

Forward Plan Focus Group 2016

Key Issues	Details
Traffic Congestion (reducing traffic travelling between the two towns)	<ul style="list-style-type: none"> • Opportunities for a second road crossing over the River Derwent and railway be explored; • Pedestrian bridge over the railway (to encourage walking); • Cycle bridge over the railway (to encourage cycling); • Improve lay-out of level crossing (Norton Road/Castlegate/Church Street/Welham Road junction) to improve pedestrian and cyclist safety (to encourage walking/cycling). • Improve lay-out of level crossing (Norton Road/Castlegate/Church Street/Welham Road junction) to improve the safety for motor vehicles. Rights of way need to be clarified and better signed, and traffic lights should be considered. • More secure bike stands in the towns (to encourage cycling); • Increase frequency of local bus service and extend hours of operation outside of 9am to 3pm (to encourage use of public transport); • HGV ban in the towns. Noted that the HGV ban proposal is already part of the Brambling Fields Complementary Measures which have not yet been implemented; • One-way system in the towns (which would allow for wider footpaths (encouraging walking) and allow the creation of cycle lanes (encouraging cycling).
Traffic Congestion (new roads and A64 junction improvements)	<ul style="list-style-type: none"> • <u>New link road</u> - Land shall be reserved for a link road between Scarborough Road and Beverley Road in Norton; • <u>A64 junction improvement</u> – Land shall be reserved for an A64/B1257 interchange/junction (Broughton Road); • <u>A64 junction improvement</u> – Land shall be reserved for an improved interchange/junction between A64 and York Road at Musley Bank; • <u>Southern (Norton) by-pass</u> – This possibility should be investigated and explored.
Traffic Congestion (future developments)	<ul style="list-style-type: none"> • No new housing developments should be agreed in Malton until there are new access roads to the A 64 particularly at York Road and ideally also at Broughton Road.

	<ul style="list-style-type: none"> • With future planning applications, generally preference should be given to development(s) with good access to the A64. • Access to future developments (residential and commercial) should avoid having to go through existing residential areas. • With future planning applications, generally preference should be given to development(s) within walking / cycling distance of local facilities. • With future planning applications, generally preference should be given to development(s) that do not increase traffic from one side of the railway crossing/bridge to the other.
Car Parking	<ul style="list-style-type: none"> • All of the key stakeholders should meet to create a unified and clear Car Parking Strategy for Malton and Norton, including a pricing structure. • To retain the Wentworth Street Car Park (WSCP) in Malton. To invest in the WSCP to make it a more pleasant place to park, such as the planting of trees and clear maps of the town. • To ensure the allocation of more car parks/car parking space for Norton; • To explore having more car parks on the periphery of the towns and ensure that these are connected to the local bus service.
Housing / Building Sites (Integration into the existing community)	<ul style="list-style-type: none"> • Preference to be given to small pockets of new development on brown field sites and in-fill sites. • Very large developments to be avoided as they do not integrate well into the existing local community, put a strain on local resources and add to local road congestion. • Coalescent developments that connect up existing 'villages' with separate identities should be avoided. • Local residents / resident groups to be consulted in good time before outline planning permission is considered.
Housing / Building Sites (Retain and enhance the fundamental character of Malton / Norton)	<ul style="list-style-type: none"> • New developments on new areas of virgin green / farm land should be avoided wherever possible. • High rise blocks should be avoided • Development of empty rundown buildings, especially industrial buildings, mills and shops to be encouraged. Empty / derelict buildings close to the railway could be developed as apartments for commuters.

