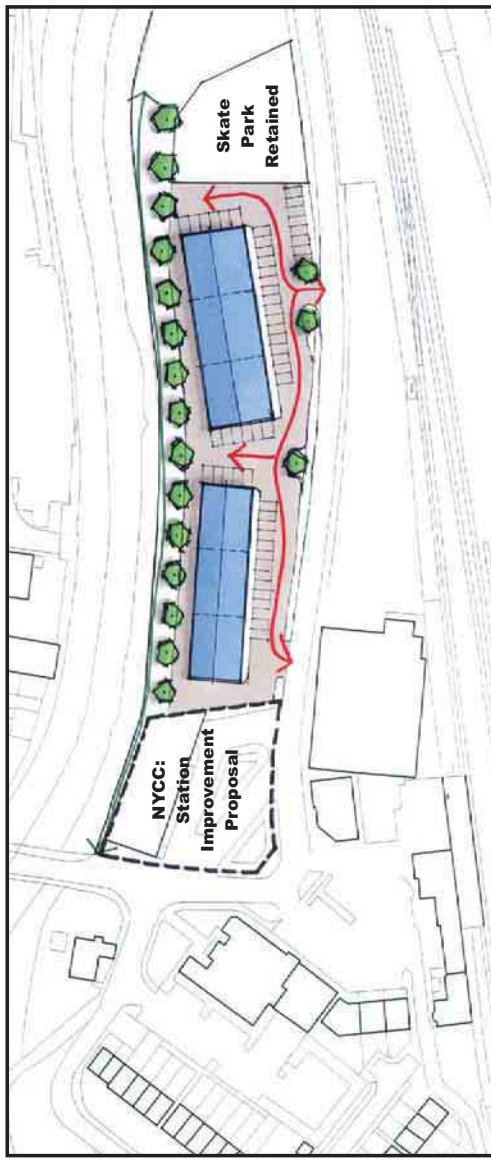
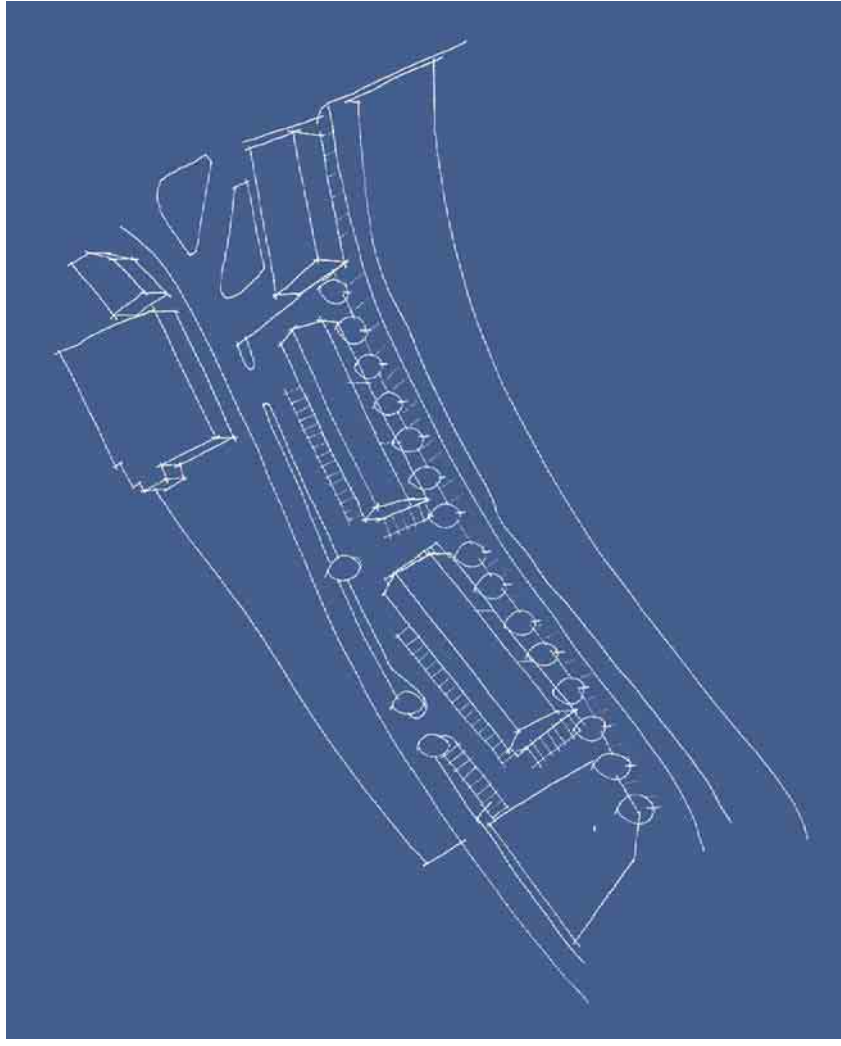
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	RETAIL
	CAR PARKING
	ACCESS
	FOOTPATH
	LANDSCAPING



Electric depot as an early phase of a comprehensive scheme or enabling temporary development may be beneficial in improving the amenity of the area. The community showed a clear preference for the office led option rather than retail development in this location with nearly three times as many people expressing a preference for Vision 1. However, the community appear to be split over whether new retail space is needed in the towns.

### **Woolgrowers**

- 4.19 Vision 1 for the Woolgrowers site sets out what could be developed utilising only the existing road network. It shows an addition 60-70 houses along with car parking and a footbridge serving the train station. Whilst this option would not require additional investment in transport infrastructure, it would not assist significantly in meeting the need for new housing, particularly affordable housing, employment and community facilities. This type of piecemeal development would result in a less coherent development if other parts of the site were developed in the future. Large parts of the site would remain derelict and underused.
- 4.20 Vision 2 shows a comprehensive redevelopment of the entire site and as such the new road, linking Norton to York Road, would be required. This option assumes that no public funding is available for the link road. Therefore, sufficient value would have to be generated by the development of the site to pay for the road. The only realistic means of achieving this is by developing the entire site for residential use (including some affordable housing) and open space along with parking and a footbridge for the train station. The investment in the road would provide wider benefits to traffic movement within the towns without public sector funding. In addition, such development would bring the site back into efficient use.
- 4.21 Vision 3 also shows a comprehensive redevelopment of the entire site. However, this option assumes that a significant amount of public sector funding can be attracted to provide the link road. In return for this investment in the link road, a broad mix of uses could be developed including housing, offices, light industrial/workshop space, a new wet and dry leisure facility, open space and station parking and footbridge. This range of uses would create visual interest and activity on the site throughout the day and the benefits to the community of developing this site would be maximised by new



