

Pasture Lane Development Brief  
WSP Group and Atisreal for Ryedale District Council  
and Yorkshire Forward

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# QM

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# Pasture Lane

## 1.1 OVERVIEW

- Potential location for relocated Livestock market
- Additional enabling uses necessary to assist viability
- Highway improvements required to deliver relocation and enabling development

## 1.2 SITE CONTEXT

### Description of current site

The site is comprised of the field adjacent to Showfield Lane Industrial Estate and Pasture Lane. To the south of the site there is Pasture Lane with Showfield Lane Industrial Estate to the east.

The topography of the site shows a gradient decreasing to the south of the site.

### Current Use(s)

The site is currently utilised for pasture and for the storage of livestock for annual events.

### Utilities and Servicing

Access to the site is currently provided from Pasture Lane.

## 1.3 PLANNING POLICY CONTEXT

### Local Planning

#### Local Development Framework (LDF)

Considerable work was undertaken on the Ryedale LDF, however the Council's Core Strategy was found unsound on a limited number of issues in January 2007. Work is underway to prepare a revised Core Strategy, together with a Facilitating Development DPD which will take forward new allocations and revise existing commercial limits and development limits. Whilst the LDF is still at an early stage, the work and supporting studies undertaken for the Core Strategy, including the Inspector's Report, are material considerations in determining planning applications.

#### Supplementary Planning Document(s):

- Draft Interim SPD on Developer Contributions for Strategic Transport Contributions at Malton & Norton 2007/8

#### Local Plan

The site lies outside of the defined development limits for Malton. The southern portion of the site is also designated as a 'Visually Important Undeveloped Area'.

#### Saved Policies:

- EMP11 – Industrial / Business development in the countryside
- T7 – Parking
- ENV5 – Visually Important Undeveloped Areas
- ENV7 – Landscaping



*Supplementary Planning Guidance:*

- Ryedale Rural Design Guide 1995
- Landscaping on Development Sites 2004

Regional Planning

*Regional Spatial Strategy for Yorkshire and the Humber*

- YH1 – Overall approach and key spatial priorities
- YH2 – Climate change and resource use
- YH3 – Working together
- YH5 – Principal Towns
- YH7 – Location of development
- Y1 – York Area sub area policy
- ENV5 – Energy
- ENV12 – Regional waste management objectives
- T1 – Personal travel reduction and modal shift
- T2 – Parking policy
- E1 – Creating a successful and competitive regional economy
- E3 – Land and premises for economic development

Other Guidance / Related Studies

*Malton and Norton Transportation Strategy (2005)*

The preferred development option will remove a current traffic pressures relating to Livestock Market activities within the town centre but will create increased levels of traffic around the site, specifically on Pasture Lane and Newbiggin. The Strategy indicates that the Wheelgate, Old Malton and Showfield Lane Secondary Cycle Route follows along the southern edge of the site.

*Car Park Strategy Report (2005)*

The preferred development option will provide the on-site parking provision for livestock market activities, removing the need to travel and park at Wentworth Street Car Park.

*Ryedale Employment Land Review (2006)*

The preferred development option will have aid the review's targets of increasing the amount of available employment land through the potential development of ancillary uses including agriculture-led business.

*Jacobs Consultancy – Transportation Review and Strategy (2008)*

This transportation review of the Town Centre Strategy for Malton considers the proposed option Pasture Lane and is reported on below.

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## 1.4 PREFERRED DEVELOPMENT OPTION

### Description

The Pasture Lane area has been indicated as a potential site for a relocated livestock market. This is a critical relationship as the development of the current livestock market site depends partly on the ability to find and acquire an appropriate relocation site, preferably close to the town centre such as Pasture Lane, with significant community and stakeholder support.

The market could, as seen at other redeveloped livestock markets across the UK, accommodate additional uses to assist with financial viability. Potential additional uses may include agricultural business support, training facilities and related office space activities on non-market days. An example of a successful livestock market redevelopment is the Bakewell Agricultural Business Centre, Derbyshire.

A significant funding shortfall is the biggest barrier to the successful relocation of the market. Unlike most other market sites there is little prospect of major direct funding from the sale of the site as the operators do not own the freehold.

Funding will be necessary from the following :

- Enabling development from the release of further development land around a newly developed livestock market and associated parking. (as illustrated on the plan below)
- The market operators
- The Fitzwilliam Estate
- The farming community

### *Enabling Development Uses*

The enabling uses for this site must be considered in conjunction with current and future proposals for the Wentworth Street car park, in terms of both compatibility of uses and linkages.

