

**Draft**

**MALTON and NORTON**  
**Neighbourhood Plan**  
**Spring 2011**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## Glossary of abbreviations and references

		Web-link
MTC	Malton Town Council	
NTC	Norton Town Council	
RDC	Ryedale District Council	<a href="http://www.ryedale.gov.uk">www.ryedale.gov.uk</a>
NYCC	North Yorkshire County Council	<a href="http://www.northyorks.gov.uk">www.northyorks.gov.uk</a>
WWSCP	Wentworth Street Car Park	
FME	Fitzwilliam Malton Estates	<a href="http://www.maltonestate.co.uk">www.maltonestate.co.uk</a>
YF	Yorkshire Forward	
SSSI	Sites of Special Scientific Interest	
RTP	Roger Tym & Partners	
CIL	Community Infrastructure Levy	

## Referred Reports

	Report	Comments
Local Plan	RDC present planning strategy to be replaced by the LDF	
CIDA	CIDA Report on Milton and Assembly Rooms (Improvements Business Planning and Project Development) for Ryedale District Council Final Report April 2009	
Jacobs STA	The Malton and Norton Strategic Transport Assessment – February 2010	
RTP-2006	Ryedale Retail Capacity Study by Roger Tym & Partners – 2006	
RTP-2008	Ryedale Retail Capacity Study by Roger Tym & Partners update 2008	

## Acknowledgements

Mr Nigel Copsey - History	<a href="http://www.nigelcopsey.com">www.nigelcopsey.com</a>

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## INTRODUCTION AND CONTEXT

National planning laws require local authorities to produce plans for their areas setting out their planning strategies for the future.

Ryedale District Council is currently preparing their document 'The Local Development Framework for Ryedale', called 'The Ryedale Plan'.

The LDF will be submitted for examination in public sometime after May 2011. Some of the issues it contains are of concern to the town councils of Malton and Norton, as well as to the local business community and local residents. The expression of all these concerns to RDC has hitherto of necessity been reactive.

A Neighbourhood Plan offers the community an opportunity to set out in a positive and active way what developments the majority of those who live and work in Malton and Norton would like to see for the future of the towns. Malton and Norton have worked together for many years in partnership, and their application to merge was submitted to RDC in April 2010.

A Neighbourhood Plan should be in general conformity with the strategic elements of a Local Development Plan. As parts of the draft Ryedale Plan are unacceptable to both town councils in their present form, this Neighbourhood Plan will be submitted for consideration alongside the Ryedale Plan. This Neighbourhood Plan will inform an inspector at the Examination in Public of the Ryedale Plan of the views of the community and enable him, if he sees fit, to adopt modifications consistent with the reasonable views of the town councils and the local community.

There are many businesses and organisations which have a vested interest in the continued promotion and prosperity of the two towns. As well as the Town Councils, these include the Fitzwilliam Malton Estate, the Livestock market auctioneers, local business, farmers, the Racing industry and the voluntary sector. It is important that all these interested parties are fully consulted on all initiatives and promotions made on behalf of the towns and that, as far as can possibly be achieved, new schemes are agreed with them separately and through the Malton and Norton Area Partnership.

### **Decentralisation and Localism Bill**

The Decentralisation and Localism Bill aims to shift power from central government back into the hands of individuals, communities and councils by providing a new right for town and parish councils to shape their local areas through Neighbourhood Plans. This will empower local communities to take responsibility for the development of detailed planning policy for their neighbourhood.

The Decentralisation and Localism bill received its Second Reading in the House of Commons on 19<sup>th</sup> January 2011.

One of the principal objectives of neighbourhood planning is to increase the rate of growth of housing and economic development in England, while at the same time ensuring that development better reflects the wishes of the local community. Coupled with a system of financial incentives, neighbourhood planning can achieve this by enabling communities to exercise real power and control in respect of the design and precise location of the development that takes place in the neighbourhood area.

Provisions in the Bill include:

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1. Encouraging local people to play a greater role in finding creative and imaginative ways to overcome the pressures that development can create for conservation and local services and amenities.
2. Empowering communities through neighbourhood planning to set out clearly the nature of developments that are and are not anticipated. Where a development proposal is shown to be in general conformity with a neighbourhood development order, planning permission would be automatically granted without the need for a planning application.
3. Making local authorities much more transparent and much more accountable to local people, by requiring them to publish every item of expenditure over £500.

The Government publication, 'Decentralisation and Localism Bill: An Essential Guide' includes the following:

- *'The only way forward is to embrace decentralised development that is not merely accepted, but actually led by local communities – because local people get to share in the benefits.'*
- *'There can be no local innovation without local control of resources. Nor can local decision-making succeed without access to the government data on which informed judgement depends'.*
- *'Communities should be able to combine different sources of public money to create pooled budgets to tackle difficult cross-cutting issues within an area. We aim to make 'place based' or community budgets available everywhere by 2013.'*
- David Cameron, 12.9.2010: *'We believe that when people are given the freedom to take responsibility, they start achieving things on their own and they're possessed with new dynamism. Multiply this transformation by millions of people and you'll get an idea of why we are so passionate about this power shift'.*
- Nick Clegg, 20.9.2010: *'It's not smaller government I believe in. It's a different kind of government: a liberating government.....Putting power into people's hands. Because the job of government is not to run people's lives, it is to help people to run their own.'*

*Prepared 14 March 2011*

# **MALTON AND NORTON NEIGHBOURHOOD PLAN**

## **WHAT IS A NEIGHBOURHOOD PLAN?**

A Neighbourhood Plan is a written document that identifies the strengths and weaknesses of a defined area. It also sets out policies for action that could result in an improved neighbourhood

## **DEFINING OUR NEIGHBOURHOOD**

For the purposes of this Neighbourhood Plan, 'Neighbourhood' is taken to mean the towns of Malton and Norton including Old Malton.

## **WHO IS INVOLVED?**

Developing a Neighbourhood Plan brings together residents, businesses, property owners and community organisations – all those who have a stake in the neighbourhood – to share ideas and focus on issues that are important to everyone, to pinpoint important short and long-term goals and to identify those who will be responsible for achieving them.

## **WHO BENEFITS?**

Everyone who lives, works or plays in the neighbourhood benefits from a Neighbourhood Plan. A well-developed Neighbourhood Plan will help agencies, at Local, County and Government levels, to better understand the priorities of the neighbourhood in order that they may serve it better.

## **STATUS OF THIS DRAFT NEIGHBOURHOOD PLAN**

This draft Neighbourhood Plan has been written by a group which includes members of the business community and the public and some individual town councillors. It is the first draft of a document which will, after consultation with the public and after adoption by the Town Councils, be put forward for formal acceptance by Ryedale District Council. Part Two of the Neighbourhood Plan contains the Technical Assessments, which underpin this Plan. They have been prepared to cover the more significant issues affecting the Neighbourhood: the River Derwent, Highways, Car Parking, Housing, Employment, Retail and Town Development Sites.

## **COMMENTS**

Written comments should be submitted to Malton or Norton Town Councils:

Malton Town Clerk: Mr MPC Skehan, 2 Leysthorpe Cottages, Oswaldkirk, York, YO62 5YD, email [maltontc@btinternet.com](mailto:maltontc@btinternet.com).

Norton Town Clerk: Mrs R Tierney, The Old Court House, Commercial Street, Norton, YO17 9ES, email [norton.tc@btconnect.com](mailto:norton.tc@btconnect.com)

## **FINALISING OF THE NEIGHBOURHOOD PLAN**

After consultation a final version of the Neighbourhood Plan will be published. It is anticipated that this will be by the end of Summer 2011.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## REPRESENTATIVES OF THE COMMUNITY

### Malton Town Council

Town Clerk: M P C Skehan  
2 Leysthorpe Cottages, Oswaldkirk, York YO62 5YD  
Tel: 01439 748500. Email [maltontc@btinternet.com](mailto:maltontc@btinternet.com)

Mayor of Malton: J W Fitzgerald-Smith  
Deputy Mayor: Mrs J Lawrence  
Councillors: P Andrews, M Beckett, M Dales, Mrs A Hopkinson, M Knaggs,  
D Lloyd-Williams, S Preston, Mrs F J Ford.

### Norton Town Council

Town Clerk: Mrs R.Tierney  
The Old Court House, Commercial Street, Norton, Malton. YO17 9ES  
Tel: 01653 695348 Email [norton.tc@btconnect.com](mailto:norton.tc@btconnect.com)

Mayor of Norton: P Farndale  
Deputy Mayor: Mrs D. Keal  
Councillors: Mrs J Denniss, J Gray, AR Harrison, Mrs M Hodgson, R King,  
D Lloyd-Williams, DK Mennell, R Milner, H Spencer, JT Stone

### Ryedale District Council

Norton East Ward: Cllr H L Keal, Cllr Mrs E Shields  
Norton West Ward: Cllr Mrs D E Keal, Cllr H Spencer  
Malton Ward: Cllr P J Andrews, Cllr Mrs L M Burr, Cllr A E Hemesley

### North Yorkshire County Council

Malton: Cllr Michael Knaggs  
Norton: Cllr Stephen Shaw

### Malton and Norton Area Partnership

D Lloyd-Williams, J Fitzgerald-Smith, G Rennie, D Townsend, A McDonald, J Collins  
R Bushell, Ms J Blanchard, P Andrews, Mrs F J Ford

*Compiled 14 March 2011*

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## MALTON AND NORTON HISTORY

Malton and Norton, with the river Derwent flowing between them, sit in a gap between the Howardian Hills and the Yorkshire Wolds. The river's original short route to the sea from its source in the moors above Scarborough was blocked by glacial deposits following the last Ice Age. This resulted in the meltwater of Lake Pickering forcing its way through at Kirkham Gorge and creating a completely different course for the river.

The history and development of Malton and Norton are inseparable. Both names are Old English and are mentioned in the Domesday Book: *Maltune* - possibly a farmstead where an assembly was held, and *Nortone* - north farmstead or village.

Although the full extent of the Roman settlement *Derventio*, commanding an important river crossing, remains to be discovered, it was very significant and lasted for four hundred years. Civilian settlements associated with the Roman fort developed on both sides of the river. Norton had significant industry: evidence has been found of a goldsmith's shop, pottery and brick kilns. Malton was the hub of numerous Roman roads with, then as now, *Yorkersgate* the main road to York (*Eboracum*) and the major conduit of goods from the river Derwent.

Few traces of the Roman fort remain above ground, the walls and embankments having been much reduced in the 18<sup>th</sup> century as part of a public works programme, but geo-physical surveys have revealed evidence of many footings and walls.

