
FREETHS

MALTON – LAND ADJACENT TO EDEN CAMP

ENVIRONMENTAL STATEMENT
NON TECHNICAL SUMMARY

IN SUPPORT OF

MALTON FOOD ENTERPRISE ZONE
LOCAL DEVELOPMENT ORDER

ON BEHALF OF

COMMERCIAL DEVELOPMENT PROJECTS
AND
FITZWILLIAM TRUST CORPORATION
(IN PARTNERSHIP WITH RYEDALE DISTRICT COUNCIL)

20 OCTOBER 2016

FREETHS LLP

PLANNING AND ENVIRONMENT GROUP

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1. INTRODUCTION

- 1.1. This Non Technical Summary (NTS) provides an overview of the Environmental Statement (ES) prepared on behalf of Commercial Development Projects (CDP) and Fitzwilliam Trust Corporation (FTC) working in partnership with Ryedale District Council (RDC) in support of a Local Development Order (LDO) that is being prepared by RDC for a Food Enterprise Zone (FEZ) to be located on land adjacent Eden Camp, Malton, North Yorkshire.
- 1.2. The site to which the LDO will relate benefits from Outline Planning Permission (OPP) Reference 14/00426/MOUTE which was granted on 24 March 2015. That OPP provided for the relocation of the Malton Livestock Market to the site along with the creation of an associated Agricultural Business Centre and new Business Park.
- 1.3. The development permitted by the OPP included employment uses such as light industrial (within Class B1), general industrial (within Class B2) and storage and distribution (within Class B8), retail uses (within Class A1), financial and professional services (within Class A2), cafe/restaurant (within Class A3), non residential institutions (within Class D1) and agricultural vehicle sales (sui generis).
- 1.4. The application in respect of the OPP was supported by an ES which dealt with Environmental Impact Assessment (EIA) issues relating to the land adjacent Eden Camp and also in respect of proposals for residential development at the Showfield site at Pasture Lane, Malton, land at Westgate, Old Malton and land at Rainbow Lane, Peasey Hills which now also benefit from planning permission.
- 1.5. The OPP has been implemented in so far as Local Enterprise Partnership (LEP) funding has been secured and utilised (along with a financial contribution secured by a Section 106 Agreement linked to the OPP) to deliver drainage infrastructure including a retention pond, road infrastructure within the site and a new roundabout junction to provide access to the site from A169. The latter benefits from a further planning permission (Reference: 16/00412/FUL) for a revised roundabout position slightly different to that provided for by the OPP.
- 1.6. RDC is now proposing to make a LDO for the Malton FEZ. That LDO will, in so far as the scope and form of development and associated mix of uses are concerned, reflect the OPP, albeit with the access from the A169 in accordance with the most recent planning permission rather than the OPP itself.

- 1.7. An LDO is intended to give a grant of planning permission to specific types of development within a defined area. They streamline the planning process by removing the need for developers to make a planning application to the local planning authority and simplify the post permission stages. They create certainty and save time and money for those involved in the planning process. In this instance it will obviate the need for the submission of reserved matters etc.
- 1.8. Specifically, the LDO process is intended to stimulate the development of the site, and the FEZ is intended to support agri-food and agri-tech sectors in line with the strategic objectives of the York, North Yorkshire and East Riding Local Enterprise Partnership. The FEZ will make it easier for existing businesses to expand and for new ones to set up, attracting investment and boosting the rural economy
- 1.9. An Environmental Impact Assessment (EIA) of these proposals has been undertaken by a team of specialist consultants led by Freeths LLP. This process involved detailed discussions between the project design team and a large number of organisations and individuals, the views of which have been taken into account during the design process.
- 1.10. The EIA process seeks to ensure that the potential environment effects of a new development, both beneficial and adverse, are fully understood and considered before a development is given planning permission. It also provides for the systematic analysis of information on all significant environmental issues relating to both the construction and operation of the development.
- 1.11. An Environmental Statement (ES) accompanies the LDO and describes the likely impacts of the proposals on the environment and details the measures taken to minimise or enhance such impact. This document provides a summary of that ES in non technical language.

