

## SCHEDULE OF RECOMMENDED CHANGES TO POLICIES FOLLOWING CONSIDERATION OF CONSULTATION RESPONSE.

Prepared by Town Mayors and Clerks.

Heading	Policies in Draft Neighbourhood Plan	Recommended changes to policies post consultation	Change No change or addition
<b>HIGHWAYS ROADS &amp; TRAFFIC</b>	1. To re-evaluate, in the light of cost escalation, the upgrade of Brambling Fields Junction;	<b>1. The upgrade of the Brambling Fields junction is agreed and supported. The Town Councils are concerned at the continuing escalation of cost, and will seek assurance that a vigorous control is maintained.</b>	Change
	2. To press for the building of a junction between the A64 and Broughton Road;	<b>2. To press for a feasibility study and cost/benefit evaluation of i) an A64/B1257 junction (Broughton Road), and ii) a Scarborough Road to Beverley Road highway link in Norton, in order to determine the priority that might or should be given to these potential projects. In the public perception these projects are seen as key to easing traffic congestion across the towns.</b>	Change
	3. To press for improvements to the junction between the A64 and York Road (Musley Bank);	3. To press for improvements to the junction between the A64 and York Road (Musley Bank);	NC
	4. 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;	4. 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;	NC
	5. To consider a ban on HGVs, but not on buses, in Castlegate and at the Level Crossing;	5. To consider a ban on HGVs, but not on buses, in Castlegate and at the Level Crossing;	NC
	6. To consider a southern (Norton) bypass, with the possibility of a bridge(s), as set out in the ‘River Rail Corridor Study’.	6. To consider a southern (Norton) bypass, with the possibility of a bridge(s), as set out in the ‘River Rail Corridor Study’	NC

<p><b>RIVER DERWENT</b></p>	<ol style="list-style-type: none"> <li>1. To encourage the use of the river through the towns for tourism, leisure and sporting activities, such as rowing and canoeing;</li> <li>2. To set up a trust, company or other organisation 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;</li> <li>3. To ensure that reasonable action is taken to prevent further siltation and reduce what siltation is already there;</li> <li>4. 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;</li> <li>5. 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;</li> <li>6. To encourage developers to treat the relevant sites as suitable for prestigious riverside development (not retail) to enhance the visual amenity;</li> <li>7. 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;</li> <li>8. 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).</li> </ol>	<ol style="list-style-type: none"> <li>1. To encourage the use of the river through the towns for tourism, leisure and sporting activities, such as rowing and canoeing;</li> <li>2. <b>To set up a trust, company or other organisation which would act under an appropriate directing body to manage the demands of flow conveyance, ecological habitats and aesthetic and recreational objectives in order to promote the town;</b></li> <li>3. To ensure that reasonable action is taken to prevent further siltation and reduce what siltation is already there;</li> <li>4. 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;</li> <li>5. 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;</li> <li>6. To encourage developers to treat the relevant sites as suitable for prestigious riverside development (not retail) to enhance the visual amenity;</li> <li>7. 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;</li> <li>8. 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).</li> </ol>	<p>NC</p> <p>Change</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p>
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<p><b>CAR PARKING</b></p>	<ol style="list-style-type: none"> <li>1. To retain WSCP as a public long-stay car park;</li> <li>2. 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;</li> <li>3. 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 WSCP 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.</li> </ol>	<ol style="list-style-type: none"> <li>1. To retain WSCP as a public long-stay car park;</li> <li>2. To press for a car parking strategy for Malton and Norton (to include pricing) agreed by all the main stakeholders, as recommended by RDC's Consultants;</li> <li>3. To press RDC, in the event that it is not prepared to agree to a pricing strategy specific to Malton and Norton, to subcontract the operation of WSCP and any other existing and proposed public car parking areas, at an open market rent so that taxpayers' receipts do not suffer and could possibly improve.</li> </ol>	<p>NC</p> <p>NC</p> <p>Minor wording changes only</p>
<p><b>HOSPITAL</b></p>	<ol style="list-style-type: none"> <li>1. To retain the hospital with its outpatients wards to save patients having to travel to York or Scarborough;</li> <li>2. To re-open Ryedale Ward for the elderly, rehabilitation and respite care;</li> <li>3. To re-open the twenty-four hour A &amp; E facility;</li> <li>4. To re-open the Midwifery unit.</li> </ol>	<ol style="list-style-type: none"> <li>1. To retain the hospital with its outpatients wards to save patients having to travel to York or Scarborough;</li> <li><b>2. To secure a commitment to the permanent operation of the Ryedale Ward for the care of the elderly, rehabilitation and respite care;</b></li> <li>3. To re-open the twenty-four hour A &amp; E facility;</li> <li>4. To re-open the Maternity/Midwifery unit.</li> </ol>	<p>NC</p> <p>Change</p> <p>NC</p> <p>NC</p>
<p><b>LIBRARIES</b></p>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>	<ol style="list-style-type: none"> <li><b>1. To consider cost-saving ways of securing the continuation, improvement, and enhancement of both libraries in their present locations in Malton and Norton town centres, for the benefit of the towns' residents and those within the catchment area.</b></li> </ol>	<p>Change</p>

