

RYEDALE
DISTRICT
COUNCIL



The Ryedale Plan: Local Plan Sites Document

Malton and Norton Background Paper

Ryedale District Council October 2017

Contents

PART 1: INTRODUCTION AND CONTEXT

Introduction

Settlement Description - Malton and Norton

Local Plan Objectives

Strategic Policy Context

Local Sustainability Issues

PART 2: CONSIDERATION OF NEW HOUSING SITES

Residual Requirement for Housing

Site Submissions - Malton and Norton

Site Descriptions - Malton and Norton

Overview and Application of Site Selection Methodology in Summary

Settlement-Wide Considerations

Site-specific Considerations

Site Findings and Comparative Assessment Grouping Conclusions of SSM

Interim Site Assessment Conclusions for Malton and Norton (2015)

Consideration of New Site Submissions

Conclusions for proposed Site Allocations in Malton and Norton

PART 3: OTHER SITE-SPECIFIC POLICIES

The Policies Map and Site-Specific Designations for Malton and Norton

Appendices

Appendix 1 - Summary of Consultation Responses from 2009 to 2015

Appendix 2 – Plan of site submissions

Part 1: Introduction and Context

Introduction

This paper is one of a series produced to explain the site-specific policy choices and allocations that are being proposed for each of the Market Towns and Service Villages through the Local Plan Sites Document. The Local Plan Sites Document will identify sufficient sites to meet development requirements to 2027. It also identifies site specific policies. Together with a new Policies Map, the Sites Document and the Local Plan Strategy will form the Development Plan for Ryedale - The Ryedale Plan.

This paper focuses on the approach that the Local Planning Authority has used to consider new development sites at this settlement. It outlines which sites are considered to be the most appropriate sites to be allocated for future development if required and provides an explanation of why other sites are not considered to be suitable. It also considers the use of specific site protection policies for the settlement.

Settlement Descriptions - Malton and Norton

Malton and Norton are situated in a varied and complicated landscape. This flattens out to the Vale of Pickering in the north and rises to the Yorkshire Wolds to the southeast and the undulating Howardian Hills to the west. The junction of the Howardian Hills and Wolds to is situated to the south of the settlements, cut through by Kirkham Gorge. It is clear that the settlements of Malton and Norton are within an area of considerable landscape transition. Depending on the elevation, this has created considerable intervisibility between different national landscape character areas.

The majority of Malton is in the Howardian Hills landscape character area (note not within the Area of Outstanding Natural Beauty) from a western direction, with Old Malton to the east, being part of the Vale of Pickering character area. The entirety of Norton is within Vale of Pickering, but soon after leaving the built up area, the land rises to the Yorkshire Wolds and is designated as an Area of High Landscape Value.

The Towns are separated by the River Derwent, which runs through the Vale of Pickering, into the Lower Derwent Valley. Malton is the north of the River, and Norton to the south. The River Derwent has influenced the form and growth of the towns and access between them both. County Bridge provides the only direct access between the Towns and this does contribute to traffic congestion and air quality issues.

Malton is situated to north of the River Derwent on gently sloping ground formed by the underlying limestones of the Howardian Hills. This extends as a finger of more elevated terrain extending to Orchard Fields and Peasey Hill to the north east of Malton. The town is therefore elevated to a degree from the land to the south and east. The land to the west of Malton has an undulating quality, which continues into the Howardian Hills AONB.

Norton is located on flatter land to the south of the River Derwent, on predominantly flat low lying terrain and surrounded by a predominantly agricultural landscape. Less than a mile to the south of Norton the land starts to rise, quite steeply, forming part of the Yorkshire Wolds escarpment.

In terms of historic landscape characterisation, much of the land surrounding the towns is enclosed land which post-dates 1850, with some areas of planned large scale parliamentary enclosure. There are some mediaeval land management features, such as The Doodales, at Old Malton, which are former fish ponds. The land to the north of Peasey Hills is on a parcel of land which extends from the Highfield Road industrial estate to the western edge of Old Malton, and the area is defined as 'strip fields' of medieval origin, but of partial legibility, with a level of boundary loss between 60-90%. Other areas of note are the area to the west of Langton Road, and east of Welham Road is an area of post mediaeval planned parliamentary enclosure and the field patterns are more heterogenic, dating from 1784-1805. There is an area described as 'Whitewall Stables' dating from sometime between 1700 to 1900, although the boundary is identified as being unchanged since 1851, and includes the rectangular parcel of land to the immediate north of Whitewall.

The centre of Malton retains its historic street pattern and still in part, reflects the former line of the medieval town walls. There are many listed buildings in Malton and the historic Market Place is lined with predominantly 18th and 19th century buildings of stone, brick, pantile and slate. In the centre of the Market Place sits the 12th century Church of St. Michael and the former butter market hall. The town has a rich Roman and medieval history, including the site of the Roman fort of Derventio and neighbouring medieval castle site off the Old Malton Road. These sites and land adjacent to them fall within a larger area of open land which includes a range of sports facilities and which separates the town from the river. This area provides an important amenity space within Malton and strongly contributes to the setting of both Malton and Old Malton. Most of this area is identified as a Visually Important Undeveloped Area.

Twentieth century residential development radiates out from the historic core mainly to the north and west and is predominantly of an estate style layout. Land to the south of the historic core has been associated with commercial development, probably related to the nearby railway station and historic riverside wharfs.

Malton has two industrial estates. The first is adjacent to the River Derwent, on York Road. It is physically separate from the town, on low-lying land, and is visually prominent. The second is to the north of the town at Showfield Lane.

The A64 bypasses Malton to the west of the Town. The built form of the town does not extend beyond the trunk road.

Norton became established as the town we know today in the 19th century, when it expanded after the railway was built in 1845. The Town therefore has a different townscape to its neighbour having on the whole, a much later building stock. Historically development was largely confined to two streets: Commercial Street and Wood Street. The town centre, however, is a Conservation Area and features a number of listed buildings and attractive building groups.

Norton has expanded substantially in the latter half of the twentieth century with suburban estate development extending along and between the main routes into the Town – particularly the Langton, Beverley and Scarborough Road. The town is served by a

significant industrial area to the east. Limited development has occurred to the south -west, with the golf course, and the former industrial uses close to the River Derwent.

Despite its more recent history, Norton may, however, prove to be one of the oldest settlements in the district, with extensive Roman finds in the Langton Road area. The Town also has a long tradition of horse racing, and the stables, gallops and shelter belts are an important feature of landscape around Norton.

Both Towns have a range of community facilities, including primary and secondary schools, together with recreational facilities.

To the north east of Malton, adjacent to the A64, is Old Malton. It is a small, attractive village, which predates the main town, and contains a medieval priory church (Grade I listed), with the ruined Gilbertine Priory being a Scheduled Monument. Old Malton currently remains physically separate from Malton, but over the last century the gap between the settlements has narrowed to the north of the B1257 with twentieth century development. Much of the land around the village is identified as a Visually Important Undeveloped Area, to retain the settlement's identity, but also in terms of the setting of the various designated heritage assets within Old Malton- including a Conservation Area which extends around most of the village.

The River Derwent is classified as a Green Infrastructure Corridor of regional importance within the Yorkshire and Humber Green Infrastructure Mapping project. This is because of its extent, its importance for biodiversity, flood mitigation and recreation opportunities. Malton is also close to the Howardian Hills AONB Green Infrastructure Corridor of sub-regional importance (Natural England *et al*). There are important local Green Infrastructure Corridors, including Orchard Fields and adjacent to this, Castle Gardens and Lady Spring Woods, which are attractive, wooded areas with opportunities for quiet recreation.

The only Site of Special Scientific Interest is the River Derwent, which is also a Special Area of Conservation (SAC) - an internationally important site for nature conservation. This is, in part due to the presence of internationally important species: Otter and River Lamprey, and further downstream, in the Lower Derwent Valley, an important area for wading birds (Special Protection Area/ RAMSAR Site).

There are a small number of Sites of Importance for Nature Conservation (SINCs) within the area of this study; to the north there is Broughton Lane, where the verge is a SINC. The cutting around Malton By-pass (southern) side to the north west of Malton is also a SINC site. Lady Spring Wood is also a SINC, and is to the North of the Derwent, adjacent to Orchard Fields.

There are a number of ponds, which are concentrated in Norton. Of these, nearly all are concentrated around land between Welham Road and Langton road, and includes Mill Beck, which includes a fish farm. Ponds are also to be found at Norton Gold Course.

The Phase 1 Habitat Assessment maps only cover the western side of Malton and Norton. Of the information we have available, the majority of the 'semi-improved grassland' is to the south west of the town, in the area surrounding the River Derwent. There is limited 'improved

grassland', with the majority of the land being described as 'arable', punctuated through the town and on the outskirts with 'amenity grassland'.

The DEFRA Agricultural Land Classification Maps classify the land around Malton and Norton as follows: Land to the south east of Malton, western Norton and land north of Peasey Hills is grade 2. The rest of Norton and Malton are grade 3. As the soil productivity increases, so does agricultural intensity; hence why the Phase 1 Habitat Map shows limited biodiversity in those areas where agricultural activity is most intense.

Woodland is limited in Malton, with Castle Gardens, Lady Spring Woods and land south of Pasture Lane being the only principal areas. There are however, a number of trees and groups of trees throughout the town, especially to the western area of the town, and on land to the east, between Malton and Old Malton. There are however, few trees within the historic centre. There is little woodland within Norton, and no ancient woodlands. There is some broadleaved woodland mixed woodland between Welham and Langton Roads. Further out from the town there are small pockets of woodland providing shelterbelts..

Local Plan Objectives

The Local Plan Strategy (Section 3) outlines the objectives of the Ryedale Plan. These objectives have strongly influenced the strategic locations of development within the Plan. The Local Plan objectives have also been integrated into the Sustainability Appraisal Framework that has been used to assess the social, economic and environmental issues associated with site -specific policy choices and protection policies.

Strategic Policy Context

The Local Plan Strategy (LPS) provides the strategic part of the Ryedale Plan. Its policies direct most new development to the Market Towns and a limited level of new housing development to those villages/groups of villages which are defined as Service Villages. The Local Plan Strategy supports the identification of a supply of land for the delivery of a minimum of 1500 new homes at the Malton and Norton, which are categorised as Ryedale's Principal Town.

The Local Plan Strategy does not prescribe a split for Malton and for Norton in terms of the housing requirement. It should be noted that the site selection process is designed to identify appropriate and preferred future development sites if these are required. There has been recent development and a significant number of planning permissions granted in Malton and Norton from the base date of the Plan. These are factored into the residual housing requirement, and the allocations to meet that requirement. Planning permission has been sought and granted on a number of sites; the following are the most significant of those sites:

Malton:

- Land to east of Broughton Road;

- Land to north of Pasture Lane;
- Land to east of Rainbow Lane;
- Land to south of Coronation Farm;

Norton:

- Westfield Nurseries;
- Land at Cheesecake Farm;
- Land to the west of Langton Road;

The Local Plan Strategy seeks to allocate land for employment development at the towns, and on that basis, Malton and Norton, being the Principal Town, are treated as the focus for the provision of new employment land, with between 29.6 up to 36 ha of employment land attributed in the plan to Malton and Norton. Planning permission has been granted for a new Livestock Market and Agri-business park on land to the north of Eden Camp (a former Prisoner of War camp- now a tourist attraction), to the north of Malton close to the A64/A169 interchange. Planning permission has also been secured on land to the west of the established York Road Industrial Estate. A modest amount of employment land is still to be allocated. The Plan also recognises a limited need for additional non-food retailing space at the Towns.

Local Sustainability Issues

As part of the production of the Local Plan Sites Document, the Local Planning Authority produced an updated Sustainability Appraisal Scoping Report/Methodology, which was consulted upon in a targeted manner in January 2014 and then through a wider consultation in November 2015. This was to ensure that the site selection process took account of finer-grain settlement and site specific sustainability issues as well as the more strategic matters that were addressed in the sustainability appraisal that informed the policies of the Local Plan Strategy and which had provided the broad framework for the Site Selection Methodology produced to assess the relative merits of sites.

Below is a table of the issues identified for Malton and Norton:

<ul style="list-style-type: none"> • Ability of social and physical infrastructure to cope with additional development due to timing - in particular transport and schools • Additional capacity needed at both primary and secondary school levels • The need for extra-care facilities • Highest concentration of affordable homes need in the district • Lack of open space provision especially for children and young people, both indoor and outdoor sports provision, allotments and cemeteries / churchyards • Traffic congestion through the towns • Sewerage capacity – constraints in Norton • River Derwent Special Area of Conservation (SAC) and 500m buffer which identifies the area of a presumption against development “unless it can be demonstrated that through an appropriate assessment that there will be no adverse effect on the integrity of the SAC alone or in combination with other plans and projects.” 	<ul style="list-style-type: none"> • The Ryedale Plan: Local Plan Strategy (2013) • Habitats Regulation Assessment (2009) • The Ryedale Plan: Local Plan Strategy Examination document Reference DDH20 – Settlement Analysis (2012) • Ryedale Special Qualities Study Report (2011) • North East Yorkshire Strategic
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<ul style="list-style-type: none"> • River Derwent SSSI • SINCs <ul style="list-style-type: none"> ○ Malton Bypass Cuttings ○ Lady Spring Wood ○ Bazeley's Lane • A number of ponds present in Norton • Green Infrastructure Corridors - <ul style="list-style-type: none"> ○ Derwent ○ Rye ○ Howardian Hills • Visually Important Undeveloped Areas (VIUA) throughout the towns • The Howardian Hills AONB designation is immediately to the west of Malton • Grade 2 and 3 Agricultural Land surrounds Malton and Norton • Scheduled Monuments <ul style="list-style-type: none"> ○ Orchard Fields – Roman Fort and Site of Malton Castle, Malton ○ Old Malton Priory Church, Old Malton ○ The Three Dykes or Five Riggs, Langton • archaeologically significant areas of Mediaeval and post-Mediaeval character • A large number of Listed Buildings (especially around Castlegate, Yorkersgate and Market Place, Malton and Town Street, Old Malton) • Malton, Old Malton and Norton Conservation Areas • Areas subject to flood as identified on the Environment Agency Flood Map Flood zones 2 and 3 and Drainage Sensitive Area • Areas of the towns at risk of surface water flooding as identified by the Environment Agency • Groundwater Source Protection Zone - Howe Hill Norton • Air Quality Management Area 	<p>Flood Risk Assessment (2006) and update (2010)</p> <ul style="list-style-type: none"> • EA Flood Map, Surface Water Map and Groundwater map • Local Plan Strategy SA Report (May 2012) • Howardian Hills AONB Management Plan (2009-2014) • Historic Environment Record / Heritage Gateway http://www.heritagegateway.org.uk/gateway/ • Natural England - Green Infrastructure dataset • Landscape Character Assessment • Air Quality Study 2012 Air Quality Updating and Screening Assessment
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Part 2: Consideration of New Housing Sites

Residual Requirement for Housing

As of 31 March 2017, there were 284 completions in Malton and 320 in Norton totalling 604 dwellings from the base date (2012) of the Plan. Planning permission also exists for a further 650 dwellings. The residual requirement for housing, based on the minimum figure identified in the Local Plan Strategy is 246.

Site Submissions

A wide range of sites have been submitted at or within the Parishes of Malton and Norton. Also some sites in Huttons Ambo, Settrington and Scagglethorpe have been appraised, these are denoted by a *. These are identified on the Plan at Appendix 1 of this paper and are as follows:

Site Reference	Site Location
1	County Bridge Works, Castlegate, Malton
2	Former Gas Works, Sheepfoot Hill, Malton
21* 113*	Land at Cherry, Farm, Huttons Ambo, Malton
62	Manor Farmyard, Town Street, Old Malton
68*	Beckhouse, A64, Scagglethorpe
99	Range of Outbuildings at Norton Lodge, Beverley Road
100	Ryedale House, Old Malton Road, Malton
103	Land Behind 139 to 189 Welham Road, Norton
104	Land West of The Avenue, Norton
108	Land to the North of Castle Howard Road, Malton
118	Former Gas Works, Sheepfoot Hill, Malton
119	Westfield Nurseries, Scarborough Road, Norton
121	Former Woolgrowers site, North of Park Road, Norton
122	Land to the South of Lakeside Way, Norton
123	35 York Road, Malton
127	Land to the Rear of 115-119, Scarborough Road, Norton
136	Land North and South of Eden House Road, Old Malton
137*	Land East of Westfield Way, Norton
143	Land West of Outgang Road and North of Broughton Road, Malton
184*	Land at Norton Parks Farm and Norton Grove Stud, Norton (Various Sites)
185	Land Off Hugden Way, Norton
187	Land to the Rear of 139-181 Welham Road
189	Norton Parks Farm, Scarborough Road, Norton
190	Land South of 102, Welham Road, Norton
191	Land South of Lakeside Way, Norton
192	Pye Pits, Rear of Derwent House, Old Malton Road, Malton
193	Former Travis Perkins Site, Yorkersgate and Station Road, Malton two sites
194	Land to the West of 72-126 Welham Road, Norton
195	Land to the West of Langton Road and East of Sutton Farm, Norton
196	Land Between High Beck Mill and Lakeside Way, Norton
208	Thackray's Yard, North of Town Street, Old Malton
218	Land North of Castle Howard Road, West of Castle Howard Drive and East of

	A64, Malton
243	Coronation Farm, Westgate, Old Malton
244	Barton Cottage, York Road, Malton
245	Land South of Highfield Road, Malton
246	Malton Tennis Club, Old Maltongate, Malton
247	Manor Farmyard, Town Street, Old Malton
248*	Land West of York Road Industrial Estate, York Road
249	Land South of Castle Howard Road, Malton
250	Cattle Market, Malton
262	Land to the West of Langton Road, Norton
269	The Hawthorns, Beverley Road, Norton
273	Ashfield House and Cauwood, Old Malton Road, Malton
281	Land North of Castle Howard Road, South of Middlecave Road and East of the A64, Malton
282	Land North of Pasture Lane, Malton
285	Malton School, Middlecave Road, Malton
287	Cheesecake Farm, Beverley Road, Norton
297	Land North of Sutton Farm, Langton Road
302	Land behind 139 to 189 Welham Road
323	Land North of Dickens Road
324	Land South of Westgate Lane and North of Green Lane
325	Land West of Hunters Hall and South of West Fold, Old Malton
326	Allotments West of 53 Town Street, Old Malton
327	Land to the rear of 67 Middlecave Road, Malton
350	Coronation Farm and Former Highways Depot, Old Malton
372	Land East of Broughton Road, West of Outgang Lane and South of A64, Malton
379	Malton Waste Water Treatment Works, Rye Close, York Road Industrial Estate, Malton
388	Land North of Pasture Lane and East of Broughton Road, Malton
417	Land East of Beechwood Road and Hunters Way, Norton
423	Rawlings Agricultural Depot, St Peters Street, Norton
442	Livestock Market, Spital Street, Malton
450	Ryedale House (Council Offices), Old Malton Road, Malton
452	Land and Buildings at Wentworth Street Car Park, Wentworth Street, Malton
453	Westfield Nurseries, Scarborough Road, Norton
471	Land South of the River Derwent and West of Welham Road, Norton
474	Land North of the A64 and East of Outgang Lane, Malton
476	Land East of Langton Road and North of Bazeley's Lane, Norton
479	Land At Norton Grove, Scarborough Road, Norton
505	125 Scarborough Road
506	Land East of Southlea, off Lascelles Lane, Old Malton
510	Land West of Whitewall, Corner, Welham Road, Norton
523	Land North of Middlecave Road and East of A64, Malton
526	Field West of Welham Road and opposite 109 - 163 Welham Road, Norton
542*	Beckhouse, A64, Scagglethorpe
543*	Beckhouse, A64, Scagglethorpe
567	Land south of Wyse House Farm, Wyse House Lane, Old Malton
572	Land North of Edenhouse Road
573	Land South of Edenhouse Road
578	Land North of A64 and South of Wyse House Lane

579	Land North of Wyse House Lane and East of A169
581	Land North of Pasture Lane and East of Outgang Road, Malton
582	Land South of Rabbit Lane, Old Malton
583	Land West of Wyse House, Old Malton
584	Land North of Wyse House, Old Malton
585	Land East of Wyse House, Old Malton
588	Land West of Edenhouse Road and North of Freehold Lane, Old Malton
608	Land East of Westfield Way, Norton
617	Land West of Beck House and North of A64, Brambling Fields, Norton
618	Land West of Wold View and South of Scarborough Road, Brambling Fields, Norton
619	Land Between B1248 and Scarborough Road (near Brambling Field Cottages)
623	Land South of Lakeside Way, Norton
627	Land North of 26-30 The Avenue
645 (319)	Land East of 101-183 Welham Road and North of Belle Vue Farm, Whitewall, Norton
646 (320)	Land East of 101-139 Welham Road
647 (321)	Land North of Belle Vue Farm, Whitewall, Norton
648 (322)	Land East of 101-139 Welham Road and North of Belle Vue Farm, Whitewall, Norton
649 (88)	Land at Norton Lodge, Norton
651	Land East and South of Hugden Way
654	Field SE 8074 East of A169 and East of Eden House, Malton
655	Parcels of Land adjacent to Villa Farm and Norton Grove Stud, Norton
656	Land between Langton Road and Beverley Road, Norton
660	Land off Scarborough Road, Norton

Site Descriptions - Malton and Norton

Site 1 - County Bridge Works, Castlegate, Malton (0.23 ha)

Submitted for residential development, this site submission is to the north west of County Bridge, the only road crossing to the south, and into Norton. The site is adjacent to the River Derwent on its northern bank. At this point in its course the river is designated as a SINC for its biodiversity, however, the remainder of the River is a SAC/SSSI, an international/national level designation. The site is previously developed land, and there are a number of buildings in situ (no heritage significance, except that the site is within Malton Conservation Area. The site has experienced flooding from the River Derwent on a number of occasions and it is both within Flood Zone 3a and is within the Rapid Inundation Zone with an Extreme Hazard Rating of 'Danger for All'. The site is within walking distance of the Town Centres of both Malton and Norton.

Site 2 - Former Gas Works, Sheepfoot Hill, Malton (0.88 ha)

Submitted for residential development, this parcel of land is collection of various buildings and hard standing (including some Listed Buildings) are within the Malton Conservation

Area. 104 Castlegate is listed, and is included within the site. The early 19th century workshop, which was a canal warehouse, is excluded. Given the former use, there is extensive contamination of the site. The site is also in Flood Zone 3a, subject to recent flooding, and is within the Rapid Inundation Zone with an Extreme Hazard Rating of 'Danger for All'. The site is within walking distance of the Town Centres of both Malton and Norton. The site extent is very similar to that of site 118.

Site 21/113 - Land at Cherry Farm, Huttons Ambo, Malton (6.86 ha)

Whilst being in Huttons Ambo Parish this land is adjacent to the established Industrial Estate at York Road. Submitted twice, in 2010, planning permission was granted on the site, and since then a series of Reserved Matters have been approved resulting in the site gradually built out. The site also forms the eastern component of site 248, which would extend York Road Industrial Estate out to the west, adjacent to Musley Bank junction.

Site 62 - Manor Farmyard, Town Street, Old Malton (0.77ha)

This site is within the western side of Old Malton, and is within The Old Malton Conservation Area. The site is built up on either side, with the frontage onto the Main Street. The site is opposite the Grade I Listed St. Mary's Church, with Scheduled Monument of the Priory. It contains a number of traditionally constructed outbuildings. No details were provided in terms of any scheme, or layout. Planning permission was granted on the site for offices (B1 uses with some D1 uses), but stalled due to the economic downturn post 2008 recession. The site was submitted for residential uses, and was not considered for employment land as the nature of employment land supply (B2 use capability) would not be suitable in a residential area. The site is within Flood Zone 1, although is in a Critical Drainage Area.

Site 68 - Beckhouse, A64, Scagglethorpe (8.13ha)

Submitted for employment land, this site is distanced from Malton and Norton, and is actually in Scagglethorpe Parish. It contains a range of intensive farm units. The site is adjacent to the A64, with an access onto the A64, proposals are sought for employment uses, and a petrol filling station. The site submitter has proposed on two other site submissions 542 and 543 that a Road Safety Audit has been undertaken to allow safe and efficient access onto the Trunk Road. The site is predominantly in Flood Zone 1, with the far western edge of the site being in Flood Zone 3, which is attributable to Settrington Beck.

Site 99 - Range of Outbuildings at Norton Lodge, Beverley Road, Norton (0.23 ha)

This is submitted for residential development. This small site is adjacent to the Norton Lodge site (649) and includes a range of outbuildings. The site is just outside the Development Limits. It is opposite the now-developed Cheesecake Farm. The site is in Flood Zone 1.

Site 100 - Ryedale House, Old Malton Road, Malton (1.07ha)

The site is the curtilage to a substantial villa-style property. Planning permission has now been obtained for a large detached dwelling, and this property is under construction. The site is the frontage element to site 192, which involves a formerly excavated area, adjacent to the former railway line.

Site 103 - Land Behind 139 to 189 Welham Road, Norton (4.53 ha)

This land is part of a series of different site submissions on land to the east of properties on Welham Road for residential development. It is land which is, despite the ribbon development along Welham Road the provider of an important rural transition between the built edge of Norton and the various equestrian enterprises; there is a series of paddocks/gallops. This particular site submission is one of those paddocks. The land is to the immediate north of Whitewall Racing Stables. The house known as Whitewall is Grade II Listed. Associated with the stables are Whitewall Cottages, which are also Grade II Listed. Access is identified from a small gap between the houses on Welham Road on later submissions, but not in this extent, and the site would be accessed from Bazeley's Lane at the Whitewall (Western) end. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. It is the same as site submission 187 and 302.

Site 104 - Land West of The Avenue, Norton (43.33 ha)

This submission proposes a mixture of uses, and covers a large parcel of the land to the west of Norton. It incorporates land which is used for from a racing stables, gallops and Paddocks. The site is bounded on its northern extent by the railway line, on its eastern extent existing residences. Access of the northern part of the site is limited, with narrow, un-adopted roads. To the south, wider access points would be achievable. There is also a large area of Flood Zone 3a and 3b, to the north of the site. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. This land has been incorporated into a larger site submission 471.

Site 108 - Land to the North of Castle Howard Road, Malton (1.59 ha)

This parcel of land has become associated with larger site submissions of 218 and 281. It is a product of the site submitter's original intentions to use the land for sports facilities (as a replacement tennis/squash and bowls area). As such the land was unspecified in its use. The site is currently a field in agricultural activity. Access would be off Castle Howard Road, which bounds the south of the site. To the east is a line of trees which are subject to a Tree Preservation Order, and beyond residential properties (Castle Howard Drive). A mature Sycamore is also subject to a TPO within the northern boundary of the site. Beyond this boundary is further residential development, or a more substantial nature. The site is within Flood Zone 1. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm.

Site 118 - Former Gas Works, Sheepfoot Hill, Malton (0.99 ha)

Submitted for residential development, this parcel of land is collection of various buildings and hard standing (including some Listed Buildings) are within the Malton Conservation Area. 104 Castlegate is listed, and is included within the site. The early 19th century workshop, which was a canal warehouse, is excluded. Given the former use, there is extensive contamination of the site. The site is also in Flood Zone 3a, subject to recent flooding, and is within the Rapid Inundation Zone with an Extreme Hazard Rating of 'Danger for All'. The site is within walking distance of the Town Centres of both Malton and Norton. The site extent is very similar to that of site 118.

Site 119 - Westfield Nurseries, Scarborough Road, Norton (5.76 ha)

Planning permission has been granted on this site, and it is now completed.

Site 121 - Former Woolgrowers site, North of Park Road, Norton (9.70 ha)

This site is submitted for residential use, and is also submitted as part of a wider site submission (104 and 471). This site is made of a mixture of different land uses, include a grazed field, and various former and current industrial enterprises. Most of the buildings are lost, with areas of hard standing, and high levels of contamination, which are overgrown by grasses and scrubby vegetation. The site is an area of significant flood risk. The site is a mixture of Flood Zone 3a and 3b. The site is bounded to the north by the railway, and beyond this is the River Derwent SAC/SSSI. The site is proximal (as the crow flies) to both Norton and Malton Town Centres but the railway and river present a barrier to accessing Malton Town Centre, necessitating to use the crossing. The land to south is elevated, sharply, at Park Road, but then the land falls gently away to the west of the site. All but the southern extent of the site is within the Rapid Inundation Zone, and categorised as Significant Hazard Zone 'Danger for Most'. This land has been incorporated into a larger site submission 471.

Site 122 - Land to the South of Lakeside Way, Norton (0.84 ha)

The northernmost extent of a series of site submissions which include land to the south of Lakeside Way, submitted for residential development. It is also the same as site submission 623, and most of the site is under 196 which is with 122 and 191. The site is close to, but not part of, the fish ponds to the south. Access would be provided through the demolition of a dwelling in Lakeside Way. The site is predominantly within Flood Zone 2, with some Flood Zone 1. Mill Beck passes to the side of the site. To the land south the site is well-treed, but this site is grassed.

Site 123 - 35 York Road, Malton (0.61 ha)

Submitted for residential development, this site is the curtilage of a single dwelling. The site submitted originally proposed a single dwelling, but in later material proposes more than one unit. The site is to the south of York Road, on sloping land, which decreases in elevation to the River. The site extent is out with the area of flood risk, and is within Flood Zone 1. The site contains a number of trees which are subject to a Tree Preservation Order. The site is capable of being viewed from the south, at lower elevations. The current build form replicates that along York Road with larger properties, within relatively larger curtilages than

other areas of Malton. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm.

Site 127 - Land to the Rear of 115-119, Scarborough Road, Norton (0.08ha)

This site is the only proposal which was submitted as a Development Limits alteration, which reflects the small size of the site. The site is close to, but not within, Flood Zone 2, and Flood Zone 3.

Site 136 - Land North and South of Eden House Road, Old Malton (11.62 ha)

This site is also site submissions 572 and 573. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64.

Site 137 - Land East of Westfield Way, Norton (89.82 ha)

This is one of the largest site submissions, and is a large area of land which sweeps around the eastern side of Norton, from Scarborough Road to the north, and Beverley Road to the south. The site has also been separately submitted in various configurations, and they have been considered in their own right. The land has a mixture of flood risk levels from Flood Zone 1 to Flood Zone 3b. The land use is principally agricultural land, although there is some equine activity. The site is adjacent to the Norton Grove Industrial Estate, and includes Norton Grove Stud. On the western part of the site, the site would be bounded by residential development. The landform is flat, and open, with modern enclosed fields. A Public Right of Way transects around part of the west edge of the site. The site is also in a Critical Drainage Area, meaning that irrespective of land being in Flood Zone 1, surface water drainage will be an important consideration. All but a small component of the site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 143 - Land West of Outgang Road and North of Broughton Road, Malton (14.5ha)

This site was subject to planning permission and is now under construction. It is related to site submissions 388 and 372. The land is to the north of Malton, bounded by the A64. This site has permission to deliver 262 dwellings, and site 388 is proposed for 83 further dwellings. The site is to the north of Malton, but due to its wedge shape is close to the town centre.

