

Mount Hotel Development Brief

WSP Group and Atisreal for Ryedale District Council
and Yorkshire Forward

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Mount Hotel

1.1 OVERVIEW

- Proposed new use for the Mount Hotel
- Improvement to key town centre gateway site
- Conversion of main building to high quality apartments or short let holiday apartments
- Restoration of listed coach house and stables to residential use

1.2 SITE CONTEXT

Description of current site

The Mount Hotel holds a prestigious position on the western edge of Malton's town centre and is a key gateway point from York and the west. Having stood vacant for several years a beneficial re-use is urgently required and it is unlikely a hotel use will be re-established due to its restrictive size and investment needed for improvements. The property and grounds' physical appearance suffer due to lack of use, creating a low-quality entrance to the town. The car park is currently used by people visiting or working in Malton given its proximity to the town centre.

To the rear of the main building stand the listed former stable blocks and coach house to the Talbot Hotel, arranged around a courtyard. These curtilage Grade II listed buildings are in very poor condition but offer potential for sensitive restoration / beneficial reuse.

Current Use(s)

The Mount Hotel has been vacant for several years as hotel operators are unwilling to invest in a leasehold property. The current layout and size of the main building is not suitable for modern hotel needs. The stables and coach house to the rear are vacant, in very poor quality and in urgent need of repair.

Utilities and Servicing

Servicing and deliveries would be carried out via Yorkersgate and Horsemarket Road.

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 is within the defined Malton Conservation Area and Development Limits. It is also adjacent to the Malton/Norton Riverside Project Area.

Saved Policies:

- H1 – Housing land provision
- H7 – Residential developments within settlements
- H13 – Extensions to existing dwellings
- H14 – Public open space in residential developments
- C7 – Alterations or extensions to Listed Buildings
- C8 – Changes of use of Listed Buildings
- C10 – Applications affecting the setting of Listing Buildings
- MN1 – Malton/Norton Riverside Project Area
- T7 – Parking
- U1 – Off-site sewerage infrastructure
- U2 – Availability of water supplies
- U3 – Surface water run-off
- ENV7 - Landscaping

Supplementary Planning Guidance:

- Landscaping on Development Sites 2004

Conservation Area(s)

- Malton Conservation Area 3


Listed Buildings

- Whilst the Mount Hotel itself is not listed, the coach house to the rear of the property is considered to be Grade II* curtilage listed due to its connection with the Talbot Hotel.
- The wall and arched gateway of the coach house are also Grade II listed.

Regional Planning

Regional Spatial Strategy for Yorkshire and the Humber

- YH1 – Overall approach and key spatial priorities
- YH2 – Climate change and resource use
- YH3 – Working together
- YH5 – Principal Towns
- YH7 – Location of development
- Y1 – York Area sub area policy

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- ENV5 – Energy
 - ENV9 – Historic environment
 - H1 – Provision and distraction of housing
 - H4 – The provision of Affordable Housing
 - H5 – Housing mix

Other Guidance / Related Studies

Urban Capacity Study (2005)

The site was not indicated within the Capacity study as a Large Identified Site of Previously Developed Land due to its marketing as a hotel. However, it has the potential to contribute to housing capacity as an Unidentified Capacity Source.

Malton and Norton Transportation Strategy (2005)

The Mount Hotel is situated adjacent to the Cross Town Route cycle network.

Ryedale Housing Needs & Housing Market Survey (November 2007)

The preferred development scenario takes into account the housing need identified for Malton in the study. The study shows that there is a demand for 18 new affordable units in Malton per annum (9 one or two beds, 9 three or more bed units) and that demand exceeds supply for 2, 3 and 4 bed houses.

River Rail Corridor Study (2004)

Whilst close to the area covered by the study, the Mount Hotel does not relate directly to the sites identified within the River Rail Corridor Study. However it does meet the needs of the following overarching issues and conclusions:

- Development to be carried out on brownfield land
- Provision of residential apartments

1.4 PREFERRED DEVELOPMENT OPTION

Description

The preferred development option for the Mount Hotel and its grounds involves the beneficial reuse of the main building for high quality residential apartments. The former stable blocks and coach house to the rear of the building would be renovated to provide further residential accommodation, potentially in the form of mews style housing. As it is considered to be Grade II* curtilage listed, any proposals would need to be progressed in consultation with the Ryedale Conservation Officer and English Heritage. The former coach house in particular is considered to have the greatest architectural and historic importance of the buildings present on the site. It is likely that redevelopment would be in the form of sensitive redevelopment of the existing buildings where possible, combined with appropriate replacement buildings, to retain the character of the site.

Bringing these buildings back into use will establish an attractive and active gateway for Malton's town centre. It will also ensure a high quality entrance to the proposed Livestock Market area development.



An alternative 'residential' use of the building is for short let holiday apartments or in extending this concept to that of an 'apart-hotel'. The latter is indeed a use that is occurring more frequently in town and city centres as an alternative to a hotel. It is considered that this would be an acceptable use as again it provides 'life' once again to a flagship building in Malton. Dependent on use the Mount Hotel could assist in the required encouragement of tourist activity in Malton if a leisure use is taken up.

If development is to take place, developer contributions will need to be secured to help fund the A64 junction improvements in line with the Draft Interim SPD on Developer Contributions for Strategic Transport Contributions at Malton & Norton 2007/8.