	RESIDENTIAL
	ROAD
	ACCESS
	CAR PARKING
	OPEN SPACE
	LANDSCAPING

Project: Millton and Necton Brownfield Redevelopment

Site: **Woolgrowers Vision 1**  
**Small Scale Residential Development**

Client: Ryedale District Council

Date: June 2004

Scale: NTS

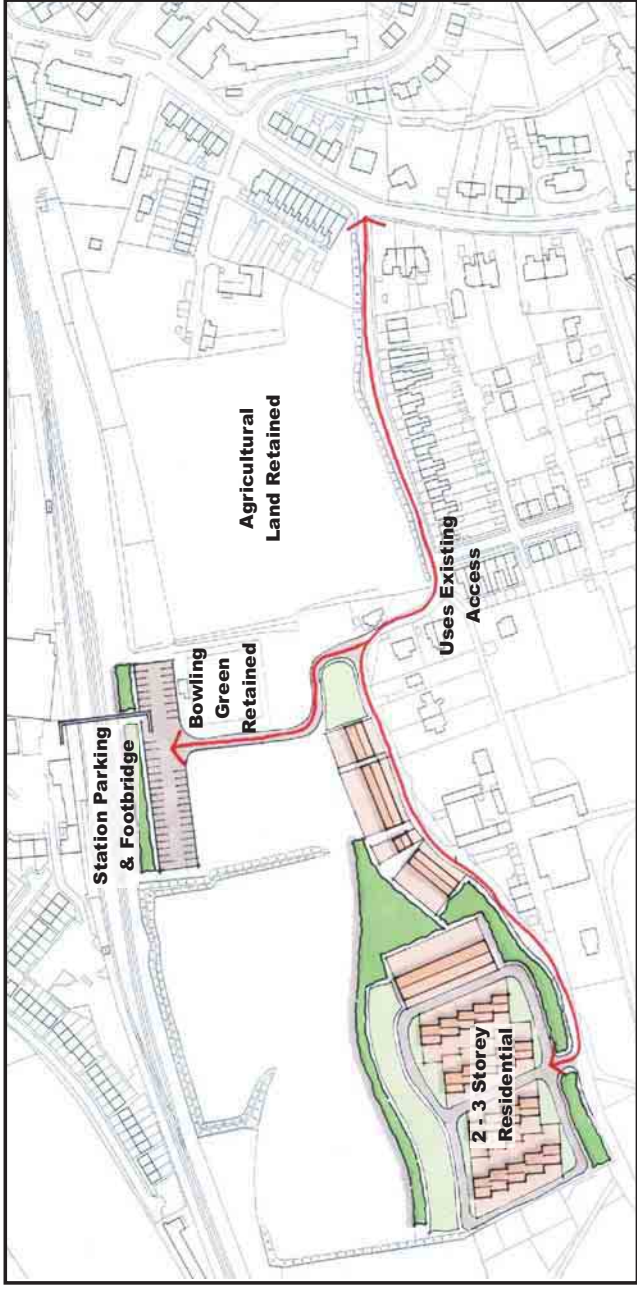
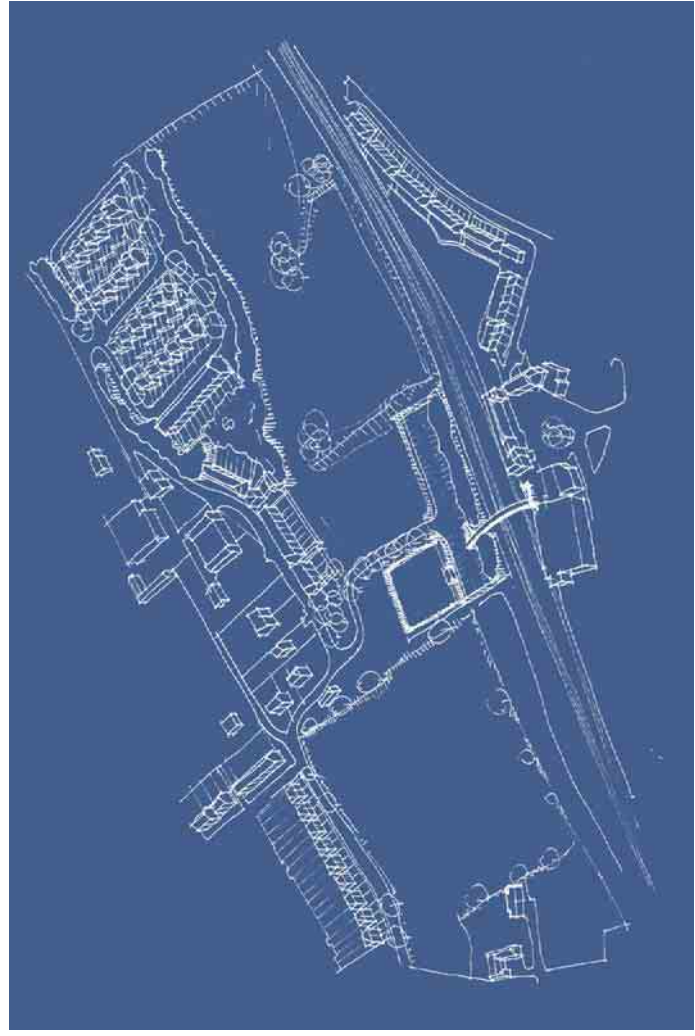
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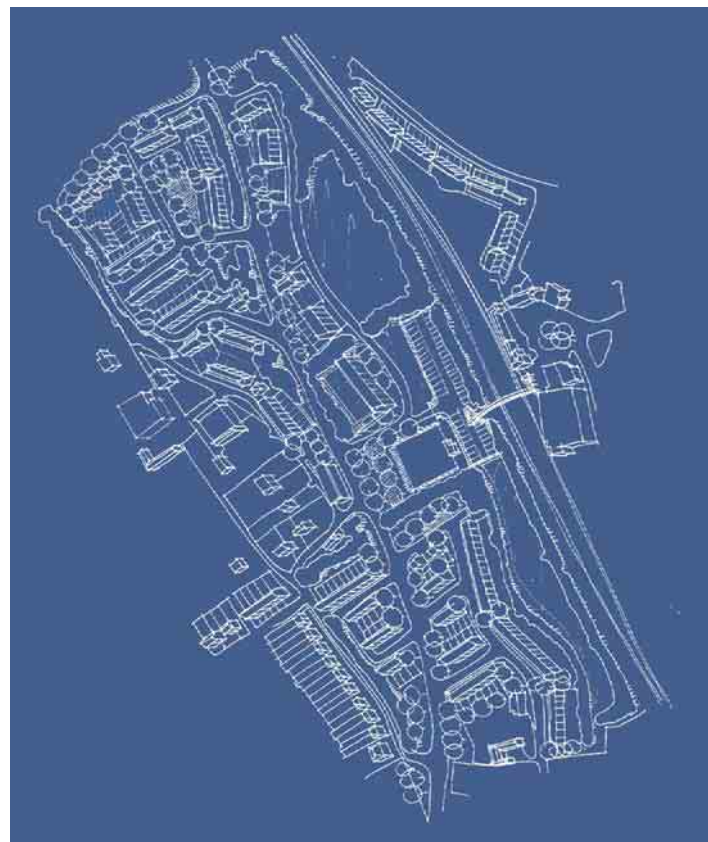




