

TECHNICAL APPENDIX 1

Environmental Statement Main Text



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19 October 2016

Dear Mrs Holmes

APPLICATION NO: 16/01721/SCO

DESCRIPTION: Malton Food Enterprise Zone. Local Development Order

LOCATION: Land at Eden House Road, Old Malton, Malton, North Yorkshire

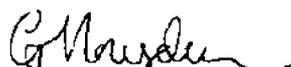
Scoping Report for Environmental Impact Assessment (EIA).

**Regulation 13. The Town and Country Planning (Environmental Impact Assessment)
(Amendment) Regulations 2015.**

Thank you for the Scoping Report that has been prepared in respect of the Local Development Order which the District Council is preparing for the Food Enterprise Zone at Malton. The Scoping Report has been prepared on behalf of the District Council by Peter Brett Associates LLP and in this capacity, I am aware that all of the relevant consultation bodies have been consulted on a draft of the EIA Scoping Report and that this has resulted in amendments to the document.

Having regard to the specific characteristics of the development; the specific characteristics of development of the type concerned; and, the environmental features likely to be affected by the development, I can confirm that under the power delegated to the Head of Planning and Housing, the Local Planning Authority has adopted the Scoping Report as its formal EIA Scoping Opinion for the Local Development Order as required under the above regulation.

Yours faithfully



Gary Housden
Head of Planning & Housing

TECHNICAL APPENDIX 2

Environmental Statement Main Text

Malton Food Enterprise Zone Local Development Order

EIA Scoping Report

On behalf of **Ryedale District Council**



Project Ref: 38447/001 | Final | Date: October 2016



Document Control Sheet

Project Name: Malton Food Enterprise Zone Local Development Order

Project Ref: 38447

Report Title: EIA Scoping Report

Date: October 2016

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
AA	25/08/16	DRAFT	SL	SB	ME
BB	07/09/16	DRAFT for consultee comment	SL	SB	ME
CC	19/10/16	Updated following consultee comments	SB	SB	SB

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1 Introduction

1.1 Project Background

- 1.1.1 This Scoping Report has been prepared in respect of a Local Development Order (LDO), which is being prepared by Ryedale District Council (RDC) for a Food Enterprise Zone (FEZ) located in Malton, North Yorkshire.
- 1.1.2 Development of the FEZ has already received outline planning permission in March 2015 (referred to hereafter as the 'previous permission') for a range of B1, B2 and B8 uses (together with ancillary retail and professional service uses) under application 14/00426/MOUTE. The previous planning application, along with three other linked applications, was submitted with an Environmental Statement (ES) produced in 2014 (referred to hereafter as the '2014 ES').
- 1.1.3 RDC is now seeking to prepare and make a LDO for the Malton FEZ site. The proposed uses for the site under the LDO are the same as those that were permitted in the previous permission.
- 1.1.4 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 a local planning authority and simplifying the post permission stages. They create certainty and save time and money for those involved in the planning process.
- 1.1.5 This 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 makes it easier for existing business to expand and new ones to set up, attracting investment and boosting the rural economy.
- 1.1.6 The type of development to be specified by the Order is a FEZ comprising a new Livestock Market within a new Agricultural Business Centre and a new Business Park (referred to hereafter as 'the proposed development'). A description of the site is provided in **Chapter 2** of this report and of the proposed development in **Chapter 3** below.

1.2 Purpose of this Report

- 1.2.1 RDC has adopted an EIA Screening Opinion on 6th September 2016 stating that an EIA is required for the LDO due to the potential for likely significant environmental effects.
- 1.2.2 RDC will therefore undertake an Environmental Impact Assessment (EIA) of the proposed development which will be documented in an Environmental Statement (ES). The ES, which will be prepared in compliance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015) (the EIA Regulations), will be prepared in parallel with the LDO.
- 1.2.3 In light of the conclusion regarding the need for an EIA, this report documents the scoping exercise to determine the scope and approach of the EIA. This will largely entail an update of the assessment provided in 2014 ES to identify any new or different likely significant environmental effects associated with the proposed development. Accordingly this report details how the environmental issues are being examined and how they are to be progressed as part of the EIA of the development. This helps to ensure that the development has due regard for the environment, minimises adverse environmental effects and takes advantage of opportunities for environmental enhancement.

- 1.2.4 This Scoping Report has been prepared in accordance with Regulation 13 as amended by Regulation 29 5(c) of the EIA Regulations “*Where a proposed local development order is EIA development, the local planning authority shall state in writing its opinion as to the information to be provided in the environmental statement (“a scoping opinion”)*”. Therefore, this Scoping Report provides information to key consultees regarding the proposals and sets out the scope of the EIA and content of the ES.
- 1.2.5 A draft of this Scoping Report forms was originally used as the basis of consultation with statutory and non-statutory stakeholders on the scope and approach of the EIA and the content of the ES. Following receipt of responses from consultees the Scoping Report has been amended as appropriate such that RDC can adopt the amended EIA Scoping Report as its formal EIA Scoping Opinion. Consultee responses can be found in **Appendix C**.

1.3 Report Structure

- 1.3.1 The report structure continues with the following:
- **Chapter 2** Environmental Setting;
 - **Chapter 3** The LDO;
 - **Chapter 4** Planning Policy Context;
 - **Chapter 5** EIA Methodology;
 - **Chapter 6** Topics Included in EIA Scope;
 - **Chapter 7** Topics Not Included in EIA Scope; and
 - **Chapter 8** Summary.

2 Environmental Setting

2.1 Site Location and Context

- 2.1.1 The site comprises approximately 17.8 hectares of land referred to as Eden Camp in the 2014 ES. The site is divided into two main sites: East (approximately 7.97 ha) and West (approximately 6.4 ha). The sites are located either side of Edenhouse Road. A third site to the south is to be used for a retention pond as part of the overall drainage strategy. The three sites are collectively referred to as the 'site'. The site is located 3km north of Malton town centre. An indicative Site Location Plan is provided in **Appendix A**.
- 2.1.2 The site is located to the north of the A64/A169 junction and is accessed via Edenhouse Road from A169. The site is bound to the south by Freehold Lane/Edenhouse Road, to the east by the A169 with Edenhouse Road feeding off the A169 and through the centre of the site. Agricultural fields bound the north and west aspects of the site.
- 2.1.3 As identified in the 2014 ES, the surrounding area is made up of predominantly agricultural land, with the exception of the built development comprising Eden Camp, a Museum located to the south west of the site. Eden Camp, a Second World War themed tourist attraction is made up of predominantly single story buildings previously used as a prisoner of war camp. The village of Old Malton lies to the south, beyond Eden Camp and the A64/A169 junction.

2.2 Site Description

- 2.2.1 The site comprises three fields, two of which are currently in agricultural use (arable and pasture) with the remaining field currently being developed to provide the retention pond envisaged by the existing outline planning permission. Good established hedges run along most of the field boundaries and there are well established shelter belts containing mature trees along the northern edge of the site.
- 2.2.2 The site is generally flat and relatively low lying at typically 20m AOD. The landform associated with the A64/A169 junction is raised and more noticeable within the surrounding relatively level landform.

