

Malton and Norton Neighbourhood Plan – Community Actions

1. The Malton and Norton Neighbourhood Plan (the Plan) is in the later stages of the adoption process with, subject to a referendum, adoption expected in the autumn of 2024.
2. During the preparation of the Plan extensive consultation was carried out with the local community, feedback from which has informed the policies set out in the Plan. In addition many ideas were put forward for projects which should be undertaken in order to implement the Plan.
3. These ideas and projects have been summarised in a section of the Plan called Community Actions, a full version of which is attached as Annex 1. This has been prepared at a point in time, but really should be considered as a 'live' document which will need to be continually updated in order that the actions remain relevant to the challenges faced in the future.
4. In some ways this is the most critical aspect of the Plan as it sets out an agenda for change and it is only by making efforts to bring forward and deliver these initiatives and projects that our community will benefit. Importantly the status of the Plan (when formally adopted) will act as strong show of confidence to funders and partners considering providing support.
5. It should be noted that many of the projects and initiatives relating to the Plan area, i.e. covering the combined administrative area of both Town Councils. Whilst some relate to specifically to either Malton or Norton.
6. In considering how best to take forward these actions a small working group including Members and officers from both councils has met. The group have proposed the following.
 - Malton Town Council's own Action Plan should be updated and expanded to include the Community Action section of the Plan.
 - Norton Town Council should prepare its own Action Plan and similarly reference the Community Action section of the Plan.
 - The Malton and Norton Area Partnership (MNAP) as a formally constituted body should be invited to take on a co-ordination role to develop the Community Actions and design a programme of activities. This will require reaching out to the community to seek 'champions' and individuals with relevant experience prepared to sit on small working groups.
 - In some cases it will be a case of monitoring actions by others leading on delivery, in others it might be a case of providing support and in others it might be a case of MNAP taking the lead delivery role. Given its formal constitution this plays well with NYC's Community Network approach and places it in a position to apply for funding and directly delivery projects.
 - The themes for these working groups are not set in stone, but could comprise;
 - Transport and Movement
 - The Environment
 - Tourism and Culture
 - Heritage and Design
 - The Horse Racing Industry
7. Both Malton and Norton Town Councils are requested to approve the role of Malton and Norton Area Partnership as a co-ordinator for community actions.

5. COMMUNITY ACTIONS

Introduction

5.1 Neighbourhood Plans are expected to predominantly deal with matters covered by various Acts of Parliament and legislation relating to town planning. In drafting the Neighbourhood Plan, however, various matters have been raised that are not related to planning and beyond the scope of the issues which the plan might address via planning policies. The town councils are keen to respond to any such matters that influence the quality of the two towns and view the Neighbourhood Plan as an opportunity to set a framework for the use of their powers and for work with third parties in order to secure physical improvements to the area. The following duly sets out actions designed to address issues and matters raised by the community and through the work of the steering group.

Transport and Movement

Footpaths/Public Rights of Way (PROW)/Cycleways

5.2 The following actions have been identified:

- Create new PROW where there is a clear evidenced community need or benefit.
- Middlecave Road-Malton Community Sports Centre (via Malton School Grounds) footpath/bridleway/ cycleway – investigate feasibility with all parties.
- Signage – assessment of signs and action to repair as necessary.
- Safer Routes to School – investigate general/locational issues and identify possible solutions.
- Lobby regarding new pedestrian crossings at the following locations:
 - Highfield Road/Rainbow Lane
 - Pasture Lane/cemetery gates
 - Highfield Road/Showfield Lane
 - Yorkersgate – between Market Street and Saville Street
 - Horsemarket Road – at war memorial
 - Old Maltongate – between East Mount and Greengate
 - Castlegate Bridge centre

Car Parking Strategy

5.3 In support of improvements to the highways, the Neighbourhood Plan also seeks to address car parking, which is largely the responsibility of private landowners and North Yorkshire Council. There have been on-going discussions regarding the development of a car parking strategy for many years. Discussion is needed to reduce some of the disparities between parking charges and to maximise the supporting role car parks play in the local economy. In particular, some car parks cannot be used fully because they are only available

for long term parking of vehicles. Other car parks close to the town centre discourage shoppers or visitors due to excessive charging. These examples put pressure on other parking opportunities, which makes parking in Malton and Norton unattractive and difficult.

5.4 While attempting to reduce traffic movements through the town through various initiatives, the Neighbourhood Plan recognises the importance of parking to the economy of the towns. Trade within the town centre relies, in part, on passing trade, which means the availability of short stay car parking is important. At the same time, it is currently considered that parking charges could potentially affect the attractiveness of visiting the towns.