Key



	RESIDENTIAL
	ROAD
	ACCESS
	CAR PARKING
	OPEN SPACE
	LANDSCAPING



Project: Malton and North Bowfield Redevelopment

Site: **Woolgrowers Vision 2**

**Comprehensive Residential Development**

Client: Ryedale District Council

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Date: June 2004

Scale: NTS

Author: PJB

Drawn: NE2344/2

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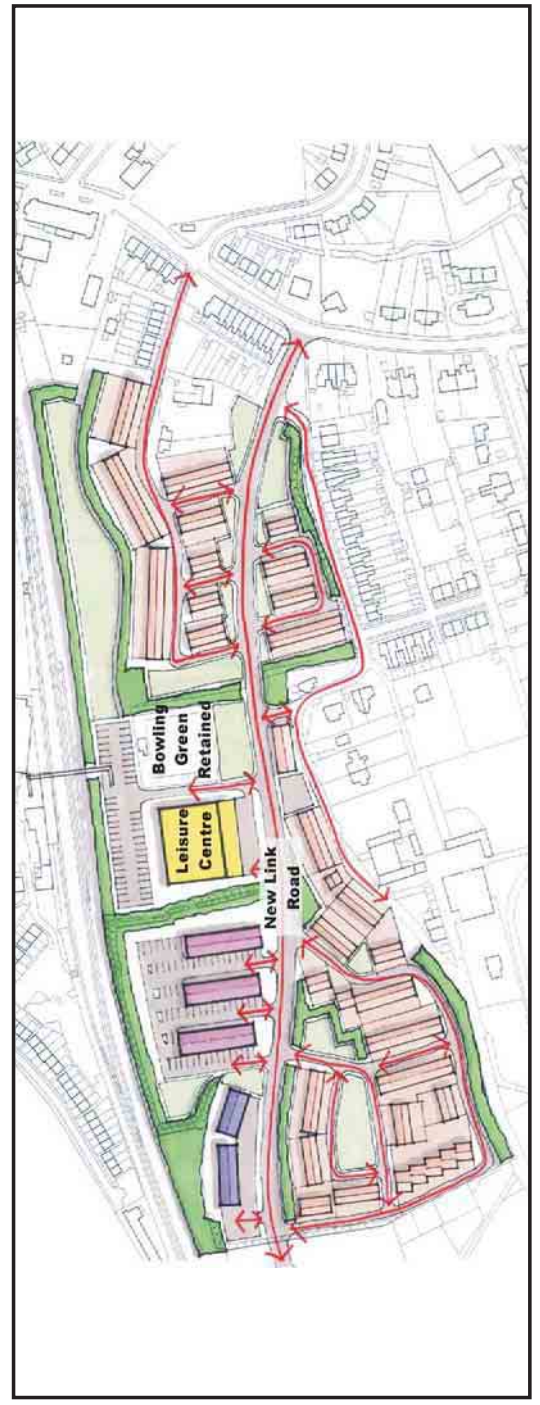
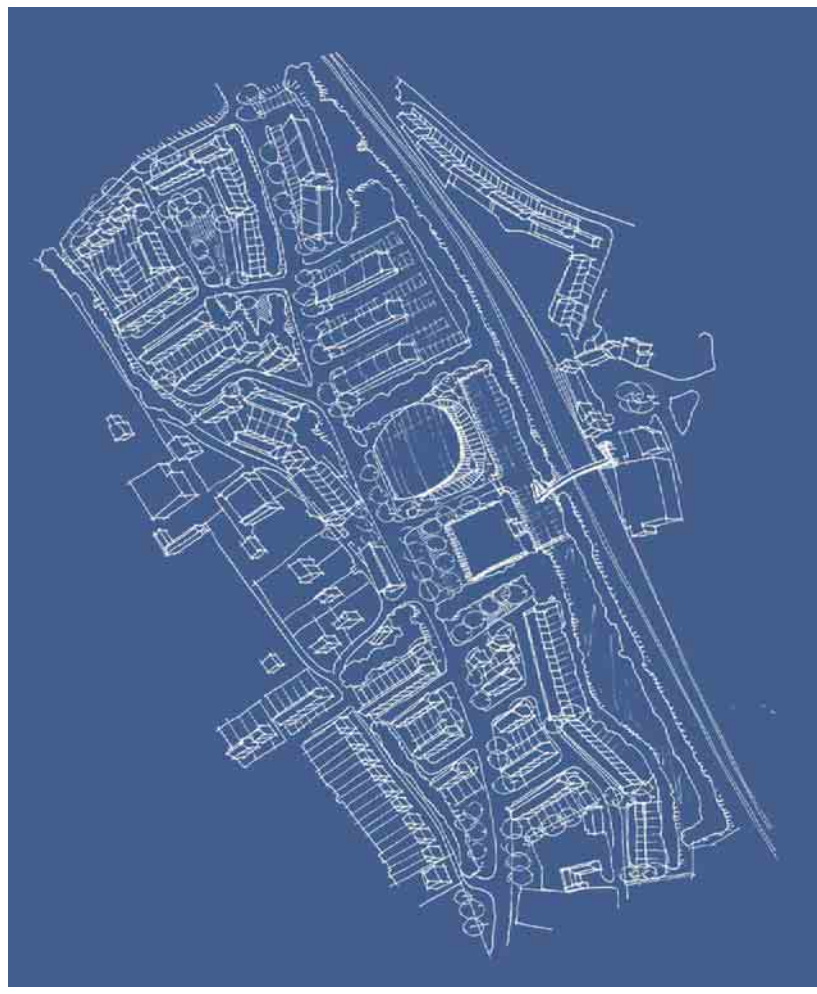
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Project number: 2344/01/02

Key



	RESIDENTIAL
	OFFICES
	LEISURE CENTRE
	LIGHT INDUSTRIAL WORKSHOPS
	ROAD
	ACCESS
	CAR PARKING
	OPEN SPACE
	LANDSCAPING



Area: Milton and North Bowfield Redevelopment

Date: June 2004

### Woolgrowers Vision 3 Comprehensive Mixed - Use Development

Client: Ryedale District Council

Date: June 2004

Scale: NTS

Drawn: PJB

Revised: NE2344/13

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Drawing number: 2344/03/03

employment and leisure opportunities. The town would also benefit from reduced traffic in the town centre as a result of the new road.

4.22 Overwhelmingly, the public supported the creation of additional station car parking. A very large majority of the community would also support the development of the link road if it were linked to new employment and leisure facilities. A smaller majority remained in favour of the link road if it were funded through a solely residential development. A new leisure centre was seen as an important element of redevelopment proposals by a large majority of the community.

4.23 The comprehensive mixed use option was by far the most popular receiving support from 209 respondents, well over three times as many people as supported the comprehensive residential option (Vision 2). The small scale residential development (Vision 1) received the support of 96 respondents.



## 5.0 PREFERRED OPTIONS

### INTRODUCTION

- 5.1 This section of the report identifies the preferred options for each site, describes them in greater detail and sets out some of the other considerations and issues which should be taken into consideration in developing detailed proposals for the sites.
- 5.2 The preferred options were selected primarily on the basis of the findings of the public consultation event. Where this did not produce a conclusive result, the steering group (made up of officers from Ryedale District Council, North Yorkshire County Council and Yorkshire Forward), along with the consultant team, determined the preferred option.

### CONSULTATION - ADDITIONAL COMMENTS

- 5.3 In total, some 379 completed questionnaires were returned. Of these, 234 made additional comments. By far the largest number of comments received, were in relation to traffic issues. There was a great deal of concern as to whether the level of additional traffic generated by these developments could be accommodated within the road network, particularly at Butcher Corner and the Welham Road/level crossing area. This highlights the importance to the public of ensuring upgraded junctions to the A64 which will take traffic away from these 'blackspots'.
- 5.4 Flood risk and the capacity of local schools to accommodate additional pupils were also the subject of a significant proportion of additional comments reflecting high levels concern. The importance of ensuring that flood risk is not exacerbated by these proposals has been a key consideration of this study. Capacity in local educational provision is considered below.
- 5.5 As would be expected, a very broad range of additional comments were received, often reflecting opposing views on particular issues. Other than the above, no significant and clear themes or majority points of view emerged on issues not covered elsewhere in the questionnaire.

## OVER-ARCHING ISSUES

### **The nature and location of development**

- 5.6 In addition to seeking views on the options for each site, the exhibition questionnaire also sought views on some more general issues. In terms of the type of new housing which should be developed, affordable homes emerged as a clear priority with some 262 respondents citing this as a priority. Apartment and small houses and specialist housing for the elderly were also identified by a significant proportion of respondents. Larger family/executive homes were not seen as a priority
- 5.7 Respondents were also asked what new community facilities were most needed in the twin towns. By far the greatest proportion of respondents were in favour of a new leisure centre although open space was also seen as a priority. Very few people cited a new library or community centre as being necessary.
- 5.8 In terms of the location of development, an overwhelming majority (319 respondents) agreed that new development should be focussed on brownfield land. Similarly, some 293 respondents agreed that new office development should be focussed within or close to the town centre.

### **Education Provision**

- 5.9 Given the amount of development which could be brought forward on the identified sites, it is necessary to investigate whether local education provision can cope with the projected population increase. The North Yorkshire School Organisation Plan 2003-2008 divides the county into 29 sub-areas for the purposes of calculating school capacity. Both Malton and Norton are identified as sub areas.
- 5.10 The capacity is calculated separately for primary and secondary schools based on the total number of places available in relation to the current number of pupils enrolled. This capacity is projected forward applying population change data but also taking account of sites with planning permission for housing and sites allocated in the local plan. It is assumed that one additional primary school place will be required for every four houses and one additional secondary place per eight houses.
- 5.11 Looking at the Malton sub area, the plan identifies a current capacity in the primary sector of 82 places rising to 109 in 2007/8. There is also capacity of 82 places in the

- secondary sector, rising to 107. In the Norton sub-area, there is currently capacity for some 131 additional pupils in the primary sector, falling to 119 by 2007/8. In the secondary sector, current capacity is 45, rising to 83 by 2007/8. These statistics would appear to show sufficient capacity in both primary and secondary sectors to accommodate the projected increases (110 primary pupils and 55 secondary pupils), which would be generated by development in line with the preferred options.
- 5.12 However, the sub areas applied by the plan include a relatively large hinterland around both Malton and Norton which include small settlements where primary schools are significantly under-subscribed. Therefore, a closer examination of the capacity of individual primary schools within the two settlements is required.
- 5.13 There are two primary schools in Malton, Malton Community Primary which has a current capacity of 12 which is projected to remain the same until 2007/8 and St. Mary's RC Primary which currently has capacity for 17 pupils falling to 15 by 2007/8. Even though the majority of new development is in Norton, this level of capacity would to be sufficient to accommodate need arising from proposals in Malton (40 places). Therefore some additional provision is likely to be required.
- 5.14 In Norton, the situation is more serious. Norton Community Primary is the only primary school and currently only has capacity for 13 pupils. This figure is set to worsen to an overcrowding of 35 by 2007/8 as a result of new developments not part of this study. However, it is understood that contributions received from developers will be used to provide an additional classroom at Norton Community Primary which will resolve the immediate problem. However, following the completion of that development, the school role will again be nearing capacity and would therefore not be able to accommodate the level of additional capacity required to meet need arising from development coming forward on the sites identified by this study. Clearly therefore, additional education facilities will be required in Norton and contributions should be sought from developers in this regard.
- 5.15 Ryedale District Council should seek to liaise closely with North Yorkshire County Council's Education Department to determine the best way forward in terms of resolving the problems of primary school capacity in both Malton and Norton. It is important that information on any major development proposals are fed into subsequent revisions to the School Organisation Plan and into the planning of capital works.