Eustace Fitzjohn, Lord of the Manor of Malton in the early 12<sup>th</sup> century, sided with King David of Scotland against the English King. In retribution for this, Archbishop Thurstan of York burnt down the old town. New Malton was built around 1138 and still retains the distinctive shape of the walled borough boundaries. The medieval plan of Malton remains substantially intact and surviving records show the town's economic and administrative importance in this period.

St Leonard's church, together with St Michael's in the Market Place, dates from the Norman period, although both were much altered in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries. The Cross Keys public house on *Wheelgate* has a rib-vaulted medieval undercroft, possibly part of the Gilbertine Hospital of St Mary Magdalen. Another medieval hospital was sited on the island alongside the main bridge between Malton and Norton. Hidden beneath Malton's buildings are many ancient vaulted cellars and undercrofts, perhaps as many as survive anywhere in Britain.

The majority of the buildings in *Yorkersgate*, Market Place and *Castlegate* were built well before the 18<sup>th</sup> century, with 'modernised' facades of later date.

The origins of *York House* are probably 15<sup>th</sup> century and the *Talbot Hotel*, which may contain remnants of the medieval town wall, dates from the early 17<sup>th</sup>. In the *Talbot Yard* are the largely intact late Georgian stables, as well as an early coach-house associated with the hotel. Some 18<sup>th</sup> century warehouse and wharf buildings remain between *Yorkersgate* and the river, with stone quays associated with the 1725 improvements to the navigation of the Derwent. *Navigation Wharf* was probably always the port of Malton as far back as Roman times.

A Norman castle was built on part of the Roman fort site, but only the mound and a short, low section of wall remains. Robert the Bruce held the Castle at one time, revealing Malton's continued inclination to side with the Scots.

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Ralph Eure, Lord of the Manor and descendant of Eustace Fitzjohn, built a magnificent house on the site in 1604, with thirty seven hearths, comparable to Temple Newsam in its scale and grandeur. Much of the revenue for this was generated by the Eures' role as Lords of the Middle Marches – stolen, in effect, from the farmers of the Scottish borders. After 1674 the house was taken down by order of the High Sheriff of Yorkshire when Mary and Margaret Eure, Ralph's nieces, were unable to agree their inheritance. This left only its former gatehouse, now the Lodge Hotel, '*testimony to the folly of family dispute*' and the stables, presently the Fitzwilliam Estate Office and Yard buildings.

The Gilbertine Priory of St Mary at Old Malton was founded around 1150 and quickly established itself as a major local landowner, trading mainly in wool exported to the Continent; in 1300, there is record of 10,000 sheep's fleeces sold to an Italian merchant, perhaps reflecting the Romans' awareness of the qualities of Yorkshire sheep. Profits from this trade were invested in building works in and around Malton, using stone from the Priory-owned Hildenley quarries. Only the west part of the nave and two-thirds of the façade remain of this once much larger church. Despite its reduction in size, it was described in 1877 by Sir George Gilbert Scott as a '*magnificent remain of one of the noblest periods of medieval art*'.

Since the 17<sup>th</sup> century, Malton and Norton have been an important racing centre.

This is the part of Yorkshire where the thoroughbred was originally developed by crossing native breeds with Arab stallions imported from the Middle East.

Langton Wold was Malton's racecourse from 1692 until 1861. The early days of Newmarket racing largely depended on stock bought from Yorkshire breeders, with Malton and Middleham as the northern training centres.

Sir William Strickland, a celebrated racehorse breeder and Whig MP for Malton, owned about half of the town in the 18<sup>th</sup> century, as well as the hunting lodge which would become the Talbot hotel, its purpose to accommodate visitors for the racing.

In the later 1600s, Malton drew visitors to its Spa and Gardens. This was saline-chalybeate, a spring impregnated with iron salts, about two hundred yards west of the Talbot. Its popularity was followed by a long period of neglect, with a brief revival at the beginning of the 19<sup>th</sup> century.

Substantial parts of the Manors of Old and New Malton were bought in 1713 by Thomas Watson Wentworth, of Wentworth Woodhouse in South Yorkshire, from the heirs of the Eure family, William Palmes and his wife Mary Eure.

As William Strickland began to relinquish his holdings in the town, Watson Wentworth enlarged the estate. He was Whig MP for Malton from 1715 to 1727, when he became MP for Yorkshire. It is interesting to note that as a Parliamentary Constituency, Malton was unusual at the time in that it was a *proprietary*, not a *rotten* or *pocket* borough and tenants of the Estate, with their sub-tenants, had the vote.

Watson Wentworth family politics preferred the primacy of Parliament over the wishes of the King. Thomas Watson Wentworth's son Charles, 2<sup>nd</sup> Marquess of Rockingham, was Prime Minister in 1765 and again in 1782. He opposed the continuing hostility towards the new United States and was leading the negotiations to end the American War of Independence at the time of his death in Paris aged 52.

His reputation was such that many American towns are named after him.

Rockingham's interest in Malton and Norton was reflected in the name of one of his best horses, which ran with considerable success for nearly five years. Bay Malton beat Gimcrack, the most famous racehorse of the day, '*very easy*' at Newmarket in 1765. After another of Bay Malton's

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successes, at the York August meeting in 1766, it was said that *'the North Country Gentlemen beat those of the South, which showed the superiority of the breed of horses in the North'*. When he won at Newmarket the following year, it was reported that *'those from Yorkshire backed Bay Malton freely and won thousands.'*

Rockingham's marriage was childless and in 1782 the estate passed to his nephew, the 4<sup>th</sup> Earl Fitzwilliam who, with his descendants, undertook the last major phase of construction and reconstruction in the town. 2013 will mark the 300<sup>th</sup> anniversary of the two families' long association with Malton and Norton.

The navigation capacity on the Derwent was one of the earliest in Britain to be significantly improved around 1725, enabling extensive barge traffic to transport goods and produce. The fifty mile York to Scarborough branch of the York & North Midland Railway was opened on 8<sup>th</sup> July 1845. Built in a year, an amazing feat in the days of pick and shovel, it included seventeen stations and an extension to Pickering.

The navigation continued to compete with the railway, having been extended as far as Yedingham after 1810. The river's use as a highway declined only after it was bought by the Railway itself and cheaper coal began to arrive by rail, while river maintenance was deliberately neglected.

Norton's original medieval church in Church Street was replaced in 1816 by a 'Grecian style' church, demolished in 1901 (the site of the present swimming baths). St Peter's Church was built as its replacement in Langton Road between 1889 and 1913. To the east of Mill Street are the truncated pyramidal slate roofs of the former Maltings of circa 1870, a reminder of the towns' extensive brewing industry based on the numerous springs that emerge at the foot of the Castle hill.

Many of the original racing stables survive in both towns. At Whitewall, John Scott, whose brother Bill was an eminent jockey, trained no less than five Derby winners between 1835 and 1853: *Mündig, Attila, Cotherstone, Daniel O'Rourke* and *West Australian*. In all John Scott trained forty Classic winners, a record still unbeaten.

The distinctive pattern of ownership in Malton – substantially built and owned by the Priory and subsequently by a handful of families – as well as preserving the early town layout, has helped to define the economic and cultural landscape of the area which surrounds Malton and Norton.

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## HIGHWAYS – ROADS AND TRAFFIC

1. Traffic congestion in Malton and Norton is a problem caused by the historic geography of the towns. All traffic movement between the towns must use the level crossing. HGV movements to and between the Malton and Norton industrial estates pass through the narrow streets and junctions.

### 2. Malton and Norton junctions

#### 2.1. Strategic Transport Assessment (STA)

2.2. In 2010, Highways consultants Jacobs produced a Strategic Transport Assessment (STA) setting out the effects on traffic flow in Malton and Norton. This report is used as evidence to support the Local Development Framework (LDF).

2.3. The junctions identified for assessment in the report are Butcher Corner, Welham Road Junction, Castle Howard Road Junction, Pasture Lane Junction, Westfield Way Junction, Town Street Junction, Railway Street Junction, Norton Road Junction, the Level Crossing, Wold Street Junction and Mill Street Junction. Many of these, particularly Butcher Corner, are already well over capacity.

2.4. The STA takes a traffic flow based on a perceived present road use. It then assesses the future traffic flows resulting from increased road traffic generated by new developments. The report sets out the conclusions based on nine different combinations of the suggested developments (scenarios 1 to 9, but see 3.2 below) across both towns.

2.5. The report took all the sites put forward for inclusion in the LDF and divided them into five groups for assessment purpose. For instance, group 1 sites, which are included in all scenarios, comprise ‘development sites which have been given planning permission or have applied for planning permission and are ..... likely to be developed first’.

### 3. STA findings

3.1. The STA conclusions set out the effect on traffic congestion under nine different scenarios.

3.2. A tenth (scenario 4A) was developed by Jacobs by refining a combination of suggested development sites as follows -

Development type	Plot Area
Retail	27 Ha
Residential	2165 dwellings
Education	0.2 Ha
Employment	44 Ha
Leisure	3.3 Ha

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- 3.3. Engineering solutions are proposed to mitigate the increased traffic flows. These include Double mini roundabouts at Broughton Road / Pasture Lane, Signals at Castle Howard Road / York Road, Signal change at Westfield Road / Scarborough Road and Priority change at Welham Road / Church Street / Castlegate.
- 3.4. Using the traffic mitigation solutions set out in 3.3 above, the consultants report that 'scenario 4A will have zero to minimal congestion levels when compared to scenario 1.'
4. There will be a significant increase in the present traffic congestion if and when the developments set out in group 1 are completed. However, the problems associated with this increase do not appear to have been considered in the report.
5. Following the STA, NYCC Highways put forward a report suggesting road improvements to alleviate the congestions identified in the STA. The NYCC report was strongly criticised by various town bodies. Revised proposals are being put to public consultation in March 2011.
6. Planning consents for Morrisons, Lidl and Aldi, plans for potential developments in the northern end of Malton – Wentworth Street, the Showfield and the Livestock Market – and residential development at Pasture Lane / Broughton Road will all affect traffic flows in Malton and Norton.
7. Access from the A64
  - 7.1. When the A64 Malton Bypass was built in 1977-79, there were three main access points from it into Malton and Norton and one adopted highway (Broughton Road) which crosses it without providing access.
  - 7.2. These three access points are at Brambling Fields, Old Malton and Musley Bank (York Road).
  - 7.3. Of these, the Old Malton access is the only full four-way junction. Brambling Fields is now three-way and Musley Bank has only two slip roads.
  - 7.4. There is a turning circle at Scagglethorpe to assist traffic prejudiced by the absence of a fourth slip road at Brambling Fields.
  - 7.5. There has been public pressure for some time to make both the Musley Bank and Brambling Fields junctions 'four way' and more recently for a new junction to be built giving access between Broughton Road and the A64 in all directions. (see appendix 1)
  - 7.6. Funding is the main problem. It was decided to proceed with the Brambling Fields junction, largely because of the huge number of heavy vehicles servicing the bacon factory and other businesses at Norton Grove Industrial Estate. Since that decision was taken, the cost has doubled and the output of the bacon factory has reduced.
  - 7.7. The priority need for a four-way junction for the A64 / Broughton Road would now seem to be greater than for the upgrade at Brambling Fields.
  - 7.8. With increased development next to the York Road Industrial Estate, the improvement of the A64 / Musley Bank junction will be strategically important.