3 The Local Development Order

- 3.1.1 An LDO is intended to help streamline the planning process and enable development of a prospective site. The LDO seeks to promote a high quality scheme for the site and is being designed in response and in accordance to the needs of the local area taking viability and deliverability into consideration.
- 3.1.2 The LDO will be supported by a Design Guide which provides further information on what is likely to be acceptable at the site and which sets out the design principles that should inform development proposals. These design principles will define development quantum and uses.
- 3.1.3 The type of development specified by the Order ('the proposed development') will be a mixed commercial and industrial development as per the previous permission. It is anticipated that this will entail the provision of a new Livestock Market within a new Agricultural Business Centre and a new Business Park totalling circa 28,000 square meters on a 17.8 ha site. Parking will be provided at both the Agricultural Business Centre and Business Park.
- 3.1.4 The proposed development will sit within the parameters of the previous permission. The new Agricultural Business Centre and new Business Park will comprise a range of land uses and floorspace areas but will not exceed those that were granted in the previous permission in 2015. The existing planning permission allows for the following uses:

Livestock Market and Agricultural Business Park

- Sui Generis Livestock Market;
- A1, A2 and A3 Retail Units;
- B1 and B2 General Offices/Light Industrial Units;
- D1 Non-residential Institutions; and
- B8 Warehouse and Distribution.

Business Park

- B1 Business Park;
- B2 General Industrial; and
- B8 General Warehouse and Distribution.

- 3.1.5 The proposed car parking for the site is presented below:

Livestock Market and Agricultural Business Park

- 290 cars;
- 75 cars & trailers; and
- 39 lorries.

Business Park

- 320 cars

- 3.1.6 There is likely to be a range of storey heights for the buildings across the site that will respect its wider context. However, it has been acknowledged in the 2014 ES that the site is contained by existing landscape structure. Mature trees to the north provide a natural enclosure from more rural character further north.

- 3.1.7 The development will also include landscaped spaces throughout the site and associated infrastructure, landscaping and drainage works.

4 Planning Policy Context

4.1 Introduction

- 4.1.1 This section provides a summary of the policy context to the LDO. This will be expanded upon within the ES such that the likely significant effects of the LDO development can be considered in the context of the development plan for the site.

4.2 National Planning Policy Framework (March 2012)

- 4.2.1 The National Planning Policy Framework (NPPF) cites the planning system as having an important role in supporting strong, vibrant and healthy communities and advocates planning to play an active role in guiding development to promote mixed use developments and provide sustainable solutions.
- 4.2.2 Further it encourages LDOs to be prepared for particular areas and categories of development, where the impacts would be acceptable, and where this would promote social or environmental gains (paragraph 199).

4.3 Current Adopted Policy

Local Plan Strategy (2013)

- 4.3.1 The Local Plan Strategy is a key part of the Ryedale Plan. It sets out a long-term vision, objectives and strategy to guide public and private sector investment over the next 15 years from 2012. In particular it outlines the:
- Expected levels of development that will take place in the district up to 2027;
 - Specific types of new development required to meet Ryedale's needs;
 - Sorts of changes that will happen in different locations, balancing the economic, social and environmental elements necessary to achieve sustainable development principles;
 - Types of projects and investment needed to successfully deliver the strategy and support growth and local communities; and
 - Framework to assist in the determination of planning applications.
- 4.3.2 Specifically Policy SP1 – ‘General Location of Development and Settlement Hierarchy’ designates Malton, Norton and Old Malton as the ‘Principal Town’ for the District meaning that it is intended to be the primary focus for growth. This is reflected in Policies SP2 - ‘Delivery and Distribution of New Housing’ which focusses 50% (approximately 1,500 dwellings) of all housing provision at the Principal Town; Policy SP6 – ‘Delivery and Distribution of Employment/Industrial Land and Premises’ which proposes 82% (37ha) of employment development at the Principal Town; and Policy SP7 - Town Centres and Retailing which proposes 70% of all non-food retailing capacity at Malton (no additional capacity for food retailing was identified at the time).
- 4.3.3 Therefore the scale and nature of the development proposed for the LDO site at Old Malton is in line with these strategic requirements anticipated in the Ryedale Local Plan Strategy, which itself was subject to Strategic Environmental Assessment/Sustainability Appraisal on these quanta of development.

4.4 Other Documents

Statement 5: Economy (The Ryedale Plan)

- 4.4.1 The economic statement justifies the approach to the amount and distribution of employment in the Local Plan Strategy. The evidence base is made up of the 2006 Employment Land Review (ELR) undertaken by Knight Frank and the 2010 Employment Land Review Update (ELRU) undertaken by Entec. The relevant excerpts are presented below.

Amount of Employment Plan

- 4.4.2 The document states *“The ELRU reviewed the synthesis forecasting of the 2006 ELR which proposed additional employment land of 44.8ha to 2021...Entec conclude that the circa 45ha identified in the original ELR, could be considered ‘ambitious’. However it states further that “due to the potential need to accommodate employment demanded from new development and that the plan period to for the LDF is long-term (to 2026 at the time the ELRU was prepared), it is considered a reasonable level of demand to carry forward to the 2026 plan period.” (Para 5.5.2)*

Distribution of Employment Land

- 4.4.3 The document follows on to state *“These proportions reflect the findings of the ELR and ELRU which identify the greatest market demand for new employment space and land is predominantly in the market towns....which seeks to focus development in the Principal Towns and Local Service Centres...and follows the spatial strategy of the LPS. Specifically the ELR and ELRU state that the following general factors supporting the principle of allocations in the market towns:*

- *Market demand*
- *Land availability*
- *Accessibility*
- *Infrastructure and communications”*

- 4.4.4 *“The 2006 ELR undertook substantial analysis of the market demand for additional employment development and historical trends. It identifies that:*

- *Property market activity is greatest in Malton and Norton followed by Pickering, Kirkbymoorside and Helmsley*
- *The majority of industrial and office demand for the District is focused on Malton*
- *Business location is often determined by the residence of the company founder and not by property market criteria*
- *Accessibility, especially to a main road, for customers, employees and suppliers is a major factor influencing demand for property.” (Para 5.3.2 and 5.3.3)”*

5 EIA Methodology

5.1 Introduction

- 5.1.1 This chapter outlines the process to be adopted for undertaking the EIA and the preparation of the ES. The proposed approach builds on the 2014 ES which provided an assessment of the likely significant effects of the LDO development in accordance with the EIA Regulations.
- 5.1.2 Review the 2014 ES in the context of the proposed LDO development indicates that in the majority of cases, the assessment work presented within the 2014 ES remains valid and applicable. This Scoping Report therefore considers the updates required to ensure that valid and up-to-date environmental information is provided alongside the LDO such that decision makers can review the LDO in the context of the LDO development's likely significant effects.

5.2 2014 Environmental Statement Content

- 5.2.1 The 2014 ES included the following sections:
- Background to the Development;
 - Alternatives to the Development;
 - Description of Development;
 - Method Statement;
 - Planning and Land Use;
 - Socio Economic;
 - Transport;
 - Noise and Vibration;
 - Air Quality;
 - Heritage;
 - Arboriculture;
 - Landscape and Visual Assessment;
 - Ecology;
 - Geoenvironmental;
 - Flood Risk and Drainage;
 - Summary of Mitigation and Monitoring Requirements; and
 - Residual Impacts and Conclusions.

2014 Environmental Statement Assessment of Effects

- 5.2.2 Within the 2014 ES, each technical chapter described the approach taken to the assessment of effects, including surveys and studies undertaken to determine the baseline conditions and the procedure followed to assess impacts. Topic-specific significance criteria and the standards/guidance from which they are derived were explained within each individual technical chapter, and the definitions of significance were given.

