



## Malton Fitzwilliam Trust Corporation Sites

Livestock Market, Agri Business Centre, Business Park and Residential Development

Design and Access Statement  
Clarity NS



# 1 INTRODUCTION

## 1.1 The Purpose of this Document

This Design and Access Statement has been prepared in support of applications for Outline Planning Permission for a group of four interlinked sites in Malton and Old Malton; applications that have, at their heart, the challenge of ensuring the future prosperity of the Town's historic livestock market, providing additional jobs and answering in part the area's need for new housing. A general overview is given in the introduction, and then each site has its own individual section. The applications are being made by Commercial Development Projects (CDP - part of the Marshall group of companies: a well-established and respected Yorkshire development group) acting in concert with the landowners - The Fitzwilliam Trust Corporation - and Malton and Ryedale Livestock Market Company Limited.

Although the applications are in outline, various indicative drawings have been prepared in order to allow a fuller appreciation of the implications of the proposals. These drawings include: site masterplans and layouts; massing sections; more detailed building studies for key areas, and artist's impressions. This illustrative information has also formed the basis of a comprehensive Environmental Impact Assessment. In each case, the design of the proposed scheme has evolved with reference to a detailed analysis of the site and its surroundings, discussions with key stakeholders and extensive public consultation; this Statement charts that evolution. Whilst it is recognised that any development in and around an attractive and cherished town will give rise to concerns, our aim is to demonstrate how a careful, rigorous and collaborative design process can integrate new facilities into Malton and Old Malton in a way which respects its context, whilst bringing considerable benefits to the town and the community that it serves.



An Artist's Impression of the New Livestock Market

# I INTRODUCTION

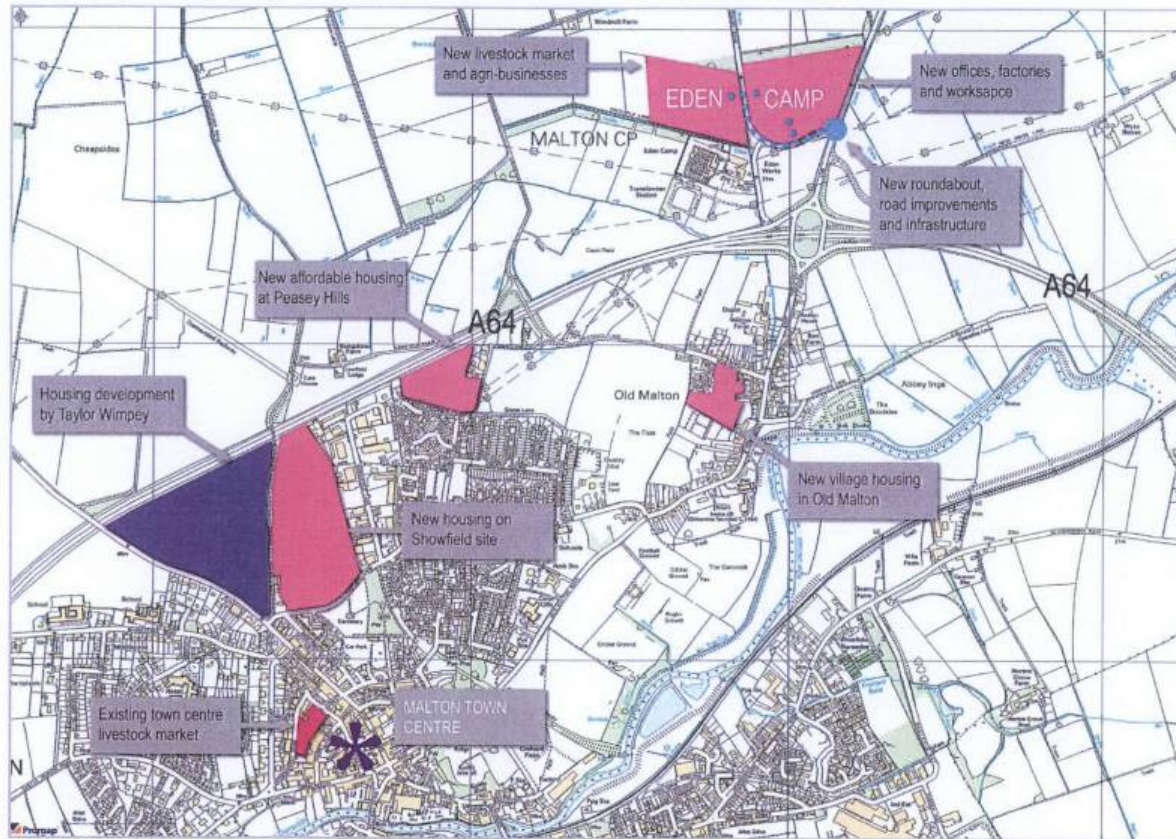
## 1.2 The Scope of the Document

A considerable amount of time and effort has been expended by the CDP development team, in conjunction with the representatives of the livestock market, Ryedale District Council and its advisers, in order to understand the town, its needs and the most appropriate ways in which to satisfy them. This document records this process and explains how the scheme evolved to the point where a planning application is being submitted. In this introductory section it identifies the sites, briefly describes the proposals and then summarises the background to the proposals for each site. In the subsequent individual site chapters, it reviews the site itself, its context and any constraints. From this, it describes the illustrative layout of the site and then proposes a set of design guidelines which will inform future reserved matters applications.

## 1.3 Brief Description of the Proposals

The application is comprised of four sites: land adjoining Eden Camp; the Showfield north of Pasture Lane, Malton; Coronation Farm and Paddock at Westgate in Old Malton, and land to the west of Rainbow Lane at Peasey Hills, Malton.

- The Eden Camp site is to contain the new livestock market (2,850m<sup>2</sup>), an associated agri-business centre (6,010m<sup>2</sup>), a business park (19,040m<sup>2</sup>) and associated infrastructure
- The Showfield site is to contain c. 227 residential dwellings
- Coronation Farm and Paddock is to contain c.35 residential dwellings
- Land at Rainbow Lane (Peasey Hills) is to contain c. 45 affordable homes for local people



An Overview of the Sites

## 2 BACKGROUND ISSUES

### 2.1 Local Needs

The existing livestock market:

- Is outdated
- Causes considerable traffic congestion in the town centre
- Has limited security of tenure in the form of a short-term licence to operate, with its current site scheduled for redevelopment
- Has therefore been identified as needing a new home

As a result of these factors the relocation of the livestock market has been identified as a key objective in the Council's recently adopted Local Plan Strategy. The Council want to see a new livestock market on a site which is convenient to users, well-related to the main road network and close to the town.