5.5 It considered important for key partners to work together to establish a unified and clear car parking strategy for the two towns, addressing the following matters:

- Pricing
- Opening times
- Long and short stay parking
- Disabled parking
- Support for local businesses
- Resident Parking Permit schemes
- Signage
- Dedicated railway station parking
- Cycle racks
- Motorbike parking
- Electric vehicle charging points
- Park and Ride
- Improving air quality
- Improving directional signage

Traffic Management

5.6 Consult/liaise with local residents on most effective ways to slow down traffic, including at:

- Beverley Road, Norton
- Pasture Lane/Highfield Road, Malton

5.7 Secure a 4-way A64 intersection at Broughton Road

5.8 Lobby for highway improvements at Musley Bank Junction.

5.9 York Road – Paving of unpaved sections of York Road, in the vicinity of York Road Industrial Estate, and improved separation of pedestrians and cyclists.

One-Way System

5.10 Seek the design and implementation of a one-way system and/or a set of restrictive measures through Malton and Norton, in order to reduce traffic flows and improve air quality.

Public Transport

5.11 Improve public transport links between the two towns and surrounding rural villages.

The River Corridor

Buildings at Risk of Flooding

5.12 Find creative solutions to secure the redevelopment or continued use of buildings affected by flood risk, in order to make best use of existing resources and to protect the appearance of Malton and Norton.

Education

5.13 Better educate the community on the river, flood risk and development.

The Environment

Local Green Space

5.14 Develop an action plan for the improvement/enhancement/management of the towns' Local Green Spaces.

5.15 A number of actions were suggested and agreed for Castle Gardens as a result of the 2019 informal sites consultation exercise:

- Improve vistas over Norton and to the Wolds
- Publicise Castlegate gate opening times

Green and Blue Infrastructure

5.16 Develop a 'Green and Blue Infrastructure Strategy', including action plan, in order to coordinate the aspirations, actions, activity and investment of relevant agencies and the local community.

County Bridge Island

5.17 County Bridge Island in the River Derwent, spanned by the County Bridge at the heart of the two towns, is a historic location, formerly the site of a medieval hospital. Old Ordnance Survey Maps show a wooden bridge from the south bank of the Derwent, indicating past access and suggesting community use. Today, however, while part of the everyday view across the river, the island is inaccessible and much overgrown. The intention is to initiate enhancement works.

Air Quality Management

5.18 Put in place the following measures in order to improve air quality in the centres of Malton and Norton:-

- A permanent ban on HGVs over 7.5 tons in the area outlined on the level crossing and the enforcement of that ban;
- Erection of signage regarding the HGV ban near the bridges and at Butcher Corner;
- Bypass (A64) signage discouraging driving through the two towns and encouraging bypass use;
- Provision of a shuttle bus network between the town centres and the Eden Camp complex (Park and Ride).

Quarrying

5.19 The use of local stone in conservation works or alterations to existing buildings is important to the environment of Malton and Norton. Many of the historic buildings were constructed out of stone that came from a particular local quarry. The stone is recognisable by way of its colour and texture due to local conditions which are not found elsewhere. This means it is difficult to repair existing buildings or extend them sympathetically. There is an opportunity to open-up the local quarry to source additional stone, but it will be subject to certain restrictions in order to protect existing amenity and prevent nuisance. However, a balance needs to be struck between short term arrangements for the removal of the stone and the long-term benefits to the quality of Malton and Norton's townscape. The plan's approach is not intended to support quarrying in general to provide materials for construction purposes, but rather to support the securing of a supply of stone for the conservation of existing buildings. Both Brow's Quarry (York Road) and Whitewall Quarry are important in this regard.

5.20 The plan lends it's in principle support to proposals for the reopening of local stone quarries, or the establishment of new quarries, only where this would make available local stone for demonstrable local conservation purposes, including extensions and alterations to existing buildings.

Community Facilities

Youth Provision

5.21 While acknowledging existing provision such as Norton Swimming Pool, Malton Community Sports Centre and Norton Skatepark, together with plans for further skatepark development, there is a perceived need to lobby for and support more youth provision in the two towns, in order to further increase recreational options available to young people.

Tourism and Culture

Museums, Venues and Visitor Facilities

5.22 The following actions have been identified:

- Find the most sustainable solutions to providing museum facilities in the towns and to seek funding for enhanced museum facilities;
- Coordinate and support arts and cultural venues in their efforts to provide the best possible cultural experience for residents and visitors;
- Secure the future viable use of the Milton Rooms;
- Investigate which Local Green Space and historic sites warrant interpretation panels;
- Develop a comprehensive visitor's trail – history, arts – to signpost and inform visitors of the towns' heritage and cultural offer.