2. BACKGROUND TO THE DEVELOPMENT

- 2.1. The twin towns of Malton and Norton are also identified within the Ryedale Local Plan Strategy (LPS) as the Principal Town for Ryedale and as such will be the focus for the development of the majority of new development and growth, including new housing, employment and retail space. Without specifying locations, the LPS sets out strategic policies for the delivery of a significant quantum of both employment and housing land over the plan period within Malton and Norton. The relocation of the Livestock Market has also been recognised by Ryedale District Council as a

strategic objective of the LPS which identifies the current livestock market as an important use that should be retained within Ryedale.

2.2. The Employment Land Review recommends that between 37 and 45ha of employment land should be allocated in Ryedale. This is to enable a step change in the diversification of Ryedale's economy. The largest concentration of new employment land is to be directed to Malton and Norton as the Principal Town. It is also due to the availability of employment sites, the potential to attract inward investment and the ability to forge links with the York economy and to cater for sustainable expansion and relocation of existing businesses.

2.3. The above requirements are clearly related and the proposal which benefits from OPP and which is proposed to be the subject of the LDO represents a sustainable solution to meeting these objectives.

2.4. The LDO is intended to support the delivery of the Malton Fez. The objectives of the FEZ are to:

- Create a thriving agri-food park with a significant number of new employment opportunities;
- Support the growth of existing businesses and encourage new businesses within the agri-food sector;
- Encourage a greater range of employment opportunities in the sector, improve the skills of the local workforce and support wage growth;
- Develop closer ties between food and farming businesses to boost the rural economy;
- Deliver new high quality facilities for these sectors including a replacement for the existing livestock market in Malton town centre; and
- Complement the National Agri Food Innovation Campus at Sand Hutton and the wider bio-economy within the region.

3. ALTERNATIVES TO THE DEVELOPMENT

3.1. Various alternatives to the development proposals have been considered by the applicant as follows:

- **The “do nothing” scenario** – Following the grant of OPP and designation of the FEZ the “do nothing” scenario can be discounted entirely along with the possibility of an alternative site coming forward particularly given that

work on site to implement the OPP has commenced utilising both Local Enterprise Partnership (LEP) funding and a financial contribution secured by the Section 106 Agreement linked to the OPP. Those works comprising provision of drainage infrastructure including retention pond, internal site access roads and site access via a new roundabout on the A169 are nearing completion.

- **Mix and quantum of uses** – Whilst the mix of uses has been formulated in response to the Local Plan Strategy objectives and requirements the quantum of uses has been determined as part of the EIA process. That process has identified site constraints which have in turn fixed the quantum of development with regard to density etc.
- **Design development and alternatives** – A number of alternative designs, particularly in terms of layout of the buildings and elevational treatments were considered by the design team and the merits of different options were discussed with Ryedale District Council. Moreover, the design also evolved with reference to both the EIA process and public consultation. An LDO Design Code has evolved to provide further details on design issues

3.2. A full analysis of the various alternatives considered is set out in the Environmental Statement Main Text.

4. DESCRIPTION OF DEVELOPMENT AND SCOPE OF THE PLANNING APPLICATIONS

4.1. The masterplan which benefits from OPP evolved over a considerable period of time, in conjunction with both representatives of the livestock market and RDC and its advisors. The final iteration which was the subject of a detailed ES was also extensively tested through a programme of public consultation.

4.2. The scheme design has been led by Clarity NS with input in respect of the Livestock Market design from Adrian Jones. More recently, in the context of the LDO, Clarity NS has produced an updated masterplan and a detailed LDO Design Code and a copy of that is attached at **Appendix 1**.