<p><b>SCHOOLS</b></p>	<ol style="list-style-type: none"> <li>1. To respond to any issues related to the schools of Malton and Norton.</li> <li>2. To keep under review the requirement for more education provision as the population of Malton and Norton develops over the next fifteen years.</li> </ol>	<ol style="list-style-type: none"> <li>1. To respond to any issues related to the schools of Malton and Norton.</li> <li>2. To keep under review the requirement for more education provision as the population of Malton and Norton develops over the next fifteen years.</li> <li>3. <b>To press for urgent attention to the existing and escalating deficiencies in respect of standard of accommodation and number of pupil places at Primary level in Norton</b></li> </ol>	<p>NC</p> <p>NC</p> <p>Addition</p>
<p><b>HOUSING</b></p>	<ol style="list-style-type: none"> <li>1. To achieve a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy;</li> <li>2. 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;</li> <li>3. 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;</li> </ol>	<ol style="list-style-type: none"> <li>1. To achieve a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy;</li> <li>2. 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;</li> <li>3. <b>That new housing approvals for Malton and Norton should not exceed 1000 over the period of the Plan.</b></li> <li>4. <b>That subject to c) above, new housing development should be phased as follows:</b>  <b>First phase sites:</b>  <b>East of Broughton Road,</b>  <b>Westfield Nurseries,</b>  <b>Cheesecake Farm,</b>  <b>North of Castle Howard Rd.,</b>  <b>Coronation Farm and former Highways depot,</b>  <b>Former Dewhirst's factory,</b>  <b>East of Welham Road;</b>  <b>Second phase sites:</b>  <b>adjacent to ATS North of Commercial St</b>  <b>South of Westgate Lane,</b>  <b>South of Highfield Road,</b></li> </ol>	<p>NC</p> <p>NC</p> <p>Addition</p> <p>Addition</p>

<p><b>HOUSING continued</b></p>	<p>4. 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;</p>	<p><b>North of Dickens Road, East of Beechwood Road and Hunters Way; Third phase sites East of Westfield Way, South of Westgate Lane Adjacent Malton and Norton Golf Course. The town development limits should be redrawn to cover the above recommendations for phased development.</b></p> <p><b>5. It is recommended that in all cases of development the allocation of affordable housing the number shall reflect only the needs of persons connected with the district.</b></p> <p><b>6. Where 10 houses or more are built, generally 35% shall be affordable but with the proviso that the ability to be flexible in specific circumstances be maintained. Where less than 10 are built, the developer shall be required to make a financial contribution to new affordable housing, the amount of such contribution to be determined by the District Valuer in each case according to criteria determined by the District Council.</b></p> <p><b>7. The appropriate town council will be consulted on the need for new infrastructure, facilities and amenities as each planning application for new housing comes forward.</b></p> <p><b>8. All new developments should seek to achieve in the first instance a balance of shared equity and social rented houses of 50/50, subject to flexible revision in the absence of sufficient applicants with a local connection with the district for either type of affordable housing.</b></p> <p><b>9. All government grant (New Homes Bonus) made available as a reward for giving planning</b></p>	<p>Addition</p> <p>Change</p> <p>Addition</p> <p>Addition</p> <p>Addition</p>
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	<p>5. To give priority to available Brownfield sites when allocating land for residential development.</p>	<p><b>consent for new houses shall be spent on the provision of infrastructure or services within the towns where the houses are to be built and not used for the benefit of neighbouring wards, towns or parishes”.</b></p> <p>10. To give priority to available Brownfield sites when allocating land for residential development.</p>	<p>NC</p>
<p><b>EMPLOYMENT</b></p>	<ol style="list-style-type: none"> <li>1. To nurture and encourage small or medium sized local businesses;</li> <li>2. To encourage larger concerns to set up in Ryedale, provided this does not prejudice existing local business;</li> <li>3. To maintain, and where possible expand, all existing employment sites in Malton and Norton in line with the demand for sites from buyers;</li> <li>4. To provide for adequate off-street parking for customers and employees, commensurate with the size of fully developed businesses;</li> <li>5. To phase the release of all land allocated for employment purposes, taking into account the financial climate at the time;</li> <li>6. To resist strongly the release of allocated employment land for other purposes (e.g. retail or housing);</li> <li>7. To provide access via a local ISP into the high speed broadband network provided by NYNET for all Malton and Norton businesses;</li> <li>8. To protect surrounding landscape, architecture and amenities and ensure that employment development is sympathetic to these aims;</li> <li>9. 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;</li> </ol>	<p><b>No changes to Employment Policies</b></p>	