Orchard Field

5.23 Realise enhancements to the current visitor offer in order to make Orchard Field more attractive to visitors. This includes a number of actions suggested and agreed as a result of the 2019 informal sites consultation exercise:

- Improve signing, including interpretation boards and no litter signs;
- Improve seating;
- Provide litter and recycling bins;
- Introduce a wildflower friendly grass mowing regime outside the picnic area;
- Develop an 'arts trail', building on the existing community mosaic, with possible extension to whole of Neighbourhood Area.

The Horse Racing Industry

Heritage Trail

5.24 Establish a horse racing-based trail to promote horse racing based tourism in the two towns.

Public Rights of Way Network Improvements

5.25 Upgrade footpaths, bridleways and cycle routes which relate particularly to the local horse racing industry.

Heritage and Design

Conservation Areas

5.26 The following actions have been identified:

- Article 4 Directions – explore the scope for the selective introduction of Article 4 Directions in respect of specific permitted development rights within each of the 3

conservation areas, with a view to protecting their distinctive characters and appearances;

- Telephone Kiosks – refurbish six listed K6 telephone kiosks with a view to securing preservation and new uses;
- Street Signage – review and renewal of road safety signage, with a view to securing more sympathetic signage, appropriate to the appearance of the conservation areas;
- Conservation Area Reviews – reviews of all 3 conservation areas, the update of the appraisal of Malton Town Centre CA and the production of appraisals for Norton-on-Derwent and Malton Old Town Conservation Areas;
- Building Cleaning Programme – introduce a scheduled and audited cleaning programme for historical buildings, with possibility of a grant scheme to support the programme.

Public Realm

5.27 During 2017 a very successful Malton in Bloom scheme was delivered by a group of volunteers and continues on an annual basis. However, in future there could be cost implications without the on-going support of volunteers. There has been discussion between the town councils and members of the community regarding opportunities to make Malton and Norton more attractive through increased planting and landscaping:

- Improvement Works;
- Malton in Bloom – extension of scheme, including planters and street planting, to Norton and further development of its role;
- Pavement Advertisements – further investigation regarding possible removal, fixing of positions and limiting of numbers;
- Hand-painted Advertisements – pursuance of reinstatement/introduction on the sides of buildings, in order to enhance the character of the two towns.

5.28 An additional action was suggested and agreed as a result of the 2019 informal sites consultation exercise:

- Pedestrian Finger Signs – the introduction of direction signs to key town centre locations, indicating also the average walking time to each.

Design Guide

5.29 Consultation identified that there is a need for colour, cohesion and consistency to be addressed in order to combat a perceived 'tattiness' in the towns' shopping areas. This requires a level of detailed guidance that goes beyond establishing the principle of securing improvements, and so detailed guidance is to be prepared to supplement this planning policy, through the production of a Malton and Norton Design Guide with a view to its adoption as a Supplementary Planning Document (SPD).

5.30 The guide will identify the key defining matters of local distinctiveness which determine the character of the two towns, including in relation to scale, appearance, layout, access and landscaping. It will also address issues such as road markings and the use of low grade materials in highways schemes within conservation areas.

Non-Designated Heritage Assets

5.31 The Malton and Norton on Derwent Plan area contains 2 Grade 1, 14 Grade II* and 243 Grade II Listed Buildings, 1 of which, the Grade II* listed 'Screen Wall North West of Malton Lodge' is on the Heritage at Risk Register 2020. It is also home to 4 Scheduled Monuments. It is also likely to contain many locally important Non-Designated Heritage Assets, but no locally held list currently exists.

5.32 A candidate list of Non-Designated Heritage Assets will be identified for survey and assessment, against Historic England criteria, with a view to establishing a definitive list and developing a policy for Neighbourhood Plan inclusion as part of any future review.

5.33 The staffs at the North Yorkshire Archaeology Advisory Service who look after the North Yorkshire Historic Environment Record/Sites and Monuments Record should be able to provide details of locally important buildings, archaeological remains and landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway. It may also be useful to involve local voluntary groups or local historic groups.

5. MONITORING, REVIEW AND IMPLEMENTATION

Monitoring, Review, Delivery and Community Infrastructure Levy

6.1 The Neighbourhood Plan for Malton and Norton will be delivered and implemented over the plan period 2020-2027. It seeks to provide the focus for change within the two towns but is not a rigid 'blueprint'. Rather, it is a framework for change. The plan will be subject to annual monitoring by the town councils and to periodic review, again by the town councils, certainly at the end of the plan period, but earlier if circumstances require.