Site 184 - Land at Norton Parks Farm and Norton Grove Stud, Norton (118.10ha)

This very large submission for employment land has been broken down into components are each described in turn:

Site 184 a

This parcel of land is formed from land situated between the Railway Line and the River Derwent, in the north eastern area of Norton. As such there is no access save for unmanned railway crossings for farm vehicles. Open and flat, and currently used for crops, the site is

viewable from Old Malton, looking south east, from the Conservation Area, and land which forms part of the setting of St. Mary's Church and the Priory. The land is therefore adjacent to the River Derwent SAC/SSSI, and the land is in Flood Zone 3, and as it is undeveloped, classified as Flood Zone 3b. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 184 b

This parcel of land is bounded on the north east by the A64, on the northwest by the River Derwent (SAC/SSSI) and on the southeast by the Railway Line. Access is provided across the railway line by an unmanned crossing from the field to the south (184 g). The site is cropped, with a belt of trees adjacent to the A64. The land is a mixture of Flood Zone 2 and 3, and the latter is Flood Zone 3b. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 184 c

This parcel of land is bounded on the south west by the A64, on the northwest by the River Derwent (SAC/SSSI) and on the southeast by the Railway Line. Access is provided across the railway line by an unmanned crossing from the field to the south (184 g). The site is grazed, with a belt of trees adjacent to the A64. The land is a mixture of Flood Zone 2 and 3, and the latter is Flood Zone 3b. The north-eastern boundary is irregular, bounded with mature hedging, and part follows the path of drainage ditch, which then transects the site although there is a small crossing. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 184 d

This parcel of land is bounded to the north by the railway, to the south is Scarborough Road. The site is made up of two fields, one is cropped, the other grazed. The site is adjacent to a Grade II Listed house. There is significant potential to adversely effect the setting of this property. There would also be no intervening features which would preclude longer distance views from Old Malton of the site. Most of the site is within Flood Zone 2. The site would not be capable of accessing the road due to the significant variance in topography: the road is considerable elevated relative to current ground level. The site is accessed along a track into its north eastern corner. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land, but was a former quarry.

Site 184 e

This is the largest component of site 184, and involves a combination of fields from Scarborough Road, incorporating Norton Grove Stud, and extending in a southern direction to the east of the car park used by Karro Foods, and broadly extending as far as that car park. The site is therefore of a mixture of modern enclosed, cropped fields. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land. Concerning Norton Grove Stud, the property although not listed is an attractive property, and the paddocks and fields provide a sense of enclosure to the entrance to Norton, and screening of the Industrial Estate. Flood risk is variable across the site, but a large swathe of the site is subject to Flood Zone 3, and as the land is undeveloped, this is categorised as Flood Zone 3b.

Site 184 f

This site is to east of site 184 e, and involves a combination of fields from Scarborough Road, in a broadly triangular shape. The site is therefore of a mixture of modern enclosed, cropped fields, with some trees within the eastern boundary. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land. Flood risk is variable across the site, the majority of the site in Flood Zone 1, and within a Critical Drainage Area. The north eastern corner of the site is subject to Flood Zone 3, and as the land is undeveloped, this is categorised as Flood Zone 3b.

Site 184 g

This site is a wedge of land which is bounded to the south by Scarborough Road, and to the north by the A64, principally. A small corner- to the north of the site is bounded by the railway line. To the east of the site is Brambling Fields grade-separated junction. The site includes a farmstead (Norton Parks Farm) and the surrounding land is cropped in a variety of fields, with some grazing. Trees are present on the boundary with the A64, and isolated trees exist with the site. The land is flat, and open. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land. The flood risk varies across the site. On the western and eastern extents of the site there is Flood Zone 3 land, which, being undeveloped, is therefore categorised as Flood Zone 3b. The site is similar in extent to submission 189.

Site 184 h

Another wedge shaped area, which is bounded on the southern extent by the A64. To the north is the Railway Line. The eastern extent is a hedge row. Since the submission of the site for consideration, the southern corner of the site has been incorporated into the now grade separated junction at Brambling Fields, with the new arm which takes traffic from the west, and allows it go into Norton and beyond. The fields are cropped. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 185 - Land Off Hugden Way, Norton (1.7 ha)

This site is to the immediate south of the car park which serves Karro Foods. The field is rectangle, which is bounded by trees and is within flood zone 3b (as it is flood zone 3 and undeveloped). It has formed part of wider land submissions. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land.

Site 187 - Land to the Rear of 139-181 Welham Road (4.53 ha)

This land is part of a series of different site submissions on land to the east of properties on Welham Road for residential development. It is land which is, despite the ribbon development along Welham Road the provider of an important rural transition between the built edge of Norton and the various equestrian enterprises; there is a series of paddocks/gallops. This particular site submission is one of those paddocks. The land is to the immediate north of Whitewall Racing Stables. The house know as Whitewall is Grade II Listed. Associated with the stables are Whitewall Cottages, which are also Grade II Listed. Access is identified from a small gap between the houses on Welham Road on later

submissions, but not in this extent, and the site would be accessed from Bazeley's Lane at the Whitewall (Western) end. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. It is the same as site submission 103 and 302.

Site 189 - Norton Parks Farm, Scarborough Road, Norton (13.72 ha)

This site is a wedge of land which is bounded to the south by Scarborough Road, and to the north by the A64, principally. A small corner- to the north of the site is bounded by the railway line. To the east of the site is Brambling Fields grade-separated junction. The site includes Norton Parks Farm and the surrounding land is cropped in a variety of fields, with some grazing. Trees are present on the boundary with the A64, and isolated trees exist with the site. The land is flat, and open. The site has good agricultural productivity (Grade 2), and is classified as Best and Most Versatile Land. The flood risk varies across the site. On the western and eastern extents of the site there is Flood Zone 3 land, which, being undeveloped, is therefore categorised as Flood Zone 3b. The site is similar in extent to submission 184g, but only extends just beyond the extent of the farmstead.

Site 190 - Land South of 102, Welham Road, Norton (0.25 ha)

This site is situated between existing properties on the western side of Welham Road. Properties are situated to the north of the site at single depth. There is a single dwelling to the south. No layout of the scheme is provided, but the submission refers to potentially 8 units, but given the size of the site, single depth dwellings with access onto Welham Road would be the expected scenario of development. The field is currently grazed and part of a complex of fields in this area, which are flat, with modern fencing or hedgerows. Development has taken place on the other side of Welham Road. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm.

Site 191 - Land South of Lakeside Way, Norton (4.44ha)

Submitted in various configurations, this site covers the extent of the former fish ponds which utilised Mill Beck, which runs into the River Derwent SAC/SSSI. The site is well treed, and this forms an important landscape feature for the southern edge of Norton. Access is proposed from Beechwood Road, because, unlike submissions made on land to the north, access cannot be inferred through the intervening field between this site and Lakeside Way. On that basis, the access runs in close proximity to the curtilage of Grade II Listed Leat House. The site's extent runs southeast-wards, and extends close to the southern side of Sutton Barn, which is Grade II Listed, although the site is particularly narrow at this point. The same site configuration is provided in site submission 417. The site has pockets of Flood Zone 3, Flood Zone 2 and Flood Zone 1.

Site 192 - Pye Pits, Rear of Derwent House, Old Malton Road, Malton (0.6ha)

This is a site which is a former quarry, which is to the north of the former railway line, these operations ceased in the mid twentieth century, as such there is a medium risk of the site being contaminated, and will need specialist geotechnical input. Access is not explicitly identified, and permission has been sought, and is now under construction for a new

dwelling on the land to the east of the site, which uses the access onto Old Malton Road. Highways have confirmed that access to the site would need to be provided from Old Malton Road, due to the steep gradients onto Princess Road. The site is relatively accessible. Being excavated, the site is well-contained, and no wider views are achievable of the site. The site contains a range of trees. The site is subject to a Group Tree Preservation Order.

Site 193 - Former Travis Perkins Site, Yorkersgate and Station Road, Malton (0.4 ha)

These two site submissions are both within Development Limits, and both are previously developed land. Neither site is more than 0.3ha in size. They are submitted for mixed use and are in Flood 1 (Former Travis Perkins Site) with Flood Zones 2 and 3 for the site adjacent to Station Road.

Site 194 - Land to the West of 72-126 Welham Road, Norton (9.32ha)

This site proposes residential development to the west of Norton, and incorporates site 190. The site submission incorporates a series of paddocks and fields, which are to the west of single depth, frontage development of dwellings. To the west of the site there is a stables. Access is also identified from between two properties on Welham Road (72 and 68) which provides access to number 70, which is a bungalow set well back and excluded from the site area. 104 Welham road is also excluded, but again the access to the property, which is again set back like number 70 is included in the submission. This submission, and 190, are also in part incorporated into submission 471. The field is currently grazed and part of a complex of fields in this area, which are flat, with modern fencing or hedgerows. Development has taken place on the other side of Welham Road. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. The site is within Flood Zone 1.

Site 195 - Land to the West of Langton Road and East of Sutton Farm, Norton (0.93 ha)

This site proposes residential development on a site which is to the South of Norton. Situated on the west of Langton Road, the site is to the east of the Grade II Listed Sutton Barn. The site contains a number of trees, and due to 'development interest' these are subject to a Tree Preservation Order, which extends along the drive to Sutton Barn, and is within the northern section of the site submission. Later site configurations (262) have been amended to reflect this, and exclude this area, and a further area close to Sutton Grange House. Planning permission has been secured on this site for a scheme of up to 6 residential properties. It was refused on the grounds of substantial harm to the setting of Grade II Listed Sutton Barn. The scheme was allowed on appeal.

Site 196 - Land Between High Beck Mill and Lakeside Way, Norton (4.76ha)

This combines, broadly, the site extents of 191 and 122. Submitted for residential development. Access would be provided through the demolition of a dwelling in Lakeside Way. The site is predominantly within Flood Zone 2, with some Flood Zone 1. Mill Beck passes to the side of the site. To the land south the site is well-treed, with the northern field being grassed. Submitted in various configurations, this site covers the extent of the former fish ponds which utilised Mill Beck, which runs into the River Derwent SAC/SSSI. The site is

well treed, and this forms an important landscape feature for the southern edge of Norton. This proposal, based on its configuration, ensures that the site extent is physically distanced from Listed Buildings of Leat House and Sutton Barn. The lower site area is a mixture of Flood Zone 3, in the area of the fish ponds and Flood Zone 1 in the rest of the site.

Site 208 - Thackray's Yard, North of Town Street, Old Malton (0.67 ha)

This site is submitted for residential development and is currently used as a haulage yard. The site is to the north west of Old Malton, and is to the rear of a series of properties (farms and cottages) which are set back from the road with substantial front curtilages. The land is already included within Development Limits. The site is adjacent to the Old Malton Conservation Area, and is close to Willow Farm, which is a Listed Building. The properties adjacent to the site are within the Conservation Area. The site submission does not identify the means of access to the site. Subsequent submission information has been provided which shows that land is within the site submitter's ownership to bring forward an access, and indeed there is a current track which is used by the haulage yard. The Highways Authority have advised that the access is not adoptable due to its narrow width, and the visibility from the south from this access point is insufficient. The site is within Flood Zone 1, but is within a critical drainage area.

Site 218 - Land North of Castle Howard Road, West of Castle Howard Drive and East of A64, Malton (21.21 ha)

This site was submitted for residential development. The site is bounded on the south by Castle Howard Road, the north-western boundary is proximal to the A64, and there is a SINC site which runs along the verge. To the north is the end of Middlecave Road, which has Malton School in close proximity. Residential Development extends down the eastern boundary of the site. On the eastern side of the site there is two group Tree Preservation Orders, and then there are individual trees which are subject to a TPO. The site is made up of a collection of fields, which are unknown planned enclosure. The basic agricultural land value classification identifies that this land is in Grade 3, and further evaluation has revealed that 82% of the site is Best and Most Versatile Agricultural Land: 78.54% of the site (17.08ha) is land grade 3a and 3.18% of the site (0.69 ha) is grade 2. The site was the subject of a planning application which was refused in October 2015. The site is on the elevated limb of the Howardian Hills Landscape Character Area which projects into Malton. The site is elevated, and views are capable of being achieved which show other landscape character areas. The site is close (c.50 metres) to the boundary with the Howardian Hills Area of Outstanding Natural Beauty. The site by virtue of the intervisibility with other landscape character types means that the site is viewable from public vantage points within the AONB. The site is within Flood Zone 1, and is not within a Critical Drainage Area.

Site 243 - Coronation Farm, Westgate, Old Malton (0.32 ha)

This site submission is a farm complex within the Old Malton Conservation Area. The submission is for residential development and is focussed on the buildings which are present on the site. They include some barns of traditional construction. The site's frontage is onto Westgate. To the east is a number of residential properties, to the west is the former highway depot. To the south is a paddock. Further submissions have been made for the

land around this site, and planning permission has been approved for a scheme which includes these buildings, the depot and the paddock to the south of the site.

Site 244 - Barton Cottage, York Road, Malton (1.24 ha)

This site has now been developed out.

Site 245 - Land South of Highfield Road, Malton (1.66 ha)

This site has been submitted for residential development. The site is surrounded by residential development, but was historically used as a tip, and the land is currently covered by grass and used as an informal recreation area. Levels of contamination on the site are high. The site is capable of being accessed principally from Highfield Road (north), or Peasey Hills (west), but no vehicular access exists to the site. The site is within Flood Zone 1, and is not within a Critical Drainage Area.

Site 246 - Malton Tennis Club, Old Maltongate, Malton (1.44 ha)

This site has been submitted for residential development. The site is the current, operational site of the Town's Tennis, bowls and squash. The site is a corner site situated on the junction with Old Maltongate (B1257) and East Mount. The site is close to Malton Town Centre, and is directly opposite the Grade II* The Lodge, and the impressive wall which fronts the site of the Lodge. The site has a number of trees on the site, which are subject to a Tree Preservation Order. The site is adjacent to Malton Conservation Area, and the Scheduled Monument Sites of Derwentio and the former Malton Castle. The site submitter proposed land at site 108 as an alternative site for the sports facilities.

Site 247 - Manor Farmyard, Town Street, Old Malton (0.24 ha)

This site is within the western side of Old Malton, and is within The Old Malton Conservation Area. The site is built up on either side, with the frontage onto the Main Street. The site is opposite the Grade I Listed St. Mary's Church, with Scheduled Monument of the Priory. It contains a number of traditionally constructed outbuildings. No details were provided in terms of any scheme, or layout. Planning permission was granted on the site for offices (B1 uses with some D1 uses), but stalled due to the economic downturn post 2008 recession. The site was submitted for residential uses, and was not considered for employment land as the nature of employment land supply (B2 use capability) would not be suitable in a residential area. The site is within Flood Zone 1, although is in a Critical Drainage Area.

Site 248 - Land West of York Road Industrial Estate, York Road, Malton (12.22 ha)

Whilst being in Huttons Ambo Parish this land is adjacent to the now extended Industrial Estate at York Road. In 2010, planning permission was granted on part of the site, and since then a series of Reserved Matters have been approved resulting in the site gradually built out. The site also forms the eastern component remains, which would extend York Road Industrial Estate out to the west, adjacent to Musley Bank junction. Access is identified through into site 21, which is under construction, and would seek to use the established access onto York Road. The Highways Authority have advised that this would be acceptable. However, for the remainder of site 248 to come forward (i.e. both remaining fields) it may require a secondary access, which is not capable of being provided. The site

submitter has provided documentation which would legally allow access through to site 21 access. Highways England have advised: As part of the consideration of employment sites at Malton and Norton, we would support the safety concerns identified in relation to site 248 given its proximity to the A64 at Musley Bank. In relation to the potential improvement at Musley Bank, although there is an aspiration locally to upgrade the junction, there is currently no scheme identified or proposal at this location. As such it is suggested that a reduced site area would overcome concerns. The site is within Flood Zone 1, and is not within a critical drainage area.

Site 249 - Land South of Castle Howard Road, Malton (11.3 ha)

This site was submitted for residential development. The site is bounded on the south by York Road, and the former quarry and the northern boundary by Castle Howard Road. There is a SINC site which runs along the verge of the A64 cutting. Residential Development extends down the eastern boundary of the site. The site is made up of a collection of fields, which are unknown planned enclosure. Site submissions have indicated that land for a primary school would be made available. The site has good levels of accessibility. The site is on the rising land of the Howardian Hills Landscape Character Area which projects into Malton, to the north of the site is Castle Howard Road, and at this point the land flattens out. The site is elevated, and open/exposed and views are capable of being achieved which show other landscape character areas. The northern boundary of the site is close (c.50 metres) to the boundary with the Howardian Hills Area of Outstanding Natural Beauty. The site by virtue of the intervisibility with other landscape character types means that the site is viewable from public vantage points within the AONB, and is viewable from a distance. The basic agricultural land value classification identifies that this land is in Grade 3, and so there is a possibility that the land is Best and Most Versatile. The field to the north of the site was indeed nearly all Best and Most Versatile Land when it was subjected to further analysis. The site is within Flood Zone 1, and is not within a Critical Drainage Area.

Site 250 - Cattle Market, Malton (0.79ha)

This is a series of smaller site submissions, amalgamated together. The site involves the livestock market, cattle market, associated car parks. The site is to the north of the Market Place, with properties on the Shambles providing a walk through to the Market Place. The site submission was for mixed development. Subsequent site submission 442 was also for mixed development. Planning permission was secured on appeal for a supermarket and some comparison shopping floor space, with associated car parking. The Reserved Matters for the Outline application were determined in August 2015. The site is adjacent to, but not within the Town Centre Commercial Limits, as drawn in the 2002 Local Plan. The site is adjacent to the Malton Conservation Area, and within the site is the Grade II Listed pub: The Spotted Cow.

Site 262 - Land to the West of Langton Road, Norton (0.47ha)

This site proposes residential development on a site which is to the South of Norton. Situated on the west of Langton Road, the site is to the east of the Grade II Listed Sutton Barn. To the north of the site there is a number of trees, and due to 'development interest' these are subject to a Tree Preservation Order, which extends along the drive to Sutton Barn. The site is also truncated compared to earlier submissions with land excluded to the

west, creating more separation from Sutton Grange House. Planning permission has been secured on this site for a scheme of up to 6 residential properties. It was refused on the grounds of substantial harm to the setting of Grade II Listed Sutton Barn. The scheme was allowed on appeal.

Site 269 - The Hawthorns, Beverley Road, Norton (0.52 ha)

This site has now been built out, it was redevelopment of a former care home.

Site 273 - Ashfield House and Cauwood, Old Malton Road, Malton (1.17ha)

This site is a operational care home and further accommodation. The site is adjacent to the District Council Offices, and is adjacent to the Ambulance Station, the rear of the site is adjacent to two primary schools. The property is one of a series of large villa-style properties which are situated along Old Malton Road, and set back from the road. The site is within Flood Zone1, and is not within a Critical Drainage Area.

Site 281 - Land North of Castle Howard Road, South of Middlecave Road and East of the A64, Malton (21.21 ha)

This site was submitted for residential development, and is the same site extent as 218. The site is bounded on the south by Castle Howard Road, the north-western boundary is proximal to the A64, and there is a SINC site which runs along the verge. To the north is the end of Middlecave Road, which has Malton School in close proximity. Residential Development extends down the eastern boundary of the site. On the eastern side of the site there is two group Tree Preservation Orders, and there are individual trees which are subject to a TPO. The site is made up of a collection of fields, which are unknown planned enclosure. The basic agricultural land value classification identifies that this land is in Grade 3, and further evaluation has revealed that 82% of the site is Best and Most Versatile Agricultural Land: 78.54% of the site (17.08ha) is land grade 3a and 3.18% of the site (0.69 ha) is grade 2. The site was the subject of a planning application which was refused in October 2015. The site is on the elevated limb of the Howardian Hills Landscape Character Area which projects into Malton. The site is elevated, and this results in intervisibility/views of other landscape character areas in particular the Wolds. The site is close (c.50 metres) to the boundary with the Howardian Hills Area of Outstanding Natural Beauty and forms part of the setting of the AONB and the site is viewable from public vantage points within the AONB.

Site 282 - Land North of Pasture Lane, Malton (11.55ha)

This site is to the north of Malton, and is bounded by the A46. This site has planning permission and is under construction for 208 dwellings of a mixture of dwellings.

Site 285 - Malton School, Middlecave Road, Malton (0.41 ha)

285 and the adjacent site 532 are submitted for residential development. They include land which is to the immediate north of Middlecave Road, on land between the A64 (and the footpath crossing) and Malton School. To the north of the sites is the school playing fields. There is open fields and veterinary practice to the south of the site. The site is on generally elevated land, with the A64 being cut-through, and is within Flood Zone 1, and not within the Critical Drainage Area.

Site 287 - Cheesecake Farm, Beverley Road, Norton (2.95 ha)

This site has now been developed for 83 houses and 6 apartments, situated on the southern extent of Norton.

Site 297 - Land North of Sutton Farm, Langton Road, Norton (0.42 ha)

This site has now been developed, and was for a small complex of bungalows.

Site 302 - Land behind 139 to 189 Welham Road, Norton (4.53 ha)

This land is part of a series of different site submissions on land to the east of properties on Welham Road for residential development. It is land which is, despite the ribbon development along Welham Road the provider of an important rural transition between the built edge of Norton and the various equestrian enterprises; there is a series of paddocks/gallops. This particular site submission is one of those paddocks. The land is to the immediate north of Whitewall Racing Stables. The house known as Whitewall is Grade II Listed. Associated with the stables are Whitewall Cottages, which are also Grade II Listed. Access is identified from a small gap between the houses on Welham Road on later submissions, but not in this extent, and the site would be accessed from Bazeley's Lane at the Whitewall (Western) end. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. It is the same as site submission 103 and 187.

Site 323 - Land North of Dickens Road, Malton (2.38 ha)

This site has planning permission, but construction has not yet commenced. The site is part of a suite of sites put forward to deliver housing requirements and funding for the delivery of the livestock market. This site is for 50 homes.

Site 324 - Land South of Westgate Lane and North of Green Lane, Malton (11.49 ha)

This site submission is submitted for residential development on land which is to the north of Peasey Hills, which is the most northerly development of Malton. Planning permission has been secured on the field which is to the west of the site, on the other side of Dickens Road. The site is made up of two fields, and there is a further field to the east, which is identified as a Visually Important Undeveloped Area. The fields are identified as being part of a Strip Field System, although the ability to read that within the landscape has become significantly degraded. The northern part of the site (approximately one third) is within Flood Zone 2. Westgate Lane is a narrow road. Beyond is a series of smaller fields and then the A64. Skyline Development has taken place with Peasey Hills. The site is capable of being viewed from the Conservation Area of Old Malton. There is also a need to consider ensuring that there is a clear demarcation between Old Malton, and the built extent of Malton.

Site 325 - Land West of Hunters Hall and South of West Fold, Old Malton (1.16ha)

This site submission is a paddock to the south of Coronation farm complex within the Old Malton Conservation Area, and the former Highways Depot. The site is landlocked. To the

east is a number of residential properties, to the west is residential development. To the south is a paddock. Further submissions have been made for the land around this site, and planning permission has been approved for a scheme which includes the Coronation Farm buildings, the depot and this site submission.

Site 326 - Allotments West of 53 Town Street, Old Malton (0.18 ha)

This site submission, submitted for residential development on allotments within the Old Malton Conservation Area. The site is to the immediate east of the Cemetery. To the north is a Paddock, which has now received planning permission.

Site 327 - Land to the Rear of 67 Middlecave Road, Malton (0.13ha)

This site submission was submitted for residential development, on land surrounded by residential development within an existing estate. No access is identified. There is a further parcel of land to the east. Planning permission has been sought and granted on both this site, and the adjacent land to build two dwellings, with access from Middlecave Close. These are subject to extant permissions.

Site 350 - Coronation Farm and Former Highways Depot, Old Malton (0.73ha)

This site submission is a farm complex within the Old Malton Conservation Area, similar in extent to submission 243, with the former Highways Depot to the west.. They include some barns of traditional construction. The site's frontage is onto Westgate. To the east is a number of residential properties, to the west is residential development. To the south is a paddock. Further submissions have been made for the land around this site, and planning permission has been approved for a scheme which includes these buildings, the depot and the paddock to the south of the site.

Site 372 - Land East of Broughton Road, West of Outgang Lane and South of A64, Malton (11.87 ha)

This site has planning permission and is under construction. It is related to sites 143 and 388. This site has permission to deliver 262 dwellings, and site 388 is proposed for 83 further dwellings. The site is to the north of Malton, but due to its wedge shape is close to the town centre.

Site 379 - Malton Waste Water Treatment Works, Rye Close, York Road Industrial Estate, Malton (7.43 ha)

This site submission is proposed for mixed use, although based on its strong physical association with the York Road Industrial Estate, residential development would not be appropriate for an area such as this. The site is operational, and whilst the site was submitted for consideration as part of a former rationalisation of assets. Yorkshire Water have no plans to vacate the site. The northern component of the site is within Flood Zone 1, with the southern part in Flood Zone 2. The land to the south, outside of the site submission is categorised as Flood Zone 3b. The site is not within Development Limits, but would be considered as previously developed land. The site would significant levels of remediation.

Site 388 - Land North of Pasture Lane and East of Broughton Road, Malton (27.26ha)

This site has planning permission and is under construction. It is related to sites 143 and 372. The site is former allotments, and has permission to deliver 83 units, and is under construction.

Site 417 - Land East of Beechwood Road and Hunters Way, Norton (4.3 ha)

Submitted in various configurations, this site covers the extent of the former fish ponds which utilised Mill Beck, which runs into the River Derwent SAC/SSSI. The site is well treed, and this forms an important landscape feature for the southern edge of Norton. Access is proposed from Beechwood Road, because, unlike submissions made on land to the north, access cannot be inferred through the intervening field between this site and Lakeside Way. On that basis, the access runs in close proximity to the curtilage of Grade II Listed Leat House. The site's extent runs southeast-wards, and extends close to the southern side of Sutton Barn, which is Grade II Listed, although the site is particularly narrow at this point. The same site configuration is provided in site submission 191. The site has pockets of Flood Zone 3, Flood Zone 2 and Flood Zone 1.

Site 423 - Rawlings Agricultural Depot, St Peters Street, Norton (0.55 ha)

This site is a triangular shaped wedge of land, submitted for residential development. As submitted the site was identified with no access. But access could, theoretically, be provided from Lakeside Way to the immediate south of the site. The site is very narrow on its eastern end. The land includes dilapidated buildings, with some scrub. The site is Flood Zone 3a in its entirety. There is a public footpath which runs to the south of the site, and the site is surrounded by residential development of a dense configuration. The site is already within Development Limits.

Site 442 - Livestock Market, Spital Street, Malton (1.04ha)

This is a series of smaller site submissions, amalgamated together. The site involves the livestock market, cattle market, associated car parks. The site is to the north of the Market Place, with properties on the Shambles providing a walk through to the Market Place. The site submission was for mixed development. Subsequent site submission 442 was also for mixed development. Planning permission was secured on appeal for a supermarket and some comparison shopping floor space, with associated car parking. The Reserved Matters for the Outline application were determined in August 2015. The site is adjacent to, but not within the Town Centre Commercial Limits, as drawn in the 2002 Local Plan. The site is adjacent to the Malton Conservation Area, and within the site is the Grade II Listed pub: The Spotted Cow.

Site 450 - Ryedale House (Council Offices), Old Malton Road, Malton (1.44ha)

This site submission is submitted for consideration for a mixed use scheme. The site involves the existing building, car parking, and grassed area to the front and side of the site. The site contains a number of mature trees. None of the trees within the site are subject to a Tree Preservation Order, but the trees on the frontage area. The land is outside Development Limits, but adjacent to them. The land to south east of the site, on the other side of Old Malton Road is open, and is subject to a Visually Important Undeveloped Area

designation. This open land is also part of the Scheduled Monument to the Derwentio site. To the west is residential development. To the north is Ashfield House, Care Home. South is the Police Station. Since the submission of the site in 2009, until 2016, no formal evidence was available which indicated that the District Council would be leaving the site. The prevailing build character is larger, villa-style properties with substantial curtilages and deep frontage gardens. Many of these properties have been taken on by institutions. Ryedale House is a modern building, built in the late 1970s, and whilst it replicates the broad principles of pre-existing properties, the building does not contribute to the street scene. The site is within Flood Zone 1, and is not within the Critical Drainage Area, it is however subject pockets of surface water flooding.

Site 452 - Land and Buildings at Wentworth Street Car Park, Wentworth Street , Malton (1.72 ha)

This site submission is submitted for retail use. The site incorporates a car park, and various small buildings on the site. One larger building, Community House, is used by various community activities. The site sits within a hollow. North of the site the land begins to rise and contains the Cemetery. There is also a Grade II Listed Chapel, and Mausoleum. The Cemetery wall is not listed as it has no functional relationship to the chapel or the mausoleum. To the eastern boundary there is a belt of mature trees which provide screening for residential properties. The site is within the Northern Arc, an area identified in the Local Plan Strategy for providing town centre uses.

Site 453 - Westfield Nurseries, Scarborough Road, Norton (5.76 ha)

This site has now been completed.

Site 471 - Land South of the River Derwent and West of Welham Road, Norton (71.51ha)

This is one of the largest site submissions, proposing a mixture of uses, and covers much of the land to the west of Norton. It incorporates a range of land uses, from a racing stables, gallops, and previously developed land. The site has also been submitted in smaller parcels: site 104, site 121 and 194(190). The site is bounded on its northern extent by the railway line, on its eastern extent existing residences. Access of the northern part of the site is limited, with narrow, un-adopted roads. To the south, wider access points would be achievable. There is also a large area of Flood Zone 3a and 3b, to the north of the site, but to the south of this area, the land is within Flood Zone 1. The field is currently grazed and part of a complex of fields in this area, which are flat, with modern fencing or hedgerows. The agricultural land value classification identifies that this land is in Grade 3, which could indicate that the land may be Best and Most Versatile Land, but further evaluation would be required to confirm. Access is also identified from between two properties on Welham Road (72 and 68) which provides access to number 70, which is a bungalow set well back and excluded from the site area. 104 Welham road is also excluded, but again the access to the property, which is again set back like number 70 is included in the submission.

The north eastern part of the site submission is made of a mixture of different land uses, include a grazed field, and various former and current industrial enterprises. Most of the buildings are lost, with areas of hard standing, and high levels of contamination, which are overgrown by grasses and scrubby vegetation. The site is an area of significant flood risk.

The site is a mixture of Flood Zone 3a and 3b. The site is bounded to the north by the railway, and beyond this is the River Derwent SAC/SSSI. The site is proximal (as the crow flies) to both Norton and Malton Town Centres but the railway and river present a barrier to accessing Malton Town Centre, necessitating to use the crossing. The land to south is elevated, sharply, at Park Road, but then the land falls gently away to the west of the site. All but the southern extent of the site is within the Rapid Inundation Zone, and categorised as Significant Hazard Zone 'Danger for Most'.

Site 474 - Land North of the A64 and East of Outgang Lane, Malton (13.38ha)

This site submission was submitted to propose mixed use of the land beyond, to the north of the A64 cutting, and would be accessing the site from Broughton Road, to the north of the bridge which takes the B1257 across the A64. To the eastern extent of the site there is a foot bridge. The site submission also includes land which would indicate the formation of a junction off the A64, but the presence of the sports centre has now stymied that junction capability. The site extent has no north western boundary feature, and is currently open fields. Closer to the cutting, and the Bridge across the A64 there is a copse of planted trees, and a shelter belt to the eastern extent. Due to the landfall the site would be open and exposed. The Heritage Environment Record identifies that to the north east of the site, surface features indicate activity, and based on proximal finds an Iron age/British Romano settlement or farmstead. The site is also adjacent to the A64 Cutting SINC site, and as such ecological evaluation is required. The agricultural land classification is a combination of grades 2 and 3, so there is some Best and Most Versatile Land on the site, which with further evaluation could be extended to the whole of the site. The site is proposed for a mixture of uses, which means the site's form and character impacts could be significant.