4.3. The land uses for the LDO are derived from the OPP and noted at **Table 4.1** below.

USE	FLOORSPACE	DETAILS
B1 Offices	No more than 4,000sq m	(within the 27,900 sq m total permitted floorspace)
B1 Light Industrial, B1 Research and Development, B2 General Industrial and B8 Storage and Distribution	No more than 27,900 sq m	(within the 27,900 sq m total permitted floorspace)
Sui Generis Livestock Market	No more than 2,850 sq m	(within the 27,900 sq m total permitted floorspace)
Sui Generis Agricultural Vehicle or Machinery Sales	No more than 3,000 sq m	(within the 27,900 sq m total permitted floorspace)
A1 Retail Units	No more than 1,500 sq m	(within the 27,900 sq m total permitted floorspace)
A2 Financial and Professional Services	No more than 600 sq m	(within the 27,900 sq m total permitted floorspace)
A3 Restaurants and Cafes	No more than 600 sq m	(within the 27,900 sq m total permitted floorspace)
D1 Non Residential Institutions	No more than 3,000 sq m	(within the 27,900 sq m total permitted floorspace)

4.4. The OPP provides flexible planning permission for Class B1, B2 and B8 use. No limit is set on the Class B2 and Class B8 use but a maximum of 4,000sq m of office floorspace within Class B1 is provided for. That maximum has formed the basis of the **Transport Assessment** and **Air Quality Assessment** which in turn form part of this ES.

5. ASSESSMENT METHOD

- 5.1. Both screening and scoping processes were undertaken at the start of the EIA to ensure that the ES focused on the most important environmental issues. Specifically, these submissions focused on potential impacts of the proposed development, and facilitated agreement on the scope of EIA with Ryedale District Council (RDC).
- 5.2. The EIA was undertaken by a team of specialist consultants in line with the agreed scope and using established methods and criteria. The assessment involved site visits, environmental surveys, reviews of previous studies and computer modelling.
- 5.3. The significance of the predicted environmental impacts was determined by specialists following consideration of the scale and nature of the likely affects. The predicted impacts were also assessed assuming that mitigation measures, i.e. those measures that aim to reduce, prevent or avoid adverse impacts, were in place.
- 5.4. Impacts can be adverse or beneficial in nature, and range in significance from negligible, through to minor, moderate and substantial. Impacts may also vary in their geographical extent (e.g. from local to regional or national) and in their duration (e.g. short term to long term).

6. PLANNING POLICY AND LAND USE

- 6.1. Overall, the development proposals incorporate the principles of sustainable development (as set out in the National Planning Policy Framework) and accord with the relevant planning policy principles established by national, regional and local guidance and policy.
- 6.2. Specifically the proposed changes in land use accords with the broad strategic objectives of the Ryedale Local Plan Strategy for employment land allocation within Malton and retention of the Livestock Market within a market town in Ryedale.

7. SOCIO ECONOMIC

- 7.1. The development on the site adjacent Eden Camp will generate circa 864 full time permanent jobs.
- 7.2. CDP estimate that the construction of the development at Eden Camp will equate to a project value of £23.96 million and Freeth Cartwright LLP have also calculated a

multiplier impact of £68.05 million based on the October 2010 report by the UK Contractors Group in partnership with the Confederation of British Industry titled Construction in the UK Economy – The Benefits of Investment who estimate that every £1 spent on construction leads to an increase in GDP of £2.84. This will benefit Malton and the wider Ryedale area.

- 7.3. All of the socio economic impacts associated with the proposals are beneficial to varying degrees with the creation of a new Agricultural Business Centre and Business Park on land adjacent Eden Camp representing a substantial beneficial at a regional level.
- 7.4. Clearly the increase in employment in Ryedale and predicted increase in wages will result in a follow on impact on social community facilities arising from increase in disposable income thereby supporting existing facilities and encouraging investment in new facilities based on increased use.
- 7.5. In turn the potential for retention of existing jobs through the relocation of the livestock market will have an important socio cultural impact in supporting the existing agricultural industry in Ryedale.