6.2 The core planning policies of the plan will be delivered through their application by the planning officers and members of NYC, as the determining body for those applications (or by the Secretary of State in the case of appeals) and by the actions of developers, in accordance with planning permissions granted by NYC and associated planning conditions. Section 106 Agreements should work to mitigate site development impacts in line with plan policies where required.

6.3 Community Infrastructure Levy (CIL) is a relatively new levy or 'tax' on development introduced by Government in 2008 with the intention of standardising charges made on new residential and commercial development to pay towards infrastructure improvements to accommodate development. It was implemented in Malton and Norton, by the former district council on March 1st 2016. CIL should help to pay for any infrastructure needed as a result of growth within Malton and Norton, including schools, greenspace and transport improvements. There are a number of issues within Malton and Norton which can be funded from money received from development.

6.4 The idea of CIL is that local planning authorities identify new infrastructure considered necessary to accommodate development across their area and cost the works to provide the new infrastructure. This might include the need for funds to pay for a new classroom or school, road improvements or additional capacity to deal with sewage and surface water drainage. Developers then pay a standard charge per square metre based on a charging schedule in which the costs of the necessary infrastructure are set out.

6.5 The Community Infrastructure Levy (Amendment) Regulations 2013 makes clear that 15%, or up to a maximum of £100 per new house, of any CIL collected by a local planning authority must be paid to the parish council in the area in which development takes place; where a Neighbourhood Plan has been prepared, the amount to be paid to the parish council, which receives development after adoption of the Neighbourhood Plan, increases to 25% of the levy revenues.

6.6 The town councils have the ability to spend the money on things other than infrastructure, as long as it supports development. This means Malton and Norton Town Councils are free to spend the money on projects that will directly benefit the towns, as long as the money supports growth of the towns. The town councils are also able to work with other identified charging authorities to pool funds to spend on infrastructure or development related matters.

6.7 Potential expenditure can be looked at in terms of strategic matters, that would be included in NYC's CIL charging schedule and non-strategic matters on which the town councils might spend monies received from CIL.

Town Council CIL Matters

6.8 The matters in the following list are specific neighbourhood projects that are not essential infrastructure but would help to accommodate development or rectify specific issues caused by historic development. At this stage, they are suggestions for how town council CIL receipts might be spent:

- Archaeology projects;
- Signage for heritage/horse racing trails;
- Environmental improvements to the riverside area;
- Cycle parking facilities within the town centres;
- Creation of new sports and leisure facilities;
- Improvements to existing public open space and playgrounds.

Project Delivery Plan

6.9 Chapter 5 and the CIL sections above identify a number of community actions and possible neighbourhood projects. The table below pulls all of these together and lists them in terms of theme, brief description, potential funding sources, potential lead body and potential partners.

THEME	TITLE	DESCRIPTION	POTENTIAL FUNDING	POTENTIAL LEAD/PARTNER ORGANISATION(S)
TM - Transport & Movement	Pedestrian, Bridleway, Cycling Provision	New PROW, incl feasibility of route through Malton School Grounds	CIL-TC	MTC/NTC/NYC/landowners
TM - Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Assess signs & repair as necessary	CIL-TC	MTC/NTC/NYC/landowners
TM - Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Investigate safer routes to school	CIL-TC	MTC/NTC
TM - Transport & Movement	Pedestrian, Bridleway, Cycling	Lobby for new pedestrian crossings		MTC/NTC/NYC

nt	Provision			
TM - Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Develop new pedestrian/cycle river crossing	CIL-TC/CIL-NYC	NYC
TM - Transport & Movement	Pedestrian, Bridleway, Cycling Provision	Provide town centre cycle parking facilities	CIL-TC	MTC/NTC
TM - Transport & Movement	Highway Improvements	Develop new road river crossing	CIL-NYC	NYC
TM - Transport & Movement	Highway Improvements	A64 junction improvements (incl. feasibility studies)	CIL- NYC	MTC/NTC/NYC/Heng
TM - Transport & Movement	Highway Improvements	Undertake feasibility work for a southern bypass	CIL-NYC	MTC/NTC/NYC
TM - Transport & Movement	Highway Improvements	Improve County Bridge level crossing	CIL-NYC	NYC/Network Rail
TM - Transport & Movement	Highway Improvements	York Rd pavement & pedestrian/cyclist separation improvements	CIL-TC/NYC/ York Rd Industrial Estate	MTC/NYC/York Rd Industrial Estate
TM- Transport & Movement	Car Parking Strategy	Development of multi-faceted strategy	NYC/private owners	MTC/NTC/NYC/ owners