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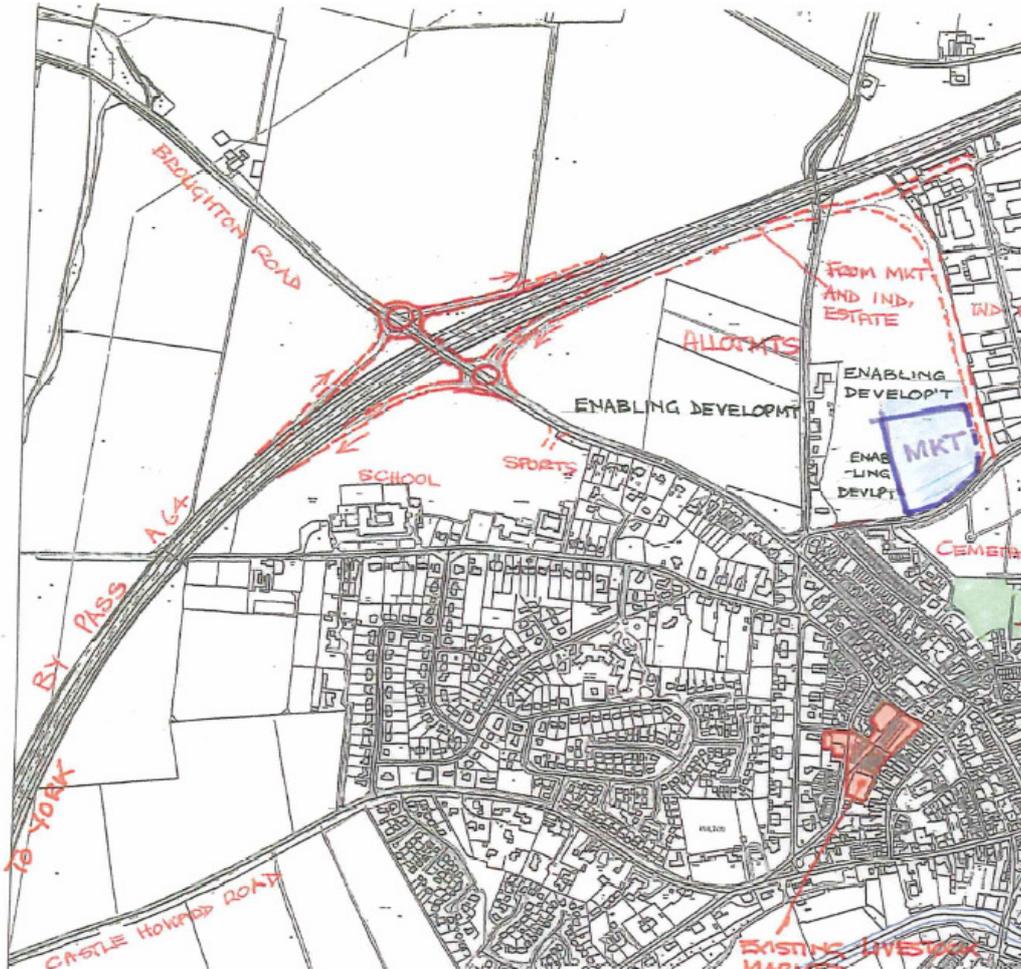
## **POLICIES – Highways**

- a. To re-evaluate, in the light of cost escalation, the upgrade of Brambling Fields Junction;**
- b. To press for the building of a junction between the A64 and Broughton Road;**
- c. To press for improvements to the junction between the A64 and York Road (Musley Bank);**
- d. To assess a full one way system – Norton Road, Railway Street, Yorkersgate, Wells Lane, Butcher Corner, Castlegate and County Bridge – from all perspectives, including safety;**
- e. To consider a ban on HGVs, but not on buses, in Castlegate and at the Level Crossing;**
- f. To consider a southern (Norton) bypass, with the possibility of a bridge(s), as set out in the ‘River Rail Corridor Study’.**

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## Appendix 1 – Broughton Road – proposed new junction

The plan showing the site of the grade separated junction proposed to enable access to the A64 from the Broughton Road. The plan shows the north west of Malton.



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## RIVER DERWENT

1. Commercial trade having ceased on the river, the locks were closed and the Derwent Navigation Act revoked in 1935. By 1970 the Yorkshire Derwent Trust had been created with the aim of repairing the locks and reopening the navigation. A very lengthy court case between riparian owners and conservationists on one hand and Malton town council on the other eventually resulted in a decision against navigation of the river. In 1986 large stretches of the River Derwent were classified as Sites of Special Scientific Interest (SSSIs), which have had consequences perhaps unforeseen at the time. The Environment Agency stopped dredging the river in 1985.
2. Malton and Norton were flooded in 2000 and 2001. Local residents believed the cause was lack of dredging. The Environment Agency built extensive flood defences for Malton and Norton, but maintained that dredging would damage the character of the SSSI. The EA also imposed stringent restrictions on the development of the flood plain, even though most of the flood plain may be protected by the new flood defences.
3. Investigations by the Drainage Boards on the cause of flooding revealed banks in places extensively overgrown with vegetation and a badly restricted channel silted up in places and full of weeds. It has now been accepted that all these factors can slow the current and increase the likelihood of flooding.
4. The scoping survey undertaken by the Drainage Boards in 2007 showed that upstream of Ryemouth, in the river Derwent, there had been very little increase in the depth of the silt on the river beds since 1986. Downstream of Ryemouth, however, in the stretch of the river Derwent to Old Malton, the depth of siltation was shown to have increased by between six and eight foot since 1986.
5. Investigations of the river bed downstream of Old Malton, initially opposed by the Environment Agency, are now proceeding.

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## **POLICIES - The River Derwent**

- a) To encourage the use of the river through the towns for tourism, leisure and sporting activities, such as rowing and canoeing;**
- b) To set up a trust, company or other organization which would act under the direction of the Malton and Norton Area Partnership to manage the demands of flow conveyance, ecological habitats and aesthetic and recreational objectives in order to promote the town;**
- c) To ensure that reasonable action is taken to prevent further siltation and reduce what siltation is already there;**
- d) To urge all responsible authorities to take the necessary action to restore the rest of the SSSI on the River Derwent to the condition it was when designated in 1986, and to maintain it in that condition for the future;**
- e) To urge the Environment Agency to remove all legal restrictions inhibiting the development of sites in the areas which are protected by the existing flood defences in Malton and Norton;**
- f) To encourage developers to treat the relevant sites as suitable for prestigious riverside development (not retail) to enhance the visual amenity;**
- g) To urge Ryedale District Council to consider with interested parties a reassessment of the conclusions to the 'River Rail Corridor Study', taking these issues into account;**
- h) To take appropriate action to get the river between Ryemouth and the York Road Industrial Estate declassified as a Site of Special Scientific Interest (SSSI).**

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## CAR PARKING

1. Those responsible for the provision of car parking in Malton and Norton must take account of the needs of workers, commuters, shoppers and tourists – in other words the variety of people who need or wish to park in the towns for different lengths of time. Short stay provision should ensure adequate space is available for the quick visit, while long stay provision should provide suitable parking places at a sensible charge so that residential areas are not crowded by all-day parking.

### 2. Short Stay Provision

2.1. Malton Market Place is free of charge and is generally fully occupied during the working day. The Market Place has 100 spaces but all are for a maximum period of 2 hours. This is ideal for the shopper making a short visit, but of little use to the commuter or worker.

2.1.1. Fitzwilliam Malton Estate (freeholder of the Market Place), perceiving that the high level of parking fees in the Market Place was having a detrimental effect on town centre businesses, took steps to take back possession when the lease ended in 2009. They have subsequently provided free parking for the community, at a cost to themselves of about £100,000 per annum (including loss of rents).

2.2. On street parking in Malton and Norton is free of charge and presently restricted to 30 minutes. During the day it is generally fully occupied.

2.3. All Ryedale District Council car parks have provision for short stay parking at a charge.

### 3. Long Stay Provision

#### 3.1. RDC owned public car parks in Malton and Norton

3.1.1. RDC apply the same car parking charges to car parks across Ryedale, regardless of the fact that some car parks are largely used by tourists, while those in Malton and Norton are largely required by workers and shoppers.

3.1.2. St. Nicholas Street Car Park in Norton has 300 spaces and is free of charge. It is full daily from 9.00 am. Many from the town and from outlying villages use this car park, leaving their cars all day while they commute by train, or work in Malton and Norton.

3.1.3. Water Lane Car Park in Malton has 120 spaces and is charged. Usually it is 70% full with a mixture of long and short stay users – Malton workers and shoppers.

3.1.4. Wentworth Street Car Park in Malton (WWSCP) has 400 spaces and is charged. Usually it is 30% occupied, but on busy Livestock market or event days it is full.

3.1.4.1. WWSCP is used by town workers, visitors needing flexibility in parking time, farmers' vehicles on market days (chiefly in the upper deck) and all those attending Food Festivals and large weekend events;

3.1.4.2. In 2007, after public pressure, RDC trialled low fees on WWSCP for two months;

3.1.4.3. The increased use of the car park during the trial period appeared to justify lower charges, but these were not implemented;

3.1.4.4. RDC, taking the view that the car park was underused, decided to proceed with the sale of the site for development;

3.1.4.5. The development of the site would mean a potential loss of 70% of the current long stay parking provision in the towns;

# MALTON AND NORTON NEIGHBOURHOOD PLAN

- 3.1.4.6. RDC's present proposal to retain the upper deck cannot guarantee its long term use as a public car park;
- 3.1.4.7. An intention has been indicated by the potential developer to provide multi-storey parking on the site;
- 3.1.4.8. Since this would not be a public car park, spaces would primarily be for the use of customers and staff;
- 3.1.4.9. Town centre workers, farmers and visitors would have no entitlement to park in a supermarket car park.