Site 476 - Land East of Langton Road and North of Bazeley's Lane, Norton (12.51 ha)

Planning permission has been secured on the northern component of this submission. This was granted on appeal. This site has two main components, the land to the north of Mill Beck (subject of the planning permission). The land to south of Mill Beck is a wedge of land, bounded by the beck and trees to the north, and to the south, Bazeley's Lane, a narrow road which runs on land which then begins to rise into the Wolds. Although there is no internal field boundaries, the field surround patterns are diverse and heterogenic, and this field contributes to that. The field is on a gentle slope, and so is viewable at distance.

Site 479 - Land At Norton Grove, Scarborough Road, Norton (8.30 ha)

This site is submitted as part of wider site submissions, and is focused around the house, outbuildings and gardens and paddock areas of Norton Grove. It is submitted for residential development, and an indicative scheme has been submitted. The site is to the east of Norton, and is adjacent to parts of Norton Grove Industrial Estate, although due to the presence of a large 'shelterbelt' for trees the Industrial Estate is not perceived from the site. The house, whilst not listed is an attractive property of status, which is magnified by the fenced paddocks and hedges, which give the property a park land setting. Much of the southern half of the site is within Flood Zone 3, and since the land is undeveloped, this is categorised as flood zone 3b. The wider site is identified as being in a critical drainage area. The site's accessibility to services and faculties is poor in its performance, compared to a number of other sites in Norton. Part of the site includes Priorpot Beck, which is a tributary to

the River Derwent which is a SAC site. The treed area contains a mixture of broadleaved and evergreen trees, and provides an attractive entrance to Norton, in combination with the paddocks, and house. There is also strong cultural association with equine activities in the area. The Historic Environment Record has identified the area as being of high potential for prehistoric and Romano-British remains, and there is an identified prehistoric triple dyke feature. The agricultural land classification of the site is Grade 2; which is Best and Most Versatile. There is also some evidence of contamination, and made ground, which would require investigation. Proximity of the industrial estate, and the noise from it, will also need exploration.

Site 505 - 125 Scarborough Road (0.15ha)

This site submission is proposed as a Development Limits Alteration. It is not identified as an anomaly, just that the site submitter sought the inclusion of the far most building on the site, which is currently excluded. The site falls below the site assessment threshold, and any proposal for the site would be considered on its merits.

Site 506 - Land East of Southlea, off Lascelles Lane, Old Malton (1.12 ha)

This site is submitted for residential development. It is a field which is used for grazing, and is within a Visually Important Undeveloped Area. The site is adjacent to Old Malton Conservation area, but there are no Listed Buildings proximal. Indeed the site assessment identified the open, rural qualities of the site. The site is next to the Doodales which is a mediaeval fish pond, linked to the River Derwent. As such the site is immediately adjacent to the River Derwent SAC. The site is both within a Critical Drainage Area, and is predominantly within Flood Zone 1, with a small area of Flood Zone 2 which covers the access. The site is accessed along a narrow lane, which serves existing properties, but is not capable of being widened. At the junction of the road onto the B1257, the junction is narrow, and situated on the corner is grade II Listed telephone box, and similarly listed Mile Post. The site demonstrates poor accessibility to key facilities and services. The Heritage Environment Record has identified the likely association with St. Mary's Priory (The Medieval Fishponds), with further mediaeval remains, there is also the background of prehistoric and Romano-British interest in the area. The agricultural land value classification is Grade 3, which could represent Best and Most Versatile Land. The A64 is of a distance which may require further consideration in terms of the noise.

Site 510 - Land West of Whitewall, Corner, Welham Road, Norton (27.25 ha)

This sizable site has been submitted for residential development on the south western extent of Norton, it incorporates two fields under arable use. The frontage of the site is submitted under site ID 526. Both are modern improved fields, the northernmost field is flatter and rectangular. The field boundary which separates these two fields is situated at the point where the land begins to rise into the Wolds. To the west is the Golf Course, to the north open fields and paddocks (site submission 471). The southern boundary of the site submission is the road which leads to Welham Hall and Park. The site abuts Welham Road, and on the opposite side of the road is the ribbon development which has extended down the eastern side of Welham Road, halting at Whitewall. The site is open, and long distance views of Whitewall are achievable from the elevated and open fields to the south of York Road, in between the industrial estate and the residential properties along York Road.

Development of this site alone would be visually and physically isolated from the general built form of the settlement. The site displays limited accessibility to key facilities and services. The southern field, is elevated, it is also viewable from Whitewall, where there is a complex of Listed Buildings. The Historic Environmental Record has indicated that the site has high potential for survival of Romano-British remains; the course of a possible Roman Road runs through the site, and aerial photography has led to the identification of a ditched enclosure. There are also prehistoric finds, burials and features. In terms of agricultural land productivity, the land is two-thirds Grade 2, and the rest is Grade 3. As such a large component of the site is Best and Most Versatile Land, and more could be categorised as such. Whilst the site is within Flood Zone 1, the land is within a Critical Drainage Area.

Site 523 - Land North of Middlecave Road and East of A64, Malton (0.23ha)

This site is below the site consideration threshold, and is submitted for residential development. It is a triangular shaped section of land which is to the west of site 285 and the significantly larger site submission of 218/281. The site is to the North of Middlecave Road, which from this site is a track, and then into the foot bridge which crosses the A64. As such the site is immediately adjacent to the road. The site is also adjacent to the SINC site of the A64 verge cutting.

Site 526 - Field West of Welham Road and opposite 109 - 163 Welham Road, Norton (2.87 ha)

This site submission for residential development is the frontage along Welham Road on the eastern extent of site 510 submission. This site is on the lower field, and contained to the south by a handful of properties. The site abuts Welham Road, and on the opposite side of the road is the ribbon development which has extended down the eastern side of Welham Road, halting at Whitewall. This site submission would replicate development which has taken place on the western side of Welham Road. Identified in the larger submission. This site is open, and long distance views of Whitewall are achievable from the elevated and open fields to the south of York Road, in between the industrial estate and the residential properties along York Road. Development of this site alone would be visually and physically isolated from the general built form of the settlement. The site displays limited accessibility to key facilities and services. The Historic Environmental Record has indicated that the site has high potential for survival of Romano-British remains; the course of a possible Roman Road runs through the site, and aerial photography has led to the identification of a ditched enclosure. There are also prehistoric finds, burials and features. In terms of agricultural land productivity, the land is two-thirds Grade 2, and the rest is Grade 3. As such a large component of the site is Best and Most Versatile Land, and more could be categorised as such. Whilst the site is within Flood Zone 1, the land is within a Critical Drainage Area.

Site 567 - Land south of Wyse House Farm, Wyse House Lane, Old Malton (17.45 ha)

This site submission is one of a series of site submissions made in this area. Submitted for employment development, this site is open fields to the south of a farm stead. The site is accessed along a track which links on to the A169, and the south-eastern boundary of the site is the course of the River Derwent, which is designated a SAC site. There is a dog leg to the site, and the site bounds with the A64, but would not be able to access the A64 from there. The site is not close to a main road, and as such the site would not be sufficiently

close to the town. The southern component of the site is flood zone 3, with a small amount of flood zone 2, the rest is Flood Zone 1. The landform is generally flat, with hedgerows punctuated with trees.

Site 572 - Land North of Edenhouse Road (7.97ha)

This site is also site submission 136. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64.

Site 573 - Land South of Edenhouse Road (3.66 ha)

This site is also site submission 136. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64.

Site 578 - Land North of A64 and South of Wyse House Lane (13.93 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. This site submission is farmland which is bounded to the south by the A64, and to the north by a road/track to Wyse House (and beyond). The eastern boundary is defined by a drainage ditch. The western boundary is the A169. The track which extends to Wyse House, links onto the A169. There site has electricity pylons running across part of western part of the site. The site contains a number of field boundaries and, and the western edge is well screened. The site is a mixture of grazing and cropping, although the fields have been truncated, in the past, by the construction of the A64. The site is within Flood Zone 1, and is within a critical drainage area. The site is on the opposite side of the road to the Eden House Road agri-business park, and site of the intended Livestock Market. The landform is generally flat, with hedgerows punctuated with trees. There are drainage ditches which link into the River Derwent (SAC).

Site 579 - Land North of Wyse House Lane and East of A169 (16.46 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. This site submission is farmland which is bounded to the south by the road/ track to Wyse House (and beyond). The northern boundary is a hedge, with track, known as Rabbit Lane with a small copse to the north-western corner. The eastern boundary is defined by a drainage ditch. The western boundary is the A169. The track which extends to Wyse House, links onto the A169. There site has electricity pylons running across the site. The site contains a number of field boundaries and, and the western edge is well screened. The site is a mixture of grazing and cropping. The site is within Flood Zone 1, and is within a critical drainage area. The site is on the opposite side of the road to the Eden House Road agri-business park, and site of the intended Livestock Market. The landform is generally flat, with hedgerows punctuated with trees. There are drainage ditches which link into the River Derwent (SAC).

Site 581 - Land North of Pasture Lane and East of Outgang Road, Malton (11.54 ha)

This site has planning permission and is under construction.

Site 582 - Land South of Rabbit Lane, Old Malton (16.87 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. They encircle the land surrounding Wyse House, which is predominantly arable, the field patterns increase in size and regularity to the east, and the land is increasingly distanced from the main road (A169). There is an access track (Rabbit Lane) to the A169. There site has electricity pylons running across the site (eastern edge). The landform is generally flat, with hedgerows punctuated with trees. The site is within Flood Zone 1, and there are drainage ditches which link into the River Derwent (SAC).

Site 583 - Land West of Wyse House, Old Malton (11.12 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. They encircle the land surrounding Wyse House, which is predominantly arable, the field patterns increase in size and regularity to the east, and the land is increasingly distanced from the main road (A169). There is an access track (Wyse House Lane) to the A169. The Wyse House Farmstead is to the immediate east of the site, which is close to, but not adjacent to the River Derwent, and its southern corner would be adjacent to the A64. The landform is generally flat, with hedgerows punctuated with trees. The southern component of the site is flood zone 3, with a small amount of flood zone 2, the rest is Flood Zone 1, and there are drainage ditches which link into the River Derwent (SAC).

Site 584 - Land North of Wyse House, Old Malton (25.64 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. They encircle the land surrounding Wyse House, which is predominantly arable, the field patterns increase in size and regularity to the east, and the land is increasingly distanced from the main road (A169). There is an access track (Wyse House Lane) to the A169. There site has electricity pylons running across the site. The landform is generally flat, with hedgerows punctuated with trees. The site is Flood Zone 1, and there are drainage ditches which link into the River Derwent (SAC).

Site 585 - Land East of Wyse House, Old Malton (15.17 ha)

This site submission is one of a series of site submissions made in this area. All but 567 are submitted for mixed use. They encircle the land surrounding Wyse House, which is predominantly arable, the field patterns increase in size and regularity to the east, and the land is increasingly distanced from the main road (A169). There is an access track (Wyse House Lane) to the A169. The Wyse House Farmstead is to the immediate west of the site, which is close to, but not adjacent to the River Derwent. The landform is generally flat, with hedgerows punctuated with trees. The southern component of the site is flood zone 3, with a small amount of flood zone 2, the rest is Flood Zone 1, and there are drainage ditches which link into the River Derwent (SAC).

Site 588 - Land West of Edenhouse Road and North of Freehold Lane, Old Malton (6.40ha)

This site was submitted for mixed use, and has been granted planning permission-along with sites 572 and 573 (formerly 136) for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64.

Site 608 - Land East of Westfield Way, Norton (1.32 ha)

This site was submitted for residential development, the site is a field to the immediate north of the Norton Grove Industrial Estate. To the west is a road which links onto Scarborough Road. To the west of the road is an area of trees and then residential development. The site has an access onto the field, and is surrounded by trees. The northern component of the site is in Flood Zone 2, with some Flood Zone 3. Planning permission for employment uses was granted on the site with full permission, and the application was given an extension of time, but at the time of considering the site, that permission has now expired.

Site 617 - Land West of Beck House and North of A64, Brambling Fields, Norton (15.17 ha)

Submitted for mixed development, this site is distanced from both Malton and Norton, the land is to the north east of the Brambling Fields junction which links the A64 with Norton, and the south. The land is used for arable purposes, and there is some farmsteads in close proximity. The site is bounded on the south by the A64.

Site 618 - Land West of Wold View and South of Scarborough Road, Brambling Fields, Norton (11.99 ha)

Submitted for mixed development, this site is distanced from both Malton and Norton, the land is to the south west of the Brambling Fields junction which links the A64 with Norton, and the south along Scarborough Road. The land is used for arable purposes, and there is some cottages (Brambling Fields) in close proximity. The site is bounded on the south by the A64. The site is not bounded by any field boundary, or hedgerow.

Site 619 - Land Between B1248 and Scarborough Road (near Brambling Field Cottages (0.25 ha)

Submitted for mixed development, this is a very small parcel of land which is straddled between the access road which leads to the group of properties on Brambling Fields and the southern bound slip road off the A64.

Site 623 - Land South of Lakeside Way, Norton (0.84 ha)

The northernmost extent of a series of site submissions which include land to the south of Lakeside Way, submitted for residential development. It is also the same as site submission 122, and most of the site is under 196 which is with 122 and 191. The site is close to, but not part of, the fish ponds to the south. Access would be provided through the demolition of a dwelling in Lakeside Way. The site is predominantly within Flood Zone 2, with some Flood

Zone 1. Mill Beck passes to the side of the site. To the land south the site is well-treed, but this site is grassed.

Site 627 - Land North of 26-30 The Avenue (0.53ha)

This square parcel of land has been submitted for residential development, on the western edge of Norton. The site is not publically accessible, and there is no identified access to the site, has such an access been achievable, the site would have has limited accessibility. Residential development is to the south, north and east of the site, also to the east is allotment gardens. The site is Flood Zone 1.

Site 645 (319) - Land East of 101-183 Welham Road and North of Belle Vue Farm, Whitewall, Norton (12.08 ha)

This site is submitted with a series of other site submissions, which have been submitted in a number of configurations. This is the largest site submission and incorporates all the fields in this locality. Access is proposed from Whitewall. The sites are distanced from the settlement, and this is evidenced in the poor accessibility rating in the SSM. The Highway Authority has advised that access onto Whitewall is not acceptable, unless significant upgrades are made. There are cumulative considerations. The site is within Flood Zone 1, and is proximal to Mill Beck, which is a tributary of the River Derwent SAC. It is identified as being within a Critical Drainage Area. The site includes a gallops which is opposite Whitewall Stables, which is a Grade II Listed property, and there are also a series of listed cottages. Along the western edge of the site is inter-war ribbon development of semi-detached and detached dwellings which extend down the eastern side of Welham Road, to the junction with Whitewall and Bazeley's Lane. The Heritage Unit at the County Council have advised that based on the Heritage Environment Record, there is already extensive archaeological evidence been recorded at the site, and surrounding locality. The agricultural land classification of the land is Grade 3, and without further soil analysis to confirm, there is a possibility that the land is capable of being Grade 3a, and therefore Best and Most Versatile Land. Extensive equine activity is present in close proximity to the site. Bazeley's Lane is used as access road to access the various gallops in the area by the horseracing industry. An indicative scheme has been submitted.

Site 646 (320) - Land East of 101-139 Welham Road (4.61 ha)

This site is submitted with a series of other site submissions, which have been submitted in a number of configurations. This is the northernmost component, and is a broadly rectangular field. No access is indicated, and so the site would be land locked. The site is within Flood Zone 1, and is proximal to Mill Beck, which is a tributary of the River Derwent SAC. It is identified as being within a Critical Drainage Area. This site is field to the north of the gallops, and to the north is residential development. The Heritage Unit at the County Council have advised that based on the Heritage Environment Record, there is already extensive archaeological evidence been recorded in the surrounding locality, although this site is not as sensitive as it is distanced from Bazeley's Lane. The agricultural land classification of the land is Grade 3, and without further soil analysis to confirm, there is a possibility that the land is capable of being Grade 3a, and therefore Best and Most Versatile Land. Extensive equine activity is present in close proximity to the site. Bazeley's Lane is used as access road to access the various gallops in the area by the horseracing industry.

Site 647 (321) - Land North of Belle Vue Farm, Whitewall, Norton (2.84ha)

This site is submitted with a series of other site submissions, which have been submitted in a number of configurations. This is the easternmost component, and is an irregular shaped, but broadly linear field, which extends up to a wooded area will Mill Beck. Access is proposed from Whitewall. The sites are distanced from the settlement, and this is evidenced in the poor accessibility rating in the SSM. The Highway Authority has advised that access onto Whitewall is not acceptable, unless significant upgrades are made. There are cumulative considerations. The site is within Flood Zone 1, and is proximal to Mill Beck, which is a tributary of the River Derwent SAC. It is identified as being within a Critical Drainage Area. Both this submission and the 648 (322) site involve the development of a single narrow limb of land which would project out. The Heritage Unit at the County Council have advised that based on the Heritage Environment Record, there is already extensive archaeological evidence been recorded at the site, and surrounding locality. The agricultural land classification of the land is Grade 3, and without further soil analysis to confirm, there is a possibility that the land is capable of being Grade 3a, and therefore Best and Most Versatile Land. Extensive equine activity is present in close proximity to the site. Bazeley's Lane is used as access road to access the various gallops in the area by the horseracing industry.

Site 648 (322)- Land East of 101-139 Welham Road and North of Belle Vue Farm, Whitewall, Norton (7.45ha)

This site is submitted with a series of other site submissions, which have been submitted in a number of configurations. This is the northern and easternmost component of site 645 (319), and is an irregular shaped, but broadly linear field, which extends up to a wooded area will Mill Beck. Access is proposed from Whitewall. The sites are distanced from the settlement, and this is evidenced in the poor accessibility rating in the SSM. The Highway Authority has advised that access onto Whitewall is not acceptable, unless significant upgrades are made. There are cumulative considerations. The site is within Flood Zone 1, and is proximal to Mill Beck, which is a tributary of the River Derwent SAC. It is identified as being within a Critical Drainage Area. This submission combines the land to the north, and the eastern limb which extends out southwards. The Heritage Unit at the County Council have advised that based on the Heritage Environment Record, there is already extensive archaeological evidence been recorded at the site, and surrounding locality. The agricultural land classification of the land is Grade 3, and without further soil analysis to confirm, there is a possibility that the land is capable of being Grade 3a, and therefore Best and Most Versatile Land. Extensive equine activity is present in close proximity to the site. Bazeley's Lane is used as access road to access the various gallops in the area by the horseracing industry.

Site 649 (88) - Land at Norton Lodge, Norton (26.08ha)

This site submission was submitted as a residential site, then as the south western component of site 137. It is to the south east of Norton, on open, flat, modern fields. To the north of the site is Norton Grove Industrial Estate and some residential development. The access is proposed off Beverley Road. On the other side of Beverley Road recent development has occurred at the Cheesecake Farm site. Indicative masterplans have identified a roundabout, with a 'link road' which connects up to Hudgen Way, allowing traffic to access Scarborough Road and Brambling Fields junction, allowing access to the A64 to

York and Scarborough without being compelled to enter into Norton or Malton. The site also identifies land for a primary school (2h), and open space for sport and recreation which is to the north of the submission and is to provide a physical and visual buffer to the Industrial Estate. The agricultural productivity of the site is Grade 2, and therefore is identified as Best and Most Versatile Land. The site is within Flood Zone 1, but is identified within a Critical Drainage Area, and the masterplan identifies areas of land to be designated as surface water attenuation ponds. The site displays variable accessibility to facilities, however, with land for the school this will be provide improved accessibility, and the masterplan identifies walking and cycling connections to the centre of the towns.

Site 651 - Land East and South of Hugden Way (8.1 ha)

This site submission is covering previously developed land, part of Hugden Way Road, and a field which was previously submitted as site 185. The precise land use was not identified, but suggested a mix of residential and office development. This site submission is immediately adjacent to site 649, and was originally submitted to provide a means to connect together Beverley and Scarborough Roads. Despite the car park being previously developed land, both the car park, section of road, and the field are within Flood Zone 3. The undeveloped areas would therefore be Flood Zone 3b.

Site 654 - Field SE 8074 East of A169 and East of Eden House, Malton(3.5 ha)

Submitted as a potential site for the relocation of the Livestock Market, this field is situated some distance from both the A169 interchange with the A64. The site adjacent to A169. The field is not proximal to any development. Currently the site is planted with conifer plantation. The site is within Flood Zone 1.

Site 655 (a, b and c)- Parcels of Land adjacent to Villa Farm and Norton Grove Stud, Norton 32.5 (ha)

Submitted for a mixed scheme this site submission incorporates three areas, identified as a, b and c.

The sites are to north east of Norton, and are surrounded by agricultural fields with isolated farmsteads. They are split into three areas by the railway line and Scarborough Road. Site a) is bounded to the north by the River Derwent SAC, and to the south by the Railway Line. Access across is by a controlled crossing, which allows permitted farm traffic to cross. Network Rail who manage the track have stated that no further formal crossing would be permitted. The land is open and grazed, and viewable from the Old Malton Conservation Area, and the Grade I listed St. Mary's Church. Views of Old Malton are achievable, and it is identified as a Visually Important Undeveloped Area. It is also in Flood Zone 3. Site b has the railway line on its northern boundary, with Scarborough Road to the south. Again the land is open and is cropped, and is within Flood Zone 2 and Flood Zone 1. Site c is a triangular shaped wedge of land which is to the south of Scarborough Road. The site narrows to the south. It is within Flood Zone 1. In terms of accessibility the site as a whole performs poorly. The agricultural land classification is Grade 2, and as such this land is identified as Best and Most Versatile Land.

Site 656 - Land between Langton Road and Beverley Road, Norton (29.4ha)

This site submission has been submitted for residential development, but there is acknowledgement that a site of this size would need to consider other forms of development. The site is made up of a series of modern fields, on land between Langton and Beverley Roads. The northern boundary of the site is adjacent to modern estate development. However, to the south the site is adjacent to a stables, and there is a treed hill (Howe Hill) to the south of the site. The south eastern portion of the site is within a Ground Source Protection Zone level 1, which is the most sensitive of the zoning levels. The site's Agricultural Land Classification is split, laterally, with Grade 2 to the north, and Grade 3 to the south. Irrespective of any further analysis of Grade 3 land, the site already has Best and Most Versatile Land.

Site 660 (a,b,c)- Land off Scarborough Road, Norton (134 ha)

This site submission is the largest site submission submitted to the Council as part of submissions of sites for consideration, and is formed from an amalgamation of a number of previous site submissions. It principally involves the parcels of land submitted under site ID 184, 189, 655, and 479. They are contained to the north by the River Derwent SAC, to east the A64 contains the site. To the south are open, modern improved fields. On the south western extent, it abuts the Norton Grove Industrial Estate. It also includes site 608 and land which currently forms a wedge of trees and landscaping to the now completed Westfield Nurseries site to the west of Hugden Way. The site is split into three components as the site is laterally transected by the railway line, and further south, Scarborough Road. The Developable area proposed is c.100ha, in recognition of the access constraints north of the Railway Line (site a). As identified in earlier submissions, this area of land is also in Flood Zone 3, and would be viewable from Old Malton Conservation Area, and from the Grade I St. Mary's Church and Scheduled Priory and it is identified as a Visually Important Undeveloped Area. Site b, between the railway line, and Scarborough Road would be equally as prominent, with Flood Zone 2. The eastern extent is close to the A64, and is distanced from the built form of the town. This part of the site would be able to access a main road and be able to utilise Brambling Fields junction. Site c includes the land and property of Norton Grove, which identified as an attractive entrance to Norton. The presence of trees provides a strong, but effective screen to Norton Grove Industrial Estate, as the trees are a mixture of coniferous and deciduous trees. Flood risk varies across the site, and there is concentration of high flood risk through the western and eastern extents of the site, which is due to surface water drainage. The site's accessibility is relatively poor due to distance, despite the presence of a bus stop.

Overview and Application of the Site Selection Methodology (SSM) in summary

All of the sites that have been considered through this process have been put forward for development by landowners and developers. Across Ryedale, more sites have been put forward for consideration through this process than will be needed.

To assist the site selection process, the Local Planning Authority has prepared a Site Selection Methodology (SSM). The SSM incorporates the Council's sustainability appraisal framework and has been prepared following consultation with a range of stakeholders. The SSM produced for each settlement can be viewed at:

www.ryedaleplan.org.uk/local-plan-sites-publication

This paper demonstrates how the Local Planning Authority has applied its Site Selection Methodology (SSM) to assess the merits and issues associated with individual sites that have been put forward from a settlement-level context.

Whilst the SSM helps to identify individual, site-specific matters, this does not in itself, always provide a clear distinction between sites, or provide the means to determine which site or sites are the most appropriate sites to be taken forward. A consistent issue that has arisen in the site selection process in a number of villages (particularly where a number of sites have been put forward) has been the extent to which sites are acceptable or represent the most appropriate choice(s) in terms of the form and character of settlements. In this respect, a significant part of the site selection process for some villages has involved consideration of how sites compare with each other in terms of their impact or contribution to the form and character of specific villages. This is in part due to the fact that many of the Service Villages have strong historical form and character but also, unlike the Market Towns, in general, there are fewer settlement-wide issues/constraints that would influence the selection of sites in individual settlements.

The Site Selection Methodology (SSM) tables for each settlement are stand-alone documents due to their size. The process and the methodology for the SSM is set out in a stand-alone document. This section of the settlement -specific paper discusses the key findings of those tables. For Malton and Norton key matters were:

- Ability of social and physical infrastructure to cope with additional development due to timing - in particular transport and schools
- Additional capacity needed at both primary and secondary school levels
- The need for extra-care facilities
- Highest concentration of affordable homes need in the district
- Lack of open space provision especially for children and young people, both indoor and outdoor sports provision, allotments and cemeteries / churchyards
- Traffic congestion through the towns
- Sewerage capacity – constraints in Norton
- River Derwent Special Area of Conservation (SAC)
- River Derwent SSSI
- SINC's
 - Malton Bypass Cuttings

- Lady Spring Wood
- Bazeley's Lane
- A number of ponds present in Norton
- The Howardian Hills AONB designation is immediately to the west of Malton
- Grade 2 and 3 Agricultural Land surrounds Malton and Norton
- Scheduled Monuments
 - Orchard Fields – Roman Fort and Site of Malton Castle, Malton
 - Old Malton Priory Church, Old Malton
 - The Three Dykes or Five Riggs, Langton
- A large number of Listed Buildings (especially around Castlegate, Yorkersgate and Market Place, Malton and Town Street, Old Malton)
- Malton, Old Malton and Norton Conservation Areas
- Areas subject to flood as identified on the Environment Agency Flood Map Flood zones 2 and 3 and Drainage Sensitive Area
- Areas of the towns at risk of surface water flooding as identified by the Environment Agency

Settlement-Wide Considerations Malton and Norton- including cumulative and comparative matters

There are some matters which can be considered on a settlement-wide basis, and these are discussed below.

Accessibility

In terms of accessibility, the sites do vary within their ability to access key services and facilities. A significant factor in relative accessibility is the impact on the connectivity between the two towns as a result of the river and railway. Which are clearly strong physical barriers. Crossings are limited two, and the position of the crossing which allows a direct connection between the towns is the junction with Welham Road, south of the railway crossing to the south of Malton Bridge, which is Grade II Listed. As such areas central to the river, can present challenges in their connectivity. The edges of the town and are also not as accessible as those which are closer to the centre of the two settlements, however, accessibility to the wider road network varies depending on the ability to access a grade-separated junction onto the A64, without having to travel through the town(s) to achieve this. The ability to access a bus stop is therefore a key consideration.

Traffic Movements

Malton and Norton have a constrained highway network due to the river, rail track and historic road layout. The Malton Bypass runs to the north of Malton, linking Malton and Norton with the A64, the District's only Trunk Road which leads to York, Leeds and the A1(M). Whilst the Strategic Transport Assessment for Malton and Norton (STA) was completed to establish the position regarding the quantum of development at the towns, and junction operations within the context of the Strategic Road Network, the need for looking at the impact of site configurations and sizes was important to establish which scenarios had the least impact on the junction operations through the towns. The summary conclusions have identified that the modelling work undertaken on the impact of the Local

Plan traffic shows that the proposed level of development associated with Scenario 2 and Scenario 3 can be accommodated within Malton and Norton traffic. This is reliant on the Hugden Way Link Road in Norton to relieve congestion at the Mill Street roundabout. The work has identified that a Norton-focus provides a greater ability to accommodate planned growth, subject to the provision of the Link Road.

Flood Risk

Flood risk within Malton and Norton is from two sources; the primary source is along the River Derwent and its tributaries, which flows from the moors and the Wolds into the wider Vale. The settlement also experiences areas of surface water flooding; lower lying land to north and south of the Derwent (east of Malton and Norton) where the lower elevation, sloping topography and drainage regime combine to lead to surface water flooding. The settlements are subject to two critical drainage areas. Malton and Norton has experienced significant, recent flooding events, as late as the winter of 2015. There is the River Derwent Catchment Management Partnership, which is looking at the management regime of the river, and the wider area, to reduce the incidence of flooding events affecting the towns, and surrounding land, whilst technical solutions have been employed to reduce the severity of flooding should an event occur. The Strategic Flood Risk Assessment for Malton and Norton also includes the Rapid Inundation Zone, which is the extent of the area of land liable to rapid flooding in the event of a breach of or overtopping flood defences. The assessment of risk is made in respect on the impact of people, rather than property. The Hazard Rating is both a function of depth and speed of flow. There are also large areas where the flood risk is much lower, in Flood Zone 1. Accordingly, the Council will need to ensure that sites with the lowest flood risk possible are developed, with no net increase in surface water run off rates. Sites will therefore be expected to be in Flood Zone 1, the lowest level of risk, and the only acceptable location for residential development, when there are sites available in this level of flood risk. This is required in order to comply with the requirements of national planning guidance and the Local Plan strategy in respect of the application of the Sequential Test, which has been endorsed by the Environment Agency. Surface water drainage issues have been identified within some areas (particularly those of extensive hard standing). For sites over 1ha, a flood risk assessment is required to ensure that surface water attenuation is maximised to at least Greenfield runoff rates.

Best and Most Versatile Agricultural Land

Straddling the Vale of Pickering, all of the land surrounding Malton and Norton is either outright categorised as Grade 2, or has the potential to be categorised, as Grade 3, as being “Best and Most Versatile” agricultural land. There is no published data to distinguish between grades 3a and 3b, the former being identified as being Best and Most Versatile (BaMV) agricultural land. The high agricultural land value classification is typical of settlements along the fringe of the Vale of Pickering; an area of longstanding, more intensive agricultural activity. This means that in order for the settlements to fulfil the Plan requirements there will be a loss of such land. This was recognised in the Local Plan Strategy, acknowledging that the Local Planning Authority needs to ensure that land for housing is made available to meet housing needs as identified in the Plan, within the context of the Spatial Strategy, and consider sites which are in the first instance available, deliverable and developable, there is an acknowledgement that through development of

allocations there will be a loss of BaMV agricultural land. It is important in the releasing of any of these sites for development; that the land is used efficiently, that biodiversity gains can be made, and wider community benefits can justify in the planning balance the loss of the land from agricultural production. On that basis, the sites ultimately proposed as allocations on land around the settlements of Malton and Norton are classified as Grade 2 or Urban (one is a Brownfield site). However, this loss has to be balanced against the above matters in site consideration, and that any development will use the land in an efficient manner. In order to meet the housing requirement to be distributed to the towns, there is an ability to consider larger site submissions, not just as a function of numbers, but also in bringing such sites forward which deliver the land to provide wider, strategic community infrastructure, particularly schools, land for public open space, particularly sports facilities, and where necessary strategic road infrastructure, to make significant contribution to ensuring delivery of a sustainable growth strategy for Malton and Norton.