Costs:

A study has shown that the costs of doing this will be approximately £8.25 million which includes:

- £2.5 million for the livestock market itself
- £5.0 million for the new roads, parking areas, electricity and other infrastructure and services

There is a potential for some funding from both the Local Enterprise Partnership and Malton and Ryedale Farmers Livestock Market Company Ltd, but there will still be a significant shortfall which will need to come from the sale of houses on the other sites

Only an inter-linked package of this type, containing housing developments, can fund the creation of the new market and employment facilities

Housing:

- In order to meet housing requirements, Ryedale District Council Local Plan Strategy requires 3,000 new homes to be built within the district by 2027
- As the principal town in Ryedale, Malton and Norton (which includes Old Malton) have been allocated 50% of the housing requirement, which equates to the building of 1,500 houses between now and 2027
- Policy SP2 of the Local Plan identifies that large extension sites around the towns and within the A64 boundary at Malton are appropriate for these housing locations.

Jobs:

- Ryedale Council policies identify the need for between 37 and 45ha of new 'employment land' where offices and industrial businesses can be built to bring new jobs to the area
- The policies also state that, of this 'employment land', 80% (or approximately 30ha) should be provided within Malton and Norton
- Demand for new employment space is greatest in Malton and Norton, due to their excellent transport links and close proximity to York and Scarborough
- Focusing new employment development in Malton and Norton will enhance its role as Ryedale's principal town, encouraging redevelopment and supporting wider regeneration initiatives in the town centres

### 2.2 Site Selection

For some time, CDP has been aware that the livestock market was to be redeveloped by its owners, and that both the market operators and Ryedale District Council were keen to ensure that this facility - critical to the town both in terms of its prosperity and its identity - was re-provided elsewhere. Traffic considerations in the town centre meant that a site in the middle of Malton was no longer appropriate. CDP therefore examined alternative locations. Through their project managers - Corvivia - they formed a relationship with the Fitzwilliam Trust Corporation, which is a major landowner around Malton. Land adjacent to Eden Camp was identified as having excellent road links via the A64 and A169. These sites are ideal to accommodate the livestock market, a series of associated agri-business buildings, an industrial estate and an office park.

Other sites have been identified to accommodate a range of housing types. The profits from these residential developments will provide an element of cross-subsidy, which will partly pay for the Eden Camp development. The former Showfield is an ideally located 'infill site' for residential development, only a few minutes walk from the town centre. It will contain a range of type and size of residential dwellings. For some time the Fitzwilliam Trust Corporation had been pursuing an idea for the redevelopment of a site in Old Malton. This was a combination of part of Coronation Farm and a disused County Highways depot. It was therefore an obvious site to include in our portfolio, and we added to it an unused paddock immediately to the south to create an ideal site for much sought-after additional village housing. It was decided to provide the affordable housing (required by all of the residential developments added together) on a single site. In this way it can be coordinated and tailored to meet local needs by one of the specialist providers in the region.

### 2.3 The Design Development Process

Having reviewed the needs of the livestock market with representatives of the Livestock Market Company, we began by discussing our overall strategy with Ryedale District Council. Initial meetings revolved around the Eden Camp and Showfield sites. However, feasibility studies showed the desirability of additional housing sites to assist in funding the Eden Camp development and associated infrastructure and, as described above, land at old Malton and Peasey Hills was therefore brought into the equation.

An analysis of each site was carried out to identify the issues which any development needed to tackle. Using this information, together with input from other members of the development team regarding visual impact, highways, acoustics, drainage, market demand etc. Initial layouts were developed and discussed with the Council and the Livestock Market Company. After the proposals were developed to an appropriate stage, a public consultation exercise was held on the 12th, 13th and 14th December, in a building next to the current livestock market. This was a very useful and well-patronised exercise which demonstrated overwhelming support for our ideas. Approximately 25 local stakeholders attended an evening reception and 245 local people attended an exhibition. Of those who provided formal comments, 93% said that they were in favour of the proposals. The principal concern voiced (albeit by a small number of respondents) was that any development should not exacerbate the drainage problems already experienced by Malton in general, and Old Malton in particular. All of the issues raised both by the site analyses and by the public consultation exercise are discussed in more detail in the individual site chapters.

### 2.4 Relevant Local Planning Policy

An analysis of how the proposal accords with relevant planning policy and guidance is set out in the accompanying Town Planning Statement prepared by Freeth Cartwright LLP. Other documents supporting the planning application were also relevant to the design process (such as the Landscape and Visual Appraisal prepared by FPCR, the noise assessment by Peninsular Acoustics and the Flood Risk Assessment and Drainage Strategy by JPG engineers) and these are referred to in the appropriate sections of this Statement.

# 3 MALTON

## 3.1 The History of the Settlement

The history of Malton is a fascinating one. Various finds around the town suggest that the area may have been inhabited since Neolithic times, with crop marks and other finds giving evidence of rural settlements during the Bronze and Iron Ages. During the Roman occupation, a fort and civilian settlement was located around the river crossing and to the south in Norton, with the surrounding areas acting as a supporting agricultural hinterland. During the post-Roman and mediaeval periods a settlement was established at Old Malton, which was of considerable value by the time of the 1086 Domesday Book when it was recorded as Maneshou.

In the 12th Century, New Malton (the present main town) was laid out, with a wall and a new bridge across the Derwent. A castle was constructed on the site of the Roman fort, but this was subsequently demolished. The town became an important centre for trade with three market places. A priory (the church of which survives today) was built to the south of Old Malton. In terms of topography, Malton sits on high ground at the southern edge of the Vale of Pickering, with the river Derwent in a valley between Malton and Norton.

Today Malton (to the north of the river) and Norton (to the south) is still the communal and commercial centre of Ryedale. The town centre is attractive, with many historic buildings lining its streets and open spaces, but it does face challenges: ways of life are changing, patterns of shopping are altering and fewer people work on the land. It is therefore important to develop Malton in ways which create new jobs and homes, keeping people in the area who can then ensure the prosperity of the town for many years to come.