## **3.2. Long stay provision: other public car parks**

- 3.2.1. Malton Railway Station is charged and is generally 50% occupied during the day, mainly by commuters. This car park has 120 spaces but a number are allocated to premises adjacent to the station, so these are not available for public parking.
- 3.2.2. Malton Livestock Market has spaces for 100 vehicles and is free of charge. Most days it is almost fully occupied by 10 am by Malton workers. The area is not available for public use on Livestock market days (Tuesdays and Fridays). Parking is by courtesy of the owners. Future years may see this site developed for alternative use.
- 3.2.3. Mount Hotel Car Park has 25 spaces and is not charged. This hotel has been unoccupied for many years and parking here is by courtesy of the owners. Most days these spaces are fully occupied by Malton workers. If the property becomes occupied these spaces will be lost.
- 3.2.4. Opportunist parking on residential streets is not charged. Because of the present availability of free long stay places in the towns, opportunist street parking has hitherto not been a problem. If long stay parking places are lost through the development of WWSCP, the Mount Hotel and the Livestock Market, additional pressure will fall on residential areas.
- 3.2.5. Private parking areas are provided in some areas of Malton and Norton for employees and shop customers. Some spaces can be leased from FME, although the numbers are not significant.

## **4. Considering the future**

- 4.1. As the number of supermarkets offering free short stay parking increase, it is the issue of long stay parking which needs addressing;
- 4.2. It is clear that the free car parks are the fullest. People working in the towns or commuting from them avoid charged parking. Any reduction in spaces available for long stay parking as a result of redevelopment is likely to result in increased car parking in residential areas;
- 4.3. Plans to significantly increase the housing provision in Malton and Norton and to develop areas presently used for long stay parking need to be accompanied by plans to increase significantly the public parking provision;
- 4.4. Consideration should particularly be given to long stay parking close enough to the bus and railway stations to enable Malton and Norton to fulfil the role of 'transport hub' and 'communications centre';
- 4.5. Such parking provision should be at a reasonable cost to the users;
- 4.6. Proper consideration should be given to a town parking strategy and charging structure, including planning for long stay parking needed for the future.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – Car Parking**

- a. To retain WWSCP as a public long-stay car park;**
- b. To press for an agreed car parking strategy for Malton and Norton (including pricing) between all the main stakeholders, as recommended by RDC’s Consultants;**
- c. To press RDC, if they are not prepared to agree to a pricing strategy appropriate to Malton and Norton, to subcontract this service to an operator for WWSCP and / or any other existing and proposed car parking areas, at an open market rent so that taxpayers’ receipts do not suffer and could possibly improve.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## MALTON NORTON AND DISTRICT HOSPITAL

1. Malton and Norton Community Hospital has served the Ryedale community since it was opened in 1925, initially comprising the Fitzwilliam Male and Female wards and a twenty-four hour Minor Injuries department, with additions over the years.
2. In 1975 a new wing was added, to provide Ryedale Ward, mainly for the elderly, rehabilitation and respite care and also a midwifery-led 20 bed unit under the care of a local GP.
3. The midwifery unit was reduced to twelve beds and eventually closed in 2009, on the grounds of patient safety. Mothers still continue to receive their ante-natal care in the old maternity ward, with choice of delivery in the new midwifery-led units at Scarborough and York.
4. Malton Hospital League of Friends raised an enormous amount of money towards the new wing in 1975. They continue to raise urgently-needed funds for equipment, mainly through their charity shop in Malton.
5. In the late 1990s, both Fitzwilliam wards were completely rebuilt to accommodate patients in modern four-bedded and single wards, with en-suite facilities.
6. Palliative Care beds were also provided, overseen by the Consultant from St Catherine's Hospice.
7. At the same time, the old wards were refurbished to accommodate a large Physiotherapy unit, Day Surgery, X-ray facilities, Minor Injuries and Outpatients.
8. This enabled consultants from Scarborough and York to visit patients in Malton, thereby saving them long journeys.
9. In 2009, Ryedale Ward was completely refurbished with the aid of money raised by the League of Friends.
10. In October 2010 there was a sudden closure of Ryedale Ward.
11. Patients are currently being treated under a pilot Care at Home scheme.
12. This pilot scheme runs until the end of April 2011, when the situation will be reviewed.
13. A decision will be taken then whether or not to re-open Ryedale ward.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – the hospital**

- a) To retain the hospital with its outpatients wards to save patients having to travel to York or Scarborough;**
- b) To re-open Ryedale Ward for the elderly, rehabilitation and respite care;**
- c) To re-open the twenty-four hour A & E facility;**
- d) To re-open the Midwifery unit.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## LIBRARIES

1. NYCC's Library Service is being asked to make savings of £2.3m by reducing the number of libraries in North Yorkshire from 42 to 18. The proposal is for the existing libraries in Malton and Norton to be closed and a 'central' one created, adjacent to the railway station.
2. A decision following evaluation of the responses to the public consultation on all North Yorkshire libraries is expected in late April/May 2011.
3. Malton and Norton's present libraries are situated in the towns' centres and are very actively used and enjoyed by the communities, offering books, DVDs, large print books, music, CDs, story tapes and talking books. Both libraries have reading groups and weekly story times during school terms. The use of the libraries by local schools is actively encouraged.
4. The proposed new location at the railway station is distinctly outside the centre of either town.
5. Currently Malton library is open for 40 hours a week and Norton library for 19 ½ hours.
6. Internet use is available, with ten computers in Malton library and eight in Norton. Internet use is charged after the initial free half hour, and the computers are regularly used by schoolchildren for their homework.
7. Norton primary schoolchildren pay regular visits to their library, accessible to them on foot from school. Such visits provide a valuable introduction to reading and studying, in an out of school adult environment. Were their nearest library to be at the railway station, it would not be possible for Norton primary school children to walk to it and a valuable experience could be lost.
8. Suggestions for saving costs as well as broadening the scope of the libraries include:
  - 8.1. Shorter opening hours and shared staff
  - 8.2. Volunteers to support library staff
  - 8.3. Closer linkage with Malton and Norton schools, depending on local arrangements with Head Teachers. Both secondary schools have their own libraries for course work reference but those children also make use of the computers in both libraries. More encouragement could perhaps be given to schools, including those in the hinterland of Malton and Norton.
  - 8.4. Inclusion of a Police desk: a phone link to the Force Control room and/or the local Station which the public could use to seek answers to questions.
  - 8.5. A shared space with a common approach from a number of users, enabling a single person to answer local questions or direct the enquirer to where they could best be advised.
  - 8.6. Inclusion of the Tourist Information Centre
  - 8.7. Inclusion of a sale point for parking permits, presently issued by the Tourist Information Centre on behalf of RDC.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – libraries**

- a. To consider cost-saving ways of retaining both libraries in their present locations in Malton and Norton town centres for the benefit of the town residents and those within the catchment area.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## SCHOOLS

### **1. Malton Community Primary School, Highfield Road (includes a Nursery School)**

*1.1. Age range: 3-11*

1.2. An average size primary school, with almost all pupils from White British backgrounds. The proportion known to be eligible for free school meals is below the national average. The proportion of pupils with special educational needs and/or disabilities is broadly average.

### **2. Norton Community Primary School, Grove Street (includes a Nursery School)**

*2.3. Age range: 3-11*

2.4. A larger than average primary school serving Norton. Although the area shows some indicators of social and economic deprivation, the proportion of children eligible for free schools meals is below average. Very few children come from minority ethnic groups or are learning English as an additional language. The proportion of children with learning difficulties and/or disabilities is below average.

### **3. St Mary's Roman Catholic Primary School, Highfield Road**

*3.5. Age range: pre-5 to 11*

3.6. A small Roman Catholic Voluntary Aided Primary School, which shares playing fields and outdoor facilities with Malton Community Primary School.

### **4. Malton School , Middlecave Road (includes Sixth Form)**

*4.7. Age range 11-18*

4.8. A small comprehensive school serving Malton and the widespread surrounding rural area. Almost all students are of White British heritage, with a few students from a range of minority ethnic groups. Almost all speak English as their first language. The proportion of students eligible for free school meals is below average. Students come from a wide variety of backgrounds but overall, their social circumstances are above average. The proportion of students with learning difficulties and/or disabilities, and the proportion of students with a statement of special educational need are both average. Malton has been a specialist school for Science since 2004.

### **5. Norton College, Langton Road**

*5.9. Age range: 11-16*

5.10. A smaller than average secondary school, with specialist status in Technology and Vocational education. The socio-economic backgrounds of students are varied, but

## **MALTON AND NORTON NEIGHBOURHOOD PLAN**

overall the pattern is similar to the national average. The proportion of students eligible for free school meals is below average. The proportion with learning difficulties and/or disabilities is above average. Very few students are from minority ethnic backgrounds or speak English as an additional language.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – schools**

- a. To respond to any issues related to the schools of Malton and Norton.**
- b. To keep under review the requirement for more education provision as the population of Malton and Norton develops over the next fifteen years.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## HOUSING

1. When considering the planning for housing development, a balance has to be struck between retaining the distinctive nature of Malton and Norton and stimulating the local economy.
2. This document aims to set out both factors clearly for consultation within the community.
3. The final version of the Neighbourhood Plan will include a plan showing preferred sites for new housing development. As the choice of preferred sites will depend on feedback from the Public Consultation, no attempt has been made to draw up a suggested site plan at this stage.

## 4. BACKGROUND

- 4.1. Malton is a country market town and with its neighbour Norton forms a single community, divided by the River Derwent. The population of both towns is 12,370. In 2008 there were 5,527 houses (3,178 in Norton and 2,349 in Malton).
- 4.2. The towns are situated in the centre of the district of Ryedale, about mid-way between York and Scarborough. York and Scarborough are sub-regional centres, while Malton and Norton form one of four towns within a large rural district. As such, Malton and Norton constitute a notable district centre. Many families have lived in the district for generations. They expect the towns to have the amenities of a district centre, such as local shops with easy, uncongested access, employment opportunities, good schools and streets where old people feel safe at night.
- 4.3. The usual criteria for forecasting growth of an economy include historic growth rates, forecasts for population increases, changes in house prices, changes in household occupancy, housing types and national housing targets. Most of these issues are dealt with in this Plan.
- 4.4. Many of the road junctions within Malton and Norton, particularly the key Butcher Corner junction, are already congested. Without improvements, significant numbers of new dwellings for the two towns will put further strain on an already stretched road infrastructure.
- 4.5. Significant areas near the river are designated as flood plain. (See section on RIVER DERWENT) Housing developments in these areas should receive particular attention to minimise long term and global warming issues.
- 4.6. The development of new houses increases the need for other local services, such as utilities, drainage and sewerage, schools and leisure services.
- 4.7. The development of new houses also delivers the benefits associated with an increase in the local economy.
- 4.8. It is National policy that new houses should to be built near where people work.
- 4.9. Because of the rural nature of the area, working people are as likely to travel from Malton and Norton to places of employment or recreation as they would in reverse.
- 4.10. In September 2008, RDC's consultants reported as follows:
  - 4.10.1. *'Overall we consider Malton to be a healthy town centre, with no acute indicators of decline. Notwithstanding the issue of traffic congestion described above, Malton is a generally attractive and busy market town, which benefits from a varied convenience and comparison sector, good representation from financial service providers, a cinema, regular markets, a falling vacancy rate, low (good) yields and reasonable demand/interest from retail and service operators. Certainly we do not consider the vitality and viability of Malton has diminished since our previous health check of the town centre, undertaken in 2006.'*

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4.11. The Ryedale Plan provides that Malton and Norton should have ‘not less than’ 50% of all new housing in Ryedale district, and more than that if the provision is not taken up elsewhere in Ryedale. 50% means 1500 new houses over the Plan period (fifteen years). Since Ryedale has an area of over 550 sq. miles and is sparsely populated, there would seem to be a strong case for building some of the new houses in villages without risk of spoiling them or overwhelming them with newcomers. This would share the amount of new housing development across the district rather than concentrating it in the towns.