## PREFERRED OPTIONS

### **Sheepfoot Hill (Preferred Option: Vision 1 - All residential)**

#### *Land Use & Quantum of Development*

- 5.16 The results of the public consultation were not conclusive with respect to whether the Taylor & Brown part of the Sheepfoot Hill site (west of Castlegate) should be developed for open market housing or specialist housing for the elderly. On the basis that there is an identified need for specialist housing for the elderly in the area, this was chosen as the preferred option. It is expected that approximately 30 units would be provided. To the east of Castlegate, the all residential option (Vision 1) was significantly more popular than the mixed use option including a restaurant/bar (Vision 2) and as such is the preferred option. This would provide approximately 80 homes through a mix of apartments and houses.

#### *Urban Design*

- 5.17 In order to define the river frontage and provide a sense of enclosure, buildings to the south of the site, along the river, should be of 4-5 storeys (including any undercroft parking storey). This scale of development will also frame views into the site from the south and create a recognisable entrance for visitors to Malton from the south. In the northern part of the site, a smaller scale of development (2 storeys plus undercroft) would better complement existing buildings.
- 5.18 Buildings on both sides of the road at the entrance/exit to the bridge should be of such a scale and design to create a new and attractive entrance to Malton whilst also integrating with the existing urban form. New apartment buildings to the south of the site should reflect the character of existing riverside warehouses in the area in terms of their design and materials.
- 5.19 The design of the site should allow for greater permeability of pedestrian movement, with good pedestrian access developed along the riverbank. Vehicular access should be designed to allow for easy pedestrian and cyclist movement whilst the effective use of landscaping to soften the edges of the development should also be considered.



### *Transportation*

- 5.20 It is expected that development of this scale would generate approximately 350 vehicle movements per day. The site suffers from restricted access due to the narrow nature of the Sheepfoot Hill and build up of traffic on Castlegate during peak periods and level crossing closures. Potential solutions to allow access to all areas include the construction of a mini-roundabout at the junction. Sheepfoot Hill itself would have to be widened slightly along a short part of its length. This could be achieved by widening the road to the south into the development site as part of the proposal.
- 5.21 Best access into and out of the Taylor & Brown part of the site is taken from the apex of the bend in Castlegate.

### *Contamination*

- 5.22 From 1836 until 1962 part of the site was used for the manufacture of town gas from coal. It is understood that sources of contamination and pollutant linkages exist at the site and that designation as a special site has been sought. At present the designation of this site has not been made. Second Site is holding discussions with the Environment Agency at a national level relating to their portfolio of former gasworks.
- 5.23 Some level of funding for the remediation of the site may be available from national government, however the severity of issues at the site is not considered to be sufficient to make it a priority at national level. It is most likely that contamination at the site will be remediated within the planning system when proposals come forward.
- 5.24 Given that no remediation has been undertaken and that the underground structures including tar wells and tanks are believed to remain in place the typical costs of remediation of this site would be in the order of £ 350 - 500k.

### *Flooding*

- 5.25 These sites lie within one of the lowest positions in Malton and Norton and are therefore at great risk from flooding. Additionally, it is known that groundwater is very close to the topographic surface within this area, springs being noted to appear during flooding events and heavy rainfall. Groundwater sumps and pumping systems have been installed in at least two properties to manage groundwater levels and discharge to the River Derwent. The cost of this type of scheme is dependent upon the extent of protection

required, however for the proposed level of development is not considered likely to exceed £50,000.

- 5.26 Some of the existing riverside properties form part of the existing flood defences. These walls would have to be retained or replaced by other suitable structures to maintain the flood defence system to the appropriate levels. No works to these structures could be commenced without the express approval from the Environment Agency.
- 5.27 The Taylor Brown area has been put forward as retirement flats within this study. The access and egress from such a development would require very sensitive engineering to allow pedestrian movement at times of a flood event should accidental inundation occur. This may take the form of raising the footpath into the site forming access above the flood level indicated below.
- 5.28 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>19.34</b>
<b>1:100</b>	<b>19.53</b>
<b>1:200</b>	<b>19.76</b>

*Other Issues*

- 5.29 The Sheepfoot Hill site has been specifically identified as having potential for archaeological remains, given its close proximity to the Roman Derwentio. A detailed investigation of the potential for such remains, along with trial trenching etc as necessary, is required.
- 5.30 Clearly the site is an appropriate location for an element of affordable housing, but the degree and extent of this would depend on a developer's ability to fund such accommodation, subject to the abnormal costings that will undoubtedly emerge in respect of decontamination, archaeological investigations, flood prevention measures etc. As with all many of these sites where there are a complex range of abnormal costs, an open book approach to should be sought from developers in order to assess the extent of such costs and their implications for the level of affordable housing, transportation improvements, educational contributions and the like.

## **Dewhirsts (Preferred Option: Vision 2 - Residential and business starter units)**

### *Land Use & Quantum of Development*

- 5.31 As mentioned above, there was no clear conclusion from the public consultation with regard to which option should be taken forward. On the basis that Vision 2, which includes small business starter units, would provide broader economic development benefits to the twin towns, it was decided that it should be taken forward as the preferred option although an all residential scheme may also be acceptable.
- 5.32 The starter units could be provided through the conversion of the existing brick built building which occupies the Welham Road frontage or as new build in the same location. It is expected that between 1,000 and 1,500sq. m of new business floorspace would be provided along with a small parking area to the rear. It is expected that this level of development would create approximately 40 jobs if the business space were fully occupied.
- 5.33 The residential component of the development is likely to comprise approximately 20 houses although a greater number could be provided if the Old Pottery were included within the development site and/or an all residential option were taken forward.

### *Urban Design*

- 5.34 The context of this site has a much more suburban feel than other sites and as such the scale of development should respond to it. Development should not generally exceed 2 storeys (not including any undercroft storey) although the utilisation of roof-spaces as a third storey, subject to satisfactory design, may be acceptable.
- 5.35 The design of the development should seek to address the irregular shape of the site ensuring that, wherever possible, undeveloped land is included within private gardens rather than left over as poorly defined and functionless small public spaces.

### *Transportation and Movement*

- 5.36 In total, it is estimated that approximately 170 vehicle movements per day would be generated by this level of development which can be accommodated by the existing road network in the immediate vicinity. Access to the residential area of the site is most appropriately taken from Spring Field Garth. The existing access to the front areas of the

site is considered suitable for limited use relating to the business incubator should this go forward.

#### *Contamination*

- 5.37 This site had been used for the sewing and stitching of fabrics until around 2002. Dewhursts had occupied the site since the early 1970's and it is considered that the site will not have been subject to particularly contaminative processes. We therefore do not consider this to be a significant issue or cost to development for residential end uses.

#### *Flooding*

- 5.38 This site is at risk of flooding due to the proximity of Mill Beck rather than the River Derwent. In times of fluvial flood events Mill Beck 'backs up' and requires pumping to be undertaken to remove excessive flows into the River Derwent. The development of this site would increase the potential surface water run-off , which partly should be addressed in the design of the site e.g. increased storage and attenuation on site. However, it may be possible to levy a sum for the improvement in capacity of the Mill Beck pumping station that would be of benefit to the whole community residing along its length.
- 5.39 It is considered that this site is relatively straightforward to develop incorporating increased floor levels or undercroft parking to the properties.
- 5.40 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>19.26</b>
<b>1:100</b>	<b>19.45</b>
<b>1:200</b>	<b>19.67</b>

#### *Other Issues*

- 5.41 Potential abnormal development costs would appear relatively low in this case and hence it is anticipated that any such scheme could incorporate a fair degree of affordable housing. However, should contributions be made towards increasing the capacity of the

pumping station as discussed above, or should the owners concede to the sale of part of their site for small business starter units, then clearly a lesser amount of affordable housing would result.