8. **TRANSPORT**

- 8.1. In terms of transport considerations, the overall conclusions of the ES are summarised as follows:
 - The development site is accessible by a choice of travel modes including foot, cycle, public transport, private motorised modes and heavy goods vehicles. The development is likely assist to reduce vehicle mileage and to reduce reliance on the private car in accordance with planning policy.
 - The proposed development site is within easy walking distance of local catchment areas and nearby amenities. Overall, in terms of non-car accessibility, the proposals are judged to be beneficial, minor, long term and at a borough level.
 - The overall effect of the proposal in terms of road safety is judged to be negligible, long term, and at a County level.

- The traffic effects of the proposal on the operation of the junctions assessed in the ES are judged to be negligible, long term and at a County level.

8.2. On the basis of the above, it is concluded that the proposal is acceptable from a transport perspective.

9. AIR QUALITY

9.1. The adherence to strict operational guidelines (such as the considerate contractors scheme) during the construction process will also prevent unacceptable air quality impacts from occurring (such as from dust) during the construction process. In addition, the potential for air quality impacts arising from construction traffic has also been assessed but is considered to be negligible.

9.2. On the basis that the increase in traffic associated with the development is concluded to be negligible, there will be no significant impact on air quality once the development is operational. Whilst target air quality levels will be exceeded in a small number of locations that exceedance has already occurred and is reflected in existing baseline conditions.

9.3. Although the proposed scheme will increase traffic volumes on local roads by a small amount, the permitted development includes traffic from the food store development at Wentworth Street in respect of which the planning permission was quashed following judicial review and has subsequently been disposed of by the local planning authority. It cannot therefore be counted as a commitment. The overall traffic flows on local roads will therefore be less than those already permitted, and the impacts of the proposed scheme will be less than those for which planning permission has already been granted in the form of the OPP.

10. LANDSCAPE AND VISUAL ASSESSMENT

10.1. As with any development on greenfield land there will inevitably and unavoidably be an adverse impact on landscape character and visual appearance. That being said the LDO site has been both chosen (with regard to its sensitivity) and designed to include new planting to reduce the significance of any adverse impacts.

10.2. For this scheme, the use of a site that is effectively contained by the existing landscape structure mitigates the potential effect on the wider rural landscape. The mature tree belts to the north provide natural enclosure and mark a change in

character from the land influenced by the buildings at Eden Camp and the A64, to the more rural character further north. Potential effects on the local area could be mitigated by the use of a landscape planting around the sites perimeter, to the east west and south. The boundary with Eden Camp has also been carefully considered.

- 10.3. The LDO Design Code has been produced to ensure that the proposal is delivered in a sensitive manner.

11. SUMMARY OF MITIGATION AND MONITORING REQUIREMENTS

- 11.1. The following section provides a brief summary of mitigation and monitoring requirements as extracted from the ES Main Text.

Socio Economic

- 11.2. There is no mitigation or monitoring requirements in respect of socio economic issues.

Transport

- 11.3. While no adverse effects have been identified that require mitigation construction traffic will be managed in accordance with the Construction Management Plan set out within the LDO Design Code. The requirement for a Staff Travel Plan in respect to the proposals for the site adjacent Eden Camp will be secured by way of a condition of the LDO.

- 11.4. The site access arrangements during the construction phase will be designed in accordance with the Construction Management Plan set out within the LDO Design Code to ensure they do not present a danger to highway safety.

Air Quality

- 11.5. Measures to mitigate dust emissions will be required during the construction phase of the developments in order to reduce impacts upon nearby sensitive receptors. The mitigation measures should be implemented in accordance with the requirements of the Construction Management Plan contained within the LDO Design Code and may require monitoring.

- 11.6. The assessment has demonstrated that the scheme will not cause any exceedences of the air quality objectives in areas where they are not currently exceeded.
- 11.7. The LDO will also require large occupiers to operate travel plans that will help to reduce road traffic emissions.

Landscape and Visual Assessment

- 11.8. The main mitigation arises from the overall location and design of the scheme rather than adding on any particular mitigation measure. For this scheme, the use of a site that is effectively contained by the existing landscape structure mitigates the potential effect on the wider rural landscape. The mature tree belts to the north provide natural enclosure and mark a change in character from the land influenced by the buildings at Eden Camp and the A64, to the more rural character further north. Potential effects on the local area could be mitigated by the use of a landscape planting around the sites perimeter, to the east west and south. The boundary with Eden Camp would be carefully considered.