## 5. AFFORDABLE HOUSING

5.1. ‘Affordable Housing’ means houses affordable to local people in an area where house prices are generally high and wages often low. It is intended to provide reasonably priced housing for people working and living in the district, particularly in the towns, and to maintain the balance of age groups in the population.

5.2. It is essential that, when providing new housing, provision is made for delivery of ‘Affordable Housing’ of a mix of types that meet local needs. RDC’s present target is 35% ‘affordable’ content of all net new building.

5.3. A rigid 35% of ‘Affordable Housing’ applied to every instance of new development may not necessarily be the best approach.

5.4. Although this 35% may pose no problem to large building firms developing major sites, it may make smaller developments unviable, in instances where the capacity of small or medium sized building firms is between five and fifteen houses a year.

5.5. Applying a degree of flexibility towards smaller developments instead of a rigid rate of 35% ‘Affordable Housing’ would seem appropriate. It would also enable greater use of the community infrastructure levy (CIL) in such instances to provide funds towards improving infrastructure.

## 6. The Town Councils viewpoint on the number of new homes in Malton and Norton between 2011 and 2026.

6.1. When consulted in 2009, the Town Councils took the view that Malton and Norton could accept a maximum of 1,000 new houses over a fifteen year period.

6.2. The issue is how fast the community can grow without losing its identity. Clearly it is unwise to be unduly restrictive of growth, but the rate of growth needs to allow incoming residents to be assimilated into the community in such a way and at such a speed as promotes harmony and maintains social cohesion. Too high a growth rate can lead to disruption of communities and a lack of balance, with increased consequences of crime and anti-social behaviour.

6.3. Because there are many employment opportunities in Malton and Norton, RDC’s contention is that this is where most houses should be built. This view may be mistaken. In cities, residential areas tend to be rigidly separated from industrial and commercial areas. Rural areas like Ryedale are different. Here the whole countryside is a working area, where food is grown and produced. Just as the population is widely dispersed in a rural area, so are many of the employment opportunities.

6.4. In this context it would not be correct to regard the towns as the natural place for employment and the villages as a kind of expensive suburb. The countryside, country market towns and country living are completely different from the way of life in cities.

6.5. The argument that people must live in Malton and Norton because that is where they will find work would therefore seem incorrect.

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6.6. Morrisons has recently been extended to attract increased trade, but observations suggest that the increased footfall it generates to the town has not benefited Malton town centre. Increased housing is not seen as the key to attracting more footfall to Malton town centre.

6.7. Without improvements to the present road infrastructure, including those to A64 junctions, the present provision of services and utilities in Malton and Norton will not support a large increase in the amount of new housing in the towns.

### **7. The Commercial viewpoint on the number of new homes in Malton and Norton between 2011 and 2026**

7.1. The key to increasing footfall in the towns is seen as an increase in the towns' population to about 16,000. This is consistent with the provision of approximately 2000 new houses over the fifteen year period to 2026, at an average rate of about 120 houses a year.

7.2. Malton and Norton are regarded as the 'Capital' of Ryedale. The administrative centre, Police, Hospital and other major community support services are based in Malton.

7.3. The towns have three significant industrial estates currently providing employment for an estimated 3,000 people and with capacity for expansion,. The surrounding villages, as well as the other towns in Ryedale, provide both workers and shoppers for Malton and Norton.

7.4. The industrial base is strong and with planned encouragement will expand and attract new business.

7.5. The towns also have significant and thriving financial, professional and service industries.

7.6. The towns have a diverse retail offer. Many independent traditional businesses survive and need assistance in beating the ever increasing competition where the quality which they provide no longer counts for much. The number of regular shoppers has declined over recent years. It is recognised that changes to the way the agricultural sector operates, the internet and other factors have all contributed to this.

7.7. The retail sector as well as the service sectors would benefit significantly from an increased population which would arrive as a consequence of the expansion of industry and commerce.

7.8. Community Infrastructure Levies from all developments could provide funds for the additional services and utilities necessary for the expansion of the towns.

7.9. The increased population would provide comfort to existing businesses to stay and expand, while at the same time encouraging other high street brands to set up business in the towns, preferably on the livestock market area.

7.10. As the district climbs out of the recession there will be extensive opportunities to expand the retail offer and increase the number of regular shoppers.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – housing**

- a. To achieve a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy;**
- b. To consider the scale and rate of growth of Malton and Norton using both yardsticks of encouraging prosperity whilst retaining the amenities of a district centre;**
- c. To permit no planning permission for new houses for the towns outside development limits until the infrastructure within Malton and Norton (highways, drainage, education, car parking etc) is updated and able to accommodate it;**
- d. To press for a more flexible approach on the ‘Affordable Housing’ percentage applied to all new developments, for the purposes of making small developments more viable and the enabling of contributions through the community infrastructure levy;**
- e. To give priority to available Brownfield sites when allocating land for residential development.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## EMPLOYMENT

This is a wide subject, confined here to assessment of future demand, the amount of land required and specific sites for allocation at Malton and Norton.

## BACKGROUND

1. Ryedale is one of the ten most sparsely populated districts in the country with a population of just over 53,000.
2. The three principal employment sectors are tourism/leisure, manufacturing/service industries and agriculture/racing industry.
3. The Ryedale economy is characterised by a diverse manufacturing sector with a strong emphasis on hi-tech, research and development, manufacturing and servicing, in many instances catering for national and international markets.
4. The majority of jobs in the district are provided by small local firms employing less than twenty five staff.
5. The 2001 Census found that 15.5% of the district's residents were self-employed, with Ryedale's self-employment rate the highest in North Yorkshire.
6. There is no mention of the racing industry, a significant employer in the district and centred on Norton and Malton, in either of the reports on employment carried out by RDC's two consultants: 2005 (Knight Frank) and 2010 (Entec).
7. A recent newspaper article (Daily Telegraph, 30.1.2011) listed Ryedale as having 86% employment, one of the highest levels in Britain. This is possibly a result of the relatively high numbers of self-employed people, particularly in farming and smaller retail outlets. In addition, it may be due to the high volume of relatively small businesses and the general desire of local employers to look after their employees as much as themselves.
8. If a small business goes bankrupt, the pain of redundancy is no less for those affected, but the impact is relatively contained. If a large business goes bankrupt or has either to restructure or relocate to make economies, there is a bigger impact on the local economy and on the community.
9. For these reasons, as well as seeking to attract more employers into Ryedale, the principal strategy for promoting jobs should be in fostering small and medium-sized businesses, as these will best support local employment through bad times and good.
10. Employment land policies for Ryedale are set out in the draft Ryedale Plan, CS6:
  - 10.1. states that 45 Ha (111 acres) of new employment land will be allocated, to be released on a phased basis *'to ensure the diversification of the local and regional economy.'*
  - 10.2. states that of this, approximately 80% - 36 Ha (89 acres) - is to be provided in Malton and Norton on sites *'within, adjacent to and on the outskirts of the built up areas of the towns'*. The sites listed *'will be retained as employment sites and their change of use resisted'*.
  - 10.3. recommends that such sites should be released on the basis of a rolling review, always maintaining five years' supply of serviced building land.
  - 10.4. Existing employment sites in Malton and Norton:
  - 10.5. Malton:
  - 10.6. Showfield Lane Industrial Estate, York Road Industrial Estate and The Maltings Business Centre.

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10.7. Old Malton:

10.8. Manor Farm Business Park.

10.9. Norton:

10.10. Norton Grove Industrial Estate, Bright Steels Works and The Maltkilns Small Business Centre.

11. The 2010 report considered the predominant demand to be for office based development and less for manufacturing or storage and distribution.
12. However, the present use of Malton and Norton's existing industrial estates is by manufacturing, service industries and storage, with very little demand for office based development.
13. Sites recommended for employment in Knight Frank's 2005 report are detailed in Appendix 1 and those recommended in Entec's 2010 report are detailed in Appendix 2.
14. To enable logical development to take place and so that employment land is always available, the Planning Authority is required to ensure a continuous five year supply of serviced land, maintained by annual reviews and reappraised every five years.
15. Site allocation for employment land needs to be considered in the light of likely demand.
16. Knight Frank's 2005 report on future employment needs in Ryedale relied on the most optimistic of three scenarios and recommended a requirement of 24 Ha (60 acres) of new employment land up to 2021, or 32 Ha (79 acres) up to 2026.
17. The existing Local Plan allocated a total of 27.9 Ha (69 acres), of new employment land in Ryedale for the period 1991-2006, not all of which has yet been taken up.
18. At present, Malton and Norton have just over one third of the total industrial employment land in the district. To allocate to Malton and Norton 80% of the provision for the whole of Ryedale seems too high a proportion.
19. The draft Ryedale Plan provides for 45 Ha (111 acres) of new employment land for Ryedale for the period 2008-2026. Of this, 36 ha (89 acres) is allocated to Malton and Norton.