### **ATS (no preferred option)**

#### *Land Use & Quantum of Development*

- 5.42 The two 'Visions' set out at the public consultation event are not necessarily mutually exclusive. The development of only the parking and servicing area (Vision 1) could occur without prejudicing the future development of the remainder of the site for residential use. The community did, however, express very clearly their desire to see the creation of the parking and servicing area in the short term. As such, additional work is required on how this could be funded without the development of the remainder of the site which appears unlikely in the medium term.
- 5.43 In the longer term, subject to the relocation of ATS, the development of the site for residential use would also be acceptable and has public support. If the parking/servicing area is not already in place, this should be incorporated into the development and funded by it. If the parking/servicing area is already in place then additional concessions from the developer in terms of affordable housing, open space and contributions toward transportation or education facilities should be sought.

#### *Urban Design*

- 5.44 The site is tightly surrounded to the south by existing buildings of various ages and styles, with the northern boundary looking out across the railway line onto a conservation area. Any development should consider the impact it will have on views to and from the conservation area, and the relationship it will have with the backs of neighbouring properties. Proposed buildings on this site should be arranged to best allow views of the conservation area from new properties.
- 5.45 New buildings on this site should develop their size, height and form from the existing buildings surrounding the site and as such 3-4 storeys (including undercroft storeys) would be appropriate. The materials used to create buildings should be in context with existing vernacular of the surrounding urban environment

- 5.46 A landscape strategy would allow for the car park to be screened from the conservation area and could include the provision of a 'pocket park', play area or similar small public open space. The use of land to the north east of the site for such purposes may be preferable not only in design terms but also in practical terms, given that flood storage would have to be maintained and problems with ground conditions may mean that the cost of developing this part of the site outweighs its value.

#### *Transportation*

- 5.47 Should the whole area of the site be developed, access would be taken from the existing junction on Commercial Street given that some 350 vehicle movements per day must be accommodated. Should only the car parking area of the site be developed, which would generate approximately 100 vehicle movements, it is considered that access via the ATS entrance is preferable, however an alternative may be the creation of a one way system utilising Wallgates Lane.

#### *Contamination / Ecology*

- 5.48 No significant historic uses of the site have been revealed within this study.
- 5.49 The area in the east of this site is overgrown. An ecologist visited this site to assess its habitat suitability for a range of protected species. It was concluded during the visit that the site was of limited ecological value and that no indications of protected species were observed.

#### *Flooding*

- 5.50 The area to the east of the existing ATS building is at a significantly lower topographic level, in excess of 2m. The present proposals for the eastern area include car parking for shoppers to access Commercial Street, this would generally accord with the likely requirements with regard to flooding as it offers a less sensitive use for the area.
- 5.51 Should residential development take place in any areas of the site it is likely to comprise multi storey properties and as such the use of undercroft parking and raised floor levels is considered necessary.
- 5.52 Groundwater is known to be relatively shallow within this area and it is considered that surface and groundwater control should be suitably designed to attenuate and

accommodate the increased flows from the development. In particular, the north eastern part of the site is very low-lying. The use of this part of the site for and extension to the car park or as some form of public open space, if designed appropriately, may enable its flood storage function to be retained.

- 5.53 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>19.36</b>
<b>1:100</b>	<b>19.55</b>
<b>1:200</b>	<b>19.77</b>

#### *Other Issues*

- 5.54 This site has been specifically identified as having potential for archaeological remains, given its close proximity to the site of a former burial ground. A detailed investigation of the potential for such remains, along with trial trenching etc as necessary is required.
- 5.55 This site is suitable for affordable housing, although if the provision of the parking/servicing area is required as part of the development the amount which could be achieved may be significantly reduced particularly if extensive archaeological investigations are required.

#### **Travis Perkins (Preferred Option: Vision 2 - Comprehensive mixed use development)**

##### *Land Use & Quantum of Development*

- 5.56 The community expressed a clear preference for Vision 2 which proposed a comprehensive mixed use development comprising residential, office and restaurant/bar uses. It is estimated that this option could provide approximately 50 new dwellings, 1000sq. m of office floorspace and a restaurant/bar along with a new 2 storey car park to the north east of the site. It is estimated that this development would generate approximately 70 new jobs.
- 5.57 This proposal would require the clearance of the listed riverside warehouse and the rear parts of listed buildings on the Yorkersgate frontage. This approach would require the

agreement of English Heritage based on a robust analysis, in line with guidance in PPG 15, of the viability of retaining the building for any given use (taking into account the availability of heritage funding) and a clear demonstration that the benefits of the proposal in terms of employment and affordable housing outweigh the heritage merits of the buildings.

- 5.58 That said, this proposal received strong support from the community. Further, this study has not been able to find a viable use for the riverside warehouse. With respect to the rear parts of the Yorkersgate frontage buildings, the majority of original external architectural features have been lost. It is not known if the interiors remain in tact, although there is no mention of the interiors in the listings document. It appears from the listings document that the principal reason for the listings is the frontage buildings and, in particular, the façade which would be unaffected by these proposals.
- 5.59 It is also likely that there would be some net loss of car parking as a result of this proposal. It is not possible to quantify the exact extent of this loss until more detailed design of the proposed 2 storey car park are determined although a net reduction of 10-20 spaces is estimated. There is also strong community support for development of the car park provided a similar number of spaces are re-provided. Therefore, any proposals for this site should seek to minimise any reduction in parking spaces.

#### *Urban Design*

- 5.60 This site is tightly constrained within the existing fine grained historic form and as such, proposals for new development should seek to integrate into this context in terms of the massing and scale of buildings. New buildings should derive their size, height and form from the existing buildings surrounding the site, and the materials used to create them need to be in context with existing vernacular of the surrounding urban environment. Development of 3 - 4 storeys (including undercroft storeys) would achieve this.
- 5.61 There is a marked change of levels between the eastern and western parts of the site and the site also slopes down towards the river. Best use of these changes in levels should be made in designing the development to achieve an interesting and contextually sound scheme.
- 5.62 New buildings along the riverside should be designed to define the river and maximise the amenity benefits it provides in terms of views out over it for residents and users of



the bar/restaurant. Development should also enable easy access to and movement along the riverbank for pedestrians and cyclists. Permeability of pedestrian movement should be a primary consideration in the design of the entire development although care must be taken to ensure that there is no vehicular through route from Railway Street to Yorkersgate as this could be used as a short cut/'rat run'.

#### *Transportation*

- 5.63 It is estimated that the proposal would generate some 550 vehicle movements per day. The existing road network that serves the current car park areas, taking access from Railway Street, is considered appropriate to provide access to the proposed development although separate access and egress for the Yorkersgate frontage buildings to the west of the site could be provided on the basis that no vehicular through route is possible from the remainder of the site.

#### *Flooding*

- 5.64 At present this site is not protected by the existing flood defences. The area of raised ground forming the western portion of the site is at risk in a 1:100 year flood event along the river edge, however this would not extend far north into the remaining raised area. The lower portion of the site, currently used as car parking is at risk and is allowed to flood at present.
- 5.65 Therefore any development, particularly of the car park area must consider the effect of removing this small area of floodplain. A flood assessment would be required to demonstrate that the development was suitably designed and that the potential issues of displaced flood volumes and the effect on the properties located within the south eastern area of the car park (Carpet Sales and garden Centre) are taken into account.
- 5.66 Access to the River bank would have to be maintained for the Environment Agency.
- 5.67 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>18.83</b>
<b>1:100</b>	<b>19.95</b>

*Other Issues*

- 5.68 Whilst the location is appropriate for affordable housing, the anticipated abnormal development costs (if only in respect of flood prevention and replacement car parking) may significantly reduce the amount of affordable housing which can be achieved.

**Interchange (Preferred Option: Vision 1 - Office led development)***Land Use and Quantum of Development*

- 5.69 Whilst a large minority of the public considered that new retail facilities were needed, there was an overwhelming majority of support for the office led option, Vision 1. This would provide approximately 3,500sq. m of office floorspace along with ancillary ground floor uses. It is estimated that this would create some 200 new jobs. Appropriate ancillary uses may include small scale retail and food and drink uses such as sandwich shops or newsagents, crèche or gym facilities.
- 5.70 Piecemeal development of this site should be resisted in favour of longer term comprehensive redevelopment. In terms of ensuring that the vacant Northern Electric depot does not detract from the environment in the short to medium term, temporary development or an early phase of the comprehensive redevelopment could be considered.
- 5.71 The skate park located to the east of the site should be unaffected by any development proposals brought forward on the interchange site.