Malton Market Place



Market Street, Malton



Town Street, Old Malton



The Priory Church, Old Malton

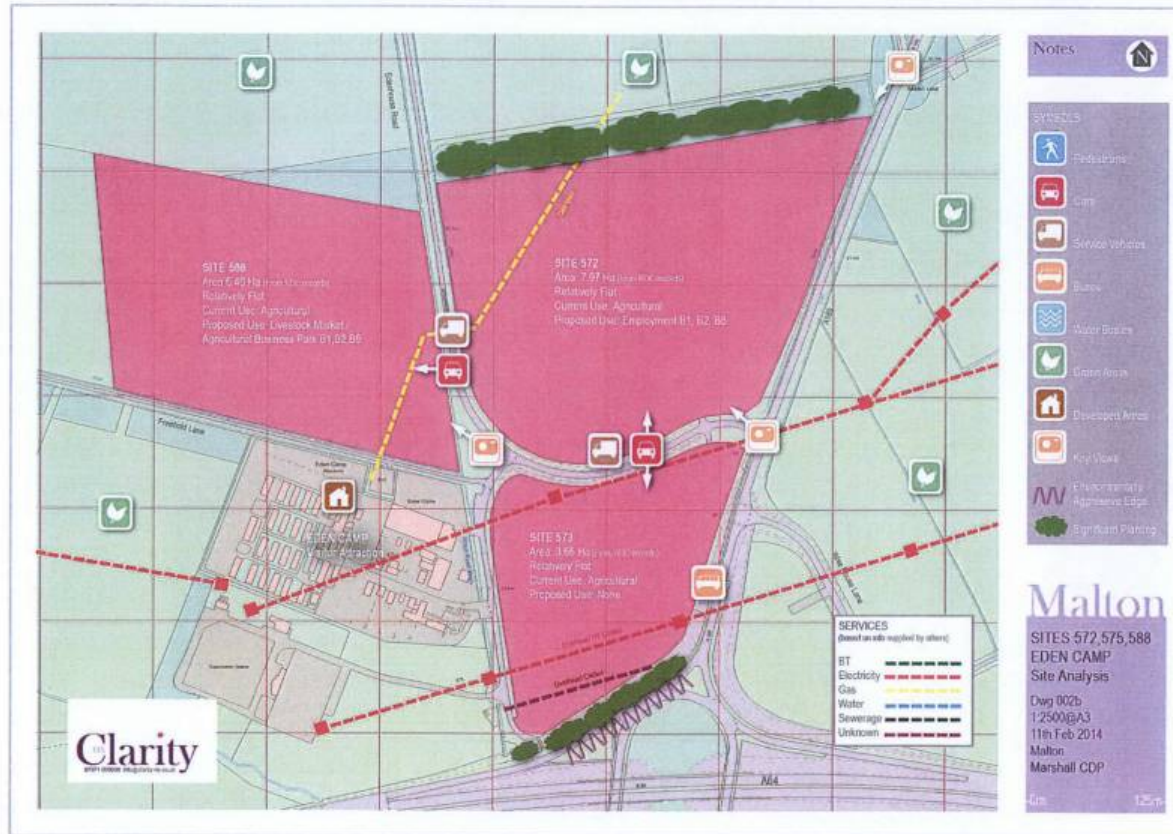
# 4 EDEN CAMP

## 4.1 The Sites

The development on land adjacent to Eden Camp comprises three linked fields: east, west and south. They adjoin each other and are separated only by Edenhouse Road. The western site is 6.4 hectares in area and is a parallelogram in shape. The eastern site is 7.97 hectares in area and is an irregular shape with straight northern and western edges, a slanted edge on its eastern side and a curved southern boundary. The southern site is 3.66 hectares in area and has a very irregular shape. All three sites are currently under agricultural use either as grazing or for crops. Good established hedges run along most of the boundaries. There are well established deep shelter belts containing mature trees along the northern edge of the eastern and western sites and opposite the southwestern edge of the western site. Considerable planting exists on the southern edge of the southern site. All three sites are largely flat.

None of the sites are within a Conservation Area (the nearest being that of Old Malton, to the south of the A64) there are no listed buildings within them nor are there any in the nearby area. The Heritage Assessment by Prospect Archaeology has concluded that the area has most likely always been in agricultural use, and that a geophysical survey has shown that the sites have low potential for archaeological activity. They suggest that, to confirm this, a trial trench evaluation would be required as a planning condition.

There are a number of infrastructure constraints. A high pressure gas main runs across the southeastern corner of the western site and the northwestern corner of the eastern site. It has a considerable area on either side within which one must not build. There are also two sets of high voltage cables, suspended between pylons, which cross the northern and southern edges of the southern site. There is a run of smaller overhead cables near to the boundary with the A64 junction. During the consultation period views were expressed by local residents that surface water drainage from the Eden Camp area could be contributing to problems within the Old Malton and a strategy should be designed to ensure that we do not exacerbate any problems.



Eden Camp Site Analysis

## 4 EDEN CAMP

### 4.2 The Surrounding Areas

To the north, east and west lies agricultural land. The field to the west contains large agricultural buildings. The eastern boundary is defined by the A169 leading to its junction in the south with the A64. Edenhouse road leads off the A169 and is a feeder route to various farms and to the visitor attraction known as Eden Camp which sits to the southwest of our sites. This is a very popular tourist attraction which focuses on the Second World War and is contained within a series of largely single-storey buildings previously used as a prisoner of war camp. Discussions with representatives of this facility made us aware that they felt views to them from the A64 and the A169 were important to their trade.

### 4.3 Views

The Landscape and Visual Impact Assessment by FPCR reviews the Landscapes of Northern Ryedale report commissioned by Ryedale District Council and identifies the sites as lying in a largely agricultural "wooded open vale... generally flat and low-lying...with woodland blocks and shelter belts". But it also highlights that the density of electricity pylons in the area has an effect on the setting, as does the adjoining Eden Camp visitor attraction with its almost industrial character, and the busy A64. The LVIA concludes that there is scope for infill, particularly as the sites are already well contained by landscape and physical features, and that these would be complemented by the addition of shelter belts to the eastern and southern edges.

The principal public views towards the sites will be from the A64 and the A169. The junction between these two roads is slightly elevated in relation to the surrounding ground and one will therefore gain a view above the hedgerows as one proceeds along the A169 in a northerly direction. Discussions with the Council made us aware that they were keen that any development in this area created an attractive vista from the A169 as this is an important approach towards Malton. There is a public right of way along Freehold Lane, which will give views into the southern site.

### 4.4 Access

A Transport Assessment has been prepared by Connect Consultants. Old Malton is within walking distance of the site but, due to the nature of uses proposed, such trips are likely to primarily be employee trips to work. This, together with bicycle access (which makes the whole of Malton easily accessible) will be catered for along the existing routes out of town, via the A169, from Edenhouse Road into each site. A number of buses run along the A169 and there are bus stops adjoining the southern site. In order to accommodate the increased number of vehicular movements, a new roundabout will be needed at the junction of Edenhouse road and the A169, and Edenhouse Road itself would need to be upgraded as far as the entrances to the individual sites.



The Southern Edge of the Eastern Site



The Northern Edge of the Southern Site



The Eastern Site Looking Northeast



The Eastern Site



The Western Site from Edenhouse Road



The Edenhouse Road of the Western Site

# 4 EDEN CAMP

## 4.5 The Overall Concept

A new roundabout is being proposed at the junction of Edenhouse Road and the A169 to accommodate the increase in traffic. This will, of course, also make this junction safer and provide a trouble-free route to the Eden Camp visitor attraction. Edenhouse Road will be upgraded and widened as far as the entrance to the western site.

To create an attractive gateway into the newly developed areas we then chose to place a combination of industrial, workspace and office buildings onto the eastern site, with a small start-up office campus located near the new roundabout and providing a high quality edge to the A169. The eastern site is entered from the Edenhouse Road passing through a landscaped area with offices to the right and the Ginger Pig headquarters to the left, all facing on to a new water feature. Further into the site a series of spine roads gives access to future industrial and workspace plots. These roads would run through wide 'green' corridors, with informal hedge and tree planting designed to complement the existing landscape character. A robustly planted shelter belt runs around the eastern, southern and western edges of the site, but this would be judiciously thinned on the southeastern edge to give attractive vistas into the entrance space.