Air Quality

In terms of the consideration of air quality matters, Malton is subject to an Air Quality Management Area. The Council has identified that there is a need to superimpose traffic and air quality work onto the site options to help identify which site/combination of sites have least impact on traffic and air quality in the central road network. On completion of the highway modelling work, this allowed the examination of how different combinations of sites would affect air quality in Malton and Norton, with a view to ensuring that there was no worsening of the existing situation. The study concluded that there would be different outcomes depending on the sites chosen, particularly if sites which relied on passing through Butcher Corner were chosen, but also that due to technological developments, air quality will improve over the life of the Plan.

Biodiversity and the impact on the River Derwent SAC

This is considered in full detail within the Habitats Regulations Assessment Screening Assessment, and the later Appropriate Assessment. It is important to remember that both assessments evaluated a range of sites which performed reasonably well, to date, and had been consulted upon as option choices in the 2015 sites Consultation. The Appropriate Assessment also looked in more detail concerning development of these sites. It concluded that there would not likely significant effects, alone or in combination which would compromise the conservation objectives of the Natura 2000 Sites, of which the River Derwent (and associated designation - The Lower Derwent Valley) are both Special Areas of Conservation and the latter are is also a Special Protection Area and a Ramsar Site. Part of the River Derwent is also designated a SSSI, and this covers the section of the Derwent which is not covered by the SAC designation. The following Sites of Important for Nature Conservation (SINCs) were also considered in respect of those sites which had the capacity to adversely affect the site.

- Malton Bypass Cuttings
- Lady Spring Wood
- Bazeley's Lane

Cultural Heritage

Matters regarding heritage are considered within the context of asset, its significance, and its setting. However, the matter of Strip Fields has been a settlement-wide consideration at Kirkbymoorside, and Pickering in particular. These are the relic land boundaries (hedgerows) from Mediaeval farming practices. They have become, over time, rare within the Vale of Pickering, but a significant number exist in the land surrounding Pickering. Having both an intrinsic value as a non-designated heritage asset, and identified by Historic England (formerly English Heritage) as being important to retain. In Malton, there are some relict Strip Fields, close to Old Malton, but they are not a settlement-wide feature, and at Malton have also become degraded to an extent that their ability to contribute to settlement setting is lost. In assessing sites for development, there is a need to understand the quality of the strip field systems, and their contribution to the setting of the town. It provides the ability to assess whether, in the planning balance, it is appropriate for the loss of such a feature when it has become degraded or through landform/topography makes a limited contribution. As such, the Strip Field Group 3 sites have either no strip fields, or include strip fields which have become degraded, and their contribution to the setting of the town has become less significant. In Malton the contribution of the strip field systems was in the latter category.

Designated Heritage Assets

Both Norton and Malton have long-standing human habitation, and are strongly related in their geographical position to the Vale of Pickering, and the narrowness of a crossing of the river Derwent. Consequently the settlements have a number of Scheduled Monuments, and Listed Buildings. The sites of the former Castle, and Roman Fort at Orchard Fields (Derventio) are adjacent to the built up area of Malton, but are now areas of open land. In Old Malton there is the ruined parts of St. Mary's, and the former priory, (the Church being grade I Listed). Listed Buildings are concentrated in Castlegate, Yorkersgate and Market Place, Malton and Town Street, Old Malton. Malton, Old Malton and Norton have separate Conservation Areas. Old Malton's Conservation Area covers all but a small area to the west of the village. Malton's Conservation area includes the town centre, which retains its Mediaeval street layout, with areas of low density, 19th century housing, and areas of open space with scheduled monuments. Norton's Conservation Area, includes the town centre, which has a linear form, and includes some Victorian terraces. Some sites have displayed the capacity to affect the setting, and the significance of designated heritage assets, and this impact has been considered within the context of the site submission, and the asset.

Landform and Landscape Setting

The landscape setting for Malton and Norton is one of diversity and transition: The Howardian Hills LCA extends through the north of Malton, as limb, and as such the setting of the western edge of Malton is influenced by, and influences the setting of, the Howardian Hills Area of Outstanding Natural Beauty. To the south and north the land falls away to the Vale of Pickering, resulting in sloping topography within Malton and different build characters, and results in wider, longer distance views of the North York Moors and the Wolds. Norton is situated on the flatter land of the Vale of Pickering, but views out into the

rising land of the Wolds are achieved. Within these broad landscape character areas, there is significant heterogeneity in the pattern of land use, and there are specific areas of land, particularly in respect of field patterns and tree cover, which provide attractive areas of land which contribute to the setting of the town, areas of note in this regard are the land surrounding Old Malton, and extending into Malton, and the land between Langton Road and Welham Road in Norton. These areas of land have features which have contributed to form, character and setting of these settlements. Conversely, there are some areas which have been degraded through modern agricultural activity resulting in large fields, and large, prominent buildings of industrial activity, this is particularly noted at the southeast of Norton, close to the Industrial Estate.

Site- Specific Considerations Malton and Norton

Site 1 - County Bridge Works, Castlegate, Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to site size.

Site 2 - Former Gas Works, Sheepfoot Hill, Malton

Stage 1: The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The site fails to comply with the stage one of the Site Selection Methodology due to flood risk, being at Flood Zone 3a, and the presence of sequentially preferable sites available. Irrespective of being an accessible, Brownfield site; the Flood Risk, coupled with the level of hazard, and the contamination mean that taking the site forward for allocation is not possible as it is neither deliverable nor developable.

Site 21/ 113 - Land at Cherry Farm, Huttons Ambo, Malton

Planning permission has been secured on this site, and it is under construction.

Site 62 - Manor Farmyard, Town Street, Old Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site performs reasonably well through the stage two assessment process, however information has been not forthcoming regarding matters of deliverability. The site has sensitivities concerning the site's situation within the Old Malton Conservation Area. The entrance to the site is also proximal to the Church of St. Mary's and the Church Yard. The Church is Grade I Listed, and there is also a Scheduled Monument in the ruins of the priory. Planning permission was secured, but has since lapsed, for employment uses. No detail has

been provided concerning how the site would be developed, and due to its size would not deliver any wider benefits.

Site 68 - Beckhouse, A64, Scagglethorpe

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, as the site is some considerable distance from Malton or Norton, in terms of meeting the requirements of the residual employment land supply this should be directed at Malton and/or Norton, and take into account the longer-term strategic approach to the delivery of employment land.

Site 99 - Range of Outbuildings at Norton Lodge, Beverley Road, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the site size.

Site 100 - Ryedale House, Old Malton Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

In examining the site through the stage 2 process, the site was evaluated in terms of how the site could be developed with substantial topographical variations. The site did offer limited potential, and would not have been capable of meeting wider needs. Access could only be provided from Old Malton Road, and planning permission has now been sought, and is under construction for a new dwelling, which would block the rear of the site. This precludes further consideration of the site.

Site 103 - Land Behind 139 to 189 Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site is one of a series of site submissions which have raised concerns in the site selection methodology concerning the impact of development on the form and character of the area. The site is flat, being situated on land to the south of Norton before it rises into the Wolds, to the south of Bazeley's Lane. The site and adjacent fields provide an important transition into the built area of Norton. The hedges are not substantial and the site open, and so no landscaping buffer would be achievable, particularly on the current southern boundary which is open and is a post and rail fence. The paddocks form part of the wider equine land use

Designated heritage assets in the form of Whitewall Stables and Cottages, which are Grade II Listed, and one of the oldest stables in the area, are next to the site. The series of paddocks and fields, to which this site pertains, provide context and are an integral feature of the setting of those buildings. Submissions made on the site recognise this sensitivity, but have suggested that some form of open space (which is not indicated on the plans) would be sufficient to provide a buffer to the buildings. The scope and nature of that buffer is not identified, but it is not considered sufficient in principle, as a green 'square' with development surrounding the area.

The site demonstrates poor accessibility, and in the submitted information regarding other site submissions covering the land, there is not wider infrastructure considerations. There are also concerns regarding the capability of delivery of an acceptable access onto the highway. The Highway Authority have concerns about the current width of Bazeley's Lane, and that in taking any development forward, substantial improvements to the road would be required. Based on previously undertaken archaeological evaluation the site would need careful archaeological evaluation.

Site 104 - Land West of The Avenue, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage2 :

The site contains large areas of Flood Zone 2, and to the north the site is within Flood Zone 3. As such, since the Local Planning Authority is aware of sites in Flood Zone 1 it must consider these sites above those of higher flood risk, as the sequentially preferable sites. Furthermore, the area of Flood Zone 3 is also covered by a Rapid Inundation Zone, with the highest levels of danger on the northern part of the site. The site submission also includes some areas of significant contamination, which the Local Planning Authority has received no information on the remediation of this contamination. The site has also have poor connections and access to the road network, and no information has been sought (because of the flood risk) or provided to demonstrate an acceptable access to the site.

Site 108 - Land to the North of Castle Howard Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, and as part of site 218 been subjected to Appropriate Assessment.

Key considerations at Stage 2:

This site submission was later subsumed into other more recent submissions and it is therefore incorporated into the consideration of those submissions (218 and 281).

Site 118 - Former Gas Works, Sheepfoot Hill, Malton

Stage 1: The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site fails to comply with the stage one of the Site Selection Methodology due to flood risk, being at Flood Zone 3a, and the presence of sequentially preferable sites available. Irrespective of being an accessible, Brownfield site; the Flood Risk, coupled with the level of hazard, and the contamination mean that taking the site forward for allocation is not possible as it is neither deliverable nor developable.

Site 119 - Westfield Nurseries, Scarborough Road, Norton

This site has now been completed.

Site 121 - Former Woolgrowers site, North of Park Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment and exclusion of areas of Flood Zone 3.

Key considerations at Stage 2:

The site contains large areas of Flood Zone 2, and to the north the site is within Flood Zone 3. As such, since the Local Planning Authority is aware of sites in Flood Zone 1 it must consider these sites above those of higher flood risk, as the sequentially preferable sites. Furthermore, the area of Flood Zone 3 is also covered by a Rapid Inundation Zone, with the highest levels of danger on the northern part of the site. The site submission also includes some areas of significant contamination, which the Local Planning Authority has received no information on the remediation of this contamination. The site has also have poor connections and access to the road network, and no information has been sought (because of the flood risk) or provided to demonstrate an acceptable access to the site.

Site 122 - Land to the South of Lakeside Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Two key considerations concerning this site, firstly relating to predominant designation of the site as being in Flood Zone 2, which when the site is compared to other site submissions made, there are sites with Flood Zone 1 status, and therefore this site fails in the sequential test. Secondly, the access is identified through a dwelling, no details have been provided which demonstrate that this is legally possible, or the resulting access would be compliant to the satisfaction of the Highway Authority.

Site 123 - 35 York Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

Situated to the south of York Road, this site includes one dwelling and an area of open space. There is also an adjacent dwelling, which is outside of the site submission, but which is close to the boundary of the site. Both properties share an access with 133 York Road, and are set mid-way down the slope. This site submission would indicate that a new access would be identified, although no plans have been provided. The properties are situated on an elevated strip of land which is to the south of York Road. To the south of the site, the land falls away to the River Derwent. From the south the land is flatter and lower in elevation. Consequently, the site is prominent when viewed from the south, and intensification of development of the site to any extent would create a visually intrusive development. The build character is a series of larger, villa-style properties with extensive curtilages, and very limited development south of the road. The site contains a number of trees which are subject to a Tree Preservation Order, and their retention would be expected, which would affect the ability to provide an access. The site extent was originally identified as having some areas of high flood risk, to the south of the site this has not been re-assessed and the site is within Flood Zone 1. Originally the site was submitted for one (further) dwelling to be a retirement property. Subsequent proposals, submitted in late 2016 suggest this could be increased, but no details were provided. Based on the trees and landscape sensitivity a indicative yield of 11 units (without factoring in the area taken by the trees) would mean the provision of no affordable housing.

Site 127 - Land to the Rear of 115-119, Scarborough Road, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the size of the site. It was submitted as a Development Limits alteration, which the Local Planning Authority are not undertaking, as set out in the Local Plan Strategy.

Site 136 - Land North and South of Eden House Road, Old Malton

This site is also site submissions 572 and 573. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64. Prior to the commencement of development the site was assessed, and complied with stage 1 of the SSM.

Site 137 - Land East of Westfield Way, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. The site is of such a size that it would have exceeded the Plan -requirement for Malton and Norton, and would have been considered as a 'Strategic Site'. A Strategic Site by its nature is one that is necessary for the Plan to be delivered. The Local Planning Authority, in its production of the Local Plan Strategy, determined that Strategic Sites should not be relied up on to deliver the Plan, and as such sites of this size fail stage 1 compliance with the Local Plan Strategy. The site is, however, been considered through the SSM in smaller parcels of land.

Site 143 - Land West of Outgang Road and North of Broughton Road, Malton

This site was subject to planning permission and is now under construction. It is related to site submissions 388 and 372. The land is to the north of Malton, bounded by the A64. This site has permission to deliver 262 dwellings, and site 388 is proposed for 83 further dwellings. The site is to the north of Malton, but due to its wedge shape is close to the town centre.

Site 184 - Land at Norton Parks Farm and Norton Grove Stud, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. The site is of such a size that it would have exceeded the Plan -requirement for Malton and Norton, and would have been considered as a 'Strategic Site'. A Strategic Site by its nature is one that is necessary for the Plan to be delivered. The Local Planning Authority, in its production of the Local Plan Strategy, determined that Strategic Sites should not be relied up on to deliver the Plan, and as such sites of this size fail stage 1 compliance with the Local Plan Strategy. This site was broken into constituent parts for consideration through the SSM.

Site 184 a

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology for a number of reasons. The site is substantially within Flood Zone 3, and being undeveloped land is identified as Flood Zone 3b. Under the operation of the SSM the site would not be considered further on that basis. Furthermore, due to proximity and intervisibility with St. Mary's Priory Church and the Scheduled Monument of the former Priory, it is considered that development of this site would lead to substantial harm to the setting of these designated heritage assets. The site is also adjacent to the River Derwent SAC, and as established in the HRA Screening Assessment would require an 'Appropriate Assessment' to establish the scope and nature of any 'Likely Significant Effects', and whether they can be avoided.

Site 184 b

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology for a number of reasons. The site is not adjacent to the built form, being a small parcel of land adjacent to the A64. As such it is considered that this site does not accord with SP1 and SP2 of the Local Plan Strategy. Whilst consideration of the site could be considered in conjunction with other site submission, there are further constraints: The site is also adjacent to the River Derwent SAC, and as established in the HRA Screening Assessment would require an 'Appropriate Assessment' to establish the scope and nature of any 'Likely Significant Effects', and whether they can be avoided. The site has the potential to harm the setting of St. Mary's Priory Church and the former Priory which is a Scheduled Monument. Large parts of the site are either in flood zone 3b or 3a (iii), as such the area in 3b is automatically discounted, and the rest would fail to progress when compared with sites of sequentially preferable Flood Zone 1 designation.

Site 184 c

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology for a number of reasons. The site is not in or adjacent to the Principal Town. The site access is not clear. Large parts of the site are either in flood zone 3b or 3a (iii), as such the area in 3b is automatically discounted, and the rest would fail to progress when compared with sites of sequentially preferable Flood Zone 1 designation. The site is also adjacent to the River Derwent SAC, and as established in the HRA Screening Assessment would require an 'Appropriate Assessment' to establish the scope and nature of any 'Likely Significant Effects', and whether they can be avoided.

Site 184 d

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Identified in stage 1 of the SSM there were two key considerations, the presence of the Grade II Listed Quarry House, and a consideration of the impact on the setting of the building, and the designated assets significance has not been addressed, especially since the proposed use is for employment land. The site is also substantially within Flood Zone 2, and would fail to progress when compared with sites of sequentially preferable Flood Zone 1 designation.

Site 184 e

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site displays a moderate to significant levels of flood risk, of Flood Zone 3 and Flood Zone 2. Some parts of the site are in Flood Zone 1. The site was considered through the HRA, due to the flood risk. The site is not adjacent to the River Derwent SAC, but the site includes a tributary of the River Derwent (Priorpot Beck) and as established in the HRA Screening Assessment would require an 'Appropriate Assessment' to establish the scope and nature of any 'Likely Significant Effects', and whether they can be avoided. In terms of landscape and form and character, the site contains large areas of dense tree planting, of mixed species. These provide an attractive, almost park land entrance to eastern Norton, and provide considerable screening from the Norton Grove Industrial Estate. The site is still of a substantial size, far exceeding residual plan requirements, and the impacts on infrastructure have not be commensurately established.

Site 184 f

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is a isolated collection of fields, and would have needed further land submissions to bring the site adjacent to the settlement, and this would necessitate a site significantly larger than plan requirements.

Site 184 g

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is a isolated collection of fields, and would have needed further land submissions to bring the site adjacent to the settlement, and this would necessitate a site significantly larger than plan requirements. The site also includes large areas of land which are in Flood Zone 3, and being undeveloped, Flood Zone 3b, as such the site could not progress through the SSM.

Site 184 h

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is a isolated collection of fields, beyond the A64, with no identified access, and presence of the Brambling Fields junction. The site also includes some small areas of land which are in Flood Zone 3, and being undeveloped, would be Flood Zone 3b. This, however, was not the primary reason for this site performing poorly through the first stage of the SSM.

Site 185 - Land Off Hugden Way, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. The site is totally covered by Flood Zone 3 designation, and being undeveloped, is classified as Flood Zone 3b, as such the site could not progress through the SSM.

Site 187 - Land to the Rear of 139-181 Welham Road

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2

The site is one of a series of site submissions which have raised concerns in the site selection methodology concerning the impact of development on the form and character of the area. The site is flat, being situated on land to the south of Norton before it rises into the Wolds, to the south of Bazeley's Lane. The site and adjacent fields provide an important transition into the built area of Norton. The hedges are not substantial and the site open, and so no landscaping buffer would be achievable, particularly on the current southern boundary which is open and is a post and rail fence. The paddocks form part of the wider equine land use

Designated heritage assets in the form of Whitewall Stables and Cottages, which are Grade II Listed, and one of the oldest stables in the area, are next to the site. The series of paddocks and fields, to which this site pertains, provide context and are an integral feature of the setting of those buildings. Submissions made on the site recognise this sensitivity, but have suggested that some form of open space (which is not indicated on the plans) would be sufficient to provide a buffer to the buildings. The scope and nature of that buffer is not identified, but it is not considered sufficient in principle, as a green 'square' with development surrounding the area.

The site demonstrates poor accessibility, and in the submitted information regarding other site submissions covering the land, there is not wider infrastructure considerations. There are also concerns regarding the capability of delivery of an acceptable access onto the highway. The Highway Authority have concerns about the current width of Bazeley's Lane, and that in taking any development forward, substantial improvements to the road would be required.

Based on previously undertaken archaeological evaluation the site would need careful archaeological evaluation.

Site 189 - Norton Parks Farm, Scarborough Road, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. It is a isolated collection of fields, and would have needed further land submissions to bring the site

adjacent to the settlement, and this would necessitate a site significantly larger than plan requirements. The site also includes large areas of land which are in Flood Zone 3, and being undeveloped, Flood Zone 3b, as such the site could not progress through the SSM.

Site 190 - Land South of 102, Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, but was considered under site 194. The site does exceed the 0.3ha site size threshold.

Key considerations at Stage 2:

As a site capable of delivering 8 dwellings, the site does not represent a form of development which would deliver wider community benefits such as the delivery of affordable housing.

Site 191 - Land South of Lakeside Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site has variable accessibility to key facilities. The proposed access is taken from Beechwood Road, on a bend, and close to the Grade II Listed Leat House. The site is the former fish ponds, and is served by Mill Beck, which links into the River Derwent SAC. As established in the HRA Screening Assessment, sites in Malton and Norton would require an 'Appropriate Assessment' to establish the scope and nature of any 'Likely Significant Effects', and whether they can be avoided. The site contains fish ponds, making a complicated and expensive site to remediate, particularly with the River Derwent SAC. The site has a mixture of flood risk, including Flood Zone 3 and Flood Zone 2.

Site 192 - Pye Pits, Rear of Derwent House, Old Malton Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

In examining the site through the stage 2 process, the site was evaluated in terms of how the site could be developed with substantial topographical variations. The site did offer limited potential, and would not have been capable of meeting wider needs. Access could only be provided from Old Malton Road, and planning permission has now been sought, and is under construction for a new dwelling, which would block the rear of the site. This precludes further consideration of the site.

Site 193 a and b- Former Travis Perkins Site, Yorkersgate and Station Road, Malton

Stage 1:

The sites fail to comply with the stage one of the Site Selection Methodology due to their site size.

Site 194 - Land to the West of 72-126 Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site accessibility is variable, and whilst a Transport Assessment has not been undertaken for the site, the site would need to use the area around the railway crossing to access the north. The site would require substantial infrastructure investment, and it is unlikely to significantly meet wider need. It is a site which in other respects performs reasonably well regarding site-specific constraints, subject to archaeological evaluation.

Site 195 - Land to the West of Langton Road and East of Sutton Farm, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

This site submission now has planning permission on some of the site (262), but the northern component is subject to a Tree Preservation Order. The SSM identified that substantial harm to the setting of the Listed Building (Sutton Barn). The site displayed variable access to facilities, and individually would not deliver any affordable housing, once the land subject to the TPO is excluded, and with the implementation of the national planning practice guidance.

Site 196 - Land Between High Beck Mill and Lakeside Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Access would be provided through the demolition of a dwelling in Lakeside Way. This is not legally identified as being possible. The site is predominantly within Flood Zone 2, with some Flood Zone 1, as such the site performs poorly when the site is assessed sequentially against other site submissions in Flood Zone 1. The lower site area is a mixture of Flood Zone 3, in the area of the fish ponds and Flood Zone 1 in the rest of the site. Mill Beck passes to the side of the site. Submitted in various configurations, this site covers the extent of the former fish ponds which utilised Mill Beck, which runs into the River Derwent

SAC/SSSI, as such the site would need to be taken through an Appropriate Assessment, and no information has been provided to consider this. The site is well treed, and this forms an important landscape feature for the southern edge of Norton.

Site 208 - Thackray's Yard, North of Town Street, Old Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

In terms of the performance of the site through the site selection process, this Brownfield site performs reasonably well, except the provision of the access was not specifically identified, and there is a clear lack of demonstration of deliverability. Since the Sites 2015 consultation the land owners and site submitter have indicated land which is within their ownership which could provide an access (the access to the haulage yard).

The site is to the north west of Old Malton, and is to the rear of a series of properties (farms and cottages) which are set back from the road with substantial front curtilages. The site is adjacent to the Old Malton Conservation Area, and is close to Willow Farm, which is a Listed Building. The properties adjacent to the site are within the Conservation Area. No further detail has been provided around how the site could be developed, including the likely yield, density, layout and landscaping to ensure that these designated heritage assets are conserved.

Whilst this site has been submitted for residential development some time ago, the site is already within Development Limits. The lack of information about the delivery of the site, coupled with the fact that since 2002 development in principle has been in place, and this site has remained a haulage yard. The Highway Authority have advised: *"There is insufficient width for an access of adoptable standards to be achieved. The red dotted line, showing the extents of the existing access, due to the surrounding properties and boundaries will not be able to achieve sufficient width for an adoptable highway. Visibility to the south from this access point is also insufficient."*

As such it is not considered to be deliverable or reliable to consider as an allocation.

Site 218 - Land North of Castle Howard Road, West of Castle Howard Drive and East of A64, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects

would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features.

Key considerations at Stage 2:

The site demonstrates a good level of accessibility, and the Flood Risk is Flood Zone 1. The site is substantial and in principle would be capable of meeting a range of housing needs. However, no information was provided which confirmed that a plan-compliant level of affordable housing was achievable on the site. This area of land is elevated, with typical landscape character features, and affords significant intervisibility with other areas; particularly into the AONB. The site has therefore the potential to significantly, and adversely affect the setting of the Howardian Hills AONB. To the north views are glimpsed of the North York Moors. Views are also achievable of the Wolds. There are a collection of trees which are subject of a Tree Preservation Order. The fields are attractive, and provide an important transition from the suburban edge of the town. The site is adjacent to a SINC, but Yorkshire Wildlife Trust were satisfied with the ability to form a buffer. Noise sensitivity would be a feature as the site is adjacent to the A64 and the cutting of the A64. The site was assessed through the Local Plan Transport Modelling, and is a site which would result in traffic moving through Malton Town Centre to travel eastbound.

Site 243 - Coronation Farm, Westgate, Old Malton

This site submission is a farm complex within the Old Malton Conservation Area. The submission is for residential development and is focussed on the buildings which are present on the site. They include some barns of traditional construction. The site's frontage is onto Westgate. To the east is a number of residential properties, to the west is the former highway depot. To the south is a paddock. Further submissions have been made for the land around this site, and planning permission has been approved for a scheme which includes these buildings, the depot and the paddock to the south of the site.

Site 244 - Barton Cottage, York Road, Malton

This site is now completed.

Site 245 - Land South of Highfield Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

This site performed reasonably well in the SSM process overall, and well in terms of accessibility and form and character landscape sensitivity. It is also a site in Flood Zone 1, despite being in a critical drainage area. The key constraint with the site is that it was a quarry and subsequently a tip, and the land instability and contamination have made the site challenging in viability to remediate the site. The field is used for informal recreation (dog walking). During the quarrying archaeological finds have been found, so there would be a

need in the southern part of the site to undertake geophysical evaluation. In the submissions made, no affordable housing is suggested, and the provision of such housing may be compromised by the remediation.

Due to the contamination of the site, this site is not considered deliverable.

Site 246 - Malton Tennis Club, Old Maltongate, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site demonstrates a good level of accessibility, and the Flood Risk is Flood Zone 1. The site is adjacent to the Conservation Area, and so considerations about the scale, massing, height of buildings would need to be considered, but no information was supplied. The site is currently occupied, and in use by the Tennis, Bowls, and Squash Club. The site is popular, and this was demonstrated by the large number of representations made seeking retention of the site for its current uses, by people who used the facilities. The site submitter identified other land which could be made available for the relocation of the uses, but no firm details were provided to assess whether the qualitative features of proposal were sufficient, and the indicated location was not of commensurate level of accessibility to that of the existing proposal.

Site 247 - Manor Farmyard, Town Street, Old Malton

Stage 1:

The site fails with the stage one of the Site Selection Methodology due to the size of the site.

Site 248 - Land West of York Road Industrial Estate, York Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Whilst being in Huttons Ambo Parish this land is adjacent to the now extended Industrial Estate at York Road, so in terms of compliance with SP1 and SP6 this would be acceptable in principle. In 2010, planning permission was granted on the eastern part of the site, and since then a series of Reserved Matters have been approved resulting in the site gradually built out. The eastern component remains, which would extend York Road Industrial Estate out to the west, adjacent to Musley Bank junction. Access is identified through into site 21,

which is under construction, and would seek to use the established access onto York Road. The Highways Authority have advised that this would be acceptable. However, for the remainder of site 248 to come forward (i.e. both remaining fields) it is a substantial size, and may require a secondary access, which is not capable of being provided. The site submitter has provided documentation which would legally allow access through to site 21 access. Highways England have advised: As part of the consideration of employment sites at Malton and Norton, we would support the safety concerns identified in relation to site 248 given its proximity to the A64 at Musley Bank. In relation to the potential improvement at Musley Bank, although there is an aspiration locally to upgrade the junction, there is currently no scheme identified or proposal at this location. The site is within Flood Zone 1, and is not within a critical drainage area, but there is a drainage ditch on the south-western edge of the site.

Site 249 - Land South of Castle Howard Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features.

Key considerations at Stage 2:

The site demonstrates a good level of accessibility, and the Flood Risk is Flood Zone 1. The site is substantial and in principle could be capable of meeting a range of housing needs, and wider community infrastructure, but limited information has been provided. However, this area of land is on rising land which rises to Castle Howard Road would be viewable from the main entrance road to Malton, and partially from within the AONB. A PRoW extends down the side of the site (east) and it is adjacent to a collection of allotments. The site affords significant intervisibility with other areas; particularly into the AONB to the west and to the south into the Wolds. Development of the site has therefore the potential to affect the setting of the Howardian Hills AONB. The site, and the wider field to the west (not included) would be exceptionally prominent fields to develop. Access to the site has been deemed acceptable onto Castle Howard Road, but that in doing so, the access would need to consider any other development proposals.

Site 250 - Cattle Market, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. As a retail site in the town centre, there would be no likely significant effects in respect of the River Derwent SAC.

Key considerations at Stage 2:

This site, and site 442, were subject of a planning permission for retail development. That permission is still extant, but there has been a considerable period of change within the retail

sector. The site performed broadly well in the SSM, and sequentially is a site which is immediately adjacent to the existing Town Centre Limits. Lack of space for modern retailing is a feature of Malton Town Centre with the mediaeval street layout and Georgian buildings. Permission has been sought and is under construction for a relocated livestock market.

Site 262 - Land to the West of Langton Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

This site proposes residential development on a site which is to the South of Norton. Situated on the west of Langton Road, the site is to the east of the Grade II Listed Sutton Barn. To the north of the site there is a number of trees, and due to 'development interest' these are subject to a Tree Preservation Order, which extends along the drive to Sutton Barn. These trees from part of a wider treed are associated with Mill Beck. The site is also truncated compared to earlier submissions with land excluded to the west, creating more separation from Sutton Grange House. Planning permission has been secured on this site for a scheme of up to 6 residential properties. It was refused on the grounds of substantial harm to the setting of Grade II Listed Sutton Barn. The scheme was allowed on appeal. In terms of the assessment through the SSM, comparatively this site scored poorly, particularly in terms of its accessibility. As an individual site the site would not be capable of delivering any affordable housing.

Site 269 - The Hawthorns, Beverley Road, Norton

This site has now been completed.

Site 273 - Ashfield House and Cauwood, Old Malton Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site has variable access to key facilities, but the site is within Flood Zone 1. The site has some trees which contribute to the street scene, and there is a high potential for archaeology on undistributed ground. The main building forms part of a number of larger, villa-style properties along Old Malton, which are set back from the road, and have large curtilages associated. No scheme for redevelopment was submitted.

The site is not considered deliverable. The site remains in use, with no identified cessation. As such it cannot be relied upon to be deliverable.

Site 281 - Land North of Castle Howard Road, South of Middlecave Road and East of the A64, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The site demonstrates a good level of accessibility, and the Flood Risk is Flood Zone 1. The site is substantial and in principle would be capable of meeting a range of housing needs. This area of land is elevated, and affords significant intervisibility with other areas. To the north views are glimpsed of the North York Moors and views are also achieved of the Wolds to the south. The site currently provides an attractive soft edge to the town and has merit in terms of its landscape character. The site is within the setting of the AONB and development will affect the setting of the AONB. The elevated position of the site would mean that development would be visible and potentially prominent in the landscape. There are a collection of trees which are subject of a Tree Preservation Order. The open fields provide an important transition from the suburban edge of the town. The site is adjacent to a SINC, but Yorkshire Wildlife Trust were satisfied with the ability to form a buffer. Noise sensitivity would be a feature as the site is adjacent to the A64 and the cutting of the A64.