*Urban Design*

- 5.72 Modern development in the area has resulted in the loss of the original urban form in this location with larger development blocks and modern, inward looking low rise buildings. This lack of context enables a more contemporary style of development in this location which creates its own context. A high standard of design and development is required to redefine the role of the area and re-integrate it into the town centre.
- 5.73 Development of 3-4 storeys (including any undercroft storey) would give the development sufficient scale and impact. It would also serve to screen views of the

supermarket from the site whilst retaining views to the town centre. The design of development should also give regard to views into the site from the town centre to the north and from the Park Road area to the south.

- 5.74 Development should seek to define the river and take advantage of its amenity benefits and enabling access to it for pedestrians and cyclists. Similarly, the development should also appropriately address the Norton Road Frontage.

#### *Transportation*

- 5.75 It is estimated that the proposal would generate some 500 vehicle movements per day. This level of additional traffic could be accommodated on the local road network although improvements to the junctions with the A64 and subsequent reductions in traffic through the town centre would improve vehicular accessibility. Given the very close proximity of the bus and train stations, it is expected that a higher than average proportion of users of the development would travel to it by public transport and as such lesser parking provision may be enabled.

#### *Contamination*

- 5.76 It is understood that the interchange area was formerly a clay pit for extraction of materials for the manufacture of bricks. As such it is anticipated that this is infilled and that the potential fill materials are of ash and general demolition nature. This is not considered to limit the development of the site, however this may require the incorporation of protective membranes to future developments.

#### *Flooding*

- 5.77 The River Derwent runs adjacent to the site and as such this area would flood very quickly in the event flood defence failure. The proposed option for this site is for the development of office space. The floor levels of the office and access and egress from the sites would have to be carefully considered as part of individual plot development. Raised flood levels could be achieved by incorporating undercroft parking or simply raising the buildings on plinths.
- 5.78 The northern wall of the bus depot is understood to form part of the existing flood defences therefore this would need to be retained within any future development.

- 5.79 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>18.91</b>
<b>1:100</b>	<b>19.03</b>
<b>1:200</b>	<b>19.16</b>

### **Woolgrowers (Preferred Option: Vision 3 - Comprehensive mixed use development)**

#### *Land Use & Quantum of Development*

- 5.80 A very clear preference was shown by the public for Vision 3 in respect of the Woolgrowers site. This option showed a comprehensive mixed use development of the site for approximately 200 houses along with 6,000sq. m of office space, 2,000sq. m of light industrial/workshop space, a new wet and dry leisure facility and new parking and footbridge for the train station. The existing bowling green is to be retained. It is estimated that this scale of development would create over 400 new jobs in the area. The very limited level of support for either of the other options should preclude their being taken forward.
- 5.81 Vision 3 is predicated on a significant level of public funding being found for the creation of the new link road which would be necessitated by this level of development.

#### *Urban Design*

- 5.82 The context for the design of the development is provided by the railway line and town centre to the north, by Victorian terraces and semi detached houses to the south and east and by open countryside to the west and south west. However, the scale of the site enables development to define its own context and create a high quality built environment. Given the relatively suburban and in parts rural context of this site, development should not generally exceed 3 storeys (including any undercroft storey), particularly to the south and east of the site.
- 5.83 The core of the site will be formed by the retained bowling green and the new leisure centre which should be located as close as possible to the footbridge to the bus and train

stations to maximise accessibility and the potential for use of public transport. The creation of areas of public open space around this core would provide a 'green lung' currently not provided in the centre of Malton or Norton. If an attractive urban park feel could be created this would increase the number of people likely to walk to the town centre through the site. Permeability for pedestrians into and through the site, and particularly across the link road to the core of the site and the town centre beyond, should be a priority.

- 5.84 Comprehensive development of the site necessitates the creation of terraces running east - west across the site which should be integrated into the design of the development wherever possible to add interest to the townscape and streetscape. The new link road would also run east to west across the site forming a 'spine' to the development. Designs should seek to minimise any visual and noise impact the link road may have.
- 5.85 Careful landscape and design treatment of the boundary of the site with Park Road is required. Consideration should also be given to how the local vernacular, particularly in terms of the design of buildings and use of materials can be reflected in new development.

#### *Transportation*

- 5.86 This option is likely to generate approximately 2,200 vehicle movements per day thus exacerbating the existing transportation issues of the towns. As mentioned above, this level of development is not considered possible without the construction of a new link road to ease flows on the existing roads network. This link road would connect Norton directly with York Road and create a route west to the A64, thus negating the requirement to cross the railway, River Derwent and centre of Malton. This option has been assessed in the Mouchel study and a tentative budget of £5.5M has been estimated for its construction.
- 5.87 The construction of a new link road has some benefits in that it may be engineered to provide secondary flood defence to the general Woolgrowers site, however its connection to the existing roads network has yet to be established definitively. The current access to the Woolgrowers site at Park Road would not be suitable for the traffic flows predicted for this link road. It is known that the consortium owning the woolgrowers site also own a property on Welham Road at the Park Road junction. At this stage it is considered that connection to the existing road network at this junction is

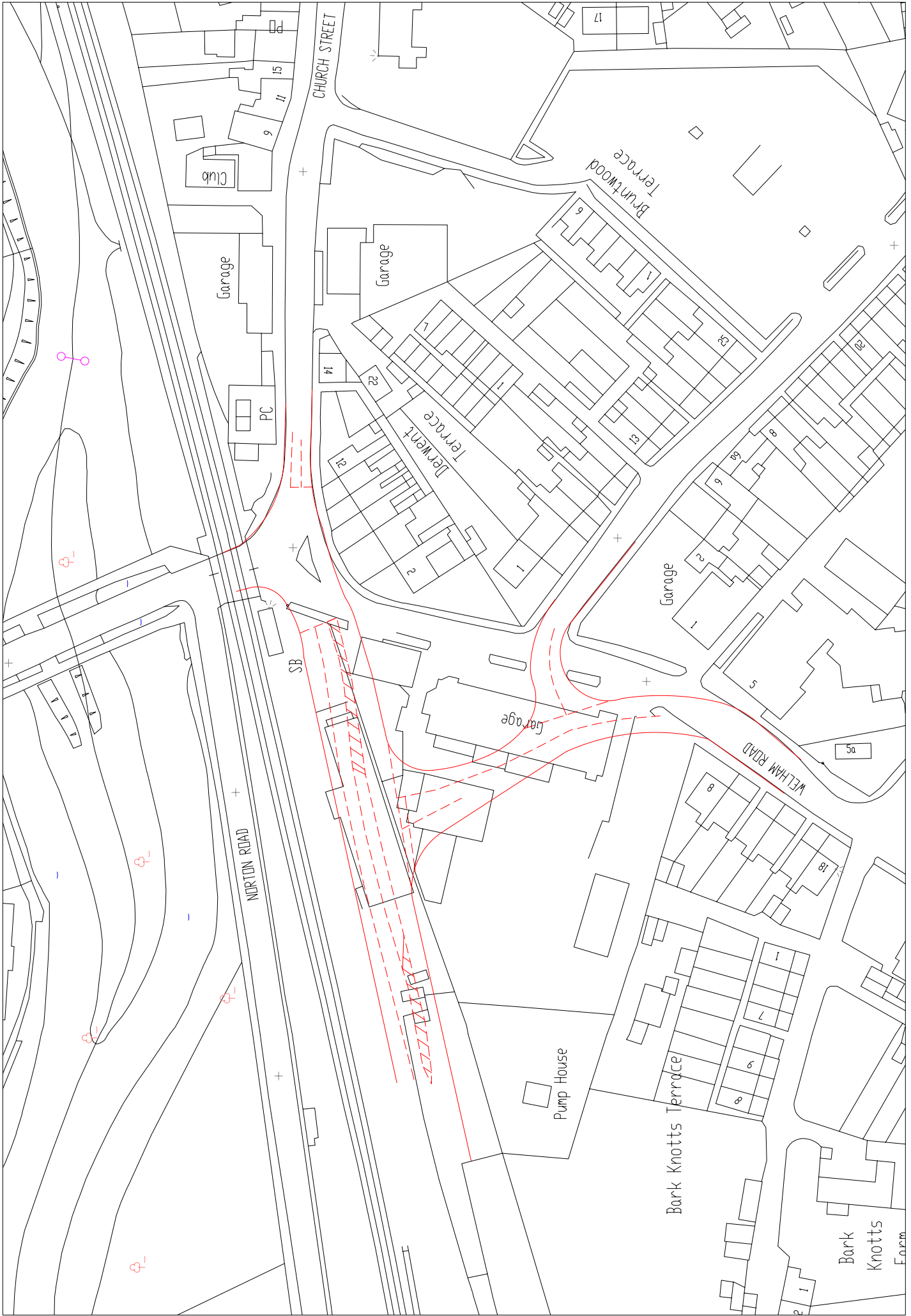
not suitable because of the significant differences in topographic elevation in this area and the extent of the land take (and purchase of residential properties) along Welham Road which would be required to achieve an appropriate junction layout which could accommodate the potential 5,000 traffic movements.