The livestock market is to be placed on the western half of the western site. The building will face on to a quadrangle of communal parking also shared by the surrounding related agri-business buildings. The more utilitarian areas of the market - such as vehicle parking and off-loading are hidden behind the buildings on the western boundary. Two balancing ponds on the southern edge of this plot satisfy part of our water retention and drainage needs. A landscaped shelter belt will be created along the edge of Edenhouse Road.

In order to maintain open views towards Eden Camp we decided not to propose any form of built development on the southern site. It does, however, provide an ideal location for the largest of our series of surface water retention ponds, forming the backbone of our strategy to avoid putting any strain on the existing drainage infrastructure. The new pond will enhance views towards Eden Camp and our sites from the A169.



The Eden Camp Masterplan



# 4 EDEN CAMP



EDEN CAMP WEST

The Western Site Looking North: Massing Section



EDEN CAMP EAST

The Eastern Site Looking North: Massing Section



Water Features



Hipped Roof Industrial Buildings



Timber Clad Agri-business Units



High Quality Office Buildings in Landscaped Setting

## 4 EDEN CAMP

### 4.6 Design Principles

The aim of this section is to provide assurance, at this outline stage, that the buildings and their setting will be of an appropriate design and quality, and to provide a series of points to guide any subsequent 'reserved matters' application.

#### EASTERN SITE

- Create a common vocabulary for all of the buildings, offering the opportunity for variation within a theme, but creating a harmonious overall arrangement.
- All of the buildings will have hipped roofs, in either artificial slate or dark grey standing seam metal, and make extensive use of buff brickwork, well detailed and of a good quality.
- Window frames will be of white colour-coated aluminium.
- In some of the larger workspace buildings, good quality, grey-finished, aluminium cladding panels would be introduced.
- Building heights will range up to 13m to the ridge
- Individual sites will be bounded on the public side by low hedges, and on the other sides by dark grey metal fencing
- To ensure that the character of the shared areas adds to the overall high quality aspired to, generous areas of landscaping will be created within the site.
- At the site entrance one will be met with an attractive vista across a large water feature to an arc of green landscape fronting the office campus. The internal roads will pass through a wide green corridor containing extensive informal planting of shrubs and woodland native trees
- In order to integrate the development into the overall landscape, wide shelter belts of native woodland trees and shrubs will be planted along the eastern, southern and western edges of the site.
- There will be a sustainable drainage system, including swales and balancing ponds
- For practical reasons, roads will be in tarmac
- Pavements will be in good quality textured concrete paving slabs, with conservation grade kerbs
- Lighting of shared areas will be designed in accordance with BSEN 13201-2:2003, but be sympathetic to the overall character of the development



Artist's Impression of the Office Campus

## 4 EDEN CAMP

### 4.6 Design Principles

#### WESTERN SITE

- The buildings on the livestock market site should have a slightly more rural feel.
- The market itself, together with the surrounding agribusiness units, will be in a combination of good quality buff brickwork and untreated timber cladding.
- All of the buildings will have pitched roofs, in either artificial slate or dark grey profiled metal.
- Window frames will be of white colour-coated aluminium.
- Building heights will range up to 11m to the ridge.
- Individual sites will be bounded on the public side by low hedges, and on the other sides by dark grey metal fencing.
- The internal roads will have along their edges informal planting of shrubs and woodland native trees.
- In order to integrate the development into the overall landscape, wide shelter belts of native woodland trees and shrubs will be planted along the eastern edge of the site.
- There will be a sustainable drainage system, including swales and balancing ponds.
- For practical reasons, roads will be in tarmac.
- Pavements will be in good quality textured concrete paving slabs, with conservation grade kerbs.
- Lighting of shared areas will be designed in accordance with BSEN 13201-2:2003, but be sympathetic to the overall character of the development.

#### SOUTHERN SITE

- The surface water retention pond will be naturalistically treated, with sculpted edges and attractive edge planting.



An Artist's Impression of the New Livestock Market

# 5 THE SHOWFIELD SITE

## 5.1 The Site

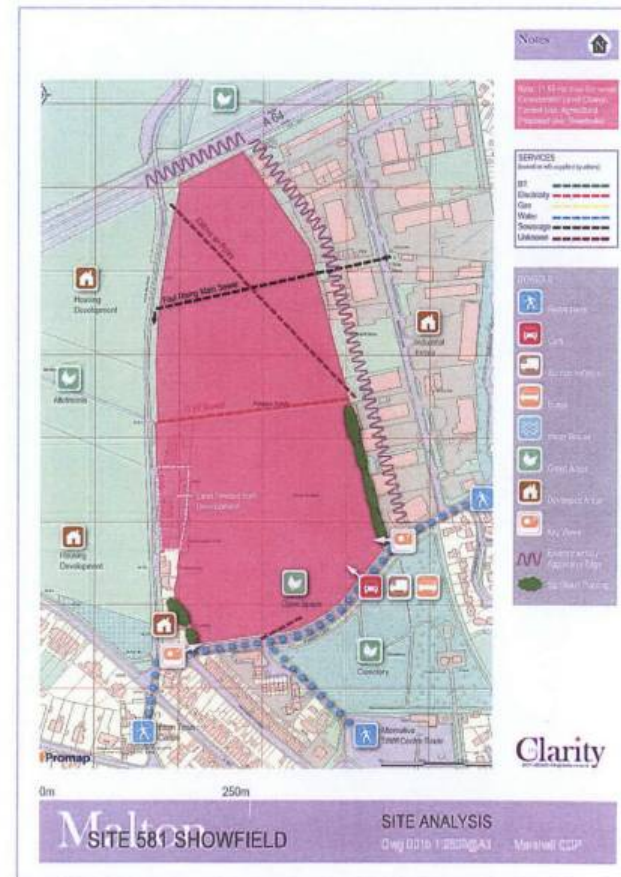
The site measures 11.54 hectares in area and is roughly rectangular in shape tapering towards the north. The majority is currently grassland and used as animal pasture. A small area in the southwest contains a series of disused farm buildings. The site has a hedge along its western boundary and a band of shrubby hedge and trees along the southern section of its eastern boundary. There are also a number of mature trees between the site and the existing houses to the southwest. The site generally falls from west to east by between 6m and 14m. On its southern boundary it is therefore higher than Pasture Lane in the west and lower in the east. North-south it is generally level, but falls away to its northeastern boundary. None of the gradients should prevent residential development and, indeed, may be exploited to add considerable character to this new housing area.

The site is not within a Conservation Area. The Heritage Assessment by Prospect Archaeology identifies that the nearest is Area 4 of the Malton Conservation Area, which is comprised of the Victorian suburbs. It is not considered that we shall have any impact on views from it, due to the distance and the shielding effect of mature planting along Pasture Lane. There are no listed buildings within the site. There are six within 250m. Of these, only the New Malton Cemetery Chapel and Chapel of Rest, to the south of Pasture Lane, have any real relationship to the site, but in the main views are obscured by mature planting. The majority of the buildings on the western edge of the site were constructed in the 19th Century. The Heritage Assessment has concluded that the area has most likely always been in agricultural use, and that a geophysical survey has shown that the sites have low potential for archaeological activity. They suggest that, to confirm this, a programme of evaluation would be required as a planning condition.