5.3 EIA Scoping Report

- 5.3.1 Each of the technical chapters listed in **Section 5.2** have been reviewed to understand the previous assessment work undertaken, potential effects and residual effects as a result of the previous permission.
- 5.3.2 If it has been considered through professional judgement that there is the potential for likely significant environmental impacts as a result of the proposed development in relation to certain environmental topics. These topics have been scoped into the EIA. Where assessments presented in the 2014 ES are based on data that is considered out of date, these topics have also been scoped into the EIA. Topics to be scoped into the EIA are presented in **Chapter 6**.
- 5.3.3 Technical chapters within the 2014 ES that are considered unlikely to lead to significant environmental effects (as indicated by the findings and data in the 2014 ES that is considered still to be valid or that simply need reconfirming), are scoped out of the EIA. Topics to be scoped out of the EIA are presented in **Chapter 7**.
- 5.3.4 It is considered that there are not any topics that were not included in the 2014 ES that now need to be scoped into the EIA.

5.4 Assessment of Effects

Assessment Scenarios

- 5.4.1 The EIA will consider the likely significant effects of the proposed development during construction and operation. Within this appropriate consideration will need to be given to any phasing of the development to ensure that any significant environmental effects that result from the phasing of the development are assessed and identified in the ES.
- 5.4.2 In assessing the likely significant effects of the LDO development, account will be taken, as appropriate, as to whether effects were:
- Beneficial Effects – effects that have a positive influence on the environment;
 - Adverse Effects – effects that have a negative influence on the environment;
 - Direct Effects – effects that are caused by activities which are an integral part of the scheme;
 - Indirect Effects – effects that are due to activities that are not part of the scheme, e.g. regeneration benefits attributable to the scheme;
 - Cumulative Effects – many effects that singly are not significant, but when assessed together may be significant and also the cumulative effects of the LDO development and other major local developments; and
 - Residual Effects – effects that remain after the positive influence of mitigation measures are taken into account.

Committed Developments

- 5.4.3 The 2014 ES took into account major extant local planning permissions likely to come forward during the construction of the project. An updated list of such developments is provided in **Appendix B**. This schedule will be confirmed at the time of preparing the ES to ensure that it is up-to-date.
- 5.4.4 It should be noted that, as required, the committed developments, allocations and background growth to be considered within the Transport Chapter will be agreed with the highways authority.

Residual Effects

- 5.4.5 The likely significant residual effects resulting from the LDO will be assessed and identified in the ES. Any additional mitigation measures required will be reported where appropriate and likely significant residual effects that remain will be described and the significance of their effect identified.

Assessing Significance

- 5.4.6 The ES, as with the 2014 ES, will describe likely significant environmental effects on a topic-by-topic basis as required by the EIA Regulations. The significance of each likely environmental effect will also be assessed. Assessment may rely upon such factors as legislative requirements, guidelines, standards and codes of practice, consideration of the EIA Regulations, the advice and views of the statutory consultees and other interested parties and expert judgement.

Uncertainty and Difficulties in Undertaking the Assessment

- 5.4.7 The prediction of future effects inevitably involves a degree of uncertainty. Where necessary, the ES will describe the principal factors giving rise to uncertainty in the prediction of environmental effects and the degree of the uncertainty.
- 5.4.8 The ES will identify, in accordance with the EIA Regulations, any difficulties that have been encountered in undertaking the assessment.

Consideration of Alternatives

- 5.4.9 It is a requirement of the EIA Regulations for an ES to include an outline of the main alternatives considered by the applicant and an indication of the main reasons for the choice made, taking into account the environmental effects. The ES will fulfil this requirement, however within this it should be noted that the LDO development remains consistent with the development approved through the previous permission.

5.5 Environmental Statement

- 5.5.1 The ES provides the documentation of the EIA process. The ES will be prepared in parallel with the LDO and will describe the proposed development, EIA methodology, policy context, assessment of likely significant environmental effects (including cumulative effects and impact interactions) as well as providing supporting graphics, technical appendices and a Non-Technical Summary. The ES will be informed by 2014 ES where appropriate and will be prepared to fulfil the requirements of the Schedule 4 of the EIA Regulations.

6 Topics Included in EIA Scope

6.1 Introduction

- 6.1.1 Discipline specific assessments were undertaken for the 2014 ES. These assessments are referred to in the following sections and can be found in the 2014 ES.
- 6.1.2 This chapter identifies the environmental topics that are to be scoped into the EIA. This is based on review of the 2014 ES and topics are included where significant environmental effects are considered to be likely.

6.2 Socio-Economics

Introduction

- 6.2.1 A Socio-Economics Assessment was prepared for the 2014 ES (Chapter 7, 2014 ES).
- 6.2.2 The assessment focused on the direct effects on the local population arising from the socio-economic changes of the development. The effects on the population were determined through assessing the impacts of the proposed development on demographics, housing provision, the local economy (including labour supply and employment/unemployment levels) social and community facilities and socio-culture within the Ryedale District area.
- 6.2.3 The scheme was assessed to result in a variety of beneficial impacts. The scheme facilitated the relocation of the livestock market to a site within Malton and enables the economy which has grown around the market to stay within Malton. The scheme would also facilitate the development of employment opportunities, in a diverse range sectors, and will help further the economic prosperity of Malton.

Scope of Assessment

- 6.2.4 Given that significant socio-economic effects were identified in the 2014 ES, as local/regional substantial beneficial, then socio-economic effects need to be scoped into the EIA for the LDO. As with the 2014 ES this should include consideration of effects relating to:
- The local economy: impact on labour supply and unemployment/employment levels, and the composition on the town's economy, including the town centre;
 - Social and community facilities: impact on provision of health services, social support, emergency services, transport, etc. Effect on provision for formal and informal recreation and the provision of public arts and entertainment; and
 - Socio-cultural: impact on lifestyles/quality of life and effects on social problems (e.g. occurrence of crime), integration and alienation and effect on the provision of access to leisure facilities.
- 6.2.5 It is likely that much of the baseline data used within the 2014 ES is likely to remain valid, but this should be reviewed to ensure it is valid and that an up-to-date assessment is provided.
- 6.2.6 The assessment should be undertaken drawing from relevant guidance, such as the HM Treasury's Green Book.

6.3 Transport

Introduction

- 6.3.1 A Transport Assessment was prepared in relation to the previous application and was used as the basis of the Transport Chapter (Chapter 8, 2014 ES).
- 6.3.2 The assessment reviewed the location of the site in relation to its environs and its accessibility to rail, bus, cycle and pedestrian routes as well as existing highway infrastructure.
- 6.3.3 The assessment identified the potential for the scheme to result in changes to traffic flows on the local highway network and the effect that such changes may have in relation to highway capacity and road safety. The changes to traffic flow were assessed through traffic surveys (2012), previous transport assessment data and modelling software. Road safety was assessed using accident data obtained from Yorkshire County Council (YCC).