<p><b>EMPLOYMENT continued</b></p>	<p>10. To ensure that proper signage is provided for business parks.</p>		
<p><b>RETAIL</b></p>	<ol style="list-style-type: none"> <li>1. 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;</li> <li>2. To promote the development of a relatively small, high range food hall on the Livestock Market site, together with a range of ‘Comparison’ shops;</li> <li>3. To encourage new ‘Comparison’ and High Street retail to establish themselves in Malton and Norton;</li> <li>4. 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;</li> <li>5. 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;</li> <li>6. 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;</li> <li>7. 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;</li> <li>8. To emphasise the importance of CCTV in the towns and to resist any reduction in its use.</li> </ol>	<p>No changes recommended other than at 5. below</p> <p><b>5. To support the relocation of the existing Livestock Market within or close to Malton and Norton or the towns’ major road junctions.</b></p>	<p><b>Change (reference to Showfield site removed)</b></p>

TOWN DEVELOPMENT SITES			
A. MARKET PLACE	A.1. To implement a ‘shared space’ scheme in Malton Market Place without any reduction in car parking spaces;	<b>A.1. To implement a ‘shared space’ scheme in Malton Market Place without any reduction in car parking spaces;, subject to appropriate consultation with disability groups</b>	Change
	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.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;	NC
	A.3 To encourage Comparison and Convenience shops, together with an appropriate proportion of restaurants and cafes.	A.3 To encourage Comparison and Convenience shops, together with an appropriate proportion of restaurants and cafes.	NC
B. LIVESTOCK MARKET	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.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;	NC
	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.	<b>B.2. To promote the relocation of the existing Livestock Market to a site in or close to Malton and Norton.</b>	Change Removal of Showfield Reference
C. SHOWFIELD	C.1. To support the relocation of the Livestock Market onto this site.	<b>C.1. Site could be considered as an option for the relocation of the Livestock Market.</b>	Change
	C.2. To resist any planning application for a superstore or retail development on this site,	<b>C.2. To resist any planning application for a superstore.</b>	Change

**MALTON AND NORTON NEIGHBOURHOOD PLAN.**

**To September Town Council Meetings.**

D. WSCP		No change recommended	
E. WHEELGATE		No change recommended	
F. MOUNT HOTEL	F.1. To support efforts to restart the use of this site, possibly as a Managed Workshop Scheme.	<b>F.1. To support efforts to restart the use of this site for hotel/restaurant.</b>	Both changed to reflect current status
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.	<b>G.1. To support efforts to restart the use of this site for hotel.</b>	
H. EAST MOUNT	H.1. To support the development of this site for residential use, subject to the satisfactory relocation of existing sports facilities.	<b>H.1. To support the retention of this site for recreational use provided that, if the Tennis Club should agree to a move to a suitable alternative site, the land shall become available for housing.”</b>	Change
I. HIGHFIELD ROAD		No change recommended	
J. EDEN ROAD		<b>J.1. Site could be considered as an option for the relocation of the Livestock Market.</b>	Addition
<b>TOURISM AND MALTON MUSEUM</b>		No changes recommended to the existing nine policies.  <b>However Q. Should reference to the Museum include the word ‘Roman’ or not? Would its omission give it a wider appeal?</b>	
<b>RACING INDUSTRY</b>		No changes recommended to the existing five policies.	
<b>MILTON AND ASSEMBLY ROOMS</b>		No changes recommended to the existing four policies.	

SPORT AND LEISURE			
	<ol style="list-style-type: none"> <li>1. To encourage more opportunities for individual pay-as-you-go use of the facilities at the Malton Community sports centre.</li> <li>2. To encourage all forms of leisure activities in Malton and Norton.</li> </ol>	<ol style="list-style-type: none"> <li>1. To encourage more opportunities for individual pay-as-you-go use of the facilities at the Malton Community sports centre.</li> <li>2. To encourage all forms of leisure activities in Malton and Norton.</li> <li>3. <b>To press for alternatives to be found in the event of loss to development of playing fields and other leisure facilities</b></li> </ol>	<p>NC</p> <p>NC</p> <p>Addition</p>