Site 282 - Land North of Pasture Lane, Malton

This site is now under construction.

Site 285 - Malton School, Middlecave Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment, although the site is small.

Key considerations at Stage 2:

The site has variable accessibility, and is in terms of its form, would be a linear, frontage style development. It is a site which, based on an indicative yield of 9 units, would not be capable of providing any affordable housing. It is also currently land available for the school to use as extension land without using up formal playing pitch provision. The site is close to both the A64 and Malton School. Noise levels from the A64 are significant, and the site is of a size whereby established treatments would not be capable/viable on a site of this size.

Site 287 - Cheesecake Farm, Beverley Road, Norton

This site has now been completed.

Site 297 - Land North of Sutton Farm, Langton Road, Norton

This site has now been completed.

Site 302 - Land behind 139 to 189 Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2

The site is one of a series of site submissions which have raised concerns in the site selection methodology concerning the impact of development on the form and character of the area. The site is flat, being situated on land to the south of Norton before it rises into the Wolds, to the south of Bazeley's Lane. The site and adjacent fields provide an important transition into the built area of Norton. The hedges are not substantial and the site open, and so no landscaping buffer would be achievable, particularly on the current southern boundary which is open and is a post and rail fence. The paddocks form part of the wider equine land use

Designated heritage assets in the form of Whitewall Stables and Cottages, which are Grade II Listed, and one of the oldest stables in the area, are next to the site. The series of paddocks and fields, to which this site pertains, provide context and are an integral feature of the setting of those buildings. Submissions made on the site recognise this sensitivity, but have suggested that some form of open space (which is not indicated on the plans) would be sufficient to provide a buffer to the buildings. The scope and nature of that buffer is not identified, but it is not considered sufficient in principle, as a green 'square' with development surrounding the area.

The site demonstrates poor accessibility, and in the submitted information regarding other site submissions covering the land, there is not wider infrastructure considerations. There are also concerns regarding the capability of delivery of an acceptable access onto the highway. The Highway Authority have concerns about the current width of Bazeley's Lane, and that in taking any development forward, substantial improvements to the road would be required.

Based on previously undertaken archaeological evaluation the site would need careful archaeological evaluation. No details were provided about meeting wider needs, including the provision of affordable housing.

Site 323 - Land North of Dickens Road, Malton

This site has planning permission. Construction has not commenced.

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The site displays variable accessibility, but the planning application proposal identified access. The site performs well in other respects in the key elements of stage 2, and appropriate Noise Mitigation for the A64 was capable of being delivered, and this was established in the planning application process. Site was subjected to Habitats Regulations Assessment during the consideration of the application.

Site 324 - Land South of Westgate Lane and North of Green Lane, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features. However, this site is closest to the main access used to access the footpaths which run closest to the River, and so increased recreational pressure as a result of this site's development would be greatest from this site.

Key considerations at Stage 2:

Whilst the site performed reasonably well within the SSM, the site did present some specific sensitivities, which became better understood since the 2015 Sites Consultation, and as such the site would now be identified as Group 2 site instead of a Group 3 site. The site had variable accessibility to key facilities, but did have a bus stop within 5 minutes' walk time. Access to the site would be challenging along Westgate Lane, and so indicative proposals have sought to provide the access from Rainbow Lane, through a roundabout, and emergency access and non-vehicular access onto Westgate. The site is circa one third within Flood Zone 2, as discussed in the settlement-wide considerations, this would mean the outright exclusion of this land from the developable area. However, this could form part of a landscaping buffer. This buffer may also assist in the mitigation of noise from the A64, which would need to be considered through a noise assessment. The site is also part of the last area of identified Strip Fields in the Malton/Norton area. However, their contribution to the setting of the town has been stymied by the fact that the field boundaries have been substantially eroded, and are not capable of being clearly identified.

Whilst the fields in themselves have no intrinsic features of merit, however, their open situation is significant for two reasons: this concerns the importance of the open, undeveloped nature of the area which contributes both to the setting of Old Malton Conservation Area, and helps to identify Old Malton, as a traditional vernacular village in a rural setting, as distinct settlements. The open fields also contribute significantly to the significance of the Grade I Listed St. Mary's Priory Church, which is a dominating feature within the village of Old Malton, and allows understanding of the importance and status both within both Old Malton and the surrounding area, of the Church, and the associated priory.

Site 325 - Land West of Hunters Hall and South of West Fold, Old Malton

This site has planning permission in conjunction with 350. Construction has not commenced.

Stage 1:

The site complies with the stage one of the Site Selection Methodology. Habitats Regulations Assessment screening was undertaken as part of the planning application.

Key considerations at Stage 2:

The site performed generally well in the SSM, although the site had relatively poor accessibility to key facilities and services, there is a bus stop close by. Matters around impact on the character of the Conservation Area, and setting of the Grade I Listed Priory Church, needed the submission of further information. This was undertaken through the consideration of the planning application. Part of the site is within Flood Zone 2, and so sequentially this part of the site would not be capable of being taken forward through the Development Plan Process. It has been capable of being incorporated into a scheme to the satisfaction of the Environment Agency.

Site 326 - Allotments West of 53 Town Street, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the size of the site.

Site 327 - Land to the Rear of 67 Middlecave Road, Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the size of the site.

Site 350 - Coronation Farm and Former Highways Depot, Old Malton

This site has planning permission in conjunction with 325. Construction has not commenced.

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

The site performed generally well in the SSM, although the site had relatively poor accessibility to key facilities and services, there is a bus stop close by. Matters around impact on the character of the Conservation Area, and setting of the Grade I Listed Priory Church, needed the submission of further information. This was undertaken through the consideration of the planning application. Part of the site is within Flood Zone 2, and so sequentially this part of the site would not be capable of being taken forward through the Development Plan Process. It has been capable of being incorporated into a scheme to the satisfaction of the Environment Agency.

Site 372 - Land East of Broughton Road, West of Outgang Lane and South of A64, Malton

This site was subject to planning permission and is now under construction. It is related to site submissions 388 and 372. The land is to the north of Malton, bounded by the A64. This site has permission to deliver 262 dwellings, and site 388 is proposed for 83 further dwellings. The site is to the north of Malton, but due to its wedge shape is close to the town centre.

Site 379 - Malton Waste Water Treatment Works, Rye Close, York Road Industrial Estate, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

Submitted as an employment site, this site is adjacent to the established York Road Industrial Estate. There is the currently operational Waste Water Treatment Works, and Yorkshire Water have now confirmed that the site is not available. The site is adjacent to the River Derwent SAC, and the site currently plays a vital role in the treatment of waste water, and no alternative is proposed. This site would be subject to Appropriate Assessment in the event of any further considerations.

Site 388 - Land North of Pasture Lane and East of Broughton Road, Malton

This site was subject to planning permission and is now under construction. It is related to site submissions 388 and 372. The land is to the north of Malton, bounded by the A64. This site has permission to deliver 262 dwellings, and site 388 is proposed for 83 further dwellings. The site is to the north of Malton, but due to its wedge shape is close to the town centre.

Site 417 - Land East of Beechwood Road and Hunters Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment being undertaken. Mill Beck links into Derwent SSSI and SAC (to west and east of Malton). HRA Screening demonstrates that no likely significant affect cannot be ruled out for sites in Malton and Norton, and so the site would need to be subject to Appropriate Assessment, which was not undertaken as site has significant areas of Flood Zone 2 and sequentially poor in respect of flood risk.

Key considerations at Stage 2:

Accessibility is mixed as the site is linear. The areas of Flood Zone 2 would need to be excluded from the developable area, and this reduces the ability to provide a comprehensive scheme. Details of the proposed access have been submitted but have not been assessed by the Highways Authority due to the other constraints associated with the site, nor has the site been considered through the strategic transport modelling undertaken. The impact of the site on the River Derwent SAC would need specific consideration due to the presence of the fish ponds.

Site 423 - Rawlings Agricultural Depot, St Peters Street, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The key issue regarding this site's performance through the SSM was the very high flood risk. The site is designated Flood Zone 3a, because the site is previously developed, and within the Rapid Inundation Zone with a rating of Moderate- Danger for Some. Sequentially this site therefore fails when compared to the availability of land in Flood Zone 1. Despite the fact that the site is Brownfield and well-contained within the existing built form of Norton, the flood risk is an insurmountable issue. Early submissions had not indicated the proposed access. Later submissions indicated access from Lakeside Way which was considered acceptable by the Highways Authority.

Site 442 - Livestock Market, Spital Street, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

This site, and site 250, were subject of a planning permission for retail development. That permission is still extant, but there has been a considerable period of change within the retail sector. The site performed broadly well in the SSM, and sequentially is a site which is adjacent to the existing Town Centre Limits. Lack of space for modern retailing is a feature of Malton Town Centre with the mediaeval street layout and Georgian buildings. Permission has been sought and is under construction for a relocated livestock market.

Site 450 - Ryedale House (Council Offices), Old Malton Road, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed development and mitigation and avoidance features.

Key considerations at Stage 2:

The site performs generally well in respect of the SSM, and it is a Brownfield site, although the SSM did highlight some contextual sensitivities around the built form in the area, and the presence of trees on the site frontage, which are subject to a Tree Preservation Order. The site demonstrates a good level of accessibility. Also it is within Flood Zone 1, and whilst some localised surface water issues are present, these would be addressed through the site's redevelopment and set out in a Flood Risk Assessment. The site's access is

acceptable, and the present use of the site generates a significant level of traffic generation, with residential use likely to generate much less vehicular movements.

The site has been appraised through the strategic transport modelling work.

Since the 2015 Sites Consultation Ryedale District Council have resolved, in principle, to release the site for development, as such it is considered that the site is available within the plan period.

Site 452 - Land and Buildings at Wentworth Street Car Park, Wentworth Street , Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

This site was submitted for retail development, and was considered on that basis through the SSM. The site is not within the identified Town Centre Limits, but is physically close. The site is a car park, the principle of retaining car parking capacity for the town centre is identified by the landowner (Ryedale District Council) as being essential to retain.

The site is identified in the Local Plan Strategy as being part of the Northern Arc, a broad area identified as being a key area for future town centre uses. Planning permissions meet identified convenience retail capacity, with the scheme at the Livestock Market and at the former Dewhurst site in Norton. There is outstanding capacity for comparison retail. The site performs well in the SSM in terms of accessibility, flood risk, and amenity considerations. Setting and significance considerations of the heritage assets in the Cemetery would need further consideration. The District Council is currently considering the development potential of part of the site – the upper deck, but is no longer actively pursuing development of this site for significant retailing development.

Site 453 - Westfield Nurseries, Scarborough Road, Norton

This site is now completed/built out

Site 471 - Land South of the River Derwent and West of Welham Road, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. This is due to the size of the site at 71.51ha, and would be treated as a 'strategic site' because of the site's ability to deliver a level of housing which was capable of meeting a significant contribution to the delivery of the Plan. It was a site considered in 2009, as to whether such sites should be used to deliver the approach of the Plan. It was concluded in the Local Plan Strategy that the use of 'Strategic Sites' would not be an appropriate means to address plan requirements, based on lack of evidence and inability to rely on such sites; since 2009 no submissions

have been made until September 2016 regarding the deliverability and developability of the site, and despite correspondence in 2016 there is no information to demonstrate that these matters are capable of being evidenced. Furthermore, whilst parts of the submission have been considered in smaller parcels, large parts of the site are within Flood Zone 2 and 3, sequentially, those parts of the site perform poorly when considered against sites within Flood Zone 1, and would not be capable of being considered further. Some parts of the site are subject to considerable contamination – no mitigation has been identified.

Site 474 - Land North of the A64 and East of Outgang Lane, Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Landscape setting and form and character issues were a key consideration of performance in the SSM. The site extends beyond the A64 bypass, and would be accessed off Broughton Road. Beyond the cutting of the A64, this land is open and rural and being part of the Howardian Hills Foot Slope affords open, sweeping views of the Vale of Pickering, and in the distance, to the north, the fringe of the Moors. The open, exposed nature, in combination with being north of the cutting, and therefore not relating well to the build form of Malton, would result in an isolated and visually prominent form of development. Proximity to the A64 would require consideration in respect of the noise.

Site 476 - Land East of Langton Road and North of Bazeley's Lane, Norton

Part of this site (the northern component) has been subject to the granting of a planning permission on appeal.

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to appropriate assessment.

Key considerations at Stage 2:

The site has variable accessibility, particularly of concern is the poor bus stop accessibility. The SSM identified (and the Special Qualities Study and its VIUA annexe) that this site in its entirety, but also the southern component alone, in conjunction with sites to the east of Welham Road, were important areas of land to the southern setting of Norton. The field patterns of this stretch of land has remained broadly (with exception of 2 field boundaries) the same for over 150 years. Whilst that alone is not necessarily significant, the western boundary of the site follows the original access to Sutton Barn which is Grade II Listed, this is discussed below. These irregular field boundaries with the undulations in topography and the presence of Mill Beck contribute to what is a valued, and attractive setting to this part of Norton, and allows the form and character of the towns to be appreciated.

In submissions made, the Landscape Character Assessment (LCA) has been taken out of context by those promoting the site, and adjacent sites at Welham Road. They (and the Inspector on the Langton Road appeal) took a sentence from the LCA which was not qualified by its following sentence: It identifies where the landscape sensitivity is less, and therefore is greater capacity to accommodate development, referring to: *"the flat and low lying land which is south and east"*. *"This area is already affected by large scale development, notably the Norton Grove Industrial Estate..."* The underlined text had been omitted, and the land in question is well to the east of this site land and so it does not refer to land to this land.

As part of the site assessment, the contribution of open space to the setting of both Sutton Grange and Sutton Barn was discussed, and it was also considered that the rural setting of the barn should be preserved. Planning permission has been granted on appeal on the site to the north, which was considered that on balance by the Inspector that "any harm to the significance of the listed building by any effects on its setting by either appeal would be as minimal as to be effectively non-existent". The Inspector does, however, in his statement refer to "the architecturally more interesting south-western elevation" The impressive impact of this elevation can still be appreciated more fully from a point further to the south west where a track from Bazeley's Lane crosses the line of the former driveway to the house and passes the former principal entrance to the grounds around the house. This track is the westernmost extent of this site, forming the eastern site extent for site submissions 645, 647 and 648.

Site 479 - Land At Norton Grove, Scarborough Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment, with the presence of Priorpot Beck as a tributary to the River Derwent. Also subject to exclusion of the southern half of the site which is undeveloped land is in Flood Zone 3. Since there is significant areas of land within Flood Zone 1, sequentially this component of the site both fails the sequential test and would not be able to progress through stage 1. The rest of the site is still considered.

Key considerations at Stage 2:

The site demonstrated poor levels of accessibility to key facilities and services. The site is subject to extensive tree coverage, particularly to the west of the site, which provides a screen to the Industrial Estate. There is also a 'parkland'-style setting to Norton Grove Stud, an attractive, but not Listed, property. There is a mixture of deciduous trees, with paddocks, which provide an attractive entrance to the settlement. Development of the site would result in a prominent, discordant form of development, which would not relate well to existing development. Issues around noise in respect of the proximity of the site to the Norton Grove Industrial Estate, would also need consideration, and appropriate mitigation. The site has not been subjected to any archaeological evaluation, and known sensitivities exist on the site. The land which is out with flood zone 1, but is within a Critical Drainage Area. This site is to the immediate south of Norton Grove Stud, the presence of the equine industry in the land surrounding Norton, is a distinctive feature of the Town, and the site's development would bring about an erosion of the character of this area.

Site 505 - 125 Scarborough Road

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the size of the site.

Site 506 - Land East of Southlea, off Lascelles Lane, Old Malton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment. It should be noted that this site is one of the closest sites to the River Derwent SAC, being adjacent to the Mediaeval Fish Ponds, known as the Doodales, which also form part of that designation.

Key considerations at Stage 2:

This site has both poor accessibility to key services and facilities, and also has a sub-standard access road which leads to the site, but serves existing properties. The junction onto Old Malton is narrow, and widening the junction onto Old Malton Road is not achievable, with the presence of a Grade II Listed telephone box and Mile Post. A small part of the site is within Flood Zone 2, which sequentially would perform poorly, and would need to be excluded from the site, the rest of the site is in Flood Zone 1, the site is within a Critical Drainage Area. The development of the site raises localised landscape sensitivities and development would adversely affect the form and character of Old Malton and the Conservation Area. Indeed the area is already part of a Visually Important Undeveloped Area which surrounds Old Malton.

Site 510 - Land West of Whitewall, Corner, Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

This site offers variable accessibility to key services and facilities. The site is distanced from the main built up area. The site comprises two fields. The southernmost field abuts the Area of High Landscape Value. It is on gently rising land. The northern field is flat and is related to the various paddocks and fields which make up the land use on the western side of Norton between the built form of Norton and the railway line/river. These fields have also been submitted in a larger site configuration which abuts site 510. The lack of physical and visual integration of the site is a key factor in the site's performance in the SSM, making it a challenging site in terms of creating a development which was well integrated into the form

and character of the settlement. Furthermore, the more elevated site has the potential to affect the setting of Whitewall to the east of the site, which is Grade II Listed. The southern portion is primarily gently rising land to the Yorkshire Wolds. This contributes to the open and rural feel of the cross roads at Whitewall. Development on this southern part could have affect the setting of the collection of Listed properties (Whitewall House, and Whitewall, No's 4,8,12 and 16) by introducing a denser and more suburban feel to this area. However the Northern field is relatively flat and is behind the ribbon development along Welham Road. This enables sufficient distance and screening to not affect any designated heritage assets. The site demonstrates archaeological sensitivity, and the Heritage Unit as the County Council have advised that geophysical survey. The site is proximal to Whitewall Stables, and other racing enterprises.

Site 523 - Land North of Middlecave Road and East of A64, Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology due to the size of the site.

Site 526 - Field West of Welham Road and opposite 109 - 163 Welham Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment, although it is a small site.

Key considerations at Stage 2:

A smaller component of site 510, representing frontage development. The key consideration was the site size, and its impact on form and character. Whilst the site could deliver c.60 dwellings this is tempered by the narrow, linear form of the site, and the inability to deliver an integrated form of development. Whilst the area already has ribbon development, this is a type of development which is not supported in current planning policy.

Site 567 - Land south of Wyse House Farm, Wyse House Lane, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 572 - Land North of Edenhouse Road

This site is also site submissions 572 and 573. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64. Prior to the commencement of development the site was assessed, and complied with stage 1 of the SSM.

Site 573 - Land South of Edenhouse Road

This site is also site submissions 572 and 573. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64. Prior to the commencement of development the site was assessed, and complied with stage 1 of the SSM.

Site 578 - Land North of A64 and South of Wyse House Lane

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features.

Key considerations at Stage 2:

As an employment site. Access of the site is a key consideration, and a roundabout is under construction for access off the A169 into the agribusiness park and proposed Livestock Market. The wider landscape setting of this site is less sensitive, being out with the Howardian Hills Foothills, on lower-lying, flat land, with a considerable shelter belt to the south of the site, which is part of the landscaping of the A64/A169 interchange slip road east bound. There is an opportunity to enhance the landscape features within the site. A small component of the site is within Flood Zone 2, sequentially this land would perform poorly in relation to the available land in Flood Zone1, and this small area would need to be discounted. The potential archaeological sensitivity of the site has been identified by Historic England, and the Heritage Unit of the County Council have advised that archaeological evaluation would be required, including the application of geophysical survey and trial trenching if necessary to clarify the nature and significance of any archaeological remains.

Site 579 - Land North of Wyse House Lane and East of A169

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features.

Key considerations at Stage 2:

As an employment site. Access of the site is a key consideration, and a roundabout is under construction for access off the A169 into the agribusiness park and proposed Livestock Market. The wider landscape setting of this site is less sensitive, being out with the Howardian Hills Foothills, on lower-lying, flat land. There is a considerable shelter belt to the north of the site, which screens the site from long distance views from the North, and which is a feature of the prevailing character of the landscape in this area. There is an opportunity to enhance the landscape features within the site. The potential archaeological sensitivity of the site has been identified by Historic England, and the Heritage Unit of the County Council have advised that archaeological evaluation would be required, including the application of geophysical survey and trial trenching if necessary to clarify the nature and significance of any archaeological remains.

Site 581 - Land North of Pasture Lane and East of Outgang Road, Malton

This site is now under construction.

Site 582 - Land South of Rabbit Lane, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 583 - Land West of Wyse House, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 584 - Land North of Wyse House, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 585 - Land East of Wyse House, Old Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 588 - Land West of Edenhouse Road and North of Freehold Lane, Old Malton

This site is also site submissions 572 and 573. It was submitted for mixed use, and has been granted planning permission-along with site 588 for the relocated Livestock Market with an associated agri-business park. Construction has commenced on the site. The site is

accessed off the A169, but is accessed off the A64 by a fully grade separated junction with the A64. Prior to the commencement of development the site was assessed, and complied with stage 1 of the SSM.

Site 608 - Land East of Westfield Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment and the exclusion of land which is within Flood Zone 3 and undeveloped.

Key considerations at Stage 2:

The site's performance through the SSM was tempered by the presence of the proximity of the Industrial Estate, and the entrance to the Estate, which would create an adverse amenity situation for residents of the site, particularly given the size of the site, and the proposed design-led noise mitigation which does not allow residents a reasonable level of amenity. The site also had variable accessibility as a residential site. The site has been considered through strategic transport modelling. The site is adjacent to the industrial estate, and had been subject to planning permission for an employment scheme. The full field contains a small area of Flood Zone 3 which is capable of being excluded, and the northern part of the site, which is in Flood Zone 2 would need to be excluded from the developable area, as sequentially preferable sites in Flood Zone 1 are available. The site would have, as either residential or employment development minimal wider landscape impact, due to the size of the site, and the presence of trees which surround the site (but are not part of it). The County Council Heritage Unit have advised that there is a high potential for archaeology, and that geophysical survey and if necessary trial trenching would be required to evaluate the nature and significance of the heritage asset.

Site 617 - Land West of Beck House and North of A64, Brambling Fields, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 618 - Land West of Wold View and South of Scarborough Road, Brambling Fields, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 619 - Land Between B1248 and Scarborough Road (near Brambling Field Cottages)

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 623 - Land South of Lakeside Way, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Two key considerations concerning this site, firstly relating to predominant designation of the site as being in Flood Zone 2, which when the site is compared to other site submissions made, there are sites with Flood Zone 1 status, and therefore this site fails in the sequential test. Secondly, the access is identified through a dwelling, no details have been provided which demonstrate that this is legally possible, or the resulting access would be compliant to the satisfaction of the Highway Authority.

Site 627 - Land North of 26-30 The Avenue

Stage 1:

The site complies with the stage one of the Site Selection Methodology.

Key considerations at Stage 2:

This site performed generally well in the SSM, in terms of form and character, and landscape impact. However, the size of the site means potentially no affordable housing would be delivered, and the submission only refers to the provision of Market Housing. The site submission does not provide/indicate an access into the site. The physical or legal capability for an access should not be inferred, and clarification was sought, but no response was received.

Site 645 (319) - Land East of 101-183 Welham Road and North of Belle Vue Farm, Whitewall, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site performs poorly in respect of accessibility, and in particular the distance to a bus stop is a further concern. Whilst the means of access has been indicated, the Highways Authority have stated that access onto Whitewall not acceptable unless significant upgrades are made, which are not proposed. Furthermore there would be a conflict of use with the established equine industry. Cumulative considerations in respect of the impact of the sites on the highway network would require consideration.

This site was also submitted in separate configurations which are discussed below. In terms of wider landscape sensitivity development of the site would be limited in its impact. However, in a more localised landscape impact would be significant. It is ascribed in the landscape character assessment as being within the Wooded Open Vale local landscape character area, but, as part of the wider land area between Welham and Langton Roads, has retained a less rigid field pattern, with smaller, less regular fields, with Beck Mill area providing a strong green wedge. The wider area has a distinctive, intimate, enclosed rural character, which is not actually typical of the features of the local landscape type. The full site area has a distinctive, rural character, typifying the key features of the local landscape type, in spite of some early 20th century ribbon development which extends down Welham Road. There is also a gallops area (which is not as distinct when viewed from ground level). This proposal would develop this full area.

The site selection methodology identifies that the development of the site would harm the setting of the grade II Listed Whitewall House and Cottages. This site has two distinct elements. The southern portion is primarily a gallops area, on a cross roads. The part is adjacent to a collection of Listed properties, Whitewall House, and Whitewall, No.s 4,8,12 and 16, which are a terrace of cottages, and an attached stable building. The complex is part of a historic racing stables, and the gallops are (although on the other side of the road and less distinct in their appearance) part of that racing history. The site has an open, rural feel and is bounded by post and rail fencing. Development in this southern area would be detrimental to the setting of the listed building complex in its own right, and whilst submission information discusses the ability to mitigate the impact by the creation of an open space area in close proximity to the Listed Buildings, this parcel of open space, of in-determined size would still allow the property to be viewed within the context of suburban residential development. However to the North is a separate and relatively flat field behind the ribbon development of Welham Road. Development in this location is enough distance away to not affect the setting of Whitewall subject to a scheme of landscaping.

Site 646 (320) - Land East of 101-139 Welham Road

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

It is considered that with a further reduction in site area, and focusing development to the north, thereby linking into existing development, with a more integrated form of development which allowed the overall special qualities to continue to be read. It is not clear in the submissions how access would be achieved. Access is not identified, there is a narrow, emergency access, but it is not clear whether it is capable of utilising the access, which serves a small number of properties, and access from Hunters Way.

Site 647 (321) - Land North of Belle Vue Farm, Whitewall, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

The site performs poorly in respect of accessibility, and in particular the distance to a bus stop is a further concern. Whilst the means of access has been indicated, the Highways Authority have stated that access onto Whitewall not acceptable unless significant upgrades are made, which are not proposed. Furthermore there would be a conflict of use with the established equine industry. Cumulative considerations in respect of the impact of the sites on the highway network would require consideration.

In terms of wider landscape sensitivity development of the site would be limited in its impact. However, in a more localised landscape impact would be particularly significant in this site submission. It is ascribed in the landscape character assessment as being within the Wooded Open Vale local landscape character area, but, as part of the wider land area between Welham and Langton Roads, has retained a less rigid field pattern, with smaller, less regular fields, with Beck Mill area providing a strong green wedge. The wider area has a distinctive, intimate, enclosed rural character, which is not actually typical of the features of the local landscape type. The full site area has a distinctive, rural character, typifying the key features of the local landscape type, in spite of some early 20th century ribbon development which extends down Welham Road. There is also a gallops area (which is not as distinct when viewed from ground level) to the left of this site, which is a linear strip of land, the eastern boundary follows the original track which served Sutton Barn (Grade II Listed). Development of this site submission would be particularly incongruous.

The site selection methodology identifies that the development of the site would harm the setting of the grade II Listed Whitewall House and Cottages. This site is offset from the Listed Building but would be viewable within the context of the property and its frontage. The part is adjacent to a collection of Listed properties, Whitewall House, and Whitewall, No.s 4,8,12 and 16, which are a terrace of cottages, and an attached stable building. The complex is part of a historic racing stables. Development of this strip of land would be detrimental to the setting of the listed building complex in its own right, and whilst submission information discusses the ability to mitigate the impact by the creation of an open space area in close proximity to the Listed Buildings, in this submission there would still be a discordant limb projection.

Site 648 (322)- Land East of 101-139 Welham Road and North of Belle Vue Farm, Whitewall, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment.

Key considerations at Stage 2:

Similar to the other site submissions, this proposal combines the site to the north of the gallops, and the limb projection. The site performs poorly in respect of accessibility, and in particular the distance to a bus stop is a further concern. Whilst the means of access has

been indicated as being onto Whitewall, the Highways Authority have stated that access onto Whitewall not acceptable unless significant upgrades are made, which are not proposed. Furthermore there would be a conflict of use with the established equine industry. Cumulative considerations in respect of the impact of the sites on the highway network would require consideration.

In terms of wider landscape sensitivity development of the site would be limited in its impact. However, in a more localised landscape impact would be particularly significant in this site submission. It is ascribed in the landscape character assessment as being within the Wooded Open Vale local landscape character area, but, as part of the wider land area between Welham and Langton Roads, has retained a less rigid field pattern, with smaller, less regular fields, with Beck Mill area providing a strong green wedge. The wider area has a distinctive, intimate, enclosed rural character, which is not actually typical of the features of the local landscape type. The full site area has a distinctive, rural character, typifying the key features of the local landscape type, in spite of some early 20th century ribbon development which extends down Welham Road. There is also a gallops area (which is not as distinct when viewed from ground level) to the left of this site, which is a linear strip of land, the eastern boundary follows the original track which served Sutton Barn (Grade II Listed). Development of this site submission would be particularly incongruous.

The site selection methodology identifies that the development of the site would harm the setting of the grade II Listed Whitewall House and Cottages. This site is offset from the Listed Building but would be viewable within the context of the property and its frontage. The part is adjacent to a collection of Listed properties, Whitewall House, and Whitewall, No.s 4,8,12 and 16, which are a terrace of cottages, and an attached stable building. The complex is part of a historic racing stables. Development of this strip of land would be detrimental to the setting of the listed building complex in its own right. Whilst submission information discusses the ability to mitigate the impact by the creation of an open space area in close proximity to the Listed Buildings; in this submission there would still be a discordant limb projection.

Site 649 (88) - Land at Norton Lodge, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology. This site has been subjected to Appropriate Assessment, and this has confirmed that no likely significant effects would result from the development of the site, as a function of the sites features, proposed mitigation and avoidance features.

Key considerations at Stage 2:

The site has performed well, subject to appropriate mitigation measures. The site's accessibility is variable, but the proposal includes land for a school, and would be within 10 minutes of a bus stop. The site is adjacent to an Industrial Estate and mitigation would be required in terms of noise.

The site is within Flood Zone 1, except for parts of a narrow strip of the proposed link road to Hugden Way, which is in Flood Zone 2 and 3, the area is very small in its extent, and the principle of the use is acceptable within the operation of both the sequential and exception

tests as the link road would constitute essential infrastructure, and cannot be positioned elsewhere. The link road is necessary to mitigate the impact of the traffic generated by the proposed size of the proposal.

Given the size of the site, and hydrological survey has been undertaken, and the site submitters are aware of the need to ensure that run off-rates are attenuated to Greenfield rates. The link road, as identified in the Local Plan Transport Modelling, is essential to ensure that vehicles are not compelled to go through the constrained crossing point between the towns.

In landscape sensitivity and form and character of the town of Norton, this area is identified in both the Landscape Character Assessment and the Special Qualities Study as an area which would be capable of accommodating larger scale development without detriment to the open, low-lying flatter extent to the south and east of Norton, and providing an opportunity to enhance the edge of the settlement, which is currently dominated by the Norton Grove Industrial Estate and suburban development. A sizable landscaping buffer (and any necessary noise attenuation measures) will be expected, and the buffer has been informed by the noise assessment undertaken.

The site does not contain any designated heritage assets, and would not affect the setting or significance of any designated heritage asset. There is high potential for the survival of prehistoric and Romano-British remains. Course of a Roman road passes through the area, as does a prehistoric triple dyke boundary feature known from crop marks. Iron Age square barrow burials and other ditched enclosures also plotted from aerial photographs. Archaeological evaluation by means of geophysical survey and trial trenching has been advised to clarify the nature and significance of archaeological remains. Archaeological evaluation has been undertaken, and this has confirmed that there are no significant archaeological anomalies.