Scope of Assessment

- 6.3.4 Given that significant transport effects were identified in the 2014 ES, as local/county minor/moderate beneficial/adverse, then transport effects need to be scoped into the EIA for the LDO. As with the 2014 ES this should include consideration of effects relating to:
- Construction traffic (personnel and materials);
 - Operation:
 - Non-car accessibility;
 - Road safety; and
 - Junction/highway capacity.
- 6.3.5 The assessment should also be mindful of guidance contained within the Guidelines for the Environmental Assessment of Road Traffic produced by the Institute of Environmental Assessment (1993).
- 6.3.6 As part of the ES for the LDO, the suitability of the baseline data that formed the basis of the 2014 ES should be reviewed to consider its on-going validity as the basis for the assessment of transport-related effects of the of the LDO development. This should include understanding traffic flows on the local highway network and the extent to which the site is served by rail, bus and cycle routes. Where data is considered to be out of date it should be supplemented with the most recent data available. Consideration should also be given to A64/A159 junction and ensuring appropriate visibility in the context of the development proposals.
- 6.3.7 Given that the LDO development is consistent with that covered in the 2014 ES the extent of any updates required to the assessment should be considered in the context of any changes to baseline conditions since the 2014 ES was prepared, while being mindful of relevant transport policy and guidance. The ES should make clear the likely significant effects of the LDO development, while being mindful of any likely significant cumulative effects with other major local committed developments.

6.4 Air Quality

Introduction

- 6.4.1 An Air Quality Assessment was undertaken for the 2014 ES (Chapter 10, 2014 ES).
- 6.4.2 Air quality modelling, using ADM-Roads, was undertaken to inform the assessment.
- 6.4.3 As the previous permission did not include residential dwellings the assessment focused on the potential for construction activities to impact upon existing properties. The main pollutants of concern related to construction activities are dust and PM₁₀. The impact of an increase in traffic on the local roads, which may impact on air quality at existing residential properties, was also assessed. To analyse the impact of an increase in traffic on local roads, air quality modelling was undertaken.
- 6.4.4 Following mitigation, the residual impacts of dust generated by construction activities was considered to be insignificant and the air pollution from traffic was considered to be negligible/minor adverse.

Scope of Assessment

- 6.4.5 The previous information regarding dust generated by construction activities remains valid as the description of development has not changed from the development assessed in the 2014 ES. The mitigation measures within the 2014 ES remain valid and should be implemented to ensure residual effects are insignificant.
- 6.4.6 The suitability of the baseline traffic data should be reviewed to consider its on-going validity. If the baseline traffic data is considered to be out of date it will be necessary to re-assess the impact of the increase in traffic on the local roads and hence the impact on air quality at existing residential properties. The approach to the assessment, including the use of modelling, should be based on the likelihood of significant effects occurring.
- 6.4.7 Consideration should also be given as to whether traffic generated by the LDO development will lead to significant changes in air quality at residential receptors and particularly within the Air Quality Management Area that covers Malton. The level of assessment should be tailored to the likelihood of significant environmental effects.

6.5 Landscape and Visual

- 6.5.1 A Landscape and Visual Impact Assessment (LVIA) was prepared for the 2014 ES (Chapter 13, 2014 ES).
- 6.5.2 Field evaluation and computer modelling was undertaken to inform the assessment.
- 6.5.3 The assessment considered the potential effects of the development upon individual landscape features and elements, landscape character and visual amenity.
- 6.5.4 The site was assessed to be well located and enclosed by woodlands and existing development so that the landscape and visual effects arising from the development would be limited. Following mitigation, the residual effects on a change in landscape character were considered to be local minor adverse. The residual effects on the visual impact on views were considered to be negligible/local minor adverse.
- 6.5.5 The development was considered to have a greater effect during construction, having a local moderate/substantial adverse effect on local landscape character and the visual impact on views.

Scope of Assessment

- 6.5.6 As with the LVIA that forms part of the 2014 ES the ES should consider the likely significant effects of the development during construction and operation on the local landscape and key representative local views. This should be based on a reasonable worst case interpretation of the development parameters.
- 6.5.7 Given that the LDO development is consistent with the development approved through the previous permission and that there has been limited changes to baseline conditions the assessment within the 2014 ES should continue to remain valid. However this should be confirmed in the new ES and the necessary provided to ensure that the likely significant effects of the development are identified. Should significant changes to baseline conditions be identified then the assessment should be updated as appropriate.
- 6.5.8 The LVIA should give consideration to the provision of green infrastructure at the site. This should consider how the key resources at the site (such as key constituents of the landscape, important habitats, soils, etc.) are to be utilised and enhanced as part of the proposed development, along with the use of multi-functional green infrastructure to maximise the benefits achieved by the development.

6.6 Cumulative Effects and Impact Interactions

- 6.6.1 The EIA Regulations require consideration of the likely significant impact interactions and cumulative effects of the development.
- 6.6.2 The 2014 ES assessed the combined effects of all four linked applications including the FEZ (the site). The ES should assess the cumulative impact of the committed developments in the area including the other linked applications that were granted permission as well as other committed developments in the area.
- 6.6.3 Potential impact interactions will be considered in a standalone chapter to draw together the assessment documented in the ES and identify the overall effect of the proposed development.

7 Topics Not Included in EIA Scope

7.1 Introduction

- 7.1.1 Discipline specific assessments were undertaken for the 2014 ES, these assessments are referred to in the following sections.
- 7.1.2 This chapter identifies the environmental topics that are to be scoped out of the EIA. This is based on review of the 2014 ES and the identification of topics where it has been considered that the findings of the assessments remain valid and that significant environmental effects are not likely. Furthermore, the new extant planning permissions and committed developments in the area since the 2014 ES are not considered to impact the 2014 ES findings of the topics presented in this chapter.

7.2 Noise and Vibration

- 7.2.1 A Noise and Vibration Assessment was prepared for the 2014 ES (Chapter 9, 2014 ES) based on a noise report included as an appendix to the ES. A noise survey and computer modelling was undertaken to inform the assessment, which did not identify likely significant effects in relation to noise and vibration.
- 7.2.2 The site was not considered as part of the assessment as the noise from new traffic associated with the development was considered to have a negligible residual impact. The assessment only focused on existing noise sources and their effect on two of the linked application sites (Peasey Hills and Showfield).
- 7.2.3 The site is proposed for commercial uses which are less sensitive to noise, while the nearest residential receptors are located over 200m to the north west. As such the development of the site is not likely to be significantly affected by the local noise environment nor have significant effects on local noise sensitive receptors. Therefore significant environmental effects are not anticipated in relation to noise and vibration and it is proposed to scope noise and vibration out of the EIA.
- 7.2.4 However, it will be necessary to liaise with the Environmental Health Officer (EHO) at RDC to confirm that an assessment is not required and that the information collected in 2014 remains valid. This should also be mindful of any additional traffic data collected in relation to the assessment of transport related effects (see section 6.3). Should an assessment be required, the scope will be agreed with the EHO.

7.3 Heritage

- 7.3.1 A Heritage Assessment was prepared for the 2014 ES (Chapter 11, 2014 ES) which did not identify any likely significant effects in relation to heritage.
- 7.3.2 A desk-based assessment, site visit and geophysical (magnometer) survey were undertaken to inform the assessment.
- 7.3.3 The assessment identified designated and undesignated heritage assets within 500m of the site. The significance of these heritage assets was determined to enable assessment of the potential impact on the historic environment that would result from the proposed development.
- 7.3.4 Two undesignated heritage assets of local significance were identified on site. Further undesignated heritage assets may be present on site however they are anticipated to be of only local significance. Heritage assets of local significance are considered to be of low significance.

- 7.3.5 All heritage assets would be removed as part of development however the 2014 ES judged them to be of low significance. Mitigation in the form of excavation and recording is to be implemented, as was also secured through the 2015 planning permission, to provide a permanent record of the heritage asset form. Following implementation of mitigation, residual impacts on heritage assets are considered negligible.
- 7.3.6 It is considered that heritage information collected in 2014 continues to remain valid and that the conclusions of the assessment remain representative.
- 7.3.7 Therefore, likely significant environmental effects are not anticipated in relation to heritage and it is proposed to scope heritage out of the EIA.