- 5.88 It is considered that a new junction, located within the Woolgrowers site, is required. A preliminary new arrangement has been drafted (see overleaf) that incorporates traffic control extending across the level crossing, a new alignment of Welham Road and construction of a new junction generally within the area of the Woolgrowers Site. It is considered appropriate to take this preliminary layout forward through discussion with all parties including North Yorkshire County Council, Railway Inspectorate and Mouchel in order to assess and model the implications and feasibility of this junction layout.
- 5.89 Access to the Railway Station and Interchange area would be improved by the construction of a foot bridge and provision of additional car parking within the Woolgrowers development.

#### *Flooding*

- 5.90 It is understood that a large area of the site is at risk during flood events and that groundwater within some areas of the site is also a significant issue.
- 5.91 To develop the site, we consider that areas must be provided that are allowed to flood in the event of inundation. In this case, terraces would have to be created running broadly east - west across the site with less sensitive uses, such as parking, at lower topographic levels that may flood during rainfall events.
- 5.92 It should be noted that in the event of inundation it is understood that the flood waters would progress from the west, therefore the potential new link road could provide additional flood defence in the event of any breach of existing defences.
- 5.93 The flooding levels appropriate to this site are considered to be the 1 in 100 year level indicated in the table below with an additional 600mm to the floor levels for each proposed development.

Return Period	Flood Levels
<b>1:50</b>	<b>19.03</b>
<b>1:100</b>	<b>19.18</b>



*Contamination*

5.94 The western areas of the site have been subject to industrial development and it is understood that areas of landfilling and some underground fuel storage tanks have been present. The full extent of any contamination relating to these activities has not been established however there will be a level of abnormal costs (possibly up to £100k per previously developed acre (Approx £800k total)) relating to the development of this area including:

- Disposal of asbestos roof sheeting
- Demolition of existing buildings
- Grubbing up of hard surfaces and foundations

*General Infrastructure*

5.95 Large areas of the site have been developed previously and this will assist in developing plans for the drainage of the site. However the site area and scale of development are such that improvements in the infrastructure will be required prior to development. The disposal of surface water is a particular issue to the development of the whole site and it is considered that the construction of a new surface water pumping station would be required. This could be constructed towards the western end of the site and also provide additional improvement and capacity for surface water drainage for the western area of Norton.

5.96 The disposal route for surface water is difficult and would have to negotiate the railway line in order to dispose to the River Derwent. A number of options are technically possible however the use of directionally drilled bores to provide the required capacity would limit the impact of the works on the running of the railway operation.

*Other issues*

5.97 Without knowledge of the extent of public funding which may be available, or indeed if such funding is available at all, it is not possible to comment in any greater detail as to viability of any scheme and the extent of such things as affordable housing which could



be achieved on the site. Notwithstanding this, discussions held as part of this study have revealed a strong likelihood that significant funding will be allocated by Yorkshire Forward for projects in the North Yorkshire Sub-region. Given the potential level of employment which could be generated by this development and the fact that development of the type proposed would assist Yorkshire Forward in meeting several of their other targets, it would appear reasonable to assume that a significant proportion of this money could be directed towards creating this link road.

- 5.98 In addition, with respect to the provision of a new wet and dry leisure centre on the site, it is understood that up to 50% of the total cost of such a facility could be provided through the Sport England Lottery Fund. The operators of leisure facilities in Ryedale, Ryesport, may also be in a position to form part of a funding consortium to bring forward the development of this facility.
- 5.99 Assuming that funding from Yorkshire Forward can be found to cover the majority of the cost of the link road, and that funding through Sport England and other (non developer) sources can be achieved to cover close to 50% of the cost of the leisure centre, it is reasonable to assume that a reasonable level of affordable housing could also be achieved. However, given the nature and extent of abnormal costs, it is unlikely that the full policy requirement of 35% could be achieved.
- 5.100 Obviously, the greater the extent of funding which can be achieved for the link road and leisure centre, the greater the potential for increasing the proportion of affordable housing. The benefits of securing an open book approach from developers with respect to the extent of abnormal costs and their implications for affordable housing provision are clear.
- 5.101 Agents for the landowner's consortium are apparently preparing estimates of the anticipated costs involved and we recommend that these be obtained and investigated in detail at the earliest opportunity.



## 6.0 CONCLUSIONS & NEXT STEPS

### INTRODUCTION

6.1 This section of the report sets out the key conclusions of each element of the study. It goes on to identify the actions required to progress the delivery of the preferred options and to ensure that the findings and recommendations of this study are incorporated in to development proposals.

### KEY CONCLUSIONS

6.2 A broad range of strategies and policies from national to local level support the principles behind this study of focussing development on brownfield land and, perhaps more importantly, making market towns such as Malton and Norton the focus for physical and economic development and social/community life. These factors give a clear mandate to drive forward the development of the identified sites.

6.3 However, any development should be harnessed to provide maximum benefit to the local community. In particular, issues such as the provision of affordable housing, the diversification of the local economy and the provision of a range of high quality community facilities, can and should be addressed through the development of these sites.

6.4 There is clearly very high demand to develop new housing in the area given the high values this type of development currently generates. The market for employment space is currently less profitable despite there being a shortage of modern office and light industrial space.

6.5 This type of development is essential if economic diversification is to be achieved but is currently being held back, in part, by poor access into and out of the twin towns from the primary road network. Multi-directional junctions with the A64 to the east and west of the twin towns along with a new road linking York Road to Malton would make this location considerably more attractive to business and therefore to developers of office and light industrial premises. Certainly, if the proposed level of development proceeds on the sites identified as part of this study, there will be a clear need to improve the A64

junctions in transportation terms. This would also remove a great deal of the through traffic which currently chokes the town centre.

- 6.6 Another factor holding back the development of the twin towns is perceived risk of flooding. Improvements have already been made to the flood defences and the Council should continue to make clear that new development will not be permitted if it would increase flood risk. Wherever possible, improvements to flood alleviation measures should be sought. All of the options identified as part of this study have been developed with full regard to the need to ensure that flood risk will not be increased.

## DELIVERY & NEXT STEPS

### **Overarching Actions**

#### *Opening Effective Dialogue*

- 6.7 The most important first stage in delivering development on these sites and ensuring that it best meets the needs and desires of the local community is open and effective dialogue between Ryedale District Council, landowners and potential developers and, where appropriate, Yorkshire Forward. The findings of this study clearly set out the aspirations for the development of these sites and should therefore be used as the basis for ongoing discussions with landowners and potential developers. Where dialogue is not currently ongoing, these findings can be used to initiate it and demonstrate the potential of these sites.

#### *Integrating Proposals into Policy*

- 6.8 Another key mechanism for attracting the interest of landowners and developers is to incorporate positive planning proposals into the policy framework. It is understood that this study, along with a future stage relating to sites in Malton Town Centre will come together to form an Action Plan as part of the emerging Local Development Framework for Ryedale District. The process of preparing and adopting the Local Development Document is likely to take some time and as such it may be desirable to give the findings of this study some statutory weight in the planning system in the short term.
- 6.9 Given that no formal consultation with agencies such as English Heritage, English Nature etc. has been undertaken as part of this study, it may not be appropriate to adopt the

findings as Supplementary Planning Guidance. However, these findings could be adopted by Ryedale District Council as an important material consideration in determining any planning applications which affect the identified sites. This would enable the study to be used as a tool for achieving the Council's aspirations for the development of these sites. Given the success of the public consultation undertaken as part of this study and the clear public support for the majority of preferred options, significant weight could be attached to the study findings.