TM-Transport & Movement	Traffic Management	Consult residents re traffic calming measures		MTC/NTC
TM - Transport & Movement	Traffic Management	One Way System - Malton & Norton	NYC	MTC/NTC/NYC
TM - Transport & Movement	Public Transport	Improve rural bus connections		MTC/NTC/NYC
RC - River Corridor	Flooding	Flood defence improvement works	CIL-NYC	NYC/EA
RC-River Corridor	Flooding	Identify uses for buildings subject to flood risk		MTC/NTC/EA/NYC/NE
RC-River Corridor	Education	Community education re flood risk & development		MTC/NTC/EA/NYC
E - The Environment	Local Green Space	Develop action plan for enhancement & management		MTC/NTC/NYC/owners
E- The Environment	Green & Blue Infrastructure	Develop Green & Blue Infrastructure Strategy and action plan		MTC/NTC/NYC/EA/NE/owners
E - The Environment	County Bridge Island	Enhancement works	CIL-TC/MTC/NTC	MTC/NTC/EA/Fitzwilliam Estate
E-The Environment	Air Quality	Measures to address problems	Heng/ bus providers /NYCC/CIL-	MTC/NTC/NYC/bus providers/Highways England

			NYC	
E - The Environment	Quarrying	Support for re-opening/opening of local stone quarries		MTC/NTC/NYC
E - The Environment	Open Space	Improve public open space & playgrounds	CIL-TC	MTC/NTC/NYC
E - The Environment	Drainage	Sewage works at Butchers Corner	CIL-NYC/ Yorkshire Water	RDC/Yorkshire Water
CF - Community Facilities	Protection & Enhancement of Facilities	Create new sports & leisure facilities	CIL-TC	MTC/NTC/NYC
CF - Community Facilities	Youth Provision	Increase recreational options for young people		MTC/NTC/NYC
TC - Tourism & Culture	Museum Venue & Visitor Facilities	Seek funding for enhanced museum facilities		MTC/NE/Lottery
TC - Tourism & Culture	Museum Venue & Visitor Facilities	Local coordination & support		MTC/NTC
TC - Tourism & Culture	The Milton Rooms	Secure viability		MTC/NTC
TC- Tourism & Culture	Orchard Field	Visitor Enhancements	HE/CIL-TC	MTC/NTC/HE
HRI - The	Heritage Trail	Establish & promote a trail,	CIL-TC/	MTC/NTC/NTC/

Horse Racing Industry		including signage	stables	Stables
HRI - The Horse Racing Industry	PROW improvements	Upgrade footpaths, bridleways, cycle paths in proximity to horse racing operations	CIL-TC/MTC/NTC/ NYC/stables	MTC/NTC/NTC/ Stables
HD-Heritage & Design	Conservation Areas	Explore scope for Article 4 Directions		MTC/NTC
HD-Heritage & Design	Conservation Areas	Refurbish listed K6 telephone kiosks	CIL-MTC/MTC	MTC/HE
HD-Heritage & Design	Conservation Areas	Review/renew street signage	NYC/MTC/NTC/CIL-TC	MTC/NTC/NTC
HD-Heritage & Design	Conservation Areas	Lobby re reviews and appraisals update/producti on		MTC/NTC/HE
HD-Heritage & Design	Conservation Areas	Building Cleaning Programme	CIL-TC/MTC/NTC	MTC/NTC
HD-Heritage & Design	Public Realm	Works to make Malton & Norton more attractive	CIL-TC/MTC/NTC/ business owners	MTC/NTC/NTC/ business owners/Malton in Bloom
HD-Heritage & Design	Archaeology	Archaeology projects	CIL-TC	MTC/NTC/HE
HD-Heritage & Design	Design Guide	Produce design guide	CIL-TC/MTC/NTC/NTC	MTC/NTC/NTC
HD-Heritage & Design	Non-Designated Heritage	Generate/ survey/assess candidate list	CIL-TC/MTC/NTC	MTC/NTC/NTC

	Assets			
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Key to 'Project Delivery Plan' table abbreviations:-

CIL- NYC – Community Infrastructure Levy North Yorkshire Council matters

CIL-TC – Community Infrastructure Levy town council matter

EA – Environment Agency

HE – Historic England

Heng – Highways England

MTC – Malton Town Council

NE – Natural England

NTC – Norton Town Council

NYC – North Yorkshire Council