7.4 Arboriculture

- 7.4.1 An Arboricultural Assessment was prepared for the 2014 ES (Chapter 12, 2014 ES) which did not identify any likely significant effects in relation to arboriculture.
- 7.4.2 A tree survey was carried out to inform the assessment.
- 7.4.3 The assessment identified the potential impacts of development on arboriculture on site. The potential impacts include loss of /hedgerows/trees to facilitate development and potential damage to the rooting system of retained trees through construction within the indicative root protection area.
- 7.4.4 The proposed layout was considered to be arboriculturally sound, retaining the majority of existing trees and providing an opportunity to provide new tree planting on site. It was anticipated that retained trees will be protected through a suitable planning condition.
- 7.4.5 It is considered that arboricultural information collected in 2014 continues to remain valid and that the conclusions of the assessment remain representative. Therefore, likely significant environmental effects are not anticipated in relation to arboriculture and it is proposed to scope arboriculture out of the EIA.

7.5 Ecology

- 7.5.1 An Ecology Assessment was prepared for the 2014 ES (Chapter 14, 2014 ES).
- 7.5.2 Field surveys were carried out to inform the assessment including an extended phase 1 habitat and preliminary protected species survey, hedgerow survey and bat assessment of trees and buildings. A desktop survey was also undertaken.
- 7.5.3 The assessment identified potential impacts to designations or habitats on site, fauna on site and designations within the vicinity of the site.
- 7.5.4 The assessment concluded that the site has no designation for nature conservation and was considered to be of limited ecological value. There was one hedgerow with potential for roosting bats which is to be retained with design proposals. No direct evidence of protected species was recorded and there is little potential habitat for such species. No significant adverse impacts were identified on the River Derwent Special Area of Conservation, or other designated sites in the wider area. Following mitigation the residual impacts were considered to be negligible or local minor beneficial. Habitat creation will provide overall biodiversity gains at the site.
- 7.5.5 On the basis of surveys and assessment reported in the ES there are unlikely to be significant effects on ecology. Current ecological conditions at the site should be determined in accordance with British Standard 4202:2013 *Biodiversity. Code of practice for planning and development*. Should this confirm that the ecological value of the site remains as recorded in

2014 and therefore that significant effects are unlikely this should be confirmed in the ES and ecology can be scoped out of the EIA.

7.5.6

7.5.7 Should conditions at the site have materially altered since 2014, the requirement for further surveys and/or mitigation should be reviewed on the basis of the confirmatory survey and ecology should be scoped into the EIA should likely significant effects be anticipated.

7.6 Geoenvironmental

7.6.1 A Geoenvironmental Assessment was prepared for the 2014 ES (Chapter 15, 2014 ES) which did not identify any likely significant effects in relation to ground conditions.

7.6.2 A desk study including site walkover was carried out to inform the assessment.

7.6.3 The assessment identified the effects of the development relating to ground conditions, water quality and contamination. Potential effects included hazards to construction staff with respect to ground conditions during the construction works and the impact of the development on ground conditions. Effects from potential contamination on sensitive receptors on site or surrounding area during the construction and operational phases and any the presence of hazardous gas were also considered.

7.6.4 The assessment concluded potential impacts during construction relate to on site earthworks and are temporary in nature. New buildings will require radon gas protection measures, further measures to protect workers and the environment during the construction phases of the site will also be required. Following these protection measures the residual effect will be negligible. There were no significant potential contamination sources and there are unlikely to be significant environmental effects on the environment and end users of the site during the operational phase. Following mitigation, the residual effects were considered to be negligible.

7.6.5 It is considered that geoenvironmental information collected in 2014 continues to remain valid and that the conclusions of the assessment remain representative. Therefore there are not anticipated to be any likely significant environmental effects in relation to ground conditions, water quality and contamination. It is proposed to scope geoenvironmental out of the EIA.

7.7 Flood Risk and Drainage

7.7.1 A Flood Risk and Drainage Assessment was prepared for the 2014 ES (Chapter 16, 2014 ES) drawing upon a Flood Risk Assessment provided as an appendix to the ES.

7.7.2 The assessment identified the potential environmental impacts related to the water environment that could affect the development. These impacts include fluvial flooding, increased surface water runoff volumes and water pollution from suspended solids, fuels, chemical spillages and concrete and cement mixes.

7.7.3 The site is in Flood Zone 1 and was not considered to be at significant risk from fluvial flooding providing the recommended mitigation measures were incorporated. The impermeable area of the proposed development, once completed, would increase. This could have led to increased run-off volumes and flows and therefore flood risk to both the site and surrounding area. A drainage strategy will be prepared for the site to include SuDS where appropriate and attenuation provided as mitigation to any increase in surface water runoff and to improve the water quality of runoff on site.

It is considered that flood risk and drainage information collected in 2014 continues to remain valid and that the conclusions of the assessment remain representative, however

consideration will need to be given to the implications of recent guidance on responding to climate change in formulating the site drainage strategy. Therefore there are not anticipated to be any likely significant environmental effects in relation to flood risk and drainage and it is proposed to scope flood risk and drainage out of the EIA. The surface and foul water drainage conditions on 2015 permission will need to be retained for the LDO where they have not been discharged or where matters have been otherwise agreed with the relevant statutory bodies.

8 Summary

8.1 Summary

- 8.1.1 This document has been prepared to provide an overview of the likely significant environmental effects that have been considered in scoping the EIA for the Malton FEZ LDO and has been informed by the 2014 ES.
- 8.1.2 The Scoping Report has provided information regarding the previous permission on site, the 2014 ES that was undertaken for the site and the proposed development. The report has also set out the intended EIA scope to enable the likely significant effects to be considered in the adoption of the LDO.
- 8.1.3 The aim is to ensure that the proposed development has due regard for the environment, mitigates adverse effects where possible and take advantage for environmental enhancement.