Affordable housing provision is indicated as being plan compliant in principle- and headline viability information has been submitted that recognises that the delivery of affordable housing will either be Plan compliant, or close to being plan compliant.

Site 651 - Land East and South of Hugden Way

Stage 1:

The site only part complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment, and the discounting of the area of land to the south which is undeveloped, and which would be classified as Flood Zone 3b.

Key considerations at Stage 2:

This site submission is covering previously developed land, part of Hugden Way Road, and a field which was previously submitted as site 185. Despite the car park being previously developed land, both the car park, section of road, and the field are within Flood Zone 3. The undeveloped areas would therefore be Flood Zone 3b, and would be excluded from the SSM. The rest of the site which was identified in Flood Zone 3a, performs sequentially poorly, in terms of the availability of Flood Zone 1 land.

Site 654 - Field SE 8074 East of A169 and East of Eden House, Malton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology, due to the distance of the site from the Principal Town.

Site 655 (a, b and c)- Parcels of Land adjacent to Villa Farm and Norton Grove Stud, Norton

Stage 1:

The site in part complies with the stage one of the Site Selection Methodology, subject to Appropriate Assessment, and it has been assessed in constituent parts.

Flood risk harm identified in parts of the field (655a) being Flood Zone 3b, to the west of the site. Furthermore, 665a was discounted due to impact on the setting of St. Mary's in Old Malton, and the Conservation Area of Old Malton.

Key considerations at Stage 2:

The site is an agglomeration of fields, the northernmost 655a is flood zone 3 and mid section is flood zone 2 in a swathe across the site other parts are flood zone 1. Only land which was in flood zone 1 would sequentially be considered acceptable.

Aside, from the northern component of the site having a significant impact on Old Malton Conservation Area, by virtue of its proximity to the Conservation Area and the impact on near and distant views of the Grade I St. Mary's Priory church. The rest of the site's development would have on the form and character impacts, as this site submission is not well-related to the built form of Norton.

Large parts of the site are within Flood Zone 2, which performs poorly in respect of the sequential test, as there are sites which are within Flood Zone 1. Only 655c is in Flood Zone 1. The site demonstrates poor accessibility to key facilities, and the northern component of the site (655a) is to the north of the Railway Line, for which intensification of informal/personal crossing is not achievable.

Site 656 - Land between Langton Road and Beverley Road, Norton

Stage 1:

The site complies with the stage one of the Site Selection Methodology, subject to appropriate assessment.

Key considerations at Stage 2:

This large site has variable accessibility, and because of its size depending on the key facility, the accessibility would change across the site. The site has not been subjected to any strategic transport considerations, due to its late submission. It is, in landscape terms and settlement form a character less sensitive than other sites. The site is subject to Ground

Source Protection Zone, and a Hydrogeological Risk Assessment would be required. Limited information has been provided around the nature of development.

Site 660 (a,b,c)- Land off Scarborough Road, Norton

Stage 1:

The site fails to comply with the stage one of the Site Selection Methodology. This is due to the size of the site at c.105 ha, and would be treated as a 'strategic site' because of the site's ability to deliver a level of housing and other land uses beyond the Plan requirements. This is an amalgamation of a series of site submission (184,479,655 and 189), and was submitted in response to the 2015 Sites Consultation. Other Strategic Sites have been promoted to the west and east of Norton. It was concluded in the Local Plan Strategy that the use of 'Strategic Sites' would not be an appropriate means to address plan requirements, based on lack of evidence and inability to rely on such sites. Whilst parts of the submission have been considered in smaller parcels, large parts of the site are within Flood Zone 2 and 3, sequentially, those parts of the site perform poorly when considered against sites within Flood Zone 1, and would not be capable of being considered further. There are also considerations around the impact on the River Derwent SAC, the setting of Grade I Listed Priory Church and Malton Conservation Area, and the inability to cross the railway line.

Site Findings and Interim Comparative Assessment Grouping Conclusions of SSM - Residential

Following the application of the Sites Selection Methodology sites were grouped into one of four groups to assist comparative assessment. These groups are as follows:

Group 1- site fails Stage 1 of the SSM and is not considered to be suitable for allocation.

Group 2- sites where it is considered that there is no reasonable prospect/ very unlikely that concerns identified at Stage 2 of the SSM can be mitigated or sufficiently mitigated or, there are compelling reasons which indicate that a site is not deliverable or developable

Group 3 - sites where issues have been identified as part of the SSM. Mitigation could be used to reduce impact or achieve an acceptable form of development on sites within this group if they are required to meet development requirements

Group 4 – the site generally performs well across each of the stages of the SSM

Site ID	Location	Outcome grouping	Principal reason for outcome
119	Westfield Nurseries, Scarborough Road, Norton	Site Developed or under construction	
143 (372, 388)	Land West of Outgang Road and North of Broughton Road, Malton	Site Developed or under construction	
244	Barton Cottage, York Road, Malton	Site Developed or under construction	
269	The Hawthorns, Beverley Road, Norton	Site Developed or under construction	
287	Cheesecake Farm, Beverley Road, Norton	Site Developed or under construction	
297	Land North of Sutton Farm, Langton Road, Norton	Site Developed or under construction	
453	Westfield Nurseries, Scarborough Road, Norton	Site Developed or under construction	
243 350,325	Coronation Farm, Westgate, Old Malton	Site with planning permission	
282 (581)	Land North of Pasture Lane, Malton	Site with planning permission	

323	Land North of Dickens Road	Site with planning permission	
1	County Bridge Works, Castlegate, Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
99	Range of Outbuildings at Norton Lodge, Beverley Road, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
127	Land to the Rear of 115-119 Scarborough Road, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
137	Land East of Westfield Way, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to the scale of the site being so large that it would be a Strategic Site, and the policy presumption in the Local Plan Strategy was not to consider Strategic Sites.
193 a	Former Travis Perkins Yard & Land Adjacent to Water Lane Car Park, Yorkersgate, Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
193 b	Former Travis Perkins Yard & Land Adjacent to Water Lane Car Park, Yorkersgate, Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
247	Manor Farmyard, Town Street, Old Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
326	Allotments West of 53 Town Street, Old Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
327	Land Rear of 67 Middlecave Road, Malton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
471	Land South of the River Derwent and West of Welham Road, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to the scale of the site being so large that it would be a Strategic Site, and the policy presumption in the Local Plan Strategy was not to consider Strategic Sites.
505	125 Scarborough Road, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.
523	Land North of Middlecave Road and East of A64	Group 1	Fails Stage 1 of the Site Selection Methodology and is not considered to be suitable for allocation due to site size.

655	655a Land to the North of Villa Farm 655b Land to the West and East of Villa Farm 655c Land to the East of Norton Grove Stud	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy. Also particular parts of site 655a would be adjacent to River Derwent SAC (655a), with associated flood risk, and not accessible without railway crossing.
2 (118)	Former Gas Works, Sheepfoot Hill, Malton	Group 2	Sites where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (Flood risk and contamination) of the Site Selection Methodology can be mitigated. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable
103, 187, 302	Land Behind 139 to 189 Welham Road, Norton	Group 2	Sites where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 of the Site Selection Methodology can be mitigated. These relate issues around adverse impact on the form and character of Norton, impact on setting of Listed Buildings. Also the concerns regarding the provision of access and the existing road in the site's vicinity (Whitewall/Bazeley's Lane). As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
104	Land West of The Avenue, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (Flood risk, contamination and significant infrastructure requirements) of the Site Selection Methodology can be mitigated. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable at this time.
121	Former Woolgrowers Site north of Park Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (Flood risk, contamination and significant infrastructure requirements) of the Site Selection Methodology can be mitigated. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable at this time.
122, 623	Land to the South of Lakeside Way, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (Flood risk- sequentially less preferable site) of the Site Selection Methodology can be mitigated. Also the access delivery is not demonstrated to be viable. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
123	35 York Road, Malton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (concerning form and character issues) of the Site Selection Methodology can be mitigated. Also site is proposed for a further single dwelling not contributing to wider needs.

190	Land South of 102 Welham Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (concerning form and character issues- ribbon develop) of the Site Selection Methodology can be mitigated.
191/417	Land South of Lakeside Way, Norton	Group 2	The access delivery is not demonstrated to be viable, nor consideration of the remediation of the former fish ponds. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
195	Land to the West of Langton Road and East of Sutton Farm, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (substantial harm to the setting of the Listed Building) of the Site Selection Methodology can be mitigated.
196	Land Between High Beck Mill and Lakeside Way, Norton	Group 2	The access delivery is not demonstrated to be viable, nor consideration of the remediation of the former fish ponds. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
208	Thackray's Yard, North of Town Street, Old Malton	Group 2	No demonstrable compliant access. The site is in occupation, with no clear prospect of relocation. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
245	Land South of Highfield Road, Malton	Group 2	The remediation of the contamination which is present on the site has not been demonstrated to be viable. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
246	Malton Tennis Club, Old Maltongate, Malton	Group 2	The site contains valued sporting facilities the commensurate relocation of which has not been conclusively established. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
262	Land to the West of Langton Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (substantial harm to the setting of the Listed Building) of the Site Selection Methodology can be mitigated.
273	Ashfield House, Old Malton Road, Malton	Group 2	The site is in occupation, with no clear prospect of relocation. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
285	Malton School, Middlecave Road, Malton	Group 2	The site is of a size where the noise issues of the A64 could not be addressed satisfactorily. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
319 (645)	Land east of 101-188 Welham Road North of Belle Vue Farm, Whitewall, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (substantial harm to the setting of the Listed Building, and adverse impact on the form and character of Norton, accessibility concerns) of the Site Selection Methodology can be mitigated. Also the concerns regarding the provision of access and the existing road in the site's vicinity (Whitewall/Bazeley's Lane). As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.

320 (646)	Land east of 101-139 Welham Road, Norton	Group 2	Also the concerns regarding the provision of access and the existing road in the site's vicinity (no access demonstrated). As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
321 (647)	Land north of Belle Vue Farm, Whitewall, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character of Norton, accessibility concerns) of the Site Selection Methodology can be mitigated. Also the concerns regarding the provision of access and the existing road in the site's vicinity (Whitewall/Bazeley's Lane). As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
322 (648)	Land east of 101-139 Welham Road, and Land north of Belle Vue Farm, Whitewall, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character of Norton, accessibility concerns) of the Site Selection Methodology can be mitigated. Also the concerns regarding the provision of access and the existing road in the site's vicinity (Whitewall/Bazeley's Lane). As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
423	Rawlings Agricultural Depot, St Peters Street, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (Flood risk- sequentially less preferable site) of the Site Selection Methodology can be mitigated. Also the access delivery is not demonstrated to be viable. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
474	Land North of the A64 and East of Outgang Lane, Malton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (concerning form and character issues and wider landscape sensitivity) of the Site Selection Methodology can be mitigated.
476	Land East of Langton Road and North of Bazeley's Lane, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character and setting of Norton, accessibility concerns) of the Site Selection Methodology can be mitigated.
479	Land At Norton Grove, Scarborough Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character and setting of Norton) of the Site Selection Methodology can be mitigated.
506	Land East of Southlea, off Lascelles Lane, Old Malton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character and setting of Old Malton and the Old Malton Conservation Area) of the Site Selection Methodology can be mitigated.

510	Land West of Whitewall Corner, Welham Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character and setting of Norton) of the Site Selection Methodology can be mitigated.
526	Field West of Welham Road and opposite 109 - 163 Welham Road, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (adverse impact on the form and character and setting of Norton) of the Site Selection Methodology can be mitigated.
608	Land East of Westfield Way, Norton, Norton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (amenity issues and form and character issues) of the Site Selection Methodology can be mitigated for the use of the site for residential purposes.
627	Land north of 26-10 The Avenue, Norton	Group 2	There is no demonstrable access. As such, there are compelling reasons which indicate that a site is not considered to be deliverable/developable.
62	Manor Farmyard, Town Street, Old Malton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern ensuring character and appearance of the Old Malton Conservation Area is preserved/enhanced. Mitigation could be used to reduce impact/achieve an acceptable form of development on sites within this group if they are required to meet development needs, although unlikely to meet wider needs of settlement.
649 (88)	Land at Norton Lodge, Norton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the scale of site. Mitigation could be used to reduce impact/achieve an acceptable form of development if they are required to meet development needs. The site has the capability to meet wider needs of the settlement by virtue of its size and location. There are positive indications that the site is deliverable and developable.
100/ 192	Old Ryedale House, Old Malton Road, Malton	Group 2 site (originally Group 3)	<p>A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the scope of development on the site. Mitigation could be used to reduce impact/achieve an acceptable form of development on sites within this group if they are required to meet development needs, although unlikely to meet wider needs of settlement.</p> <p>Planning permission has been secured and is underway for a single dwelling. The position of that dwellings precludes the wider use of the site. Access is not achievable from the northern part of the site.</p>

194	Land to the West of 72-126 Welham Road, Norton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the scope of development on the site. Mitigation could be used to reduce impact/achieve an acceptable form of development on sites within this group if they are required to meet development needs, although this site is unlikely to meet wider needs of settlement, and require significant infrastructural input.
218 (108, 281)	Land North of Castle Howard Road, West of Castle Howard Drive and East of A64, Malton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the impact of the site on the setting of the AONB. Mitigation could be used to reduce impact/achieve an acceptable form of development, this will be through ensuring that the height of buildings and their ability to be read within the landscape is considered carefully. The site has the capability to meet wider needs of the settlement by virtue of its size and location. There are positive indications that the site is deliverable and developable.
249	Land South of Castle Howard Road, Malton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the impact of the site on a more site-specific level. The site has the capability to meet wider needs of the settlement by virtue of its size and location. There are positive indications that the site is deliverable and developable.
324	Land South of Westgate Lane and North of Green Lane, Malton	Group 2 (formerly group 3)	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the impact of the site on a more site-specific level, including access and amenity consideration with the proximity of the A64, and loss of strip fields (which have become so fragmentary they are not readable as such features). The site was consulted on in 2015. The site has been now identified as being significant in its contribution to the setting of the Grade I Listed St Mary's Priory Church, and its significance. It has therefore become a Group 2 site.
450	Ryedale House, Old Malton Road, Malton	Group 3 site (formerly Group 2)	The site performed generally well through the SSM, but for the lack of ability to identify whether the site was available/deliverable (group 2 status). The building is in occupation, however, the principle of redevelopment has been agreed as the Council looks to relocate from the site within the Plan period.

Site Findings and Interim Comparative Assessment Grouping Conclusions of SSM - Other - Employment and Retail

Site ID	Location	Outcome grouping	Principal reason for outcome
21/113	Land at Cherry Farm, Huttons Ambo (West of York Road Industrial Estate)	Site Developed or under construction	
250 / 442	Livestock Market, Spital Street, Malton	Site with planning permission	
452	Land and Buildings at Wentworth Street Car Park, Wentworth Street, Malton	Land no longer considered to be available for the land use originally proposed	
572	Land North of Edenhouse Road, Malton	Site with planning permission	
573	Land South of Edenhouse Road, Malton	Site with planning permission	
588	Land West of Edenhouse Road and North of Freehold Lane, Old Malton	Site with planning permission	
608	Land East of Westfield Way, Norton	Site with planning permission	
68	Beckhouse, A64 Scagglethorpe	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with Spatial Strategy (Policy SP1) of the Local Plan Strategy.
184a	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to significant flood risk, harm to the Derwent SAC and the setting of St Mary's Priory Church
184b	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to significant flood risk and harm to the Derwent SAC
184c	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to harm to the Derwent SAC and significant flood risk
184f	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with Spatial Strategy (Policy SP1) of the Local Plan Strategy.

184g	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to significant flood risk and not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
184h	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
185	Land Off Hugden Way, Norton	Group 1	Fails Stage 1 of the Site Selection Methodology due to significant flood risk.
567	Land South of Wyse House Farm, Wise House Lane, Old Malton	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
542	Land North of Beck House, Scagglethorpe	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
543	Land East of Beck House, Scagglethorpe	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
654	Field No SE 8074 6058 East of A169 and Land East of Eden House	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy.
655	655a Land to the North of Villa Farm 655b Land to the West and East of Villa Farm 655c Land to the East of Norton Grove Stud	Group 1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy. Also particular parts of site would be adjacent to River Derwent SAC (655a), with associated flood risk.
379	Malton Waste Water Treatment Works, Rye Close, York Road Industrial Estate, Malton	Group 2	Sites where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 of the Site Selection Methodology can be mitigated. The key issue is that the site remains in active use.
474	Land North of the A64 and East of Outgang Lane, Malton	Group 2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (concerning form and character issues and wider landscape sensitivity) of the Site Selection Methodology can be mitigated.
184d	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 2	Sites where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 of the Site Selection Methodology can be mitigated. The key issue is the effect on the setting of listed properties.
248	Land West of York Road Industrial Estate, York Road, Malton	Group 2	Due to concerns regarding achievement in principle of a suitable access this site was previously identified as a group 2 site, clarification has been sought. Whilst a sole access can be provided. A site of this size would need two access points which are not achievable.
184e	Land at Norton Parks Farm and Norton Grove Stud, Norton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern form and character issues.

578	Land North of A64 and South of Wise House Lane, Old Malton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the impact of the site on a more site-specific level. The site has the capability to meet wider needs of the settlement by virtue of its size and location. There indications that the site is deliverable and developable.
579	Land North of Wise House Lane and East of A169, Old Malton	Group 3	A site where issues have been identified as part of the Stage 2 assessment. These primarily concern mitigation around the impact of the site on a more site-specific level. The site has the capability to meet wider needs of the settlement by virtue of its size and location. There are indications that the site is deliverable and developable.

Interim Site Assessment Conclusions for Malton and Norton (2015)

Residential

Two options to meet residual requirements were presented as part of the 2015 consultation. One with a Malton emphasis and the other with a Norton emphasis. Both options included sites which would enable land for a school to be secured at either Town, which would be necessary to accommodate growth.

Site 649 (88) – Land at Norton Lodge (east of Beverley Road) (Circa 578 dwellings)

Site 649 (formerly 88), is a site which performs generally well through the SSM.

The site is a large open field to the south of residential development and the Norton Grove Industrial Estate. Development of the site would have a limited wider landscape impact and could bring benefits to improving the setting of this parts of Norton. There are some sensitivities (the presence of the industrial estate and the Malton Bacon Factory being a key issue), but the layout and landscaping can ensure no adverse amenity impacts. It is capable of delivering a relatively large number of houses (600 with circa 540 in the plan period) with appropriate landscaping. The site has the capability to meet wider needs of the settlement by virtue of its size and location. Despite not being as accessible as some other sites considered through the SSM, the agents acting for the developers and land owners have confirmed that land for a primary school would be provided. This would improve the accessibility credentials of the site. The developer has also indicated that the scheme would be capable of including a Community Infrastructure Levy (CIL) charge, provision of the Local Plan Strategy's requirement of 35% for affordable housing, provision of Green Infrastructure and other forms of open space. The scheme includes a link road between Beverley and Scarborough Roads via Hugden Way. It is indicated that the site would be linked to site 651-Land East and South of Hugden Way, to deliver the link road to Hudgen Way. The link road is considered to be necessary to mitigate the transport impact of the proposal. The Council has sought and obtained confirmation from the developers that this link road can be achieved and that the site is therefore deliverable.

Site 218 (108/281) - Land North of Castle Howard Road, West of Castle Howard Drive and East of the A64 (Circa 445 dwellings)

Site 218 (108/281), has performed reasonably well through the site selection methodology, in most respects, but particularly in terms of accessibility which is a key element of the SSM. The provision of land for a school accompanies the proposal (and could be provided on site this site or site 249). The site forms part of the setting of the Howardian Hills Area of Outstanding Natural Beauty (AONB) and any landscape and visual impact associated with development would need to be mitigated in a manner which avoids any harm to the AONB. The Site Selection Methodology identifies this landscape sensitivity, and recognises that development would result in landscape harm. The Council sought reassurance from the landowner that the site could be developed in a way which appropriately mitigates landscape harm before final decisions are made around the suitability of this site. This is in part, due to the fact that these issues could not be resolved as part of a planning application for the development of the site in 2015 which was refused. The application also raised a number of other issues including viability and affordable housing delivery.

As part of the 2015 sites consultation, Officers sought a clear position from the landowner of this site to establish the deliverability and developability of the site, and its ability to deliver against the Plan's requirements and within the context of a CIL charge being in operation.

Site 249 - Land South of Castle Howard Road (Circa 237 dwellings)

Site 249, like the site adjacent to it (218) has also performed reasonably well through the site selection methodology. The landscape sensitivities of this in respect of the AONB are not as pronounced as those of the site to the north, but landscape considerations will still need to be carefully considered. It is comparable to site 218 in terms of many site characteristics, indeed both sites would share access of Castle Howard Road, but it is a smaller site.

Site 324 - Land South of Westgate Lane and North of Green Lane (Circa 241 dwellings)

Site 324, has performed reasonably well through the Site Selection Methodology in terms of landscape sensitivity and form and character issues. The site's development would, however, need to ensure that the setting of Old Malton and the Conservation Area of Old Malton was protected. The site is also identified in the Historic Landscape Characterisation as being an area of Strip Fields. As a locally-valued heritage asset, there is a need to consider whether the loss of the feature is justified. On site it is apparent that the hedgerows which define these features have become so degraded and fragmentary that their ability to be identified as such features has been lost. As such it considered that development on the site would be acceptable in principle as the significance of the feature is no-longer evident. Despite not being as accessible as some other sites, the site is well served by existing buses. There are site-specific constraints: the northern part of the site is in flood zone 2 (and sequentially less preferable as other sites have a lower flood risk), and there is a need to ensure an appropriate standard of residential amenity can be achieved, given the proximity

of the A64. However, it is anticipated that these constraints have the potential to be simultaneously mitigated by using the northern part of the site as a buffer.

Employment

Site 578 - Land to the North of A64 and South of Wyse House Lane, Old Malton (13.93ha)

Site 579 - Land North of Wyse House Lane and East of A169, Old Malton (16.46ha)

Sites 578 and 579 are east of the A169 and north of the A63 and are immediately opposite to the recently approved scheme at Edenhouse Road. As part of the Edenhouse consent a new roundabout on the A169 is being developed to provide suitable access. This will also therefore enable access to Sites 578 and 579. Sites 578 and 579 fall into the Category 3 because of the relative distance from the centres of Malton and Norton, however the presence of the Edenhouse Road commitment which brings enhanced public transport facilities mitigates this factor. Whilst the gross area of sites 578 and 579 is in excess of the residual requirement, the net developable area will be reduced by surface water attenuation and the presence of overhead power lines.

Retail

The Local Plan Strategy identifies Malton as the Principal Town Centre for Ryedale and directs all available quantitative food retailing requirements (1,890sqm) to the Town and 70% of the quantitative non-food retailing (5,394 sqm) to the Town. An existing planning permission for the redevelopment of the Livestock Market Site in Malton will meet the quantitative need for additional food retailing space at the Town. Existing commitments also account for approximately 80% of the quantitative need for non-food retailing floorspace. There remains a requirement 'to plan for' circa 1,000sqm of non-food retailing floorspace. National Policy is clear that needs for retailing are met in full and for Malton this will mean that there is a need to identify suitable sites to meet outstanding non-food retailing requirements. Specific sites within or on the edge of the town centres are not available although the Local Plan Strategy identifies the 'Northern Arc' as a location where the redevelopment of buildings could accommodate further non-food retailing space.

Consideration of New Site Submissions

Through the production of the Local Plan Sites Document, the Local Planning Authority has responded to the submission of further sites. As a result of the 2015 Sites Consultation, 6 new sites were submitted, and 2 were re-configured pre-existing submissions. Below are the sites submitted in Norton, which have been discussed in the previous sections concerning the site description and the key performance through the SSM. The Local Planning Authority have advised the submitters of these sites, that the submission of further information will be required, and that it will be on the onus of the Site Submitter to prove that their site performs better than a site which the Local Planning Authority consider is the most suitable site for meeting development requirements.

Site ID	Location	Outcome grouping	Principal reason for outcome
656	Land between Langton Road and Beverley Road, Norton	2	A site where it is considered that there is no reasonable prospect/very unlikely that concerns identified at Stage 2 (scale of site- strategic transport considerations) of the Site Selection Methodology can be mitigated.
660	Site 660 (a,b,c)- Land off Scarborough Road, Norton (134 ha)	1	Fails Stage 1 of the Site Selection Methodology due to not being in accordance with the Spatial Strategy (Policy SP1) of the Local Plan Strategy. LPS not considering Strategic Sites in principle. Site also considered in smaller site configurations

Conclusions for Proposed Site Allocations in Malton and Norton

Residential

The residual requirement for the Principal Town has reached a level where either of the options consulted on in 2015 would exceed the housing requirement established for the Towns in the Local Plan Strategy. In view of the fact that Malton and Norton are the Principal Town; that the Plan is committed to providing an identified supply buffer and that key infrastructure requirements (land for a school) have not been secured from sites released to date, it is considered that the allocation of a site to address this is appropriate.

Site 649 (88), Land to the east of Beverley Road site submission provided further confirmation of the delivery of the Hugden Way Link Road. Not only does this address the impact of the development itself, highway modelling does illustrate that this ensures that additional growth at the Towns can be accommodated in terms of highway impacts.

Further information has also provided on a headline basis regarding development viability and provision of affordable housing. The site identifies land for a primary school and in landscape terms, is the least sensitive of the site submissions which have been identified as a group 3 site.

Sites 218 and 249, are not taken forward. In comparison to site 649, transport modelling work identifies that a Malton-focus would send some highway junctions in Norton over capacity in comparison with the Norton option (illustrating how significant and necessary the Scarborough –Beverly link road is to accommodating growth). In comparison with the Norton option, the landscape sensitivity is much greater on this western edge of Malton, and there is the setting of the AONB to consider. Following the 2015 consultation, the landowner has sought to reassure the Local Planning Authority over concerns relating to landscape impact and affordable housing provision from the site. However, it is considered that this has not been sufficiently convincing to reassure the LPA that the issues associated with the previous planning application could be resolved and that the site would therefore be deliverable or capable of delivering affordable housing in any significant number.

In respect of site 324, further work through the site assessment process has been identified as having particular sensitivities in respect of the contribution of the open space to the setting of St. Marys Priory Church, and Old Malton Conservation Area. As a result of this, the site is now identified as a VIUA.

Site 450, Ryedale House, was a site which performed generally well through the SSM, and since the 2015 Sites Consultation the concerns around the principle of the site's release have been addressed. The site has been subject to transport modelling, air quality assessment, and Appropriate Assessment with no adverse outcome. The site offers the opportunity to deliver some flatted accommodation, affordable housing and the provision of development on a brownfield site.

In conclusion site 649 is proposed as the principal residential allocation to meet the residential requirement and to contribute to the commitment to provide an identified supply buffer, with site 450 as a further allocation.

Employment

The employment land submissions of 578 and 579 were well in excess of the residual requirement of employment land. The infrastructure for the Agri-Business Park and Food Enterprise Zone is being implemented at the time of writing. The site to the east of this represents the most suitable location for longer-employment land aspirations. Particularly in respect of the synergies capable with the existing opportunities as a result of the Edenhouse development, and the connections to the A64 and A169. However, rather than commit to a site extent through a site-specific allocation, a broad location is proposed, which identifies the area closest to the A169 as being an area in which the Local Planning Authority would support, in principle, for development which was made up of B use classes. The two sites have been subjected to appropriate assessment, which has identified that there are features and mitigation measures required to ensure no likely significant effect on the Conservation Objectives of the River Derwent SAC. There are a series of Development Principles proposed:

- Appropriate Surface water management;
- No adverse impacts on the safe operation of the Strategic Road Network; and
- No adverse impacts on the water quality of the River Derwent SAC
- Articulation of archaeological sensitivity through comprehensive geophysical survey and trial trenching where appropriate

Retail

There has been no change in the position of retail capacity since the 2015 Sites Consultation. The Local Plan Sites Document identifies both the Livestock Market site, and the Dewhirst Site in Norton as commitments, with the Livestock Market Site being included within the Town Centre Commercial Limits.

Part 3. Other Site-Specific Policies

The Policies Map and Site-Specific Designations for Malton and Norton

The Policies Map articulates the site allocations, it also articulates features and designations which are associated with the Local Plan Strategy. This includes, amongst other matters, Development Limits and Visually Important Undeveloped Areas.

Development Limits

The current Development Limits for Malton and Norton were established in the previous Ryedale Local Plan (2002). They have been carried forward for use in the Ryedale Plan Local Plan Strategy and will be redrawn to include any new site specific land allocation(s) once these are formally adopted, and include any completions of development on the edge of the town. The process of selecting new development sites and subsequently, redrawing the Development Limits for the village will reflect the following longstanding objectives which are to:

- To provide clear and unambiguous guidance as to where development is likely to be permitted
- To prevent the outward, sporadic, spread of development from settlements spoiling the countryside
- To direct development to existing settlements
- To relate development opportunities in settlements to the number of houses required in the plan period
- To ensure that new development is sympathetic in scale and location to the form and character of settlements
- To assist with the identification of 'exceptions' sites for affordable housing.

Other than to take account of completions, commitments and new land allocations, the Council does not intend to make any further alterations to the existing defined Development Limits unless this is in response to an obvious anomaly which has remained undetected since the limits were originally adopted or to take account of any subsequent new development or change. No anomalies have been identified for Malton and Norton. Some small site submissions have sought to alter Development Limits, but these have been concerned with landowner aspiration, as opposed to an anomaly.

Visually Important Undeveloped Areas (VIUAs)

A number of sites within settlements in Ryedale are currently defined as Visually Important Undeveloped Areas (VIUAs). These are areas where development would be resisted and they have been defined on the basis that an area:

- Makes a significant contribution to the character and /or setting of a settlement; or
- Provides an attractive setting for buildings within a settlement; or
- Is important to the historical form and layout of a settlement

Existing VIUAs have been reviewed as part of the preparation of the Sites Document and in the context of the criteria outlined above and the need to accommodate development requirements for the plan period. Additionally, the Council has considered whether it is appropriate to identify further VIUAs.

Since the adoption of the previous Ryedale Local Plan, planning permission has been granted on a select number of VIUAs: land to the north of Pasture Lane, Malton and Land to the south of Coronation Farm, Old Malton. Therefore in the Policies maps, these will no longer be referred to as VIUAs.

Consultation has taken place which identifies a revised extent for the VIUA extent at Old Malton, which is to use clear boundary features to provide a bridge in the current 'policy gap' between the Village Inset Map and Proposals Map for the VIUA which extends along the southern and eastern edge of Old Malton, into the land which straddles the River Derwent.

Proposed new VIUAs are identified at:

- The western side of Old Malton, north of Westgate Lane, and south of the A64; and
- Land between Welham and Langton Roads in Norton.

The 2016 VIUA consultation explored, in respect of land between Welham and Langton Roads, the inclusion of land which has an unimplemented planning permission, and include it within the VIUA designation, in the event that the permission expires. This approach received general support except from the Landowners and their Agents in the locality. However, the Local Planning Authority is aware that the scheme is likely to be developed out, and the proposed VIUA no longer covers this area. However, the remaining land to the south of Mill Beck, extending to the properties east of Welham Road continues to be identified/proposed as a new VIUA.

In response to both the Consultation and Members identifying the sites to be allocated and those to be treated as commitments, further areas of land were identified as VIUAs, based on their special qualities concerning their influence on the form and character of the settlement:

- Land at Folliot Ward Close, Middlecave road and Hospital Road;
- Land to north of Westgate Lane and east of Rainbow Lane;

This is set out in greater detail in the Background Paper on VIUAs.