It is extremely unlikely that a food retail use would be appropriate here as there are sequentially more preferable sites and given its proximity to the Livestock Market. There is potential for bulky goods retailing, which is complimentary to the agricultural sector, subject to improved road access.

If development is to take place, developer contributions will need to be secured to help fund the A64 junction improvements in line with the Draft Interim SPD on Developer Contributions for Strategic Transport Contributions at Malton & Norton 2007/8.

### Key potential linkages

#### *Livestock Market area*

The ability to secure the Pasture Lane site (or another suitable site) for the new livestock market is fundamental to the progression of the development of the Livestock Market area and the continuation of livestock trading within Malton. It is preferable that any relocated livestock market site is within walking distance of the town centre.

#### *Wentworth Street Car Park*

The new livestock market would provide adequate parking provision for livestock market vehicles removing the need to park any vehicles at the Wentworth Street Car Park.



## Urban Form

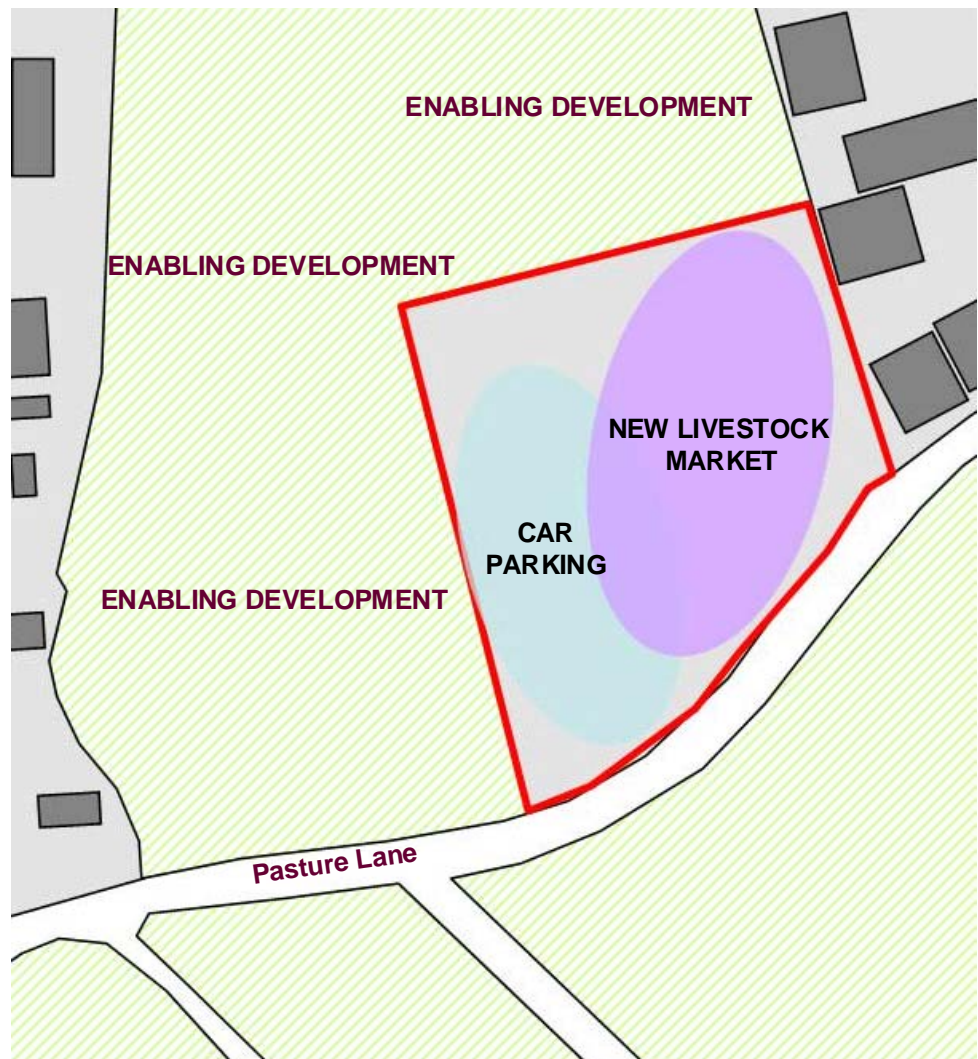
### *Layout*

The preferred development option is suggested to require approximately 5 acres to accommodate a relocated Livestock Market and parking. A larger area would be needed to accommodate additional uses such as agricultural-led businesses with the possibility of limited warehousing. The enabling development would be provided to the north and west of the site, subject to detailed master planning of the site.

### *Materials*

Material selection would involve robust materials to cater for the uses on site. Where possible local materials should be used.