## 20. CONCLUSIONS

- 20.1. The main strength of Ryedale would appear to lie in businesses employing twenty five people or less, and this is the reason that the district's unemployment is among the lowest in the country;
- 20.2. The main use of Malton and Norton's existing industrial estates is by manufacturing and service industries and there seems to be very little demand for office based development;
- 20.3. It is not clear from either report how employment relating to the racing industry has been evaluated;
- 20.4. Concerns have been expressed about the development of the Eden Road site, regarding highway safety, drainage and the loss of agricultural land to employment use;
- 20.5. In the same way that there are two viewpoints on Housing, so there are on Employment. The two subjects have a close relationship and tend to move forward in tandem. If employment is to expand, it is necessary for housing also to do so in order to accommodate new employers and employees with their families;
- 20.6. Sites for development need to be designated in order that new work may progress without breaks in the supply of building land in suitable planned locations;

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- 20.7. The business community considers that it is only by providing employment prospects and housing to attract more people to live and work in the towns that the town centre footfall will increase, leading to greater prosperity and the enlivening of the towns;
- 20.8. The most important consideration is how to strike a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy, so that the phrase ‘thriving and vital’ once again becomes a realistic description for the town centres.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES - employment**

- a. To nurture and encourage small or medium sized local businesses;**
- b. To encourage larger concerns to set up in Ryedale, provided this does not prejudice existing local business;**
- c. To maintain, and where possible expand, all existing employment sites in Malton and Norton in line with the demand for sites from buyers;**
- d. To provide for adequate off-street parking for customers and employees, commensurate with the size of fully developed businesses;**
- e. To phase the release of all land allocated for employment purposes, taking into account the financial climate at the time;**
- f. To resist strongly the release of allocated employment land for other purposes (e.g. retail or housing);**
- g. To provide access via a local ISP into the high speed broadband network provided by NYNET for all Malton and Norton businesses;**
- h. To protect surrounding landscape, architecture and amenities and ensure that employment development is sympathetic to these aims;**
- i. To require that, in order to afford as much flexibility as possible to businesses, all new Business Parks and Industrial Estates provide a range of sizes of plots and premises to meet all business needs;**
- j. To ensure that proper signage is provided for business parks.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## Appendix 1

Summary of New Employment sites suggested in 2005 (Knight Frank)

Hectares	Acres	
10.13	25	west of the recently completed York Road Industrial Estate
1.2	3	interchange (Norton Road)
11.78	29.1	near Eden Camp
0.9	2.2	East Mount/Old Maltongate (Tennis, Squash and Bowls clubs)
4.42	10.92	south west of Norton Grove industrial estate
2	4.92	Woolgrowers site
3.75	9.3	Beckhouse Farm
5.4	13.3	north west of Showfield Lane industrial estate
39.58	97.74	<b>TOTALS</b>

## Appendix 2

Summary of New Employment sites suggested in 2010 (Entec)

Hectares	Acres	
10.13	25	west of York Road industrial estate
1.2	3	interchange (Norton Road)
11.78	29.1	near Eden Camp
0.9	2.2	East Mount/Old Maltongate
4	8.9	south west of Norton Grove industrial estate
2	4.92	Woolgrowers site
3.75	9.3	at Beckhouse Farm
33.76	82.42	<b>TOTALS</b>

## Appendix 3

New Employment sites suggested by this plan for Malton and Norton

Hectares	Acres	
10.13	25	west of York Road Industrial Estate, Malton (Gordon Barker and Fitzwilliam Estates)
1.2	3	interchange (Norton Road)
4	8.9	south west of Norton Grove Industrial Estate, Norton
2	23.9	Woolgrowers Site, Norton
17.33	60.8	<b>TOTALS</b>

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## RETAIL

### BACKGROUND

1. Malton and Norton town centres have been weakened by competition from out of town shopping centres, the enlargement of one supermarket and the opening of another, the effects of increasing Internet sales and the Recession.
2. Retailing is classified under two headings: 'Convenience' goods and 'Comparison' Goods.
  - 2.1. 'Convenience' Goods include food, cleaning materials and items for the weekly shop.
  - 2.2. 'Comparison' Goods covers most other products, such as clothes, furniture, toys and white goods.
3. Competition from the Designer Outlet, Monks Cross and Clifton Moor have weakened Malton and Norton's 'Comparison' offer, while the supermarkets have weakened the town centres' 'Convenience' offer.
4. Many of the shops in Malton's historic Conservation Area are Listed Buildings and the internal layouts do not meet the requirements of the national multiple chains.
5. These buildings provide opportunities for the small independent traders which give the town centre its unique character. However, the stringency of current planning regulations mean that most of the interiors of the premises cannot be adapted to suit the requirements of some modern shopping needs.
6. It is accepted that there is a need in both Malton and Norton for more multiples selling 'Comparison' Goods.
7. Shopping Malls usually rely on one or two 'anchor units', providing a pull for the advantage of adjacent retailers. Such anchor units are often supermarkets. Traditional town centres work in a similar way, but instead of relying on such units, they rely on the reputation of a few exceptional shops, such as presently exist in Malton and Norton, to bring in customers to the rest of the centre.
8. RDC's consultants, Roger Tym & Partners (RTP), are 'Shopping Experts' who use nationally accepted data and projections to forecast required retail capacity. The 2008 update on their Ryedale Retail Capacity Study stated that:
  - 8.1. *'Overall we consider Malton to be a healthy town centre, with no acute indicators of decline. Notwithstanding the issue of traffic congestion described above, Malton is a generally attractive, busy market town, which benefits from a varied convenience and comparison sector, good representation from financial service providers, a cinema, regular markets, a falling vacancy rate, low (good) yields and reasonable demand/interest from retail and service operators. Certainly we do not consider the vitality and viability of Malton has diminished since our previous health check of the town centre, undertaken in 2006.'*
9. RTP's report was carried out before the onset of the Recession, which has had a very adverse impact on town centres, resulting in increased vacancy rates everywhere.
10. In the same report, RTP forecast that the net retail sales capacity required for 'Convenience' goods in the whole of Ryedale by 2021 was 28,406 sq ft (2,639 sq m).
11. In 2007, RDC commissioned another planning consultant, WSP/Atisreal, whose initial recommendations included a large superstore on Wentworth Street car park, although their conclusions contained no justifying tables, data or calculations.
12. By April 2009, WSP/Atisreal had altered their views, as follows:

## MALTON AND NORTON NEIGHBOURHOOD PLAN

- 12.1. *'The implication of these figures is that there is not enough new retail capacity in the short term to support a supermarket on Wentworth Street Car Park.'*
13. Despite advice to the contrary from their own consultants, RDC in 2010 granted permission to Lidl and Morrisons for a combined total of 17,748 sq ft (1,648 sq m) increase of 'Convenience' sales, followed by permission to Aldi to build another supermarket. Both Lidl's (now open) and Aldi's sites are outside the town centre development limits, as laid down in the current Local Plan.
14. According to RTP's figures, this is an overprovision. It should also be noted that RTP had given the following advice against the proposal by Aldi to re-develop the clothing factory site on Welham Road:
- 14.1. *'Allied to an apparent lack of quantitative need, we are concerned that the proposed foodstore could potentially have an adverse effect on the vitality and viability of Malton and Norton town centres.'*
15. RTP identified the Livestock Market site as:
- 15.1. *'The primary opportunity to address deficiencies in the Malton retail offer. The site holds the key to the future well-being of the town centre'*
16. WSP identified the
- 16.1. *'Vital role of the Livestock Market area for the future well-being of the town centre.'*
17. During the summer of 2007, in accordance with RTP's advice, Fitzwilliam Malton Estate (FME), freeholder of 60% of Malton town centre shops, applied for planning permission to develop the Livestock Market site, for the construction of a food hall and seven separate 'Comparison' units. FME were prepared to invest £20m and Waitrose, as an 'anchor' for the project, expressed their interest in taking a relatively small and dedicated top range food hall, which would be likely to attract a good range of 'Comparison' shops onto the site close to Malton town centre.
18. Ryedale District Council, as the Local Planning Authority, strenuously opposed FME's proposals and in February 2009, as indications were that the application was likely to be refused, FME withdrew their planning application.
19. Meanwhile, in August 2008, RDC held a public consultation, asking for views on the Malton Town Centre Strategy.
20. 1500 people visited the consultation; 500 made written comments.
21. The consultation included proposals (reported in section 1.2 of the report to RDC's P & R Committee 2 October 2008) for the use of Wentworth Street car park. The only uses included in the consultation were:
- 21.1. *Good quality supermarket (47% were in favour)*
- 21.2. *Flats on Upper Level (38% were in favour)*
- 21.3. *Retain two-thirds of the site for car parking (66% were in favour)*
- 21.4. *Free Car Parking for Shoppers (88% were in favour)*
22. As no other options (including 'No Change') were included, the consultation exercise appears to have been flawed and the decisions made based on the consultation must therefore be questionable.
23. Council officers described the result of the consultation as evidence of 'a majority in favour of a supermarket on WWSCP'.

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24. In September 2008, the month immediately following the consultation, RTP updated their Report on Retail Capacity, but RDC members were apparently not advised of this.
25. In their updated report, RTP made the case for the Livestock Market development proposal and advised against the development of WWSCP.

### 26. CONCLUSIONS:

- 26.1. There is a shortage of 'Comparison' retail in Malton and Norton and throughout the district;
- 26.2. Town centre shops need considerable support in order to maintain the vitality and viability of the town centres of Malton and Norton;
- 26.3. A relatively small and dedicated upmarket food hall on the Livestock Market site would provide the focus for a range of 'Comparison' retail shops. The proximity of the site to the Market Place would support the centre and the natural flow of foot traffic around the town. This is a 'qualitative' reason to proceed with the development of the Livestock Market site.
- 26.4. If the Livestock Market site is redeveloped, it is hoped that the present Livestock Market will be relocated elsewhere, in a position which is better for the nature of its business and of benefit to the towns.
- 26.5. With the exception of a small food hall on the Livestock Market site, there is insufficient capacity for another new supermarket, e.g. 'Convenience' retail development in Malton.
- 26.6. A large all categories supermarket on Wentworth Street car park would not be to the benefit of Malton or Norton. There are neither 'qualitative' nor 'quantitative' reasons to support this proposal.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES - retail**

- a. To expand the existing Commercial Limits of Malton to include the Livestock Market Site, and not to permit any ‘Convenience’ retail development outside such expanded commercial boundaries;**
- b. To promote the development of a relatively small, high range food hall on the Livestock Market site, together with a range of ‘Comparison’ shops;**
- c. To encourage new ‘Comparison’ and High Street retail to establish themselves in Malton and Norton;**
- d. To encourage a reappraisal and a relaxation of the policy that restricts internal alterations to historic buildings, particularly in Malton’s Conservation Area, so that they can be reconfigured in more appropriate ways for commercial retailers to use them;**
- e. To support the relocation of the existing Livestock Market within or close to Malton and Norton or the towns’ major road junctions, and preferably on to the Showfield site;**
- f. To retain Wentworth Street Car Park as a long stay car park for use by town centre employers and employees, shoppers, visitors and market users;**
- g. To encourage the contribution of Wentworth Street car park to the viability of the town centre, by providing much more visible direction signs to the car park, and making improvements to the physical links for pedestrians between car park and town centre;**
- h. To emphasise the importance of CCTV in the towns and to resist any reduction in its use.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## TOWN DEVELOPMENT SITES