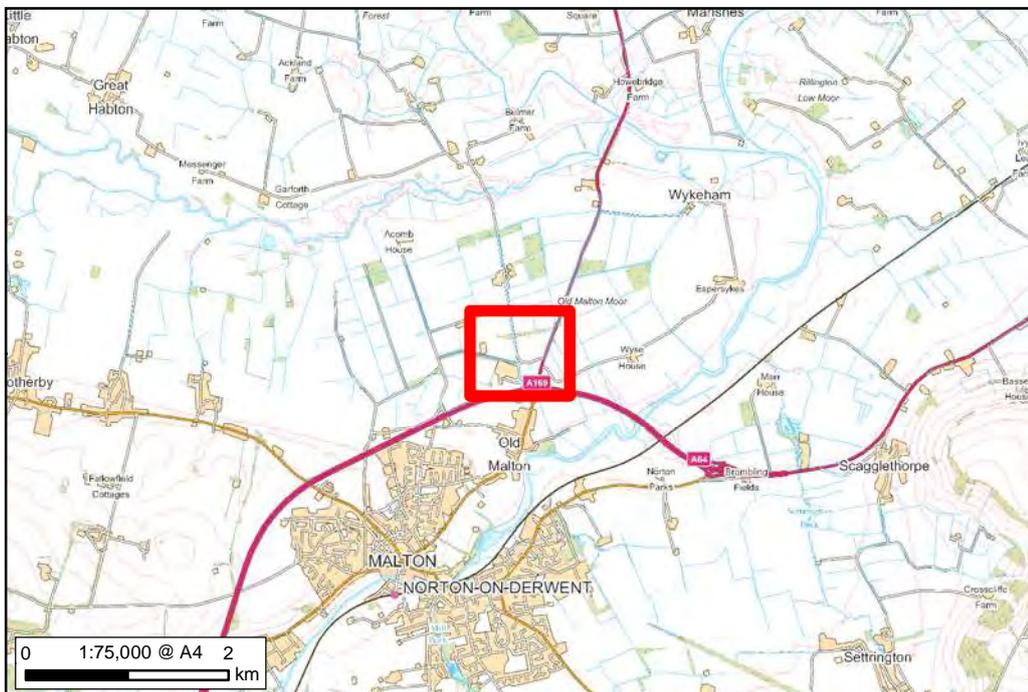
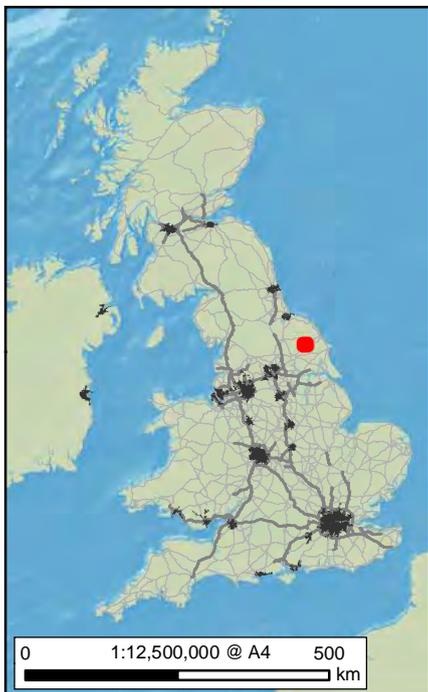
8.2 The Environmental Statement

- 8.2.1 The outcome of the EIA process is the production of an ES to accompany the LDO that:
- Describes the proposed development;
 - Outlines the main alternatives considered;
 - Describes the baseline environment;
 - Describes the likely significant effects;
 - Describes the measures to mitigate adverse effects; and
 - Includes a non-technical summary.

8.3 Next Steps

- 8.3.1 The next steps in the EIA process are anticipated to be as follows:
- Completion of ES and Design Guide (October 2016);
 - Statutory Consultation (October/November 2016); and
 - LDO adopted (December 2016).

Appendix A Indicative Site Location Plan



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

07/09/2016

Drawn: DRL

Checked: JW

MALTON FOOD ENTERPRISE ZONE
Site Location Plan



Appendix B Committed Developments

Application Number	Location	Proposal	Approximate Distance from Site
14/00426/MOUTE	Land At Edenhouse Road, Old Malton, Malton, North Yorkshire	Erection of new livestock market (sui generis) comprising circa. 2,850 sq m floorspace: Agricultural Business Centre comprising circa. 6,010 sq m of floorspace for uses within Use Class A1, A2, A3, D1, B1, B2, B8 and agricultural vehicle sales (sui generis); and new Business Park comprising circa. 19,040 sq m of floorspace for uses within Use Class B1, B2, and B8 including premises for The Ginger Pig comprising 1,790 sq m of floorspace (for uses falling within Class B1, B2, B8 and A1) along with (in respect of all elements) all associated development including drainage, provision of services, landscaping, boundary treatments, attenuation ponds and access and associated highway works. (Site area 17.8ha).	Same site area as proposed development
13/01141/MFUL	Land at Former Allotments, Broughton Road, North Yorkshire	Erection of 27no. 4-bed dwellings, 23no. 3-bedroom dwellings, 17no. 2-bed dwellings and 16no. 1-bed dwellings, associated garages, parking, public open space and landscaping	Approximately 1.7km
14/00427/MOUTE	The Showfield, Pasture Lane, Malton, North Yorkshire	Demolition of existing buildings and structures and erection of circa 227 residential dwellings (Use Class C3) along with all associated development including drainage, landscaping, cut and fill, formation of earth bund, boundary treatments (including noise mitigation measures) provision of	Approximately 1.5km

		services and access and associated highway works (site area 11.90ha)	
14/00429/MOUTE	Land At Rainbow Lane, Malton, North Yorkshire	Erection of circa 50no. affordable residential dwellings (Use Class C3) along with all associated development including drainage, landscaping, formation of earth bund, boundary treatments (including noise mitigation measures) provision of services and access and associated highway works (site area 3.4 ha)	Approximately 900m
14/00428/MOUTE	Land South Of Westgate Old Malton Malton North Yorkshire	Demolition of existing buildings and structures, conversion of retained buildings to residential dwellings and erection of new residential dwellings (Use Class C3) (circa 35 dwellings in total) along with all associated development including drainage, landscaping, boundary treatments, provision of services and access and associated highway works (site 2.0ha)	Approximately 750m

Appendix C Responses

Dear Sian,

Thank you for consulting me on the above proposal. I have no objection to the scoping document and the recommendations/observations made.

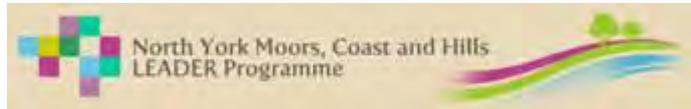
Regards Emma Woodland

I am now working 3 days per week. I will be in the office on Tuesdays and Wednesdays and contactable by e-mail on Thursdays.

Emma Woodland
Building Conservation Officer
Ryedale District Council
Ryedale House
Old Maltongate
Malton
YO17 7HH

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Supported in partnership by:



Sian

My only comment is to reiterate the recommendation noted in section 7.5.5 of the Scoping Report that a resurvey should be undertaken to confirm that the ecological status of the area is unchanged from 2014, this would be in line with the British Standard – Biodiversity – code of practise for planning and development.

Regards
Don Davies

I work 3 days per week. I will be in the office on Mondays, Tuesdays and Wednesdays..

Don Davies
Countryside Officer
Ryedale District Council
Ryedale House
Old Maltongate
Malton
YO17 7HH

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Facebook: <http://www.facebook.com/RyedaleDC> | Flickr: <http://www.flickr.com/photos/ryedaledc>

Dear Sian

Thank you for the consultation on this scoping consultation.

I agree that additional mitigation is necessary to record any heritage assets that might be destroyed by the development (para. 7.3.5). This should take the form of trial trenching to fully assess the significance of any archaeological features. Further mitigation might be necessary should significant remains be identified. Both of these requirements are detailed on the decision notice for the planning consent (conditions 10 & 11).

I understand that an LDO does not directly supersede a local authority planning decision. I agree that a full assessment does not need to be included in the EIA for the LDO but I am worried that once in place the LDO would lead to piecemeal development of the area and a coherent archaeological strategy would not be possible. I would recommend that the trial trenching condition is carried out as soon as possible, ideally as part of the EIA, so that we understand the impact of the proposal on archaeological deposits and can move the development forward in a sensible way.

Best wishes

Peter

Peter Rowe
Principal Archaeologist
Growth, Planning and Trading Standards
Heritage Services
North Yorkshire County Council
County Hall
Northallerton DL7 8AH

Direct Dial: 01609 532316
Contact Centre: 08458 727374
peter.rowe1@northyorks.gov.uk
www.northyorks.gov.uk/archaeology

Good afternoon Sian,

Please find below our comments with regards to the EIA scoping report for a Local Development Order for Malton Food Enterprise Zone site.