Key potential linkages

Livestock Market Area

The Mount Hotel preferred development option would provide an attractive entrance to the Livestock Market development.

Urban Form

Layout

The current layout of the site will be retained with apartments located within the main hotel building and smaller residential units within the restored / redeveloped outhouses. The latter would be centred on the current courtyard.

Density / Plot ratio

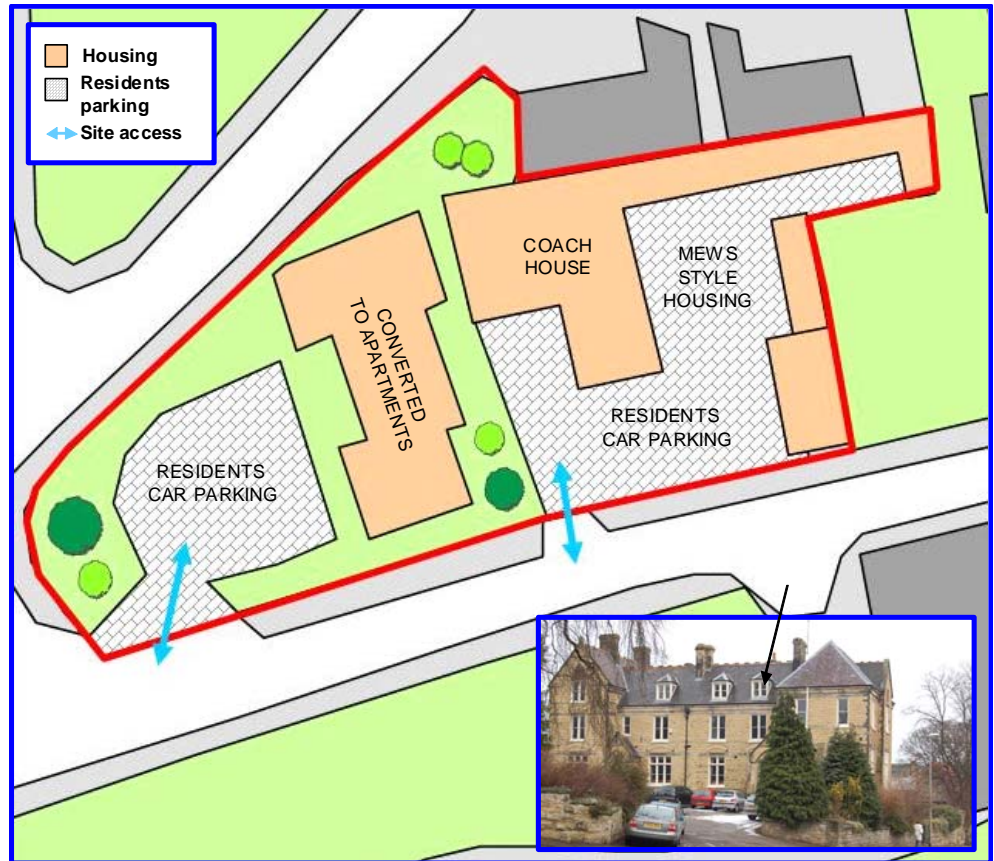
The general density of the site will be higher than the adjacent buildings given the proposal for apartments and small housing units to the rear of the main building. A high level of design will be necessary to ensure quality public and private environments.

Materials

Materials for conversion and repairs to the buildings and grounds must be chosen carefully to fit in with the existing context. Stone, brick and slate would be appropriate. Modern materials such as glass, steel and timber cladding could be considered in small quantities on the back elevations. All detailing must be of high quality and in keeping with the surrounding context.



Indicative Plan



Movement and parking

Parking Provision

Parking for residents will be provided in front of the main building with the potential for limited individual spaces to the rear.

1.5 DELIVERY CONSIDERATIONS

The driving force behind this proposal is to bring the building back into active use. The Fitzwilliam Malton Estate will need to determine if it is an attractive proposition as an investment but we would normally expect the completed units to be sold on long leases capable of enfranchisement.

The relatively small number of units and the restricted nature of the site mean that the ability to accommodate affordable housing on site may be limited. However the Council should discuss this provision, including potential for off-site contributions to affordable housing as part of any planning application.

The rear stable yard and associated buildings are included within the Livestock Market lease to the operators, albeit that it is not in active use. The inclusion of this area will therefore require the surrender of this lease and will be dependent on the wider



discussions around the Livestock Market. In terms of restoring these structures, Conservation Area Partnership Scheme Grants are available through the Council.

Key Partners

- Ryedale District Council
- Fitzwilliam Malton Estate
- North Yorkshire County Council
- Yorkshire Forward
- Residential / tourism property developers
- English Heritage

Consultation Groups

- Malton Norton Area Partnership
- Malton Town Council
- THRIVE

Phasing and Timetables

Short to Medium Term

Action	Responsibility
Liaise with the Fitzwilliam Malton Estate regarding way forward	RDC/FME
Liaise with Ryedale Conservation Officer and English Heritage	RDC/EH
Consult with local residents about the scheme	RDC/FME
Agree scheme with Fitzwilliam Estate	RDC/FME
Renovate Mount Hotel, coach house and other outbuildings for beneficial re-uses	FME / Developer

Long Term

Action	Responsibility
Maintenance of site to ensure attractive gateway to Malton town centre	FME