Although there are some light power cables crossing the site on poles in two locations it is not considered that these will be difficult to relocate elsewhere. There are, however, two buried service runs - an 11 kilovolt power line and a main foul rising sewer - crossing east to west, which should not be built over.

## 5.2 The Surrounding Areas

To the north we adjoin the A64, which forms a bypass around the town. Although the road is at a lower level than the site this, together with the industrial estate, are both potential sources of noise which the design must address. The industrial estate itself is a series of buildings running along the eastern edge of Showfield comprising of a series of late 20th century brick and metal panel buildings on either side of Showfield Lane. The environment is generally very utilitarian and will need shielding both visually and acoustically from our new housing. To the south we front Pasture Lane. This is the road linking new Malton to Old Malton. Immediately to the southwest there are a series of modern brick residential buildings from the late 20th Century, of 2 and 3 storeys, but for the majority of our frontage we face the treed green area of Malton Cemetery. This, combined with the current undeveloped nature of Showfield gives one the impression of a semi-rural interlude between the two parts of town. Immediately to the southwest of our site there are a number of domestic single-and-two-storey buildings which face on to Outgang Road. This road runs along the whole of the western edge of Showfield and has retained a very rural character which we should endeavour to preserve. Beyond Outgang Road the fields are currently being developed as a new housing estate.



Showfield Site Analysis

## 5 THE SHOWFIELD SITE

### 5.3 Views

The Landscape and Visual Impact Assessment by FPCR reviews various relevant landscape reports, acknowledges the need to be mindful of the views from the Howardian Hills AONB and describes the qualities of the surrounding countryside in which Malton is located, but concludes that "The application site is largely confined by the built form of Malton and does not display these special qualities. Views from the AONB from the site are largely confined by topography." The LVIA states that "Overall the site forms a grazed green space within the town. The character is mainly determined by the surrounding urban land uses rather than the more rural countryside north of the A64. The area is overlooked by relatively few properties, despite its urban location. There are few features of intrinsic landscape interest within the site, with some trees and hedges, mainly at the site perimeter."

The principal views towards and from the site are those from Pasture Lane. The geometry of the roads in the southwest mean that most views will be tangential along the Pasture Lane frontage, but the curvature of the road means that people approaching from the east will look into the site. Due to the hedgerows along Outgang Road and the mass of the adjoining housing development, there will be some localised views into or out of the site to the west. To the north and east the combination of noise source and unattractive neighbours will demand some form of shelter belt which will largely also preclude any views either into or out of the site in these directions. Overall, the site's location, combined with the desire to form a sympathetic relationship to the open space on the south of Pasture Lane, combined with areas of new planting both within and around the edge of the site, will mitigate any potential visual impacts.

### 5.4 Access

A Transport Assessment has been prepared by Connect Consultants. The Showfield site has good pedestrian accessibility: within the accepted 2km catchment one can reach the whole of Malton and well into Norton. Pedestrians will generally approach the site from its southern end. Roads lead from the town centre and the adjoining housing areas towards the south of the site - along Newbiggin, Wentworth Street or Smithson Court and through the cemetery - or along Pasture Lane from the adjoining areas and Old Malton to the east. One of the great merits of this site is that its proximity to the town centre will encourage as many trips as possible to be made on foot. With its proximity to Pasture Lane, in combination with a series of internal roads, the site will also have very good cycle connectivity. There are bus stops at the school on Broughton Road and Newgate. The roads within our site will be laid out to encourage buses to enter into its heart ensuring that public transport is a very viable option.

The narrow and rural nature of Outgang Road precludes its use as a viable vehicular access to the site. Any new site access junction will therefore need to be formed from Pasture Lane. The sightlines, together with the curvature of the road, have led to our highway engineer to suggest that this should be provided in the form of a roundabout in the southeastern corner. From here Pasture Lane will give access into the town centre, to Old Malton and, ultimately, to the wider road network.



The Site Looking Northeast from Outgang Road



Looking Across the Site Towards the Industrial Estate



The Farm Buildings On Outgang Road



The A64 with the Site to the Right



The Site from Pasture Lane



The Cemetery

# 5 THE SHOWFIELD

## 5.5 The Overall Concept

Firstly, we addressed the unattractive views, and the possibility of disturbance from noise, emanating either from the A64 or from the industrial estate. This is being done in two ways. A 10 metre wide, densely planted shelter belt will be created along the northern and eastern boundaries. The majority will be new planting, but any existing areas – particularly those on the southeastern boundary – will be incorporated and supplemented. This will block any unattractive views and have some effect to lessen the noise pollution. In itself, however, this would not have provided sufficient acoustic attenuation. Peninsula Acoustics were therefore appointed to model the noise levels on the site and develop an appropriate solution with us. This has been achieved through a combination of strategies. Within the landscape belt an acoustic barrier will be formed from a combination of a planted mound topped by a timber fence. The landscaping will largely hide this feature. The design for a typical perimeter house was then developed which has a glazed porch over its rear garden doors together with specially designed side oriel windows which combine to ensure that living conditions within the dwelling comply with all necessary standards. The layout of this perimeter housing would also, in itself, form a barrier to onward noise intrusion in the rest of the site.

We then decided to set aside a large landscaped area adjoining Pasture Lane to retain the current semi-rural feeling of this area. Attractively planted with trees and shrubs, and surrounded by houses built in local materials, this will have the feel of a village green. From the new entrance roundabout in the southeast, a main distributor road then forms a series of loops running parallel to the edge of the site and crossing at appropriate intervals. Within the areas created, individual plots have been formed by the introduction of smaller access roads. At two locations attractive green landscaped spaces have been created to add character to the development. Although inappropriate to lay out individual houses at this stage and for this type of application, we have based the plots on dimensions which are appropriate for housing areas. We imagine that detailed design will create a series of layouts formed of single, two and 2 ½ -storey buildings, created to blend into the local area, and a sensible assessment of development density has shown that 227 units are likely to be produced. A further breakdown is given on drawing 013d.