### Indicative Plan





## Movement and parking

### *Traffic Management*

A relocated Livestock Market will need to accommodate sufficient parking for regular and animal transport vehicles suggesting a site outside of a built-up area. Access to the site would need to accommodate both vehicular types in modest quantities twice a week and would be suited to a road capable of higher capacities, which potentially includes Pasture Lane, subject to highway improvements. The detailed highway impact will need to be assessed through a specific analysis.

The amount of vehicles needing to access the site would vary seasonally. Currently markets are held twice weekly on a Tuesday and Friday, except in the summer months when the Friday market is held every fortnight. Larger sales are held 2-3 times a year to coincide with the farming calendar (e.g. sale of lambs / sheep in the Spring). Current usage of the Livestock Market suggests 50 to 100 movements of vehicles during the morning of the sale with a similar number of return movements later in the afternoon. Movements begin before the morning peak rush hour and finish before the afternoon peak rush hour. It is likely that a new livestock market would need to utilize the site on other days of the week to increase viability and as such traffic generation of such activities would need to be considered.

A new Livestock Market on Pasture Lane would need to meet highways requirements and there are capacity issues at the junction of Pasture Lane and Broughton Road (B1257). The Jacobs Report of August 2008 considers that this relocation and associated enabling development can be accommodated but would require improvements to the Pasture Lane, Broughton Road junction in the form of mini-roundabouts.

### *Parking Provision*

Adequate and appropriate parking facilities would be provided on site

### *Pedestrian Movement*

Signage and routes would be provided to encourage circulation between the town centre and specifically the Market Place, Wheelgate and Wentworth Street car park to ensure accessibility for farmers and visitors.

## 1.5 DELIVERY CONSIDERATIONS

The viability of a new livestock market is entirely dependent on the satisfactory outcome of any negotiations to relocate the market that need to occur in connection with the proposals for the current Livestock market. The economics of the livestock industry and the cost of building a new market means that there is no prospect of a new livestock market being developed speculatively by either the current operators or a third party. Where new markets have been developed elsewhere in the country they have been dependent on land sale receipts and/or external funding from benefactors or development agencies e.g. Thirsk and Bakewell.

The operators have estimated that a new market would cost in the order of £3m to construct and we would concur with this estimate for a new market of circa 30,000 sq ft. This figure excludes land purchase costs and on site parking provision that does need to be provided for. The actual figure would depend on the precise nature of the facilities and design, however the cost would be more if a new market was to be built on the



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current site in the centre of the town. Thirsk cost £5m to build in 2006 although this was a considerably more substantial development involving different associated uses. Ancillary facilities may add to the attractiveness and continuous use of the market but will not significantly alter the viability of the project, unless more land is released to allow significant further commercial development to assist in funding the livestock market. Therefore this proposal seeks to include enabling uses as discussed above.

The site is owned by a separate branch of the Fitzwilliam family, the Fitzwilliam Trust Corporation, and as such their agreement would be required to bring forward this option.

Joint working between partners is essential to ensuring a new livestock market is provided within walking distance of Malton town centre.

In terms of continual livestock market operations within Malton, development phasing will need to ensure that there is a workable transition from the current livestock market site to the new facilities at Pasture Lane so as to ensure a continuous operation.

#### Key Partners

- Ryedale District Council
- Fitzwilliam Malton Estate
- Fitzwilliam Trust Corporation
- North Yorkshire County Council
- Boulton & Cooper Stephenson
- Cundalls
- Selected developer

#### Consultation Groups

- Malton Norton Area Partnership
- Malton Town Council
- Norton Town Council
- Business in Action
- THRIVE
- NFU – local and regional farmers
- Local residents





Phasing and Timetables

*Short Term*

Action	Responsibility
Planning decision on Livestock Market application	RDC
Liaison with Fitzwilliam Trust Corporation and the Fitzwilliam Malton Estate in relation to both the current Livestock Market site and Pasture Lane	RDC/FME/FTC
Discussions with North Yorkshire Country Council Transport Officers	RDC/NYCC
Discussions with Boulton & Cooper Stephenson and Cundalls	RDC/BCS/C
Liaise with the farming community	RDC
Defining appropriate enabling uses and assessing impact on the highway network	RDC/NYCC/FME/FTC

*Medium Term*

Action	Responsibility
Detailing of facilities to be placed on site / master planning	RDC / BCS/C/FTC/FME
Agreement on development phasing	RDC/FTC/FME
Submission of planning application	BCS / Developer / FME/FTC
Construction of new Livestock Market and associated enabling development	C/BCS / FME /FTC/ Developer

*Long Term*

Action	Responsibility
Maintenance structure and upkeep of buildings	BCS / FTC/C
Monitoring of needs of the farming community	RDC/BCS/C