12. RESIDUAL IMPACTS AND CONCLUSIONS

- 12.1. Residual impacts would be adverse or beneficial impacts that, after implementation of mitigation measures, would remain following the development and operation of the proposed application scheme.
- 12.2. It is unlikely that the LDO proposal – as per the OPP proposal – could be constructed and operated without any residual adverse environmental impacts. However the design provisions and other mitigation methods described in the earlier sections of this Environmental Statement, can negate or lower the significance of adverse impacts, enhance beneficial impacts and reduce the possibility of risk impacts occurring.
- 12.3. Overall, whilst the proposal results in a number of temporary adverse impacts during the construction phase, the completed redevelopment scheme results in almost entirely negligible or beneficial impacts.
- 12.4. The only exceptions relate to the impacts on air quality at a small number of locations (where pollution levels are already above target levels) albeit these are considered to be an over estimate of impacts and landscape character and visual impact which is understandable and unavoidable where development on Greenfield land is concerned.

- 12.5. Notwithstanding the above, the proposal results in substantial beneficial impacts in so far as they deliver significant employment development and support the land based economy (including through the relocation of the Livestock Market) in accordance with the Local Plan Strategy and in support of the Strategic Economic Plan for the York, North Yorkshire and East Riding Enterprise Partnership.
- 12.6. A summary table identifying predicted residual impacts for construction and operation is attached at **Appendix 2**. The tables present a brief description of the residual impact following the implementation of mitigation measures.

13. YOUR COMMENTS

- 13.1. Comments on the LDO and ES should be forwarded to Gary Housden (Head of Planning and Housing) at Ryedale District Council at the following address:

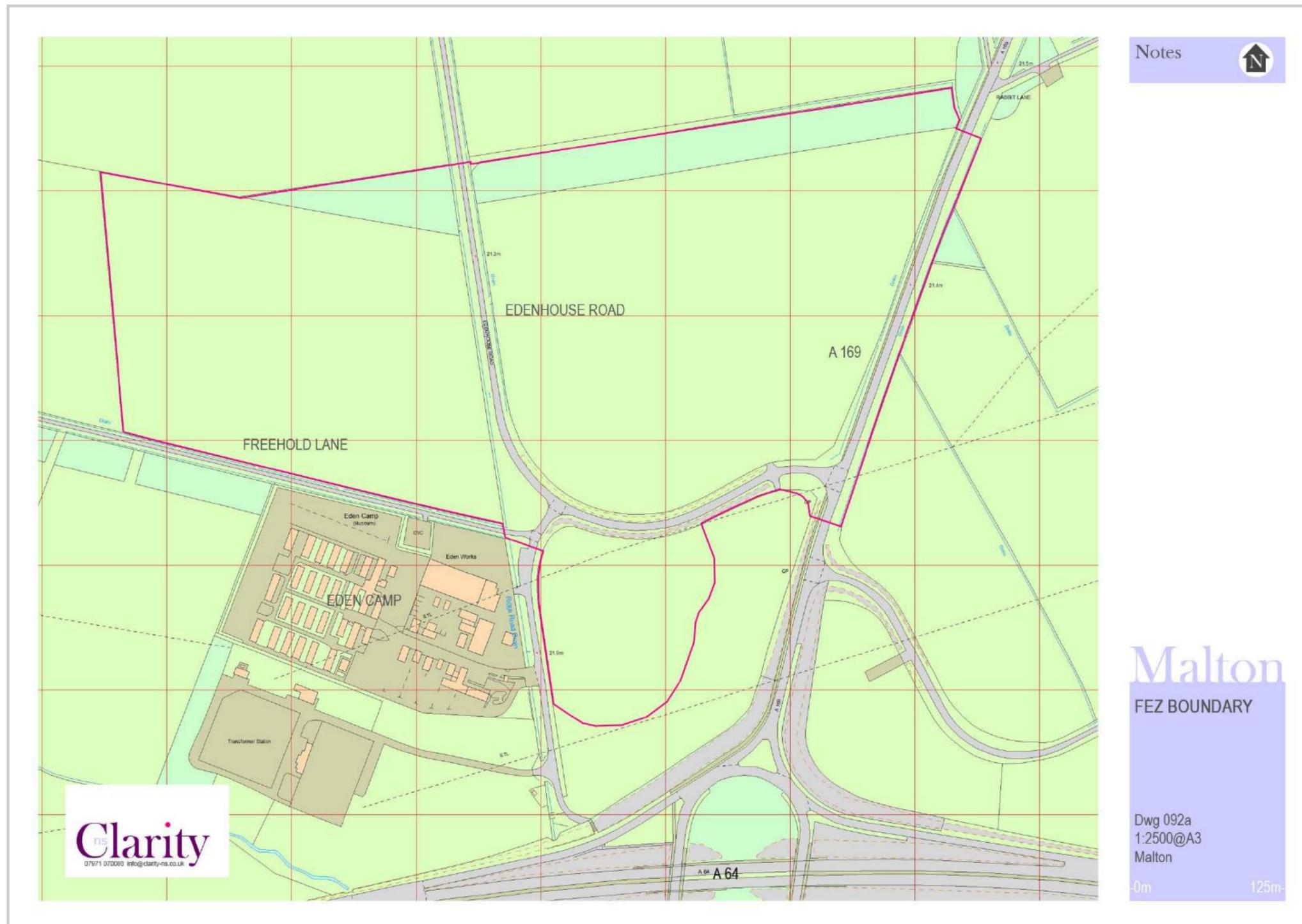
Ryedale House,
Old Malton Road,
Malton,
North Yorkshire,
YO17 7HH