The Showfield Masterplan

# 5 THE SHOWFIELD



Modern Housing in Traditional Styles

Perimeter House Study

Key

SECTION

GROUND LEVEL

FIRST FLOOR

**Malton**  
 Showfield  
 Perimeter House

Drawn: 08/05  
 11/10/2014  
 Malton  
 Malton CDP



Massing Section through the Site Looking North

# 5 THE SHOWFIELD

## 5.6 Design Principles

- Create a common vocabulary for all of the buildings, offering the opportunity for variation within a theme, but creating a harmonious overall arrangement.
- All of the buildings will be traditional in nature and informed by the local vernacular
- Roofs will be pitched and in either natural/artificial slate or clay pantile
- Walls will predominantly be in natural/artificial local stone, but variety will be created through the use of buff or red brick, render or painted masonry
- Window frames and door surrounds will be in painted timber and generally white or cream, with a proportion in pastel shades.
- Windows will have heads either of masonry arches or natural/artificial lintels, and natural/artificial stone cills
- Front doors will be painted in a variety of colours
- Front gardens will generally be bounded by hedges, railings or low brick or stone walls. Rear gardens by hedges or timber fences
- To ensure that the character of the shared areas adds to the overall high quality aspired to, generous areas of landscaping will be created within the site.
- Facing onto Pasture Lane there will be a large grassed communal area, planted with informal groups of woodland trees and shrubs.
- Main distributor roads within the site will be in tarmac, with conservation grade kerbs and good quality concrete slabs on the pavement.
- Subsidiary roads may be in block paviers or sealed gravel, and may include some 'shared-surface' areas
- The line of the roads will meander to create adjacent green edges where trees will be planted
- At two locations larger green communal spaces will run east-to-west across the site to aid legibility and give character
- In order to integrate the development into the overall landscape, and shelter the site from adjoining areas with aggressive environments, shelter belts of native woodland trees, containing a bank and topped by a timber acoustic fence, will be planted along the eastern and northern edges of the site.
- Housing along the northern and eastern edges of the site will follow the principles established in the special house studies, both to give an acceptable environment for eth residents, and to protect eth rest of the site
- Lighting of shared areas will be designed in accordance with BSEN 13201-2:2003, but be sympathetic to the overall character of the development



An Artist's Impression of the New Housing from Pasture Lane

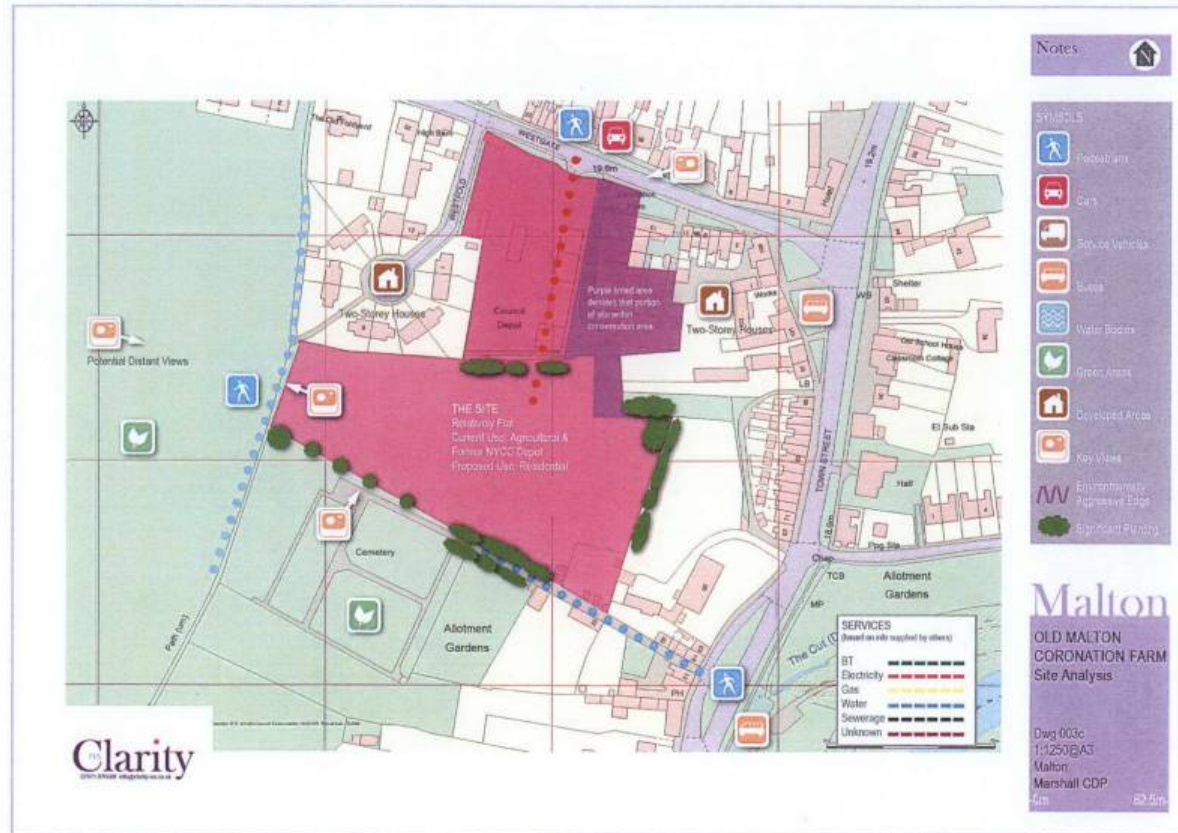


# 6 THE OLD MALTON SITE

## 6.1 The Site

The site has an area of approximately 1.9 hectares. It is irregular in shape and is made up of three distinct parcels of land: to the northwest there is a disused Yorkshire County Highway depot which contains a number of single and two-storey late 20th century brick and temporary buildings; to the northeast the site is made up of part of Coronation Farm and contains a number of single and two-storey brick and stone outbuildings; and to the south there is an unused paddock which contains one or two small outbuildings on its southern boundary. The boundaries are a variety of hedges, walls and railings with some mature trees. The site is largely flat, rising gently by a metre or so in the centre.

The Heritage Report by Map, shows that Old Malton was an established settlement prior to the Norman invasion, possibly aligned along modern Town Street and Westgate. To the southeast, a priory of the Gilbertine order was established in c.1150. Some minor mediaeval building remains have previously been found in the grounds of Coronation Farm. The site appears originally to have been made up of fields and gardens, with the development of the cemetery in the 19th/20th Centuries forming the southern boundary. The area associated with Coronation farm, in the northeastern section of the site, lies within the Old Malton Conservation Area, and the detailed design of the scheme would therefore need to preserve or enhance the character of the area. There are no listed buildings within the site but there are several Grade II structures in nearby Westgate, and more in the rest of Old Malton. These are generally houses from the 17th and 18th Centuries. Details of these properties are given in the Heritage Report. The report concludes that the effect of the proposals on the Conservation Area and the nearby Listed Buildings will be negligible or neutral if the design is in keeping with the village, and the redevelopment of the derelict highway depot will be a benefit. It also recommends that further investigation work be carried out to examine the possibility of any further archaeological evidence, particularly in the southern part of the site.



Old Malton Site Analysis

## 6 THE OLD MALTON SITE

### 6.1 The Site ...continued

There are a number of characterful old buildings within the northern part of the site which, if possible, should be integrated into the new development. These include: in the northwest corner at the junction of Westgate and Westfold, a single-storey former agricultural building with stone walls and pantiled pitched roof; on the Westgate frontage of the Coronation Farm portion of the site, a similar agricultural building; further within the Coronation Farm site, behind number 13 Westgate, a single and two-storey former agricultural building.