#### *Integration with Economic Development Strategies*

- 6.10 The existing Regional Economic Strategy and Sub-regional framework for economic and community development identify market towns and specifically identify Malton/Norton as a focus for economic development. Malton and Norton should also therefore be a focus for investment to secure economic development.
- 6.11 The development proposed for the Woolgrowers site is predicated on significant public sector investment to assist in the provision of the new link road. This road would not only unlock the site for new employment development and community facilities but would also provide broader benefits in terms of traffic movements in the town centre. As such, every effort should be made to ensure that the potential economic and social benefits of this investment are made clear to Yorkshire Forward to seek their financial support through the emerging Sub-regional Investment Plan.

#### *Transportation Improvements*

- 6.12 As mentioned above, it is our view that the development of the twin towns is being held back by their poor accessibility from the primary road network. The attractiveness of employment elements of proposals to potential developers and occupiers would be radically improved if multi-directional junctions with the A64 were provided to the east and west of the towns. Every effort should be made, through the ongoing Traffic Study and discussions with the Highways Agency and North Yorkshire County Council Highways Department to ensure that these improvements take place.

### *Assistance with relocation*

- 6.13 Several of the identified sites have existing occupiers which would have to be relocated if development is to proceed. All necessary assistance should be given by the Council and its partners in attempting to find alternative premises for these businesses.

### *Archaeology*

- 6.14 All of the sites, perhaps with the exception of the Travis Perkins site are considered to have potential for archaeological remains. In particular, the Sheepfoot Hill and ATS sites are thought to have considerable potential. A desk based study of the potential for remains should be requested for each site (except Travis Perkins) as part of any planning application. Such a 'desk-based study' is unlikely to overly affect the viability of development proposals given their relatively limited cost (£500-£1000).
- 6.15 Subject to the findings of this desk study, trial trenching and other investigations may also be necessary. Our understanding is that, in the case of most of these sites, some trial trenching is likely to be requested by the County Archaeological Officer on the basis of the strong likelihood for, in particular, Roman remains to be found. The cost of such trenching is difficult to estimate without the benefit of the desk study which will help to determine the number and size of trenches required. However, it appears reasonable to assume that trial trenching will cost in the order of between £5,000 and £20,000. This level of additional cost may have implications for the viability of development where profitability is already marginal due to other abnormal costs.

### *Abnormal Costs*

- 6.16 Wherever possible this report seeks to identify the level of abnormal costs which can reasonably be expected in relation to each site. In relation to contamination it is estimated that remediation costs at Sheepfoot Hill will be in the region of £350k-£500k and in relation to the Woolgrowers, remediation may cost a maximum of £800k including the removal of asbestos and demolition of existing buildings, hard-standing and foundations.
- 6.17 The same two sites also suffer from the necessity for transportation and access improvements. In relation to Sheepfoot Hill, a mini roundabout junction with Castlegate is likely to be the best option in terms of resolving access issues. A slight widening of

Sheepfoot Hill itself is also required. In total, it is estimated that these works will cost some £100k. As mentioned above, a new link road through the Woolgrowers site would be required if it is to be comprehensively redeveloped. The cost of this is likely to be in the order of £5.5m although it is hoped that, subject to negotiations, the majority of this cost will be bourn by Yorkshire Forward funding through the emerging Sub-Regional Investment Plan.

- 6.18 Another major abnormal cost which must be bourn by development on all of these sites is flood risk alleviation. The cost of these works is dependent on the approach taken (i.e. incorporating undercroft storeys, raised floor levels or remodelling site levels). However, it is estimated that such works will generally add 10-15% to the total development cost.
- 6.19 The cost of archaeological investigations set out above (in the order of £20k for desk-based study and trial trenching), is relatively small in comparison to that for remediation of contamination, flood alleviation and transportation infrastructure. Nonetheless, this level of cost may be decisive where profitability is marginal.
- 6.20 The amount of affordable housing which can be achieved on each site on which housing is proposed, will be variable according to the extent of the abnormal costs set out above. As a general rule, affordable housing has a neutral affect on the cost of development. That is, no profit is made on the construction of affordable dwelling but no loss, other than the profit which could have been made if houses were sold at market value, is incurred.
- 6.21 Obviously, any other financial contributions sought from developers, such as contributions to enhancing education provision, would take directly away from the 'bottom line' profitability of the development. As such a compensatory fall in the amount of affordable housing achievable may result.
- 6.22 It is recommended that the council seek an 'open book' approach from developers to assist in quantifying the extent of abnormal costs and their implications for the provision of affordable housing and other contributions. It is also recommended that the Council seek professional advice in analysing development appraisals which form the basis for discussions regarding the level of affordable housing and other contributions which can be achieved.

## **Site Specific Actions**

### *Sheepfoot Hill*

- 6.23 Second Site Properties own a large part of this site and are keen to progress its development. The freehold to the remainder to the site is understood to be held by the Malton Fitzwilliam Estate and there are understood to be numerous leaseholders. Assistance may be required in terms of finding new premises for leaseholders.
- 6.24 Further investigations into archaeological and ground conditions issues are required in relation to this site.

### *Dewhirsts*

- 6.25 This site is in single ownership and benefits from vacant possession and as such development could occur in the short term. The owner of the site is understood to now be amenable to a residential scheme for the site although their views on the desirability of business starter units appear less positive. Clearly however, agreeing commercial terms for the purchase of part of the site for this purpose by the proposed Malton & Norton Development Trust remains a possibility. When the development trust is in a position to take forward proposals, it should seek to enter into discussions with the owners and their agents.
- 6.26 The policies and allocations of the Local Development Framework (LDF) are likely to be critical in defining the future use of this site and as a forum for discussion in this regard if the current owners do not support the proposals in their entirety. Every effort should be made to ensure that the aspiration of the Council are adequately reflected in the emerging LDF and at the Inquiry.
- 6.27 In addition, it is understood that the Old Pottery, now in residential use, could be included within the development site.

### *ATS*

- 6.28 It is understood that ATS have no plans to move from their current premises. However, if attractive alternative premises can be found and a viable development proposal for their current site is demonstrated to them, then they may relocate. In the shorter term, the Council and its partners may wish to investigate the potential for developing the car



park and service area as a stand alone facility. Further work on the potential sources of funding for such a proposal is clearly required.

- 6.29 Additional archaeological investigations may be required in this location and other abnormal costs will include flood alleviation works given the low lying nature of part of the site.

*Travis Perkins*

- 6.30 If the preferred option is to be taken forward, a strong justification for the clearance of the listed buildings will be required as part of any planning application. However, it is our view that there is no economic use for these buildings, that they are of limited architectural and historic value and their clearance would result in the better planning of the site and significant benefits to the community in terms of job creation and affordable housing provision.

*Interchange*

- 6.31 It is understood that there remain very long period to run on existing leases in this location and as such it may be difficult to relocate existing occupiers although this obviously a necessary prerequisite to comprehensive redevelopment of the site. In the shorter term, consideration could be considered to the development of the vacant Northern Electric Depot either for temporary development or an early phase of the comprehensive redevelopment. If the latter option is taken forward, the Council should make clear that development will only be permitted where it forms part of an agreed masterplan and development strategy for the whole site.

*Woolgrowers*

- 6.32 Several of the major landowners of the Woolgrowers site have already come together to form a consortium to drive forward the development of this site. Dialogue is already ongoing between them the Council and the study team and information has already been exchanged. This dialogue should be maintained and an open book approach should be sought to assist in quantifying the extent of abnormal costs and their implications for the provision of affordable housing and contributions for transportation improvements and educational facilities.

- 6.33 The policies and allocations of the Local Development Framework (LDF) are likely to be critical in defining the future use of this site and as a forum for discussion in this regard if the current owners do not support the proposals in their entirety. Every effort should be made to ensure that the aspirations of the Council are adequately reflected in the emerging LDF and at the Inquiry.
- 6.34 As mentioned above, the assistance of Yorkshire Forward in delivering the proposed link road should be sought through the emerging Sub-regional Investment Plan. This will be a key factor in determining the future of this site. Further discussions with North Yorkshire County Council Highways, Mouchel and other with respect to the technical issues surrounding the alignment of the link road and the junction layout are required. In addition, consultation with English Nature, the Countryside Agency and the Environment Agency will be required in relation to the ecological, landscape and flood risk issues. There is clearly a necessity to ensure that the impact of the road and the bridge over the River Derwent is minimised and that mitigation works are undertaken where required. Furthermore, discussion with Network Rail will be required with regard to the bridge over the railway line.