Town Centre Commercial Limits and the Northern Arc

The Town Centre Commercial Limits are identified in the Policies Map, and identify the Local Planning Authority's focus for retail and town centre uses. This is to operate also within the context of the Northern Arc, which is a less precisely defined area, identified within the Local Plan Strategy as an area which has redevelopment/improvement potential and a suitable location for some town-centre uses. Malton's Town Centre Commercial Limits have been extended to the north to include the Livestock Market Area which has planning permission for retail development.

Other site-specific designations

In the previous Local Plan (2002), and the saved Proposals Maps and Village Inset Maps the Council identified playing fields/ ponds and other features of interest which are subject to policy considerations. The identification of these items within the production Policies Map will be continued, but on a more refined basis, as some features (such as Flood Risk and ponds) can change in their position over time and so will not be included. Such features will be considered within the context of the adopted Local Plan Strategy.

Those aspects which are a site specific policy, including the three Conservation Areas of Old Malton, Malton and Norton are also identified. There is the retention of the Wolds Area of High Landscape Value, which extends up to the fields which abut the built area of Norton.

Appendix 1: Summary of representations from 2009 up to 2015

The 2015 Sites Consultation and 2016 VIUA Consultation are within the Statement of Consultation

Site 1 - County Bridge Works, Castlegate, Malton

- Site is where Malton conservation Area adjoins Norton Conservation Area. Surrounded by Listed Buildings. Sensitive
- Could be archaeological remains
- Good if not liable to flooding and sustainable
- Flood risk- but suitable for employment land-not retail
- Brownfield site- should be priority
- Overdevelopment
- Good for residential development
- Run down and derelict but could be attractive

(English Heritage, P Beanland, D Townsend, A Crosser, L Burr, A Quinn)

Site 2 - Former Gas Works, Sheepfoot Hill, Malton

- Overdevelopment
- Good if not liable to flooding and sustainable
- Site is where Malton conservation Area adjoins Norton Conservation Area. Surrounded by Listed Buildings. Sensitive
- Could be archaeological remains
- Flood risk- but suitable for employment land-not retail
- Brownfield site- should be priority
- Good for residential development
- Run down and derelict but could be attractive

(L Burr, P Beanland, English Heritage, D Townsend, A Crosser, A Quinn)

Site 21 (113) - Land at Cherry Farm, Huttons Ambo, Malton

- Could spoil one of the nicer approaches into Malton along York Road- would need screening
- Suitable for employment (not retail)
- Significant impact on the strategic road network- requires mitigation and sustainable travel options through a Travel Plan

(A Quinn, Malton Town Council, Highways Agency)

Site 62 - Manor Farmyard, Town Street, Old Malton

No comments received

Site 68 - Beckhouse, A64, Scagglethorpe

No comments received

Site 99 - Range of Outbuildings at Norton Lodge, Beverley Road, Norton

- Going to add to poor traffic conditions and congestion
- Facilities cannot cope currently
- Where is the need for such development
- Network rail consent?
- Employment for the area?
- Better road access should be provided
- Will not deliver any great benefits for residents

(S. Freer, H Jenkins, E.W. and M Wing, Norton Town Council)

Site 100 - Ryedale House, Old Malton Road, Malton

- Site lies across from roman fort site. Scheduled Ancient Monument- need to consider setting
- Loss of trees
- Knock it down

(English Heritage, A Quinn, D Townsend)

Site 103 - Land Behind 139 to 189 Welham Road, Norton

- Concerned about increased traffic harm to existing and new residents
- Loss of equestrian activity and economic activity
- There is already unsold properties
- Attractive undeveloped area for countryside uses
- loss of character
- People would still come into town to shop
- Destroy the rural community
- Previous decisions raised following issues:
- Loss of character- urban encroachment in open countryside
- Not well related to the town- existing development pre-war ribbon development
- Strong visual impact
- Better road access needed

- Existing infrastructure insufficient
- Scale is too great
- Network Rail consent
- Where is the employment for this
- Could be considered as a VIUA, and the Whitwall Stables are Listed, and the fields are part of the character and setting of the Listed Buildings
- Drainage issues and sewerage capacity is an issue
- Setting of the Grade II Listed Buildings at Whitwall needs to be safeguarded

(S and S Lloyd, J. A. Goforth, P Brown, C Knott, M Lindsay , E. and M. Wing, M Bates, H Jenkins, D Cartman, S Fussell, L Burr, D Drinkwater, S Major, R Bigg, Norton Town Council, K Blenkin, English Heritage, S L Butler)

Site 104 - Land West of The Avenue, Norton

- Need improved road access before more development. Existing congestion and safety issues
- Where will the employment come from for the growing population
- How will the existing infrastructure cope
- Important green space
- Existing traffic issues without more houses
- Increased flood risk
- Local Infrastructure overwhelmed
- Sewerage capacity concerns
- Severe impact on local wildlife
- Coherent cohesive scheme addresses many issues of Malton and Norton
- River crossing is a major plus
- New homes, jobs, shops, open space facilities, schools vital road link.
- Located next to the community's transport hub
- Bring Brownfield land into reuse
- Bew riverside park and wildlife area
- Green links with pedestrian and cycle routes
- Sustainable building
- Site adjacent to River Derwent SAC. Needs to be considered through Habitat Regulations Assessment process
- What about bungalows for the elderly
- Opportunity to keep area open space for flooding impacts to be minimised.
- Agree. The bridge over railway and river.
- Malton and Norton should remain a quaint market town, with some national retailers. The Derwent Park scheme will not allow the town centre of Malton to flourish.
- Like the scheme but needs car parking for train users near the footbridge
- Scale too great
- Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre

- Considered to have significant impact on the Strategic Road Network- would require mitigation and sustainable travel choices through use of Travel Plans
- Use smaller sites
- Concerns about impact on already stretched facilities
- Good idea –but how will it be funded
- Network Rail Consent
- Who will fill these new homes? How will this affect existing communities

(E and M Wing, P Brown, S L Butler, N Greenhalgh, West Park Developments Limited, J Close, Natural England, W Linton, J Powell, Madeley and Shaw, J mead, A White, P Stead, J Howard, Highways Agency, Mr Mitchell, M V Dallimore, H Jenkins, A Finlinson)

Site 108 - Land to the North of Castle Howard Road, Malton

- Greenfield sites ideally suited to development
- Adjacent to A64 good access
- Agree in principle could offer mixed use development
- Not an appropriate replacement for sports facilities such as the squash/bowls/tennis club
- Concern about increased traffic
- Better road conditions must be part of Middlecave and Castle Howard Road sites
- Allotments are included-should be retained
- Should be used as an opportunity to form a decent park

(H J Wilson, Malton Town Council, D Woolley, V Cordingley, D Raw, L Craggs, H Routledge, G Coulson, P Beanland, S Lonsdale)

Site 118 - Former Gas Works, Sheepfoot Hill, Malton

- Important site where Malton Conservation Area adjoins Norton Conservation Area. Includes a number of Grade II Listed Buildings, consideration of impact on setting. May also be important archaeological remains
- Flood risk but suitable for employment not retail
- Good site for redevelopment- sustainable
- Should be developed

(English Heritage, D Townsend, Beanland, L Burr)

Site 119 - Westfield Nurseries, Scarborough Road, Norton

- Suitable for future development
- Concerns about drainage
- Traffic congestion
- Access problems develop a link from Westfield Way
- Concerned about residential amenity impacts

- Impact on facilities
- Not considered- full planning permission anticipated before LDF
- Scale of development a concern
- Network Rail consent?
- Where will the new residents be employed?
- Concerned about the social situation of new residents
- Happy for development subject to the following: tree line of boundary retained, no access to Brindle Way, no 3 storey development on boundary
- Flooding issues and drainage concerns
- Protected species
- Where is the demand?

(P Beanland, J Milner, D Welham, L Rudd, K V Harmer, C Atkinson, G A Hudson, Norton Town Council, H Jenkins, L Hudson, E Petrossian, J Close, P James, J Welham)

Site 121 - Former Woolgrowers site, North of Park Road, Norton

- New homes, jobs, shops, open space facilities, schools vital road link.
- Located next to the community's transport hub
- Bring Brownfield land into reuse
- Bew riverside park and wildlife area
- Green links with pedestrian and cycle routes
- Sustainable building
- Development of site needs direct access from A64 and pedestrian crossing to station
- Priority to Brownfield development
- If it is to come forward, no further sites
- Impact on existing residents
- Need to look at redevelopment in town centres first- high street stores
- Create congestion, pollution, safety issues, exacerbate existing problems
- Ruin rural green area
- Impact on wildlife
- Concern about the scale of development, but would support development of Brownfield sites such as the woolgrowers
- Excellent development site
- Significant impact on the Strategic Road Network which requires mitigation and sustainable transport choices through the implementation of a Travel Plan
- Supported providing flooding and climate change allowed for
- Existing social and community infrastructure can't cope
- Site lies close to River Derwent SAC, need to ensure sites are assessed through Habitat Regulations Assessment and informed by appropriate ecological assessment as part of any application
- Good idea- but how is it funded?
- Any development scheme needs carparking for rail users
- Cohesive scheme, river crossing major plus, it is bold and well thought through
- What about bungalows for the elderly

- Empty shops are already in town- we do not need more
- Where is the employment for these people?
- Flooding and sewerage capacity issues
- Heavy good vehicles –problems already
- Concerned about the scale of development
- Concerned about the social situation of new residents
- Network Rail consent?
- Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre
- Dig 5ft down and you hit the water table

(West Park Developments Limited, E Blyth, E and R Madeley and Shaw, A Crosser, J Mead, R Garner, J Close, M Lindsay, K Monkman, D Crease, Highways Agency, P Beanland, J Powell, E and M Wing, Natural England, M V Dallimore, A White, P Brown, N Greenhalgh, W Linton, P Stead, H Tritton, S L Butler, J Howard)

Site 122 - Land to the South of Lakeside Way, Norton

- Object
- Traffic issues and use of Welham Road
- No employment for occupants of these houses
- People will still come to town to shop
- Scrub/woodland. Ecological survey prior to planning permission.
- Valued open spaces
- Concerned about scale of development
- Network Rail consent?
- Employment opportunities for new residents
- No benefit for existing residents
- Access for site is through my property
- Lack of infrastructure- and will be overwhelmed – school, sewerage
- High prospect of flooding
- Adverse impact on wildlife
- Development should be kept to a minimum and for local people
- Adverse impact on residents

(L Burr, P Brown, Natural England, H Jenkins, Norton Town Council, R Garner, A J Hopkins, S L Butler)

Site 123 - 35 York Road, Malton

- Space covered by trees and holds TPOs
- Large quantity of wildlife
- Former quarry workings and proposed quarry
- Access hazards on York Road- space for number of dwellings
- Only green wooded space along that side of York Road

- Only sought one dwelling- no more than that- Development Limit alteration
- 525mm in south of site. Sewers need diverting or layout reflect infrastructure

(EM McAllister Rees, T Wood, JM and AE Richardson, Yorkshire Water, T and S Todd)

Site 127 - Land to the Rear of 115-119, Scarborough Road, Norton

Development limits alt

- Traffic infrastructure cannot support this level of development
- Valued open spaces where there is limited open space
- Affordability of the scheme
- Need for such large scale developments
- Network Rail consent?
- Employment for the residents?

(H Jenkins)

Site 136 - Land North and South of Eden House Road, Old Malton

No response received.

Site 137 - Land East of Westfield Way, Norton

- OK for a mixed use but a bit far out
- Overdevelopment- leading to merging of Norton with Scagglethorpe
- Significant impact on the Strategic Road Network- which would require mitigation through a range of sustainable transport options and application of a travel plan
- Should be identified as a Strategic Site –will deliver objectives of the Core Strategy
- Sustainable urban expansion site for residential and economic development
- Deliver community facilities
- Suitable, deliverable and developable
- No constraints or significant issues to overcome
- Not in an area of environmental significance
- 335mm main – mains would need diversion or site designed to reflect infrastructure
- Natural extension of Malton and Norton
- Takes advantage of existing transport links- without need to go through Malton
- Retaining existing character of the settlement
- Retail and commercial premises will be modern and meet current standards- provide a secondary hub to Malton Town centre and meet the needs of the expanding population of Norton
- Dwellings will not be close to the railway or A64
- Need better road access before any new development
- Where will the employment opportunities come from

- How will local infrastructure support this growing community?
- People will continue to shop out of the area.
- The proposals are out of scale with the existing town
- Sites extend the existing built-up area or beyond physical boundaries containing development.
- Sites in Malton are generally within urban area or contained by the A64, in scale with town and likely development requirements
- Closer and more accessible from the A64
- Potential to deliver to much needed infrastructure- help to provide Beverley-Scarborough link
- Adjacent to large proposed employment sites
- Infrastructure cannot support this scale of development
- Lack of open space
- What is the need for such large scale development
- Network Rail Consent
- Employment for the residents?

(K Monkman, A Mitchell, Highways Agency, Hallam Land Management Ltd, Yorkshire Water, Land and Development Practice, E M & W Wing, Smiths Gore obo Fitzwilliam Trust Corporation, Smiths Gore obo Fitzwilliam Malton Estate, Norton Town Council, H Jenkins)

Site 143 - Land West of Outgang Road and North of Broughton Road, Malton

- Should be included for residential development- close to town centre, schools, public transport.
- Support in principle- assume allotments would be replaced
- Old Orchard present- valued habitat –should be retained as an area of open space.
- Significant impact on the Strategic Road Network, which would require mitigation through sustainable travel choices through a Travel Plan
- How would vehicular access be addressed? And what would the impact be on adjacent residents?
- How will the impact of the new residents affect the community of the existing residents
- Agree in principle provides suitable opportunities for residential, employment and **comparison** retail
- Good sized site that may help rebalance Malton/Norton housing mismatch
- Desirable providing link to bypass
- Border or include a SINC site
- Allotments should be retained

(K Monkman, Malton Revitalisation Group, J Roberts, Highways Agency, A Finlinson, Malton and Norton Business in Action, N Greenhalgh, Beanland, Yorkshire Wildlife Trust, J Downs)

Site 184 - Land at Norton Parks Farm and Norton Grove Stud, Norton

- Flooding issues – should remain open and in agricultural use should be used as a flood plain
- Overdevelopment leading to merging of Norton and Scagglethorpe
- Provide land for employment developments and form part of a sustainable urban extension and extend to Norton Grove Industrial Estate
- Site close to River Derwent SAC Need to ensure sites considered through the Habitats Regulations Assessment Process.
- Need to maintain ecological connectivity along the river
- Appropriate ecological surveys required prior to planning permission
- Concerned about the impact on the Scheduled Ancient Monument of the remains of the Gilbertine Priory and the Grade I listed St. Marys Priory and boundary walls, with the loss of the open aspect across from the River Derwent
- Note VIUA designation but consider the visual impact of development minimal due to topography
- Natural extension to Malton and Norton
- Strategic position and access to A64
- Modern retail and economic development can be realised- will serve the larger population- provide a secondary economic hub
- Will not adversely affect the character and setting of Malton
- Development will not be close to railway line or A64
- No development above river corridor on Scarborough Road approach
- Considered to have significant impact on the Strategic Road Network, which would require mitigation, through the use of sustainable transport solutions through the use of Travel Plans
- Huge extension to existing built up area, and unrelated to existing settlement patterns.
- Do not support development north of the A64 boundary
- Existing infrastructure cannot cope with scale of development
- What is the need for such large scale development
- Network Rail consent?

(M Saunders, A Mitchell, Hallam Land Management Ltd, Natural England, C Edwards, English Heritage, The Land and Development Practice Ltd, A Crosser, M Taylor , Highways Agency , R Coursey, E W and M Wing, H Jenkins, N Greenhalgh)

Site 185 - Land Off Hugden Way, Norton

- Could provide land for employment developments.
- Sustainable urban expansion- link in Norton Grove Industrial Estate
- Natural Extension to Malton and Norton
- Site strategically positioned and takes advantage of existing transport networks- A64
- Provide a secondary hub of economic activity, providing services and facilities to Norton
- No adverse impacts on the setting of Malton
- Dwellings desirable as not close to A64 and railway
- Scale of development too great for existing infrastructure
- Where is the need for this development

- Network Rail consent?
- Better road access needed before more development
- Flood risk increased
- Damage wildlife
- Visually prominent corridor- harm landscape
- Development would be north of the A64 a 'natural boundary' to the town
- Huge extension not related to the existing pattern of development adverse impact on the visual and landscape character of Malton and Norton

(Hallam Land Management Ltd, The Land and Development Practice, H Jenkins, E M and W Wing, R Coursey)

Site 187/ 302 - Land to the Rear of 139-181 Welham Road

- Will assist in creation of a bypass
- Adversely impact habitat and recreation area
- Whitewall House and its attached outbuildings are Grade II listed. Will need to ensure special character is safeguarded
- Adverse impact on flooding risk
- Local infrastructure stretched- schools/ sewerage
- Harm to local wildlife
- Traffic impacts
- Harm to residential amenity of existing residents
- Should be minimal level of development and for local people
- Increase traffic harming existing users
- How will the extra residents be employed
- What is the need for such large scale development
- Network Rail consent
- Employment for the area
- More appropriate sites are available
- Should be designated as a VIUA
- Loss of equestrian activities to detriment of the economy and cultural heritage
- Change the open aspect of this ribbon development which has been like this for 70 years
- It would not be well integrated into the existing settlement- urban encroachment

(C Knott, English Heritage, S L Butler, M Bates, H Jenkins, K Landahl, J Kipling, K Blenkin P Brown, D Cartman , L Ives, S Fussell, Norton Town Council, M Lindsay)

Site 189 - Norton Parks Farm, Scarborough Road, Norton

- Better road access is needed before further development takes place
- Increased road traffic
- Where will the employment come from?
- Can local infrastructure support this level of development
- Network rail consent

- Affordability of the scheme?
- What is the need for such large scale development?
- Considered to have a significant impact on the Strategic Road Network, and would require mitigation through the use of sustainable transport choices through the use of Travel Plans
- No development above the river corridor Scarborough Road approach
- No constraints- but the site may form an urban edge which should be examined by Landscape character assessment

(E W and M Wing, H Jenkins, Highways Agency, A Crosser)

Site 190 - Land South of 102, Welham Road, Norton

- Support Derwent Park scheme, but needs footbridge- could be a basis for a relief road
- Within this scheme should have theatre rather than refurbishing the Milton Rooms- also provide a hotel for visitors to the theatre
- New homes, jobs, leisure facilities, shops and schools
- Support vital road link with road bridge and footpath over the Derwent
- Located next to transport hub
- Scope for new district centre
- Brownfield site
- Riverside park and wildlife area
- Green links and sustainable travel routes
- Destroy character
- Harm residential amenity of existing residents
- Need to improve the existing centre of Malton
- Congestion, pollution and general adverse traffic situation made all the worse by this development
- There is no work here for all the new residents
- Who will occupy the new homes, will they come from outside the area?
- What about bungalows for the elderly
- No further retail properties are need – empty ones in Malton Town Centre
- Infrastructure capacity concerns regarding sewerage
- Pre-existing problems with HGVs
- Surface water drainage issues and flooding issues
- Scale of development is too great
- The A64 relief road would be detrimental to Welham Road
- Concerned about building on so much open space
- Need better road access between Malton and Norton before further development
- Existing infrastructure is insufficient particularly schools and sewerage
- Impact on local wildlife
- Development should be kept to an absolute minimum and kept for local people
- Affordability of the scheme?
- Network Rail consent

- Concerned about the impact of the scale of the development on the existing community if mainly non-local people take the homes
- Add to congestion in the location of the level crossing, without any benefit for residents
- Disruption from the proposed development
- Looks a good idea but how will you fund it?
- Coherent cohesive scheme. Provision of second river crossing is a major plus

(Natural England, A White, J Howard, Barton Willmore obo West Park Developments Ltd

Madeley and Shaw, J Mead , P Brown, W Linton, P Stead, R Garner, E W and M Wing, H Jenkins, A Finlinson, Norton Town Council, S Iredale, M V Dallimore , N Greenhalgh)

Site 191 - Land South of Lakeside Way, Norton

- Traffic Infrastructure can't sustain this development
- Pinch point is the crossing
- Affordability of the scheme?
- What is the need for such large scale development
- Network Rail consent
- Employment for the area?
- Grade II Listed Buildings Leat House and Sutton Farm Stone Barn lie close to this site- need to safeguard their character and setting concerning any development
- Object to loss of privacy and adverse noise impact- loss of residential amenity
- Loss of view
- Currently Hunters Way is a cul-de-sac- should remain so
- Infrastructure capacity issues for the town
- Loss of wildlife
- Increase congestion without benefit to residents
- Houses on established estates are not selling
- Concerned about the social and community impacts of social housing
- Site borders wetland, flood plain grazing marsh, potential for protected species, appropriate ecological survey should be undertaken.
- Concerned about flood risk
- Infrastructure capacity issues, in particular schools and sewerage
- Scale should be kept to a minimum and a large proportion of sites should be kept for local people
- Where is the employment
- People will still come into the town to shop
- General loss of residential amenity
- Concerned about building work and safety for existing residents who have young families

(H Jenkins, English Heritage, W Hazel, E Madeley and R Shaw, M Rushworth, Norton Town Council, D Drinkwater, Natural England, S L Butler, P Brown, C Payne)

Site 192 - Pye Pits, Rear of Derwent House, Old Malton Road, Malton

- Old quarry suitable for development
- Loss of trees

(Beanland, A Quinn)

Site 193 - Former Travis Perkins Site, Yorkersgate and Station Road, Malton

- Need to do something with this site
- 225mm sewer CSO and 300mm overflow site layout must take account of CSO and sewers
- Mixed development in Brownfield – other part should be for parking
- Within Malton Conservation Area and adjacent to River. Grade II listed buildings, the special character and setting of these buildings needs to be protected.
- May be important archaeological remains

(A Quinn, Yorkshire Water, Beanland, English Heritage)

Site 194 - Land to the West of 72-126 Welham Road, Norton

- How is vehicular access being addressed
- How will this affect residential amenity of the residents in the area?
- How will the existing community be affected by influx of new residents?
- Existing traffic issues need resolving first
- Where will the employment come from?
- Can local infrastructure support further housing- in particular community facilities and services?
- People will continue to shop outside of the area
- Scale of development is too great
- Considered to have an impact on the Strategic Road Network which would require mitigation through sustainable transport measures and the use of Travel Plans
- What about bungalows for the elderly
- We do not need further retail properties
- Surface water issues, flood risk increased
- Impact on infrastructure facilities, in particular sewerage
- HGV issues
- Adverse impact on wildlife
- Level crossing junction already a problem
- Development should be kept to an absolute minimum and residential sites should be kept for local people
- Agree with Derwent Park proposals- in particular road and foot bridge
- Scheme will provide new homes, jobs, new leisure facilities, shops, schools.

- Provide a vital road bridge and foot bridge across the River Derwent
- Business incubation centre
- New district centre with shops
- New leisure facilities and open spaces
- Reuse of Brownfield land
- Creation of riverside park and wildlife area
- Green/sustainable pedestrian links
- Phased scheme
- Scale of development should be small scale and in keeping with the character of the area, be focused on Brownfield sites- not Greenfield
- Include new theatre rather than refurbishing Milton Rooms- and provide a hotel for theatre goers.
- Scheme is good but needs parking for rail-users. Could be a basis for a relief road for Norton
- Malton and Norton town centres need redevelopment first, not more housing, retail development in this location
- Congestion, pollution.
- Looks a good idea, but how will you fund it?
- Congestion with no great benefit
- Network Rail consent?
- Affordability of the scheme?
- Employment for the area?
- Need to build outside the town- people will still come in and shop
- Coherent and cohesive scheme, addresses many issues affecting Malton and Norton.
- Provision of second river crossing major plus.

(A Finlinson, E W and M Wing, P Stead, Highways Agency, W Linton, S L Butler, E Madeley and R Shaw, West Park Developments, J Roberts , E Roberts, J Howard, A White, J Mead, M V Dallimore, Norton Town Council, H Jenkins, R Garner, S Iredale, N Greenhalgh)

Site 195 - Land to the West of Langton Road and East of Sutton Farm, Norton

- Infrastructure cannot cope- in particular traffic
- Railway crossing particular issue
- Loss of green spaces
- Affordability of the scheme?
- Need for such large scale development?
- Network Rail Consent?
- Employment for the site
- Adjoins Sutton Farm Stone barn Grade II Listed, ensure site can be developed whilst safeguarding the special character and setting of this building.
- Increase congestion without any great benefit to residents
- Protect the setting of the rural/equine area
- Encroaching open space- object

(H Jenkins, English Heritage, Norton Town Council, A Crosser, L Burr)

Site 196 - Land Between High Beck Mill and Lakeside Way, Norton

- Expansion will take in open space- to the detriment of the character of the area
- Aid congestion in the town, especially at level crossing whilst not delivering great benefits to residents
- Traffic infrastructure cannot support proposed level of development
- Affordability of the scheme?
- Need for such large scale development?
- Network Rail consent?
- Where is the employment going to come from?
- Build outside the town, leave Welham uncongested
- Leat House is Grade II Listed building, any development will need to consider the sensitivity and setting of this building
- Loss of view
- Scrub/woodland on site. Ecological survey prior to planning permission
- Hunters Way –currently cul-de-sac cannot cope with through traffic
- Concerns about impact of building on existing residents
- Existing houses are not selling
- Concerns about social impacts of new residential development especially if ‘social’ housing
- Concerns about being a former trout hatchery – costs and subsidence
- Natural wildlife area
- Schools pressurised
- Travelling needed to access services and facilities
- Public transport issues

(R Garner, Norton Town Council, H Jenkins, P Brown, English Heritage, E Madeley and R Shaw, Natural England, C Payne, D Drinkwater)

Site 208 - Thackray's Yard, North of Town Street, Old Malton

- Plans would fit into the village
- Attention to vehicular access along rear of site
- Support
- Scale of development- alter village to its detriment
- Village has no facilities
- Fewer houses should be incorporated
- Need to provide sufficient parking- Old Malton has significant problems with parking already
- Adjoins boundary of Conservation Area, and the curtilage of Willow Farmhouse a Grade II Listed Building, notwithstanding the positive impact of the loss of depot, it will be

necessary to ensure that any scheme preserves or enhances the Conservation Area and setting of Listed Building

(H Morgan, P Beanland, C Payne, F Gooder, A Quinn, English Heritage, C Whalley)

Site 218 - Land North of Castle Howard Road, West of Castle Howard Drive and East of A64, Malton

- Considered to have a significant impact on the Strategic Road Network, which would require mitigation through sustainable transport choices and application of a Travel Plan
- Residential
- Concerns about the traffic/access implications
- Wouldn't want transfer squash/tennis/bowls club to this site- not sustainable accessible locations
- Further housing in the centre of Malton is not needed
- 250mm main- water main may need diverting or site layout reflect infrastructure
- Allotments –should not be lost
- Great site for residential development
- Border/include SINC sites
- Excellent access to the A64
- Greenfield site- ideally suited to housing development
- Suitable for mixed development
- Must be allowed to develop first including the Middlecave and Castle Howard Road sites
- Would spoil the approach to the town that is frequented by visitors- want Malton to be surrounded by fields not the A64
- Using this area for replacement bowls/squash/tennis not acceptable due to current uses- school traffic- encourages car borne traffic
- Exposed- wouldn't be suitable for tennis
- Allotments should be retained
- Opportunity to form a decent park

(Highways Agency, D Townsend, E Button, S Lonsdale, Yorkshire Water, G Coulson, K Monkman, Yorkshire Wildlife Trust, V Cordingley, H J Wilson, Malton Town Council, P Beanland, D Woolley, A Quinn, L Craggs, D Raw, A McCafferty Associates obo Malton Tennis Squash and Bowls Club, G Button)

Site 243 - Coronation Farm, Westgate, Old Malton

- Lies within Old Malton Conservation Area, development proposals would need to preserve and enhance the character of the Conservation Area
- Issues about development and impact of extra traffic on existing traffic problems –need more parking
- Generally support some development in Old Malton
- Impact on character of area through new development- impact on residential amenity
- Sensitive tidy up of an unused area

(English Heritage, D Butler, N Greenhalgh, J Hyde, F Gooder, P Beanland, C Whalley)

Site 244 - Barton Cottage, York Road, Malton

- Partly within Malton Conservation Area. Site includes Grade II Listed Barton Cottage. Special character setting of these heritage assets needs to be preserved and enhanced.
- Already under development

(English Heritage, P Beanland)

Site 245 - Land South of Highfield Road, Malton

- Should be improved as a park- not taken away
- Good location for social housing- under used land

(A Quinn, P Beanland)

Site 246 - Malton Tennis Club, Old Maltongate, Malton

- Not in keeping with the beauty and historic aspects of the area
- Long established recreational facility
- Well-used and well-run/organised facility
- Wider issue around reduced healthy lifestyle
- Sustainability located recreational facilities close to Town Centre and on bus route
- Wildlife habitats and ancient community boundaries
- Adverse impact on residential amenity of existing residents
- Visually attractive green space
- Site provides three sporting opportunities on one site, and is close to sports pitches
- Replacement sites are too exposed and would not provide appropriate replacement (tennis)
- Loss of the facilities would increase problems with anti-social behaviour
- Site opposite roman fort and site of Malton Castle –Scheduled Ancient Monuments which need to be safeguarded. Also opposite high grade II* Listed Buildings of the Malton Lodge and its screen wall, as well as other Listed Buildings and is adjacent to Malton Conservation Area, any development would need to safeguard character and setting of these buildings and the Conservation Area
- Redevelop for residential and relocate the clubs
- Damage attractive an open character of this entrance to the town
- Close to two primary schools- and have strong links
- Sensitive- prefer to see facilities relocated to land on riverside road to Old Malton, with other sports facilities
- Provides opportunities for linked trips to town centre- would be lost if relocated
- Residential development would have adverse impact on single access into site

- Adverse financial situation for the club if they were to move- particularly if split- shared facilities – reduced running costs

(P Spencer, A Harvey, L Craggs, D Low, J B Simmons, H Felgate, A Denton, D Spencer, A Finlinson, J D Gilbank, D Hutton, S Harper, S C Tetlow, E Denton, McCafferty Associates obo Malton Tennis Squash and Bowls Club, W T Wood, M Saunders, J Woodall, L Burr, S Oswald, A Brenkley, C Gillbank, P Elener, K England, J Simpson, S Armitage, V Cordingley, English Heritage, K Monkman, R Coursey, D Youngs, P Beanland, A Harvey, D Raw, E Coulson, S Towse, J Birch, L Dwyer, D Grainger, H J Wilson, J Scamell, S Spencer, Scampston Parish Council, D M Reed, A Quinn, S Smith, L Simpson, C Simpson, P Spencer, J Spencer, A Myers, K Coulson, M Lynch, D Harper ,W J Gillespie, Malton Bowls Club, B Batty, East Mount Residents petition, G Coulson, M Cordingley, D H Reed , N Greenhalgh, W Barry , G Milner, R Simpson, S Lonsdale, D Wooley)

Site 247 - Manor Farmyard, Town Street, Old Malton

- Is this not already approved?
- Within Old Malton Conservation Area, includes two Grade II Listed Buildings on its frontage. Potential to reuse buildings, but need to consider preservation of character and setting of these heritage assets, also close to Gilbertine priory SAM setting of which requires safeguarding
- Employment development adverse impact on residential amenity
- Surface water drainage issues
- 225mm sewer clips southern boundary