- 13.2. This ES along with all EIA documents are available on the Council's website.
- 13.3. Paper copies of the ES and associated Technical Appendices, and NTS will also be available from Freeths LLP; albeit a charge will be made for reprographic costs.

APPENDIX 1

MALTON FOOD ENTERPRISE ZONE

LOCAL DEVELOPMENT ORDER
DESIGN CODE



21st October 2016

ES NTS APPENDIX 2

SCHEDULE OF RESIDUAL IMPACTS – CONSTRUCTION PHASE

ISSUE/SITE	DESCRIPTION OF IMPACT	SIGNIFICANCE OF RESIDUAL IMPACT
Socio Economic		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Creation of construction jobs throughout the construction phase • “Knock on” economic benefits for local suppliers and businesses 	Local Minor Beneficial
Transport		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Construction traffic travelling to the proposed development site in private cars • HGV’s delivering and removing materials and equipment 	Negligible/ Local Minor Adverse (Minor/Moderate Adverse at County Level)
Air Quality		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Dust generated by construction activities • Air pollution from construction traffic 	Insignificant Negligible/Minor Adverse
Landscape and Visual		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Change in landscape character • Visual impact on views etc. 	Local Moderate/Substantial Adverse

SCHEDULE OF RESIDUAL IMPACTS – OPERATIONAL PHASE

ISSUE/SITE	DESCRIPTION OF IMPACT	SIGNIFICANCE OF RESIDUAL IMPACT
Socio Economic		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Job creation and multiplier effect on GDP • Support wage growth with increase in disposable income supporting social and community facilities. • Socio cultural benefit through support of agricultural industry in Ryedale. 	Local/Regional Substantial Beneficial
Transport		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Non Car Accessibility • Road Safety • Highway/Junction Capacity 	Local Minor Beneficial Negligible Negligible
Air Quality		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Effect on air quality as a result of increased traffic 	Negligible/ Local Minor Adverse
Landscape and Visual		
Site adjacent Eden Camp	<ul style="list-style-type: none"> • Change in landscape character • Visual impact on views etc. 	Local Minor Adverse Negligible/Local Minor Adverse