Flood Risk:

The site is located within Flood Zone 1 (low risk). We agree with the comments stated on the risk and mitigation measures detailed within the scoping report.

Surface Water Drainage:

Surface Water Drainage now the responsibility of the Lead Local Flood Authority LLFA.

Changes to the Planning Practice Guidance (Flood Risk) and the new DMPO which took effect on 15 April 2015. These support the use of SuDS solutions for surface water management from new development, and explain that the expert advice on surface water proposals should come from the LLFA.

The LLFA is now the Statutory Consultee on these matters for major applications, and manage the regulation of works affecting all watercourses except for those designated 'main river' (this remains with the Environment Agency).

The Environment Agency still has a Strategic Overview role on flood risk and continues to be a statutory consultee in areas of flood zone 2 and 3. We will fulfil this role by advising on the interaction of drainage with flooding from rivers and sea, and continue to make comments as appropriate on local flooding issues from other sources. We will no longer provide detailed comments on the drainage proposals.

If you have any further questions, please do not hesitate to contact me.

Kind regards.

Rachel

Rachel Wood
Planning Advisor - Sustainable Places Team (Yorkshire)

Email: rachel.wood1@environment-agency.gov.uk

Phone: 020 847 48365

Team phone: 020 302 56862

Environment Agency
Lateral
8 City Walk
Leeds
LS11 9AT

Dear Sian,

Thank you for giving me the opportunity to comment on the proposed scoping for the above scheme.

I am pleased that the proposed scope of the assessment will continue to include air quality and that it is recognised that mitigation measures within the 2014 ES remain valid and that the baseline traffic data will be reviewed to consider its on-going validity. Air quality particularly within the Air Quality Management Area (AQMA) is still an ongoing issue and therefore the scope as proposed should ensure that an assessment is made of the development in relation to impact of air quality of the development in relation to relevant residential receptors, particularly within the AQMA.

It is noted that following a review of the 2014 ES it has been assessed that significant environmental effects are not likely in relation to noise and vibration, however that you propose to liaise with Environmental Health to confirm that an assessment is not required and the information collected in 2014 remains valid. This liaison will also take into account of any additional traffic data collected in relation to the assessment of transport related effects.

Steven Richmond
Health and Environment Manager

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Malton Food Enterprise Zone Local Development Order

PREPARED FOR: Simon Jones
PREPARED BY: Emma Leworthy
DATE: September 26, 2016
PROJECT NUMBER: 679066.AE.16.66 TN001
APPROVED BY: Richard Edwards

Overview

CH2M has been appointed by Highways England to provide a review on an Environmental Impact Assessment [EIA] Scoping Report for a range of B1, B2 and B8 uses, in combination with ancillary retail and professional services use, for a Food Enterprise Zone [FEZ] located to the north of Malton. Access to the site will be from the A169 some 400 metres north of its junction with the A64 which is part of the SRN. The relevant information is contained within Malton Food Enterprise Zone Local Development Order EIA Scoping Report prepared by Peter Brett Associates [PBA], dated September 2016. The proposed scope of the future EIA has been reviewed by CH2M in relation to how it considers the impact of the development upon the SRN and comments have been provided below under the chapter headings from the EIA scoping.

Introduction

The site was granted planning permission in March 2015 for a range of B1, B2 and B8 uses. Ryedale District Council [RDC] are now preparing a Local Development Order [LDO] for the Malton FEZ. The site is for the same range and size as that permitted by the previous permission.

It should be noted that the original planning permission had various conditions about the level of various land uses that were considered acceptable.

Environmental Setting

Access to the Malton FEZ is located approximately 400m to the north of the A64 / A169 junction. As the A64 forms part of the SRN, this junction provides the main focus of this Technical Note in relation to the site. The junction itself is raised in relation to the surrounding area.

EIA Methodology

The EIA will build on the evidence of the 2014 Environmental Statement [ES] prepared as part of the previous planning application submitted for the site. The range of content included in this document appears appropriate – areas of interest in relation to the SRN include transport, air quality, noise and

vibration, ecology, geoenvironmental, and flood risk and drainage. The Scoping Report considers what updates are needed for this document to ensure it is representative of current conditions in comparison to the baseline provided by the ES. This is considered appropriate by CH2M.

Topics Included in EIA Scope

Transport

A Transport Assessment [TA] was prepared as part of the 2014 ES. The content and results of this TA appear appropriate and an accurate representation of transport provision at the time of its production. PBA state that changes in accessibility via the existing highway network, traffic flow, road safety and capacity will need to be updated from the 2014 ES for the EIA. This will predominantly be done by conducting traffic surveys to establish the change in 2014 baseline conditions to the present day, with any further changes to mitigation presented in relation to these changes. This is considered acceptable by CH2M.

Air Quality

Air quality surveying and modelling was undertaken as part of the 2014 ES, with the main focus on construction activities during site development and increases in traffic as a result of the development. This exercise found that impacts on air quality were negligible / minor adverse after the proposed mitigation was implemented. PBA state that the information produced from the 2014 ES is still valid providing the baseline traffic data is still valid. If not, air quality will be reassessed as part of the EIA, with the assessment approach based on the likelihood of significant effects occurring. This is considered acceptable by CH2M.

Topics Not Included in EIA Scope

Noise and Vibration

Impacts from noise and vibration were considered negligible based on the 2014 ES. PBA state that they will liaise with the Environmental Health Officer [EHO] at Ryedale District Council to confirm whether this data is still valid and to establish the need to reassess if a significant traffic increase has occurred since the production of the 2014 ES, with the assessment scope then agreed with the EHO and RDC if this is the case.

Ecology

The development area was found to have limited ecological value based on the 2014 ES. PBA state that undertaking confirmatory surveys to account for this should be considered.

Geoenvironmental

No impact to the SRN was found based on the 2014 ES. PBA conclude that the information has changed little and is still likely remain representative.

Flood Risk and Drainage

There appears to be no impact to the SRN from the development site based on the 2014 ES due to the raised nature of the A64 / A159 junction. The development is likely to result in increased surface runoff which will raise the risk of local flooding. However, the proposed drainage strategy included in the 2014 ES, such as the use of SuDS, is stated as mitigating the flood risk to the surrounding area, which includes

the A64. PBA set out it can be removed from the EIA scope based on the proposed mitigation remaining consistent.

Summary and Conclusions

The proposed scope of the EIA for the Malton FEZ appears acceptable, with all areas of concern to Highways England addressed. Further consideration could be given to visibility limitation at the A64 / A159 junction as detailed in 'Transport' above.



Historic England

YORKSHIRE OFFICE

Ms Sian Leake
Peter Brett Associates LLP
10 Queen Square
Bristol
BS1 4NT

Direct Dial: 01904 601961

Our ref: PL00038988

20 September 2016

Dear Ms Leake

EIA Scoping for Consultee Comment - Local Development Order for Malton Food Enterprise Zone

Thank you for your email dated 8 September 2016 seeking our comments on the proposed scope of Environmental Impact Assessed for the Local Development Order for Malton Food Enterprise Zone site.

We are content for any archaeological impacts to be dealt with by North Yorkshire County Council. However, we wish to highlight that the assessment of significance regarding the archaeology is inadequate. The assumption has been made that the assets identified by geophysics are of local significance. This leads on to the assumption that any unidentified assets are 'anticipated to be of only local significance'. This should not be assumed before the work has been undertaken.