(N Greenhalgh, English Heritage, M Saunders, Yorkshire Water)

Site 248 - Land West of York Road Industrial Estate, York Road, Malton

- Spoil one of the nicer approaches into the town
- Excellent bulky retail/office/industrial
- Significant impact on the strategic road network, which would require mitigation through sustainable transport measures, implemented through a travel plan
- Suitable opportunity for employment (not retail)
- Pumped sewer, 315mm main sewers need diverting or site layout to reflect infrastructure
- Site is next to waste water treatment works- and therefore would oppose sensitive uses

(A Quinn, K Monkman, Highways Agency, Malton Town Council, Yorkshire Water)

Site 249 - Land South of Castle Howard Road, Malton

- Quarry- adverse uses incompatible with residential development
- Object to site as a replacement for the Malton Bowls/tennis/squash club
- Loss of allotments is to be considered-
- Allotments should be retained – they are needed

- Greenfield sites ideally suited to residential development
- Close to A64 and access to facilities
- Adverse traffic issues- already busy
- Loss of residential amenity for existing residents
- Not sustainable locations for replacement of existing sporting facilities
- Supportive providing allotments relocated and housing character in keeping with existing
- Excellent residential site
- Fill existing houses that can't be sold
- Considered to have a significant impact on the strategic road network, would require mitigation through sustainable travel options and use of travel plans
- Include Middlecave and Castle Howard Road sites
- Opportunity to form a decent park

(Mcallister- Rees, G Coulson, L Craggs, N Greenhalgh, York and Ryedale Friends of the Earth, H J Wilson, H Routledge, McCafferty Associates obo Malton Bowls/Squash and Tennis Club, A Quinn, K Monkman, Mr and Mrs McWilliams, Highways Agency, Malton Town Council, P Beanland)

Site 250 - Cattle Market, Malton

- Could provide mixed residential/retail
- Value to the farming community
- Proper feature of a market town
- Attraction for tourists
- Fully support scheme proposed by the Estate
- Best site- currently an eyesore
- Multiple sewers and water main in site
- Site enclosed on two sides by Malton Conservation Area- and development on this site would certainly impact on the character of the Conservation Area. There is also a series of Listed Buildings around the site, and their setting will need to be protected
- The retention of a cattle market in Malton shall be a cardinal principle of the Core Strategy of the Council's LDF
- Should be discounted
- Move the livestock market away from the town centre

(Malton Town Centre, W J Gillespie, Malton Revitalisation Group, D Townsend, P Beanland, Yorkshire Water, Malton Business in Action, English Heritage, Cllr P Andrews, J Morettini)

Site 262 - Land to the West of Langton Road, Norton

- Protect the setting and rural/equine character
- Encroach into open space- object
- Traffic infrastructure could not support existing development
- General infrastructure could not support development in Norton

- Railway crossing issues
- Loss of valued open spaces
- Affordability of the scheme
- Need for such large scale development
- Network Rail Consent?
- Employment for the area
- Add to congestion without benefits to residents
- Site adjoins Grade II listed Sutton Farm Stone Barn, necessary that the site can be developed in a manner which would safeguard the character and setting of this Listed Building

(A Crosser, L Burr, H Jenkins, Norton Town Council, English Heritage)

Site 269 - The Hawthorns, Beverley Road, Norton

- Traffic infrastructure could not support existing development
- General infrastructure could not support development in Norton
- Railway crossing issues
- Loss of valued open spaces
- Affordability of the scheme
- Need for such large scale development
- Network Rail Consent?
- Employment for the area

(H Jenkins)

Site 273 - Ashfield House and Cauwood, Old Malton Road, Malton

- Rescue this old building as one of Malton's grand old houses to make it like Quarry Bank

(A Quinn)

Site 281 - Land North of Castle Howard Road, South of Middlecave Road and East of the A64, Malton

- Not acceptable location for the relocation of the Malton Bowls/Squash/Tennis club:
- Not accessible to the town centre/Norton
- Lack of public transport
- Existing traffic can be problematic at times
- Don't want Malton to be surrounded by development to the A64, want green fields
- Adversely affecting the approach to the town
- Must be allowed to develop first
- Agricultural land- should be retained

- Lack of utility infrastructure- already stretched
- Use smaller sites first
- 250mm main water mains need diverting or site layout reflect infrastructure
- Border or include a SINC site
- Support in principle for mixed development
- Adverse traffic situation
- Greenfield sites ideally suited to residential development adjacent to the A64
- Would have access to key facilities
- Significant impact on the strategic road network which would require mitigation through sustainable travel choices through implementation of a travel plan.
- Concerned about loss of allotments
- Opportunity for a decent park

(Andrew McCafferty Associates obo Malton Bowls/Squash/Tennis club, S Lonsdale, A Quinn, P Beanland, R J Hyams, D Raw, V Cordingly, Yorkshire Water, Yorkshire Wildlife Trust, Malton Town Council, D Woolley, E Button, H J Wilson, Highways Agency, L Craggs, G Coulson, H Routledge, G Button)

Site 282 - Land North of Pasture Lane, Malton

- Scheme proposed for this site had a junction on the A64
- Support repositioning of the Livestock Market on Pasture Lane
- Acknowledge market operators would like to be north of A64
- Should be discounted
- Good idea
- Pumped sewer
- Mixed employment residential
- Concerned about the impact on residential amenity of existing residents
- Adverse traffic issues, including turning
- Excellent for bulky retail/cattle market/ industrial
- Should not be designate as a VIUA –obsolete
- Good location for industrial estate expansion and retail sheds with links to the bypass
- Support scheme- put a supermarket there

(Malton Revitalisation Group, S Oswald, A Quinn, Yorkshire Water, D Townsend, A Finlinson, K Monkman, Smiths Gore obo Fitzwilliam Trust Corporation, Beanland, A White)

Site 285 - Malton School, Middlecave Road, Malton

- Traffic issue, congestion and parking
- Border or includes SINC sites
- OK

(G Button, Yorkshire Wildlife Trust, A Quinn, P Beanland , E Button)

Site 287 - Cheesecake Farm, Beverley Road, Norton

- Previously refused planning permission at appeal twice
- Community facilities are not sufficient
- Congestion
- Agricultural land grade 2
- Poor utility infrastructure – in particular sewerage
- Equestrian Activities
- Traffic issues- exacerbated by the railway crossing
- What is the need for new homes? Existing dwellings are unsold
- Employment opportunities not matching scale of development
- Existing facilities at distance
- Much better sites submitted
- Network Rail consent?
- Loss of open spaces
- Loss of open countryside
- Loss of residential amenity
- Seems a suitable site for future development

(Mr and Mrs Elks, P Smurthwaite, D Corner, S Freer, Mr and Mrs M Pinkney, S Boutilo, Mr and Mrs P Hugill, Mrs P Wall, H Jenkins, Mr and Mrs D Hall, W R and J Peace, Julia Wood, Ray Marklew, N Appleton, Norton Town Council, L Kestell and M Jones, Beanland, P A Holmes)

Site 297 - Land North of Sutton Farm, Langton Road, Norton

- Infrastructure, in particular traffic insufficient
- Railway crossing-congestion cannot change
- Valued open space
- Affordability of the scheme
- What is the need for the scale of this development
- Network Rail consent
- Employment to meet growing residential development
- Infill- object
- Site adjoins the farmyard within which is Sutton Farm Stone Barn Grade II listed building- need to ensure site is developed in a manner which would safeguard the special character and setting of this building
- Will increase congestion, whilst not delivering any great benefit to residents
- Harm to residential amenity of existing residents
- Drainage issues and flooding risk
- Adverse impact on wildlife
- Overdevelopment of a small site
- Access road is poor

(H Jenkins, L Burr, English Heritage, Norton Town Council, J E Conway, K Blenkin)

Site 323 - Land North of Dickens Road, Malton

- 1200mm sewer on western boundary- sewers need diverting or site layout reflect infrastructure
- Concerns about impact on access and existing schools/nursery and A64
- Need to look at wider traffic issues in town
- Support for retail
- Residential agree
- Suitable in principle for residential development
- Shame to lose a large swath of farmland
- Surface water drainage issues- localised flooding in Old Malton

(Yorkshire Water, S Dobson, L Burr, Malton Town Council, N Greenhalgh)

Site 324 - Land South of Westgate Lane and North of Green Lane, Malton

- Will cause a reduction in the gap between Malton and Old Malton, need to consider what impact a development of this scale would have on the landscape setting and views, character and setting of Old Malton Conservation Area.
- Significant impact on the Strategic Road Network, requiring mitigation through sustainable travel choices and use of Travel Plans.
- 2 in Main- site design would need to reflect infrastructure or main diverted.
- Good infill site
- Shame to lose a large swath of farmland
- Surface water drainage issues- localised flooding in Old Malton
- In principle could provide suitable residential development

(English Heritage, Highways Agency, Yorkshire Water, K Monkman, N Greenhalgh, R Coursey, Malton Town Council)

Site 325 - Land West of Hunters Hall and South of West Fold, Old Malton

- Sensitive tidying of under-used area
- Area abuts Conservation Area and curtilages of a number of Listed Buildings. Will need to demonstrate loss of open space does not harm the setting, or views towards or from the Conservation Area- unlikely to result in a form of development which would be particularly well related to the form and character
- In agreement with some development in Old Malton
- Scale of development would be out of proportion with the existing residential areas of Old Malton
- Currently a VIUA- should be retained as such
- Flood plain- with a concealed spring
- Stand of old lime trees should be protected
- Not a sustainable location for accessing services and facilities
- Access issues from the site

(P Beanland, English Heritage, N Greenhalgh, M Saunders, M Taylor)

Site 326 - Allotments West of 53 Town Street, Old Malton

- Allotments- protected social infrastructure
- Development would compromise the character of the Conservation Area
- Poor access
- Sensitive tidying of an underused area
- Abuts Old Malton Conservation Area and a number of Listed Building curtilages, development will need to demonstrate no adverse impact on the setting or views in and out of the Conservation Area, but is unlikely that development will be well-related to the area.

(M Taylor, N Greenhalgh, Beanland, J Downs, English Heritage)

Site 327 - Land Rear of 67 Middlecave Road, Malton

- Traffic and access issues
- Adverse impact on the character of existing development – modern housing not harmonious
- Nature conservation-provides important green spaces
- Harm of garden grabbing
- Restrictive covenants and rights of way
- Presence of school and buses – adverse traffic
- Needs to be comprehensively re-developed with Middlecave Road and Castle Howard Road sites
- Overdevelopment
- Access required through my garden- not prepared to allow this
- Adverse effect on residential amenity
- Access to site- have adverse impacts on residents of 1 and 3 Middlecave Road

(Mr Watson, D Bowers, A Martindale, Beanland, L Burr, M I Makins, Rev. Canon B Rogers, J Webster, S E Shipley, P Shipley)

Site 350 - Coronation Farm and Former Highways Depot, Old Malton

- Westgate – not good road
- Will new properties be in keeping with the traditional character of the area?
- Attractive, quiet and open- loss of character if developed
- Needs adequate garaging
- Problems with drainage
- Sewer in north west corner
- Problems with parking already
- Sensitive tidying up of under-used area

- Can see sense of building here- but parking issues
- No consideration for impact on residential amenity of existing residents.
- Should be retained for employment uses
- Site lies within Old Malton Conservation Area, need to ensure character and setting of this part of the Conservation Area was preserved and buildings which make a positive contribution to the site are retained.
- General agreement to extra development in Old Malton
- Lack of facilities
- Loss of character – needs less dwellings

(J Hyde, V RG Russell, Yorkshire Water, C Payne, P Beanland, F Gooder, C Whalley, H Morgan, M Horsley, English Heritage , N Greenhalgh, D Pickering, C Payne, D Butler)

Site 372 - Land East of Broughton Road, West of Outgang Lane and South of A64, Malton

- Suitable opportunities for residential mixed
- Significant impact on the Strategic Road Network, which will require mitigation through sustainable travel choices and use of a Travel Plan.
- Support in principle, subject to replacement of allotments outside bypass if they are to be developed
- Desirable with link to the by-pass
- Agree in principle residential, employment and comparison retail
- Should be discounted
- Loss of allotments to be considered.
- Good sized site to help rebalance Malton/Norton housing mis-match
- Border or include SINC sites
- Residential but needs access onto A64 from Broughton Road
- Excellent site
- How will vehicular access be addressed?
- How will the newcomers affect the existing communities?

(Malton Town Council, Highways Agency, Malton Revitalisation Group, P Beanland, Malton and Norton Business in Action, S Oswald, N Greenhalgh, Yorkshire Wildlife Trust, D Townsend, K Monkman, A Finlinson)

Site 379 - Malton Waste Water Treatment Works, Rye Close, York Road Industrial Estate, Malton

- Significant impact on the Strategic Road Network, which can only be mitigated through sustainable travel choices and use of Travel Plans.
- Better choice of location with lower corner plot of 248
- Multiple sewers in site
- Operational Waste Water Treatment site – will need to be considered
- Suitable in principle for employment development (not retail)

(Highways Agency, A Quinn, Yorkshire Water, Malton Town Council)

Site 388 - Land North of Pasture Lane and East of Broughton Road, Malton

- Most desirable assuming the allotments are moved to the other side of the by-pass
- Pumped sewer
- Sewers would need diverting or site layout to reflect infrastructure
- Border or include SINC sites
- How is vehicular access going to be address
- Concerns about impact on the existing community
- Residential but needs provision for access to Broughton Road/A64
- Excellent potential
- Significant impact on the Strategic Road Network, which can only be mitigated through sustainable travel choices and use of Travel Plans.
- Should be discounted
- Loss of allotments should be considered. Good-sized site that may help rebalance Norton/Malton housing mismatch
- Allotment sites should be safeguarded and retained

(Beanland , Yorkshire Water, Yorkshire Wildlife Trust, Malton Revitalisation Group, A Finlinson, D Townsend, K Monkman, Highways Agency, S Oswald, N Greenhalgh, York and Ryedale Friends of the Earth)

Site 417 - Land East of Beechwood Road and Hunters Way, Norton

- Infrastructure, in particular traffic, cannot support the level of proposed development
- Railway crossing- congestion
- Affordability of the scheme?
- What is the need for such development
- Network Rail consent
- Employment for the area?
- Scrub/woodland on site. Ecological survey prior to planning permission
- No public transport
- Poor mains drainage
- Narrow dangerous roads
- No retail or amenities
- Area for public recreation
- Used by racing industry
- Local Schools already subscribed
- Building here would remove Norton's green belt
- Hunters Way is a cul-de-sac and should remain as such
- Loss of residential amenity

- Leat House to the west of the site is Grade II Listed, and another Grade II Listed Building is to the east, the special character and setting of these buildings will need to be safeguarded
- There is a natural spring on the site and mature trees- better kept for wildlife
- Will redevelop the fish ponds and existing access
- Good access to shops and facilities
- Scheme of a 100 homes
- Inbetween existing residential areas
- Sustainable and accessible location close to facilities and services
- Opportunity for a new public footpath – high quality recreational area on the Mill Beck
- Flooding propensity increased
- Lack of community infrastructure
- Harmful to wildlife
- Add to congestion without delivering any great benefits for residents
- Not suitable land for development (former trout hatchery and issues with subsidence etc)

(H Jenkins , P Brown, Natural England, S Major, E Madeley and R Shaw, English Heritage, T Stephenson, Barton Willmore obo Mr Barber and Mr Booth, S L Butler, Norton Town Council)

Site 423 - Rawlings Agricultural Depot, St Peters Street, Norton

- Adverse impact on the public footpath
- Flooding propensity increased
- Lack of community infrastructure
- Harmful to wildlife
- Add to congestion without delivering any great benefits for residents
- Sewerage capacity
- Adverse impact on residential amenity
- Supportable providing flooding and climate change allowed for
- This is a flood plain
- Infrastructure, in particular traffic, cannot support the level of proposed development
- Railway crossing- congestion
- Affordability of the scheme?
- What is the need for such development
- Network Rail consent
- Employment for the area?
- 225mm overflow sewer
- Sewers need diverting or site layout to reflect infrastructure

(A Crosser, S L Butler, Norton Town Council, P Beanland, H Jenkins, Yorkshire Water)

Site 442 - Livestock Market, Spital Street, Malton

- Support redevelopment subject to a suitable site being found and funded

- Agree in principle mixed residential retail
- Multiple sewers in the site
- Water main in the site
- Liked the Estate's first plan
- Object
- Relocated livestock market needs to be accessible to the town centre
- Livestock market –lifeblood of Malton, needs to conserve original identity proper feature of a rural market town and attractive to tourists
- Currently an eyesore
- Best site available for mixed retail (including convenience) and residential
- Not within Conservation Area, but abounded by it, and will impact on the character of the area, it will need to safeguard the character of the Conservation Area
- A number of Listed Buildings within and surrounding the Cattle Market. Proposals will need to safeguard their setting and special character

(Malton Livestock Market, Malton Town Council, Malton and Norton Business in Action, Yorkshire Water, P Beanland, L Burr, S Oswald, K Monkman, C Payne, J Morettin, W J Gillespie , D Townsend, English Heritage)

Site 450 - Ryedale House (Council Offices), Old Malton Road, Malton

- Already a big mess- could you make it any worse
- Sewer in site 4" Main site will need to reflect infrastructure or sewer to be diverted

(A Quinn, Yorkshire Water)

Site 452 - Land and Buildings at Wentworth Street Car Park, Wentworth Street , Malton

- Site should be developed with some parking retained
- Has witnessed all the development reasonable- keep as open space and parking
- Berens Mausoleum (Grade II Listed) is adjacent to the site, need to ensure that the character and setting is not adversely affected
- Retail. Anything which reduces the Estate's stranglehold is to be supported
- Sewerage pumping station and two sewers; sewers need diverting or site layout to reflect infrastructure. Pumping station may require moving
- Against development- convenience needs are over-subscribed in the town and need parking for serving rural area
- Discount site
- Needed for parking in the long term. Multi-storey car park and residential with some employment
- Prime location for affordable housing
- Malton doesn't need another supermarket

- Considered to impact significant on the Strategic Road Network, which would require mitigation through sustainable transport choices and use of Travel Plans
- Bring more HGVs and access is poor
- Need more parking, not less

(K Monkman, W J Gillespie, English Heritage, N Greenhalgh, Yorkshire Water, Malton and Norton Business in Action, S Oswald, Malton Town Council, D Townsend , T Harrison , Highways Agency, P Beanland, Malton Revitalisation Group)

Site 453 - Westfield Nurseries, Scarborough Road, Norton

- Infrastructure, in particular traffic, cannot support the level of proposed development
- Railway crossing- congestion
- Affordability of the scheme?
- What is the need for such development
- Network Rail consent
- Employment for the area?
- Concerns about access onto Scarborough Road
- Concerns about loss of residential amenity and social cohesion
- Not considered as expecting application
- Flooding issues
- Concerned about proximity of houses to my property
- Lack of facilities
- Acceptable in principle- unless treed boundary line removed, access from Brindle Way, 3-storey accommodation
- Can the drainage cope- and surface water run-off
- Screening from existing properties?
- Concern over loss of trees
- Wildlife concerns
- Drainage concerns

(H Jenkins, G A Hudson, D Welham , J Welham, Norton Town Council, C Atkinson, J Bailey, Mr and Mrs E Petrossian, J Milner, L Rudd, P James)

Site 471 - Land South of the River Derwent and West of Welham Road, Norton

- Oppose major housing sites proposed in Norton
- Out of scale with existing town and in excess of likely need
- Many sites bear no reference to the physical extent of the town
- Sites in Malton in general are:
 - contained by existing development or the A64
 - In scale with the town and the likely development requirements
 - Closer and more accessible to the A64
- Whilst improving infrastructure it will not alleviate congestion in other parts of the town,
- Nor support existing businesses especially retailers

- Site is partially within the flood plain
- Like scheme but needs parking for station users 100-150 cars
- Could provide a basis for a relief road for Norton
- Need to improve traffic movement between Malton and Norton
- Will increase congestion
- Where will the employment come from?
- How can community infrastructure support this growth?
- What about bungalows for the elderly
- Where will the people who move into these properties come from?
- No mention of sewerage works, drainage issues
- Problems with HGV
- It looks good, but how will it be funded
- Place the bungalows adjacent to Welham Road, and starter homes in the middle of the site
- A new theatre on the site rather than refurbishment of the Milton Rooms- and provide a hotel to serve theatre goers
- Site close to River Derwent SAC, needs assessment through the Habitats Regulations process
- How is vehicle access being addressed for this area?
- If mainly non-local people take the homes how will this affect the local community?
- Malton and Norton are market towns and should retain their quaint originality
- Bring high street stores into town to attract custom, the new development will not help support the existing town centres-
- The scale of development will destroy the rural character of the area
- Support scheme- particular sustainable travel options (cycle routes) very little loss of facilities or amenities
- Will provide new homes, jobs, leisure facilities, new shops and schools with a vital new link road and footbridge over the Derwent
- Business incubation centre
- Scope for new district centre
- Bring Brownfield land into productive use
- Parking for rail users
- New riverside park and wildlife area
- Safe green links with pedestrian and cycle routes
- Latest sustainable building designs and technologies
- Site is too big, need smaller sites
- Norton has reached saturation point with new development

(Smiths Gore obo Fitzwilliam Trust Corporation, Smiths Gore obo Fitzwilliam Malton Estate, Norton Town Council , A White, E W and M Wing, W Linton, M V Dallimore , J W Ruston, J Howard, Natural England, A Finlinson, J Mead, J Powell, Barton Willmore obo West Park Developments Ltd, E Madeley and R Shaw, Mr Mitchell)

Site 474 - Land North of the A64 and East of Outgang Lane, Malton

- Should not develop sites outside the A64 boundary
- Urban Sprawl
- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary

(S Hoste, York and Ryedale Friends of the Earth, A Crosser, D H White)

Site 476 - Land East of Langton Road and North of Bazeley's Lane, Norton

- Not considered suitable for development, will aid congestion in the towns without any benefit to the residents
- No public transport
- Poor mains drainage
- Adverse road traffic conditions
- No retail or amenities
- Important public open space
- Used by racing community
- Removes Norton's Green Belt
- Loss of natural habitat
- Very good residential potential
- Infill behind ribbon development
- Site should contribute to southern relief road
- Should be a wildlife sanctuary

(Norton Town Council, S Major, L Burr, M Bates, C Knott, A Crosser, K Monkman)

Site 479 - Land At Norton Grove, Scarborough Road, Norton

- Better road access to be provided to Malton and Norton before further development
- Traffic congestion
- Where will the employment come from?
- Local community infrastructure cannot cope
- People will continue to shop out of the area

(E W and M Wing)

Site 505 - 125 Scarborough Road

No comments made.

Site 506 - Land East of Southlea, off Lascelles Lane, Old Malton

No comments made.

Site 510 - Land West of Whitewall, Corner, Welham Road, Norton

No comments made.

Site 523 - Land North of Middlecave Road and East of A64, Malton

No comments made.

Site 526 - Field West of Welham Road and opposite 109 - 163 Welham Road, Norton

- Not suitable- add congestion without delivering any great benefit to residents
(Norton Town Council)

Site 567 - Land south of Wyse House Farm, Wyse House Lane, Old Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(D H White)

Site 572 - Land North of Edenhouse Road

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(D H White, N Hill (Eden Camp Museum))

Site 573 - Land South of Edenhouse Road

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(D H White, N Hill (Eden Camp Museum))

Site 578 - Land North of A64 and South of Wyse House Lane

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(DH White, N Hill (Eden Camp Museum))

Site 579 - Land North of Wyse House Lane and East of A169

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(D H White, N Hill (Eden Camp Museum))

Site 581 - Land North of Pasture Lane and East of Outgang Road, Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased

- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary

(D H White)

Site 582 - Land South of Rabbit Lane, Old Malton

No comments made.

Site 583 - Land West of Wyse House, Old Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary

(D H White)

Site 584 - Land North of Wyse House, Old Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary

(D H White)

Site 585 - Land East of Wyse House, Old Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary

(D H White)

Site 588 - Land West of Edenhouse Road and North of Freehold Lane, Old Malton

- Mixed use is too general – lacks forethought
- Best quality agricultural land
- Harmful to amenity value- particularly to users- ribbon development in rural area
- Create further land drainage issues- run-off rate increased
- Automatically create pollution
- Result in increased traffic on the minor roads adjacent
- Directly affect the prize-winning heritage site, and not be complementary
- Harm to tourist asset, by surrounding site with development- reduce ability to see the site, loss of greenfield land, highways concerns

(D H White, N Hill (Eden Camp Museum))

Site 608 - Land East of Westfield Way, Norton

Land submitted post 2009 Consultation

Site 617 - Land West of Beck House and North of A64, Brambling Fields, Norton

Land submitted post 2009 Consultation

Site 618 - Land West of Wold View and South of Scarborough Road, Brambling Fields, Norton

Land submitted post 2009 Consultation

Site 619 - Land Between B1248 and Scarborough Road (near Brambling Field Cottages)

Land submitted post 2009 Consultation

Site 623 - Land South of Lakeside Way, Norton

Land submitted post 2009 Consultation

Site 627 - Land North of 26-30 The Avenue

Land submitted post 2009 Consultation

Site 645 (319) - Land East of 101-183 Welham Road and North of Belle Vue Farm, Whitewall, Norton

- Hunters way is a cul-de-sac, not suitable for through traffic
- Land surrounding is important to character of the area –open and undeveloped not an estate
- Harmful to residential amenity- young families
- No public transport
- Poor mains drainage
- Dangerous roads
- No retail or amenities
- Used by equine enterprises

- Schools unable to cope with existing residents
- Increase volume of traffic- congestion, highway safety
- Loss of privacy
- Existing houses are not selling
- Impact on community of social housing
- Flooding issues- problems with drainage
- Utility infrastructure issues- sewerage
- Congestion with busy junctions and railway crossing
- Harmful impact on wildlife
- HGV issues
- Valued open spaces
- Affordability of the scheme
- Scale of housing- where is the need?
- Network Rail consent
- Employment opportunities
- Significant impact on the strategic road network which would require mitigation through sustainable transport measures and implementation of a travel plan
- No access without demolition of existing properties
- Add to congestion and cannot deliver any great benefit to existing residents

(C Payne, R Farrow, S Major, W Hazell, D Drinkwater, S L Butler, E Madeley and R Shaw, P Brown, M Bates, H Jenkins, Highways Agency, D Cartman, Mr and Mrs P Robinson, Norton Town Council)

Site 646 (320) - Land East of 101-139 Welham Road

- No public transport
- Poor mains drainage
- Adverse traffic situation- and safety issues made worse
- No retail or amenities
- Equine uses
- Schools already over subscribed
- Removes Norton's green belt
- Adds to congestion without benefit to residents
- Very good residential potential, infill development behind ribbon development.
- Site should contribute to the south relief road
- Loss of open aspect to current residents
- HGV issues
- Employment isn't available for new residents
- Urban sprawl
- Utility infrastructure issues
- Area should be covered by a VIUA
- Existing estates are not selling

- Implications on the social fabric of the area –impact of ‘social’ housing
- Increased risk of flooding
- Adverse impact on wildlife
- Level crossing very busy junction
- Affordability of the scheme
- Where is the need for such large scale development
- Network Rail consent?
- Hunters way is a cul-de-sac
- Adverse impact on residential amenity
- General infrastructure is at capacity

(S Major, Norton Town Council, K Monkman, R Farrow, P Brown, D Cartman, Mr and Mrs P Robinson, M Bates, D Drinkwater, S L Butler, H Jenkins, E Madeley and R Shaw, E W and M Wing, C Payne, S and S Lloyd)

Site 647 (321) - Land North of Belle Vue Farm, Whitewall, Norton

- Increased prospect of flooding
- Local infrastructure would be overwhelmed – in particular schools
- Utility infrastructure stretched
- Adverse impact on wildlife
- Level crossing- busy junction
- Harm to residential amenity
- Harm to non-vehicular road users
- Social impacts of large scale housing
- No public transport
- No retail or amenities
- Poor drainage and sewerage capacity
- Removes Norton’s Green Belt- urban sprawl
- Provides an area for public recreation
- Adverse impact on equine activity
- Need to ensure that the setting of Sutton Farm Stone Barn, a Grade II listed building is safeguarded.
- Increase congestion, whilst not delivering any benefits to residents.
- What is the affordability of the scheme
- Network Rail consent
- Employment for the area?
- Loss of habitat
- Should be covered by a VIUA

Mr S L Butler

(M Bates, D Drinkwater, S Major, A Crosser, English Heritage, Norton Town Council, H Jenkins, C Knott, D Cartman, P Brown)

Site 648 (322)- Land East of 101-139 Welham Road and North of Belle Vue Farm, Whitewall, Norton

- No suitable access without the demolition of some existing properties
- Cause further congestion
- Employment availability would not match population
- Drainage is poor
- Wildlife adversely affected
- Harmful to racing enterprises
- Harm residential amenity
- Should be considered as greenbelt area
- Harm residential amenity of existing residences
- Use Brownfield sites first
- Hunters Way is a Cul-de-sac – and designed as such
- Infrastructure, in particular traffic cannot support proposed development for Norton
- Congestion- particularly at the crossing is particularly bad
- What is the need for such large scale development
- Network Rail consent
- Loss of valued open spaces
- Open-countryside character
- Impacts on local community due to scale of development and influx of newcomers
- Very good residential potential, infill behind ribbon development.
- Site should contribute to a southern relief road
- Urban sprawl on a Greenfield site
- Limited infrastructure: sewerage, utilities
- Problems with drainage
- Lack of connectivity to the A64
- Case for VIUA designation
- Road Safety Issues
- Impact on Whitewall
- No public transport
- No retail or amenities
- Local schools struggle with existing population
- Area for public recreation in Scotts Hill
- Impact on equine activity of racehorses
- Lose Norton's Green Belt
- Add to congestion within the town, particularly within the crossing, without benefits to the existing residents
- Considered to have significant impact on the strategic road network which would require mitigation through sustainable transport options and travel plans
- Prospect of flooding increased
- Close to Sutton Farm Stone Barn, a grade 2 listed building. Will need to ensure that the setting and character is not adversely affected

(Mr and Mrs P Robinson, E Madeley and R Shaw, H Jenkins, R Farrow, D Drinkwater , K Monkman, P Brown, D Cartman, M Bates, Norton Town Council, Highways Agency, R Ward, S L Butler, English Heritage)

Site 649 (88) - Land at Norton Lodge, Norton

- Should not develop east side of road serving Norton Grove Industrial Estate, just development on the western side
- Support. Natural extension, strategic position- access to A64. Suitable for retail use and economic uses. Support expansion of the town. No adverse impact on character of the settlement and would be attractive to users being away from A64 and railway.
- Meet RSS targets.
- Significant impact on the strategic road network- requires mitigation and sustainable travel options through a Travel Plan.
- Use of large development sites is wrong- lose character of market town.
- Norton reached saturation point in use of services and facilities.
- Better road access in Malton and Norton before further development otherwise increased traffic problems.
- Where is the employment?
- Increase congestion
- Network rail consent

(Beanland, P Torrible, Highways Agency, Mr Mitchell, E.W. and M Wing, H. Jenkins)

Malton and Norton

Legend

-  Residential
-  Employment
-  Mixed
-  Leisure / Tourism
-  Retail
-  Not Specified
-  National Park
-  Parish Boundary
-  District Boundary



1 : 22 000 on A3
February 2016

**RYEDALE
DISTRICT
COUNCIL**



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