	<ul style="list-style-type: none"> • Encourage and support creative solutions in respect of modernising and redesigning established flood affected properties. • Control the number of new buildings given planning permission to prevent exceeding the allocated number of 1800 by 2027. • Seek to influence the next draft of the Ryedale Plan to prevent Malton and Norton being required to accommodate high numbers of new housing in its next phase of 2017 onwards. Continuing to expand the size of the Towns beyond 2027 will have a detrimental effect on the character of the Towns and on the quality of life of existing residents. • Building design and materials used should not clash with or diminish the attractiveness of existing buildings; however, well designed modern building that contrast with existing buildings (rather than poorly mimic them) could be considered. • Surrounding landscape, architecture and amenities should be protected and housing developments should be sympathetic to these aims. Great care must be taken not to impact on long distant views of surrounding landscape in a manner that creates an unsympathetic and unattractive approach to the Towns.
<p>Housing / Building Sites (Special planning consideration)</p>	<ul style="list-style-type: none"> • Before the building any more new housing developments, provide permanent pumping stations at Lascelles Lane in Old Malton and at Sheepfoot , Malton. • Ensure that all new developments are not at risk from flooding or do not increase the risk of flooding. • Adequate resources must be provided / allocated for the provision of additional doctors, dentists, schools, broadband, sewers and other essential services on both sides of the railway crossing/bridge • New developments should have access to local shops, healthcare providers and leisure facilities on the same side of the railway crossing/bridge. • New developments should ideally have schools within walking / cycling distance or served by a frequent bus service. • New developments must have children’s playground within walking / cycling distance. • New developments should have footpaths and cycle paths to link them with local facilities. • Encourage / require all new buildings to be energy efficient. • Ensure adequate provision of housing suitable for elderly residents, especially 'sheltered housing'. However, consider integration of housing designed for more elderly residents within other housing

	<p>developments rather than as separate locations to encourage integration and mutual support.</p> <ul style="list-style-type: none"> • Ensure that there is adequate provision of starter homes and affordable housing to give young people the chance to start on the property ladder. Great caution is needed not to have a disproportionate ratio of social rented accommodation. • Ensure that all new developments have a public open space within them, or adjacent, that is available to, and suitable for, both children and adults. • New developments without access to a community building within easy reach, could be required to allocate land for the future building of a community building should the local residents subsequently want one, and be prepared to support one. This is to help engender a sense of community. • Consider / encourage the provision of more green spaces, Town Parks, and 'Green Corridors' (for wildlife) in Norton and Malton. The must include the development of, and ongoing maintenance of, the river bank as a public park. • Ensure that historic buildings, sites of archaeological interest and ecologically sensitive areas are protected. • Ensure that new development does not detract or conflict with key local industries of tourism, horse racing and good quality local food production/ retail. • Developers must be required to provide and implement a traffic management plan to minimise the impact on existing residents during construction.
<p>Housing / Building Sites (Supporting builders)</p>	<ul style="list-style-type: none"> • Support and encourage self-build co-operatives. • Ensure that sites allocated for new construction are available to be built on. • Support builders who build energy efficient buildings and utilise appropriate energy saving technologies.
<p>Housing / General</p>	<ul style="list-style-type: none"> • Resolve that New Homes Bonus revenues be directed to the areas where the development that gave rise to it is located.
<p>Employment Premises (Basic requirements)</p>	<ul style="list-style-type: none"> • All new business premises should have good access to the premises and to the A64. Access to new large business premises must not be through residential areas. • All new industrial premises / estates should be on extensions to existing industrial sites / estates and not within residential areas or the town centre.

	<ul style="list-style-type: none"> • Businesses that are hazardous to people and the environment must not to be permitted • All new premises should have off-street parking on, or adjacent to, the site adequate to meet the parking needs of their workforce. • A regular bus service, and cycle paths, feeding areas of local employment must be provided. • New employment linked to existing USP's of Malton / Norton (good food, tourism, horse racing) to be supported / encouraged to create centres of excellence. • Encourage and support small and medium sized local business and self-employed persons. Ensure that new business parks and industrial estates provide a range of plots sizes and premises to give flexibility for different business needs. • New premises must be served by sewers and other essential services, including high speed broadband, without putting strain on theses services to existing residential or business. Where necessary they will be required to install new service infrastructure as a condition of their development. • Surrounding landscape, architecture and amenities should be protected and employment developments should be sympathetic to these aims. • Land allocated for business use should not be used for other purposes. • Business parks, industrial sites and business premises should be well signed in accordance with styles agreed.
Employment (Increasing opportunities)	<ul style="list-style-type: none"> • When considering new employments premises, the businesses concerned should be encouraged to provided training / apprenticeship opportunities. • New businesses that will offer employment opportunities of young people, older people and people with disabilities should be encouraged/ supported. • Better local childcare provision to be developed and encouraged/ supported to enable parents to work. • Opportunities for self-employment to be developed and encouraged/ supported.
Sites to be protected	<p>No development should be allowed that will damage or encroach on the following:</p> <ul style="list-style-type: none"> • Horse racing stables and training grounds • The riverside • Historic buildings • Archaeological sites

