



Greengate Development Brief

WSP Group and Atisreal for Ryedale District Council
and Yorkshire Forward



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Greengate

1.1 OVERVIEW

- Creation of a new rear delivery route for retail units along the eastern side of Wheelgate subject to the identification and provision of a suitable access route.
- Opening up of enclosed site
- Long-term potential for residential development and additional parking provision, subject to relocation of the BT telephone exchange.

1.2 SITE CONTEXT

Description of current site

The Greengate area refers to the area between Greengate and the rear (east) of the retail premises along the eastern side of Wheelgate, it provides some limited delivery and servicing access for retail units with limited car parking for retail staff. General access is poor with numerous yards/open areas at differing levels interspersed with storage units and other barriers. To the north of the site sits the BT telephone exchange with housing either side. Additional housing is located along the eastern edge of the site.

Current Use(s)

The land is currently used for retail staff parking, storage, deliveries and access.

Utilities and Servicing

The preferred development scenario will improve access to the areas behind the shops fronting Wheelgate. Restricted access is currently provided from Old Maltongate, Wheelgate and Greengate.

1.3 PLANNING POLICY CONTEXT

Local Planning

Local Development Framework (LDF)

Considerable work was undertaken on the Ryedale LDF, however the Council's Core Strategy was found unsound on a limited number of issues in January 2007. Work is underway to prepare a revised Core Strategy, together with a Facilitating Development DPD which will take forward new allocations and revise existing commercial limits and development limits. Whilst the LDF is still at an early stage, the work and supporting studies undertaken for the Core Strategy, including the Inspector's Report, are material considerations in determining planning applications.

Supplementary Planning Document(s):

- Draft Interim SPD on Developer Contributions for Strategic Transport Contributions at Malton & Norton 2007/8

Local Plan

The site falls within the defined Development Limits of Malton. It also lies adjacent to the defined Town Centre Commercial Limits and Malton Conservation Area.

Saved Policies:

- C4 – Trees in Conservation Areas



- T7 – Parking
- T10 – Public Rights of Way and pedestrian facilities
- U3 – Surface water run-off

Supplementary Planning Guidance:

- Landscaping on Development Sites 2004

Conservation Area(s)

- Malton Conservation Area 3; Area 1 (adjacent to site)

Listed Buildings

- Nos. 12, 14, 16, 18, 20, 22, 24, 28 Wheelgate.

Tree Protection Orders:

- 192/1992 T1
- 192/1992 T2

Regional Planning

Regional Spatial Strategy for Yorkshire and the Humber

- YH1 – Overall approach and key spatial priorities
- YH2 – Climate change and resource use
- YH4 – Working together
- YH6 – Principal Towns
- YH8 – Location of development
- Y1 – York Area sub area policy
- T2 – Parking policy

Other Guidance / Related Studies

Urban Capacity Study (2005)

The preferred development option does not include residential development. However, long-term proposals could include new housing if the BT telephone exchange were to relocate. This would be a potential Unidentified Capacity Source for additional housing.

Retail Capacity Study (2006)

The preferred development option will have a beneficial impact on the retail dynamics of Malton through addressing the need to resolve traffic congestion and pedestrian-vehicular conflict.

Ryedale Employment Land Review (2006)

The preferred development option will have little impact on the provision of employment land in Malton. A minor beneficial aspect may be if the development option enables new offices / other commercial uses in the units above the shops.



Malton and Norton Transportation Strategy (2005)

The preferred development option will help relieve traffic congestion along Wheelgate through the creation of a new delivery route. The Greengate site borders pedestrian route E that is suggested for footpath surface improvements. The site also borders the Cross Town cycle route to the south, crossing the access point into the site. Routes bordering the site are within the proposed 20mph zone.

Car Park Strategy Report (2005)

The preferred development option will have some impact on the current parking provision for retail staff and free parking along the edge of the site by providing additional car parking spaces. If the BT exchange is relocated elsewhere or reduced in size, this may also provide additional parking provision.

1.4 PREFERRED DEVELOPMENT OPTION

Description

The Greengate area could provide improved rear delivery access to the shops, cafés and restaurants along the east side of Wheelgate. A direct link from Old Maltongate or Greengate would need to be provided to secure access through to the rear of the buildings to Wheelgate Square. A longer-term vision would involve the relocation of the BT telephone exchange to provide space for additional housing, parking and potential manoeuvring space for delivery vehicles to return via Old Maltongate.

A route was identified which linked to Old Maltongate, however subsequent construction has blocked this route. A new approach must now be sought, almost certainly linking directly to Greengate. However, this must take account of access issues at either end of Greengate.

Key Potential Linkages

Wheelgate

The Greengate area is to the rear of Wheelgate properties and shares some common land ownerships. The preferred development option proposes improved delivery access for the retailers along the eastern side of Wheelgate to decrease traffic and pedestrian circulation disruption. This will in turn help to improve the retail environment and increase footfall.

Urban Form

Layout

The preferred development option would involve a new route being investigated, following recent development by Yorkshire Housing in this area. The access route would need to connect with Wheelgate Square and also have the potential to continue north through the site, dependent on the relocation of the BT telephone exchange and adjacent buildings. Should this happen, new housing development and parking provision would need to respect the surrounding context and enhance accessibility from Wheelgate to the east.



Materials

The guidance would involve robust materials and adequate lighting to cater for deliveries. The approach to development must reflect this edge of conservation area location. The long-term approach involving new residential development could consider utilising a more contemporary use of materials whilst acknowledging the historic environment and built form. Brick, render, timber cladding, steel and glass could all be considered subject to high quality of detailing. The roofs should preferably be slate but clay tiles could also be considered.

Movement and parking

Traffic Management

A route for this new access is yet to be determined after initial plans to link to Old Maltongate have faltered.

Parking Provision

Parking provision for retail staff would be retained and increased where possible. Delivery parking would be short-term. There is also some potential for some additional parking if the BT telephone exchange is relocated.

Pedestrian Movement

Footpaths would be included allowing adequate permeability and access from Wheelgate to the east.

1.5 DELIVERY CONSIDERATIONS

The key to deliverability is to ensure that all the landowners involved are aware of the collective benefits from providing an improved and contiguous rear access to the Wheelgate retail units, primarily for servicing but also for car parking where space allows.

BT have confirmed that it is most unlikely that the exchange will become available in the short term; the costs of re-providing telecommunications equipment is such that space savings do not normally make the change viable.

Should surplus land be created from a reorganisation of the area then residential use is likely to create the highest value, although there may also be opportunities to create larger retail units if the rear access and servicing is improved.

Key Partners

- Ryedale District Council
- Fitzwilliam Malton Estate
- North Yorkshire County Council
- Yorkshire Forward
- Retail owners and tenants



Consultation Groups

- Malton Norton Area Partnership
- Malton Town Council
- Norton Town Council
- THRIVE

Phasing and Timetables

Short Term

Action	Responsibility
Begin discussions with landowners with property interests regarding potential routes in order to agree a proposed route.	RDC/FME
Inclusion of scheme within the Ryedale Local Development Framework	RDC
Undertake cost analysis for purchase of land and highways improvements	RDC/NYCC
Liaise with NYCC transport on potential for impact on traffic flows within Malton	RDC/NYCC

Medium Term

Action	Responsibility
Implementation of scheme	RDC
Linkages with Wheelgate preferred development option	RDC

Long Term

Action	Responsibility
Monitoring of scheme	RDC/NYCC
Potential for BT telephone exchange relocation	RDC/BT
Potential for alignment of access route to the north	RDC/NYCC