### 1. The Market Place

- 1.1. The Market Place was identified in the Malton Town Centre Strategy by WSP/Atisreal as an opportunity for part-pedestrianisation, with reduced car parking.
- 1.2. However, the provision of free car parking in the Market Place is to the best advantage of town centre shops. The car park is usually full, and any reduction in spaces would make parking more difficult. Cars looking for free spaces drive very slowly around the church while searching. A different arrangement would encourage drivers to shop elsewhere.
- 1.3. If a car parking strategy were to be agreed between the town's stakeholders, it could perhaps involve the Market Place parking being free for one hour, instead of two as now, in return for a substantial reduction in the fee for all day parking in Wentworth Street car park.
- 1.4. An additional option is 'shared space', where neither vehicles nor pedestrians have priority. It is considered that this would work well, as vehicles driving round the square are already going very slowly, and 'shared space' rules would be neither difficult to impose nor to enforce. This would also allow for the widening of pavements and other improvements.
- 1.5. An issue is the general appearance of the Market Place. The eastern side was tastefully redesigned in the late 1980's and the plan was to do the western side as a second phase, but this has not been completed.
- 1.6. Another issue is the type of new shops to be encouraged to set up in the Market Place and in the town centre generally. The suggestion has been made that these should focus on café culture and 'evening economy.' However, Malton already has a number of restaurants of different cuisines, including Italian, Chinese, Mexican, Thai, and Indian. One restaurant in Market Place is constantly changing hands, and a vigorously promoted tapas restaurant has moved to York.
- 1.7. The 'café culture' idea suits a city location, but may be less successful in a small market town like Malton, especially at a time when village pubs in the main only survive if they run good restaurants. People wishing to go out for a meal in the evening are as likely to go to a good country pub as into town.
- 1.8. It is ultimately the market which will decide which type of business survives in this location. One of the 'drivers' for café use is that such businesses can make use of the relatively small and complicated configurations of the buildings. Comparison retailers are unable to do so.
- 1.9. If comparison retail is the preferred option, it would need to be accompanied by a policy relaxing the restrictions on alterations to historic buildings, to enable them to be reconfigured in a way suitable for use by commercial retailers.

### 2. The Talbot Hotel

- 2.1. The Talbot Hotel is currently undergoing a multi-million pound refurbishment which will see it become a high quality hotel, with 26 en-suite bedrooms, casual and formal dining, as well as conference and function facilities. The revival of the Talbot Hotel in a traditional and elegant country house style is expected to increase tourism to the area and will in turn improve general business in the town.

### 3. The Livestock Market site

- 3.1. Both RDC's consultants recommended this area for redevelopment, emphasising that it is vital to the 'future well-being of the town centre'.

## **MALTON AND NORTON NEIGHBOURHOOD PLAN**

3.2. There should be a mix of Convenience, Comparison and High Street retail, with the suggestion of a relatively small and dedicated top range food hall as ‘anchor’. Such a development could bring new high wage customers into the town, encourage diversity in town centre shops, improve the quality of goods on sale and enliven the town centre.

### **4. The Showfield site**

4.1. The existing Ryedale Plan shows this site as a visually attractive open area which should not be developed. It is a suitable site for the relocation of the Livestock market.

4.2. Any planning application for a superstore on this site is likely to be as strongly resisted by the community as is the proposal by RDC to develop WWSCP for the same purpose.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – town development sites**

### **a The Market Place**

- a.1 To implement a ‘shared space’ scheme in Malton Market Place without any reduction in car parking spaces;
- a.2 To implement the improvements planned for the western side of the Market Place in the late 1980’s, suitably adapted to fit with a ‘shared space’ scheme;
- a.3 To encourage Comparison and Convenience shops, together with an appropriate proportion of restaurants and cafes.

### **b The Livestock Market site**

- b.1 To promote the redevelopment as soon as possible of the Malton Livestock Market site with a relatively small and dedicated top range food hall, together with comparison units of modern size. Exterior design to be consistent with the town centre conservation area, and modern interior design appropriate to the requirements of regional and national non-food multiples;
- b.2 To promote the relocation of the existing Livestock Market to a site in or close to Malton and Norton and preferably at the Showfield site.

### **c The Showfield Site**

- c.1 To support the relocation of the Livestock Market onto this site;
- c.2 To resist any planning application for a superstore or retail development on this site.

### **d Wentworth Street Car Park**

- d.1 The issues relating to WWSCP are covered in depth in the sections on Car Parking and Retail.

### **e Wheelgate**

- e.1 To encourage investment in improvements to the street scene, but not to widen any pavements;
- e.2 To retain on street parking at its present capacity and time limit.

### **f The Mount Hotel**

- f.1 To support efforts to restart the use of this site, possibly as a Managed Workshop Scheme.

### **g York House**

- g.1 To support efforts to restart the use of this site with an option for community use and/or a Museum of Racing.

### **h East Mount**

- h.1 To support the development of this site for residential use, subject to the satisfactory relocation of existing sports facilities.

### **i Highfield Road**

- i.1 To promote improvements on this site for recreation use.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## TOURISM

1. On either side of an important crossing of the river Derwent, Malton and Norton share an interesting history – a Roman occupation lasting four hundred years, distinct traces from the medieval period including a Gilbertine Priory, the remains of an important 17<sup>th</sup> century Spa and fine Georgian and Victorian buildings, warehouses and wharves.
2. In the early days of horse racing and especially in the development of thoroughbred breeding, Norton and Malton were considerably more important than Newmarket. Today the racing industry is a significant factor in the local economy, with around 750 horses in training; the formation of a Racing Museum is under consideration.
3. Together, Malton and Norton offer a taste of the particular warmth of market towns, where the same families have lived for generations, small shops give a personal and friendly service, people stop to talk and visitors are made welcome. Malton has retained its Livestock market, an important focus for the large farming community. Every Saturday Malton town centre has a traditional street market, with a monthly Farmers' Market selling local meat and produce. There are many pubs, cafes and bars, with a range of cuisine on offer, presently including Italian, Chinese, Mexican, Thai and Indian. Many businesses in the towns repair and mend leather, fashion new handles for garden tools, re-sole shoes and boots, stitch canvas, whip walking sticks and so on, in the old tradition that something damaged need not be discarded.
4. The 'We Love Malton' campaign was launched in March 2009, with the aim of reinvigorating the towns. The annual Food Lovers Festival in May draws thousands of visitors and features Michelin-starred and award-winning chefs, as well as around ninety food producer stalls.
5. Other annual events organised by local businesses and groups include the Roman Festival (July), the Motor Show (September), the Literary Festival (October), and the Christmas Lights and Switch On Ceremony.
6. Malton and Norton's central position in North Yorkshire makes them an ideal place from which to visit the coast or inland towns and cities. The towns have excellent rail and bus links: the rail service runs from sea to sea across England – from Liverpool in the west, through Manchester, Leeds and York to Scarborough in the east. Coastliner buses link Malton and Norton with York and Leeds and with the popular coastal towns of Bridlington, Filey, Scarborough and Whitby, all barely an hour away.
7. Eden Camp, on the northern outskirts of Malton, is a modern history theme museum in the grounds of an original WWII prisoner of war camp. A tribute to all those who endured much hardship, civilian and military, it attracts visitors from around the world to see the story of the last war, re-created in an evocative way using sights, sounds and smells.
8. A scheduled bus service connects Malton and Norton to Castle Howard, six miles away, one of the Ten Treasure Houses of England. Castle Howard offers a day out for everyone: magnificent interiors and a landscape with lakes, fountains, woodland and an adventure playground. There are cafés, a farm shop and an excellent garden centre. Castle Howard's important Arboretum is a charitable collaboration with the Royal Botanic Gardens at Kew.
9. The historic city of York is only half an hour away, with its Minster, medieval city walls, Art Gallery and specialist museums on the Railway and Local History.

## MALTON AND NORTON NEIGHBOURHOOD PLAN

10. The Dales or Harewood House and Temple Newsam near Leeds are little more than an hour from Malton and Norton, as is the Humber Bridge, via a beautiful drive through the rolling countryside of the ancient East Riding.

### MALTON (ROMAN) MUSEUM

1. The Museum contains predominantly Roman artefacts found in and around Malton and Norton, revealing a uniquely wide range of aspects of the Roman military, of town and rural settlement and of industrial production.
2. While the extent of Roman Malton (Derwentio) is not yet fully known, the remains of the large fort on Orchard Fields indicates its importance. It was occupied from the AD 70s, early in the Roman occupation of Britain, to the very end, four hundred years later. Originally built in timber and turf, the fort was the heart of the settlement and the reason for its existence. Its size, at 8.4 acres, was double the size of many forts on Hadrian's Wall. It lost some or all of its garrison for a time during the reign of the Emperor Hadrian in the 2nd century, as Roman soldiers from across the north of England had to be concentrated on his new frontier line, the Wall across Northumberland. The Derwentio fort was re-occupied around AD 150 and thence continually until the very end of the Roman occupation of Britain in the late 4th or early 5th century.
3. Across the river in Roman Norton there was a goldsmith's shop, demonstrating the high quality of local craftsmanship, and a thriving Roman pottery industry, probably with at least twenty kilns. From the 4th century large scale pottery manufacture at Crambeck was extensively marketed across northern England.
4. Surrounded by rich farmland and prosperous villas, the Roman settlement would seem to have been a successfully integrated area. The site, on the river crossing, provided excellent connections by river and road to nearby Eboracum (York) and further afield.
5. The area around Malton and Norton was densely occupied during the Iron Age and Roman periods, with profitable grain production and a number of important villas, especially that at Langton. Excavated in the 1920s, Langton villa comprised a stone house, a bath house and a well, in addition to barns, a sunken threshing floor, a horse-mill and corn-drying ovens. There is evidence of metalworking in bronze and pewter and of tall Roman jugs (*amphorae*), revealing that local people shared the Roman taste for olive oil and wine.
6. The Museum is seeking funding to move its collections from the old Town Hall of Malton Urban District Council when its lease with RDC expires. The aim is to create an exhibition space close to the Derwentio fort site on Orchard Fields. This will provide the opportunity to develop understanding of the Roman influence on our civilisation and in particular to show the many positive advantages it provided for the neighbourhood of Malton and Norton.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – Tourism and Museum**

- a) To support the distinctive nature of Malton and Norton;**
- b) To further the interest of local people and tourists alike in the history of the towns;**
- c) To consider all ways of supporting the Roman Museum project;**
- d) To safeguard existing tourist attractions;**
- e) To investigate ways of promoting and encouraging visitors by the development of the towns' assets;**
- f) To press NYCC Highways for permission to erect signage on the approach roads to the towns to promote local activities;**
- g) To consider the development of attractions, activities and events, including the possibility of a museum of racing and a replica Roman fort on Orchard Fields;**
- h) To investigate the possibilities of steam trains making stops at Malton station;**
- i) To investigate the setting up of a Malton and Norton radio station after FM channels become available in 2015, for the purpose of providing local information.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## RACING INDUSTRY