### 6.2 The Surrounding Areas

To the north the site is bounded by Westgate: a well established thoroughfare lined on its northern edge by a series of single and two-storey bungalows and houses in a variety of materials including local stone and red brickwork with pitched clay pantiled and thatched roof coverings. To the east, the site adjoins the back gardens and residual areas of fields of the properties facing on to the Town Street. Areas of mature planting run along the boundary particularly in the southern section. To the south, the site borders the cemetery and the allotments, together with a residential garden, all on the other side of a narrow road running from the Town Street leading through to the graveyard. There is a particularly attractive boulevard of mature trees on the boundary near the allotments. Further along the cemetery boundary there are individual attractive specimens. To the west and in the southern section our site is separated from a public footpath by a brick wall. The remainder of the western boundary borders the back gardens of the two-storey mid-20th century brick and tile buildings on Westfold.

### 6.3 Views

The principal views both in and out of the site will be in the southwest to and from Peasey Hills and the edge of Malton across the public footpath. The design also needs to be mindful of views to and from the cemetery and appropriate relationships between new buildings and the rear of existing properties need to be established.

### 6.4 Access

Accessibility for this site will be very good. Pedestrian and cycle access will predominantly be from the Westgate frontage, but the opportunity also exists to link the site better into the existing network of paths by forming a pedestrian-only entrance from the road leading to the cemetery. It is a very short walk from Town Street which carries a number of bus routes and where there are nearby bus stops. The only major road bordering the site is Westgate and this should be the location of the main vehicular site entry point. An existing entrance lies towards the centre of the frontage.



Attractive Stone terraced Housing



Westgate



The Former Highway Depot



The Former Highway Depot



Looking Across the Site Towards Westfold



The Westgate Frontage

# 6 THE OLD MALTON SITE

## 6.5 The Overall Concept

The main site entrance is placed off Westgate, just to the east of the existing gateway. We wanted to create the feeling of an informal, organically arranged area of housing, which complimented both the layout and style of the surrounding areas. A meandering serpentine road therefore leads from Westgate down to a communal green in the south of the site. Our indicative layout shows that existing buildings worthy of merit could be retained and converted to residential use. A variety of two-storey houses would face onto the road frontage creating a traditional streetscene and placing their back gardens next to those of the existing properties. The green space will create a focal point with a series of more individually designed buildings facing onto it. In the southeastern corner a footpath would link into the road between the cemetery and Town Street. The houses would be traditional both in form and materials and would fit comfortably into Old Malton.



Old Malton Site Masterplan



Massing Section Looking East

## 6 THE OLD MALTON SITE

### 6.6 Design Principles

- Create a common vocabulary for all of the buildings, offering the opportunity for variation within a theme, but creating a harmonious overall arrangement.
- All of the buildings will be traditional in nature and informed by the local vernacular
- Roofs will be pitched and in either natural/artificial slate or clay pantile
- Walls will predominantly be in natural/artificial local stone, but variety will be created through the use of buff or red brick, render or painted masonry
- Window frames and door surrounds will be in painted timber and generally white or cream, with a proportion in pastel shades.
- Windows will have heads either of masonry arches or natural/artificial lintols, and natural/artificial stone cills
- Front doors will be painted in a variety of colours
- Front gardens will generally be bounded by hedges, railings or low brick or stone walls. Rear gardens by hedges or timber fences
- To add character to the development and to be sympathetic to the village, several existing structures in the north of the site will be retained, repaired and converted to residential use.
- To ensure that the character of the shared areas adds to the overall high quality aspired to, generous areas of landscaping will be created within the site, echoing the arrangement found on Westgate.
- In the southern part of the site, there will be a large grassed communal area, planted with informal groups of woodland trees and shrubs.
- Main distributor roads within the site will be in tarmac, with conservation grade kerbs and good quality concrete slabs on the pavement.
- Subsidiary roads may be in block paviers or sealed gravel, and may include some 'shared-surface' areas
- The line of the roads will meander to create adjacent green edges where trees will be planted
- Lighting of shared areas will be designed in accordance with BSEN 13201-2:2003, but be sympathetic to the overall character of the development



An Artist's Impression of the Westgate Frontage

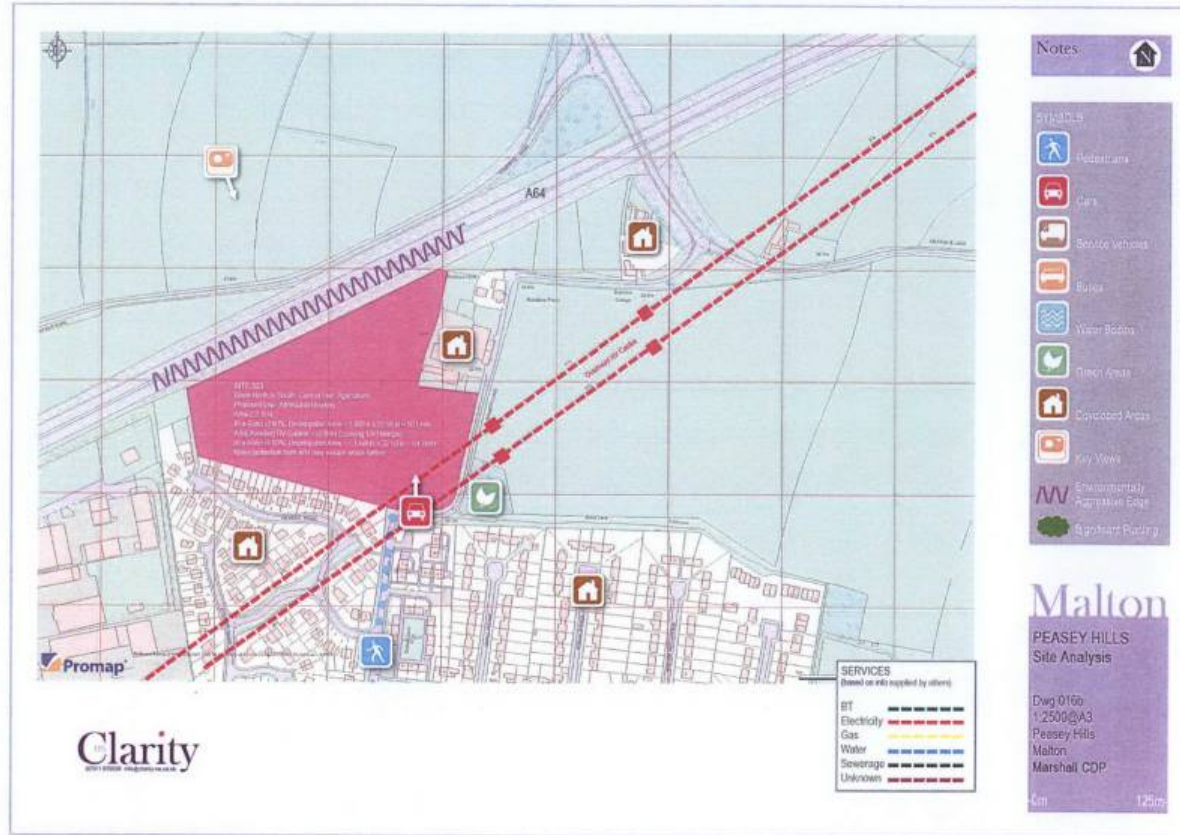
# 7 THE PEASEY HILLS SITE

## 7.1 The Site

After consideration of various options we concluded that a field to the west of Rainbow Lane, at Peasey Hills, was the optimum one to accommodate the affordable housing. It will infill between the existing properties and the veterinary complex on Rainbow Lane, Rainbow Farm and the A64, giving the opportunity to create a more considered edge to the town in this location. The site has an area of around 3.3 hectares and is an irregular triangle in shape. It is currently an agricultural field. The boundaries are a combination of hedges and timber post and rail fences, with some mature trees along the A64 boundary. It falls from the south to the north.