1. As will have been seen in **Malton and Norton History**, the towns' connection with racing goes back centuries and this has been a prime centre in the north of England, attracting considerable prestige.
2. In the mid 18<sup>th</sup> century, southern studs began to rival those in Yorkshire and the balance of power shifted. There are signs that the pendulum may be starting to swing back, with more horses in training in the Norton and Malton area than ever before.
3. The towns' central position means that about ten racecourses are little more than an hour's distance away, including the grade one courses of York and Doncaster.
4. Currently there are around 750 horses in training here. With an employment ratio of three to one, the racing industry is a major employer in the area, as well as being the magnet for equine businesses and a large source of revenue.
5. Some ten blacksmiths and four saddlers, with vets employing about 25 people, as well as sales of feed, hay and straw, are all directly attributable to the racing industry.
6. There are two Grand National entries from Norton and Malton stables this year and a favourite for the Triumph Hurdle at Cheltenham in 'Marsh Warbler'.
7. Richard Fahey at Musley Bank, who trains about 200 horses, is among the top six Flat trainers in Britain, finishing third last year in the winners table, with 'Wootton Bassett' unbeaten in five races and one of the favourites to win the 2000 Guineas at Newmarket.
8. Tim Easterby at Great Habton, training about 100 horses, had 97 winners on the Flat last year. His 'Bollin Eric' won the St Leger at Doncaster in 2002, while many people remember the Cheltenham Gold Cup successes of the late Jimmy Fitzgerald's 'Forgive 'N Forget' and Peter Beaumont's 'Jodami.'
9. Paul Hanagan, who lives in Malton, won the title of Champion Jockey in 2010, riding 191 winners. In 105 years there have been only three Flat Racing Champion Jockeys from the north of England and it is good to see that The Pride of Malton and Norton have given him this year's award for Outstanding Achievement.
10. In 2009, Britain's Champion Apprentice was Freddie Tylicki, who lives in Norton, the third Champion Apprentice to emerge from Richard Fahey's Musley Bank yard in ten years.
11. Such achievements are naturally very much recognised nationally within the racing industry. However, neither the achievements nor the importance of the industry as employers and for tourism are adequately recognised in the preparation of the Local Development Framework.
12. There is no mention of the racing industry in either of the RDC commissioned reports on employment produced in 2005 and 2012. If, as may have been the case, the statistics relating to the very labour-intensive racing industry were included in the reports under 'Agriculture', it would provide a very misleading picture as an employment indicator.

## **MALTON AND NORTON NEIGHBOURHOOD PLAN**

13. There is a well identified need to set up a purpose built unit in the north of England, either at Middleham or at Norton and Malton, for the provision of physiotherapy, rehabilitation and respite care under the aegis of the Injured Jockeys Fund. A prototype is already running very successfully at Oaksey House in Lambourn.
14. Norton and Malton's racing history would be well recognised by the formation of a Museum in the towns. There is extensive material, presently in storage after the closure of York Racing Museum when the Stand, in which it had been housed, was refurbished. Such a museum would encourage tourism as well as becoming an interesting local attraction.

# **MALTON AND NORTON NEIGHBOURHOOD PLAN**

## **POLICIES – the racing industry**

- a) To recognise the contribution of the racing industry as a major local employer;**
- b) To support the development of a combined unit in or near Norton and Malton for physiotherapy, rehabilitation and respite care;**
- c) To support all steps to improve accommodation in Norton and Malton for stable staff;**
- d) To support the creation of a local Racing Museum to display the extensive material relating to Norton and Malton’s long and important racing history;**
- e) To use the history and achievements of the racing industry to promote tourism in the towns.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## THE MILTON AND ASSEMBLY ROOMS

1. The Milton and Assembly Rooms (together, the ‘Milton Rooms’) have the potential to be the significant centre of community life in Malton and Norton and to become an excellent regional arts venue. The Milton Room is the largest auditorium in Ryedale and the complex of rooms provides considerable flexibility for different uses.
2. The property is owned on a secure 900 year lease by Ryedale District Council, at a nil rent from FME, and managed day to day by the Milton Rooms Management Committee on behalf of the community.
3. This important community asset has not been regularly maintained and repaired to keep it in good condition, resulting in a shabby appearance, which discourages customers and has resulted in under use. The Milton Rooms Committee has struggled to manage the facility with insufficient financial support. Essential repairs and redecoration are urgently required in a number of rooms.
4. In 2008 the Creative Industries Development Agency (CIDA) was commissioned to report to RDC and Yorkshire Forward on the Milton Rooms. They were given a brief **‘to ensure that the completed buildings become a successful venue and facility for the whole of Ryedale (and beyond) and not just for Malton and Norton’**.
5. The CIDA report states that their *‘research has not come across venues that are not subsidised by their local authority to some degree.....The likelihood is that a venue like this could provide a real heart for the district and will need financial support to do so effectively.*
6. The more ambitious recommendations of the CIDA report are expensive and therefore unlikely to be achieved in the present financial climate, so it is important to keep a realistic approach to what is achievable now.
7. Recently the Milton Rooms Committee has been reformed. Funding to make modest improvements to the facilities has been secured from the Earl Fitzwilliam Charitable Trust, NYCC and RDC as well as from other non-public bodies.
8. A thorough spring clean is underway, to be followed by painting. The Committee currently seek help from local volunteers, as well as people with skills in finance, administration, legal and fundraising.
9. The Milton Rooms Committee’s short term plans include the revival of a programme of arts events, initially in the smaller Fitzwilliam Room, and a production of A Midsummer Night’s Dream this summer in the main auditorium, using local people as well as professional actors.
10. The Milton Rooms complex is suitable for all forms of dramatic arts, music and exhibitions, as well as for auctions, community meetings, sales, sports activities, formal dinners, weddings, and civic events.
11. The Ryedale Festival has indicated that even with a modest improvement in the facilities, they would again use the Milton Rooms as the main venue in Ryedale.
12. Increased use of these buildings would greatly add to the vitality and viability of Malton town centre. It would enliven the ‘evening economy’, enrich the cultural life of this community and bind that community life more closely to the centre of its historic town.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – the Milton and Assembly Rooms**

- a) To encourage RDC to work urgently with the Milton Rooms Committee to put the committed funding for repairs to the best advantage for the benefit of the venue;**
- b) To support the Milton Rooms Committee in their initiative to bring life back to the building with a programme of cultural and arts events;**
- c) To encourage RDC that it is a high priority that revenue funding be provided from year to year to support this valuable community centre;**
- d) To pursue capital funding to restore and renovate the Milton Rooms complex, retaining the essential features of this fine example of Art Deco and bringing its facilities up to a high standard, so that the Rooms can achieve the potential identified by CIDA as *‘a successful venue and facility for the whole of Ryedale and beyond, not just for Malton and Norton.’***

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## SPORT

1. Both Malton Cricket clubs, together with Rugby and Football, are situated in Old Malton, with the Tennis, Bowls and Squash clubs presently on East Mount.
2. It would seem desirable that sports facilities be grouped together and that when East Mount is redeveloped, funds may be available for the relocation of the Tennis, Bowls and Squash clubs adjacent to Rugby, Football and Cricket. It is, however, fair to say that to rebuild the Squash club would be an expensive project.
3. Norton has its own Football club and between them the towns have facilities for Golf, Bowling, Hockey, Canoeing, Rifle and Pistol shooting and snooker as well as a Swimming Pool. In addition, there are fitness centres, playing fields and a skateboard park.
4. Both towns have Scout packs, with the Malton one likely to have to move from its present Hut beside Wentworth Street car park.
5. Malton School, as well as Norton College, has sports facilities available for use by the community outside school hours. Clubs have the priority to use the facilities at Malton School, resulting in restricted opportunities for pay-as-you-go use by individuals.

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## **POLICIES – Sport**

- a) **To encourage more opportunities for individual pay-as-you-go use of the facilities at Malton community sports centre;**
- b) **To promote cricket especially amongst those in Norton and Malton with Irish associations.**

# MALTON AND NORTON NEIGHBOURHOOD PLAN

## LEISURE

1. **Malton and Norton Musical Theatre**, formerly Malton and Norton Amateur Operatic Society, was formed in 1948 and has performed about 200 pantomimes, musicals and revues. It has been the springboard for certain local singers and performers to go on to careers as professional performers.
2. **Norton and Malton Drama Society (NOMADS)** has about thirty members of all ages with interests and skills in all aspects of theatre.
3. **The Palace Cinema** reopened eight years ago. Family owned and run, the Palace shows the latest release films, in two auditoriums, with state-of-the-art digital projectors provided by the UK Film Council.
4. **Kirkham Henry Performing Arts Centre** in Horsemarket Road was formed in 1989 and has gained a reputation for excellence in all aspects of the performing arts, with significant achievements by individual students.
5. **Charles Dickens (Malton) Society**. A small Georgian building in Chancery Lane is thought to have been the model for Scrooge's Counting House in A Christmas Carol.
  - 5.1. It was here that Charles Dickens stayed in Malton with his friend Charles Smithson.
  - 5.2. The Society has a programme of talks and events.
6. A wide variety of groups in Malton and Norton offer a choice of interests, including:
  - 6.3. The Card Craft Group
  - 6.4. Derwent Diggers Gardening Club
  - 6.5. Malton & District Camera Club
  - 6.6. Malton & District Flower Club
  - 6.7. Malton District Male Voice Choir
  - 6.8. Malton Bridge Club
  - 6.9. Malton White Star Band
  - 6.10. Ryedale Family History Group
  - 6.11. Ryedale U3A (University of the Third Age)
  - 6.12. The Chanticleer Singers

# **MALTON AND NORTON NEIGHBOURHOOD PLAN**

## **POLICY – leisure**

- a. To encourage all forms of leisure activities in Malton and Norton**

# **MALTON AND NORTON NEIGHBOURHOOD PLAN**

## **RECOMMENDATIONS AND NEXT STEPS**

- **Adoption of the Neighbourhood Plan for the purposes of public consultation by the Town Councils of Malton and Norton**
- **Public Consultation of the Neighbourhood Plan by the community of Malton and Norton**
- **Presentation of Malton and Norton Neighbourhood Plan to Ryedale District Council**
- **Submission of Malton and Norton Neighbourhood Plan to the Local Development Framework process, with the intention that the LDF should make reference to it and thereby reflect the wishes of the community**
- **Review of the Malton and Norton Neighbourhood Plan in the light of the Localism Bill receiving Royal Assent and the publication of relevant secondary legislation or guidance**
- **Implementation of Policies in the Malton and Norton Neighbourhood Plan**