There are two principal constraints to the site: the noise from the adjoining A64 and the twin runs of high voltage electricity cables spanning between pylons crossing the southeastern corner. Development beneath the cables should be avoided.

To the north runs the A64 and beyond it agricultural land. To the northeast we abut the back of the farm and veterinary developments. These comprise a series of single and two-storey brick, stone render and pantile buildings, together with a number of large-span agricultural sheds. The majority of the more sensitive or attractive buildings face on to Rainbow Lane. In the east, the site is bounded by Rainbow Lane: an attractive but minor hedged thoroughfare. To the south we border the rear gardens of the properties along Dickens Road and, across Rainbow Lane, those of Pasture View. The Dickens Road buildings are a range of late 20th Century bungalows and houses in brown brickwork with concrete pantile roofs. It is important to establish an appropriate relationship between the new development and the rear of these properties particularly as they will have become accustomed to a series of open views. The properties on Pasture View are also two-storey in brown brick and clay pantile roofs and are formed in a series of blocks containing flats. Their gable ends face towards the site



# 7 THE PEASEY HILLS SITE

## 7.1 The Site ...continued

The Heritage Report by Prospect Archaeology highlights that the site is not in a Conservation Area, and that there are no Listed Buildings nearby. Due to it being outside of the historic settlements, it is likely always to have been open fields. A geophysical survey of the majority of the land identified no archaeologically suggestive anomalies, but further investigation could be ensured through a condition if planning permission is granted.

## 7.2 Views

The Landscape and Visual Impact Assessment by FPCR reviews various relevant landscape reports. It summarises that the site lies on land rising up to the northern edge of Malton from the Vale of Pickering; there may be scope for infill along this edge; that the current urban edge of Malton on this higher ground can be somewhat stark, and that a new development should include substantial planting to soften this edge. The LVIA concludes that the infill nature of the development, combined with the use of extensive planting around the edges of the site, will mitigate any potential visual effects on the wider landscape, as well as satisfying the aspiration of the District landscape assessment for an area of woodland along the A64. There are two principal views towards the site: in the southeastern corner views from Rainbow Lane would need to be carefully considered and, from the north (including Lowfield Road) our site would add a new element to views towards the town from the surrounding areas. In addition, transient views from the A64 will be gained. From Old Malton, in the east, the current stark view of existing development would, if anything, be improved by the proposed planting.

## 7.3 Access

The Traffic Assessment by Connect Consultants shows that, due to its location on the northern edge of Malton, the site will have excellent pedestrian and cycle accessibility via Rainbow Lane. There are bus stops nearby on Cherry Avenue. Access to the Peasey Hills site will be provided by the modification of Rainbow Lane such that it forms the main internal site road, with the remaining section of the existing Rainbow Lane (which leads to Rainbow Farm) becoming a minor arm from the site access road.



View Northwest Across the Site from Rainbow Lane



View North Across the Site from Rainbow Lane



View North Towards the Veterinary Practice



The Eastern Section of the Site

# 7 THE PEASEY HILLS SITE

## 7.4 The Overall Concept

With the new highway junction in place a feeder road will sweep into the southeastern corner of our site. We wished to provide a buffer zone of open landscape between any new buildings and the rear of the Dickens Road properties. We were keen, however, that this should be a supervised area and have therefore set out our building plots to the north, facing directly onto it. It will create an attractive green communal focus for the new development and maintain a considerable buffer distance between new and old buildings. Off the feeder road a series of vehicular spines extend into the site providing a range of plots to cater for the various forms of housing which are likely to be needed.

The site will be extensively landscaped; with a buffer between the new development and the existing neighbours: both as a protective measure against noise from the A64, and to create an attractively wooded edge to this part of the town from distant views. Once again a combined strategy is employed to protect the new houses from the noise of the nearby road: a landscape belt with a minimum depth of 13 metres will contain a planted mound and an acoustic fence and all houses bordering this zone will follow the acoustically designed model created for the perimeter properties at Showfield. The overall aim in this indicative strategy is to show that an area of affordable housing can create an environment for its residents which is equally as attractive as those of the open market housing provided elsewhere.



The Peasey Hills Master Plan

### Notes

#### ACCOMMODATION PROVISION

- 60 units at 21m
- Total development area 0.414 Ha
- Development 160,000 sq ft
- 11,000 sq ft of car
- 1 bed houses 30 x 40m
- 2 bed houses 45 x 30m
- 3 bed houses 6.4 x 10m
- 4 bed houses 7.4 x 10m

## Malton

PEASEY HILLS  
 Site Layout  
 Option 4  
 Dwg 054  
 1:1250@A3  
 Peasey Hills  
 Malton  
 Marshall CDP  
 4m 62.5m

# 7 THE PEASEY HILLS SITE



Perimeter House Study



Massing Section



# 7 THE PEASEY HILLS SITE

## 7.5 Design Principles

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- Front doors will be painted in a variety of colours
- Front gardens will generally be bounded by hedges, railings or low brick or stone walls. Rear gardens by hedges or timber fences
- To ensure that the character of the shared areas adds to the overall high quality aspired to, generous areas of landscaping will be created within the site.
- Facing onto the southern boundary there will be a large grassed communal area, planted with informal groups of woodland trees and shrubs.
- Main distributor roads within the site will be in tarmac, with conservation grade kerbs and good quality concrete slabs on the pavement.
- Subsidiary roads may be in block paviers or sealed gravel, and may include some 'shared-surface' areas
- The line of the roads will meander to create adjacent green edges where trees will be planted
- In order to integrate the development into the overall landscape, and shelter the site from adjoining areas with aggressive environments, shelter belts of native woodland trees, containing a bank and topped by a timber acoustic fence, will be planted along the northern edge of the site.
- Housing along the northern edge of the site will follow the principles established in the special house studies, both to give an acceptable environment for the residents, and to protect the rest of the site
- Lighting of shared areas will be designed in accordance with BSEN 13201-2:2003, but be sympathetic to the overall character of the development



An Artist's Impression of the Main Landscaped Area

## 8 CONCLUSION

The integration of new development into and around historic towns is always a challenge, but it is one that cannot be avoided. The livestock market has, for many years, been fundamental to the character of Malton. It is soon to lose its site in the town centre, and needs to be provided in a more suitable location. The district has a need for both workspaces and houses (including affordable housing). We are in the happy position of being able to draw all three of these issues together to provide an overarching solution which none of them alone could create. The market will find a new and better home, yet still be part of the life of Malton. New jobs will be created and new family homes constructed. Together, we believe that these developments will protect the prosperity and character of Malton for the foreseeable future.