The information provided does not indicate the building heights for the structures on the site. It is therefore unclear whether there is the potential for the new development to have an impact on the setting of the Old Malton Conservation Area, or any prominent designated heritage assets in the Conservation Area. This should be considered as part of the EIA.

Yours sincerely,

Kerry Babington
Inspector of Historic Buildings and Areas
kerry.babington@HistoricEngland.org.uk

cc:



37 TANNER ROW YORK YO1 6WP

Telephone 01904 601948
HistoricEngland.org.uk



Date: 30 September 2016
Our ref: 195528
Your ref: 38447/BRI/SL



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BY EMAIL ONLY

T 0300 060 3900

Dear Sian

Environmental Impact Assessment Scoping consultation (Regulation 15 (3) (i) of the EIA Regulations 2011): A new Livestock Market within a new Agricultural Business Centre and a new Business Park

Location: Malton, North Yorkshire

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in your consultation dated 07 September 2016.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law¹ and guidance² has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact James Walsh on 0208 026 8639. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

James Walsh
Yorkshire & Northern Lincolnshire Team

¹ Harrison, J in *R. v. Cornwall County Council ex parte Hardy* (2001)

² *Note on Environmental Impact Assessment Directive for Local Planning Authorities* Office of the Deputy Prime Minister (April 2004) available from <http://webarchive.nationalarchives.gov.uk/+http://www.communities.gov.uk/planningandbuilding/planning/sustainability/environmental/environmentalimpactassessment/noteenvironmental/>

Annex A – Advice related to EIA Scoping Requirements

1. General Principles

Schedule 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011, sets out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of the information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.

It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the 'in combination' effects of the proposed development with any existing developments and current applications. A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

2. Biodiversity and Geology

2.1 Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework sets out guidance in S.118 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2 Internationally and Nationally Designated Sites

The ES should thoroughly assess the potential for the proposal to affect designated sites. European sites (eg designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2010. In addition paragraph 118 of the National Planning Policy Framework requires that potential Special Protection

Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites.

Under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site.

Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Sites of Special Scientific Interest (SSSIs) and sites of European or international importance (Special Areas of Conservation, Special Protection Areas and Ramsar sites)

The development site is located approximately 800m from the River Derwent SSSI and SPA. Further information on the SSSI and its special interest features can be found at www.magic.gov.uk. The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within this site and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.

Natura 2000 network site conservation objectives are available online at the following link: <http://publications.naturalengland.org.uk/category/6490068894089216>

In this case the proposal is not directly connected with, or necessary to, the management of a European site. However, Natural England is satisfied that potential impacts on the River Derwent SAC have been satisfactorily addressed as part of the 2014 ES, and that likely significant effects have been ruled out.

2.3 Regionally and Locally Important Sites

The EIA will need to consider any impacts upon local wildlife and geological sites. Local Sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The Environmental Statement should therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures. Contact the local wildlife trust, geoconservation group or local sites body in this area for further information.

2.4 Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2010

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

We note from the draft scoping report that on the basis of surveys carried out for the 2014 ES, it is proposed to scope ecology out of the ES. However, as confirmatory surveys will be required to confirm that the ecological value of the site remains the same, we advise that ecology and nature conservation should be included in the EIA scope. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. Natural England has adopted [standing advice](#) for protected species which includes links to guidance on survey and mitigation.

2.5 Habitats and Species of Principal Importance

The ES should thoroughly assess the impact of the proposals on habitats and / or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available here <https://www.gov.uk/guidance/biodiversity-duty-public-authority-duty-to-have-regard-to-conserving-biodiversity>.

Government Circular 06/2005 states that Biodiversity Action Plan (BAP) species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

Natural England notes that confirmatory surveys will be required as set out in Section 2.4 above. The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (eg from previous surveys);
- Additional surveys carried out as part of this proposal;
- The habitats and species present;
- The status of these habitats and species (eg whether priority species or habitat);
- The direct and indirect effects of the development upon those habitats and species;
- Full details of any mitigation or compensation that might be required.

The development should seek if possible to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of priority habitat for the area under consideration.

2.6 Contacts for Local Records

Natural England does not hold local information on local sites, local landscape character and local or national biodiversity priority habitats and species. We recommend that you seek further information from the appropriate bodies (which may include the local records centre, the local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document).

Local Record Centre (LRC) in Ryedale please contact:

North & East Yorkshire Ecological Data Centre
5 College Street
York
YO1 7JF
Tel 01904 641631
E-mail: info@neyedc.co.uk

Geological sites in Ryedale please contact:

North Yorkshire Geodiversity Partnership
10, St. Olaves Close
Whitcliffe Lane
Ripon
North Yorkshire
Tel: 01765 600749
Email: adriankidd@worldonline.co.uk

3. Designated Landscapes and Landscape Character

Nationally Designated Landscapes

As the development site is in close proximity to the Howardian Hills Area of Outstanding Natural Beauty (AONB), consideration should be given to the direct and indirect effects upon this designated landscape and in particular the effect upon its purpose for designation within the environmental impact assessment, as well as the content of the relevant management plan for the AONB.

Landscape and visual impacts

Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography. The European Landscape Convention places a duty on Local Planning Authorities to consider the impacts of landscape when exercising their functions.

The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.

Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment.

In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials. The Environmental Impact Assessment process should detail the measures to be taken to ensure the building design will be of a high standard, as well as detail of layout alternatives together with justification of the selected option in terms of landscape impact and benefit.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

Natural England supports the proposal outlined in the draft scoping report to consider whether there have been significant changes to baseline conditions since the LVIA for the 2014 ES was carried out.

Heritage Landscapes

You should consider whether there is land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific or historic interest. An up-to-date list may be obtained at www.hmrc.gov.uk/heritage/lbsearch.htm and further information can be found on Natural England's landscape pages [here](#).

4. Access and Recreation

Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Rights of Way, Access land, Coastal access and National Trails

The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

5. Soil and Agricultural Land Quality

Impacts from the development should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 112 of the NPPF. We also recommend that soils should be considered under a more general heading of sustainable use of land and the ecosystem services they provide as a natural resource in line with paragraph 109 of the NPPF.

The applicant should consider the following issues as part of the Environmental Statement:

1. The degree to which soils are going to be disturbed/harmed as part of this development and whether 'best and most versatile' agricultural land is involved.

This may require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - Agricultural Land Classification: protecting the best and most versatile agricultural land also contains useful background information.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, eg one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, ie 1.2 metres.
3. The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.

6. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

7. Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' ([NPPF](#) Para 109), which should be demonstrated through the ES.

8. Cumulative and in-combination effects

A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information):

- a. existing completed projects;
- b. approved but uncompleted projects;
- c. ongoing activities;
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, ie projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.



YorkshireWater

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E-mail
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Stephanie Walden on (01274) 692349

22nd September 2016

Dear Sir/Madam,

Eden Camp, Malton - EIA Scoping for Consultee Comment - Local Development Order for Malton Food Enterprise Zone

Thank you for consulting Yorkshire Water regarding the above matter. It appears that the grant of an LDO will not alter the basis of the permissions already granted on the site. It is however essential that conditions attached to the LDO reflect those imposed on the outline planning permission with respect to foul and surface water drainage. In particular, there must be no discharge of surface water to the existing sewerage network. Future occupiers of the site should also be aware that they may require trade effluent consents to permit industrial waste to be discharged to sewer.

Yours faithfully

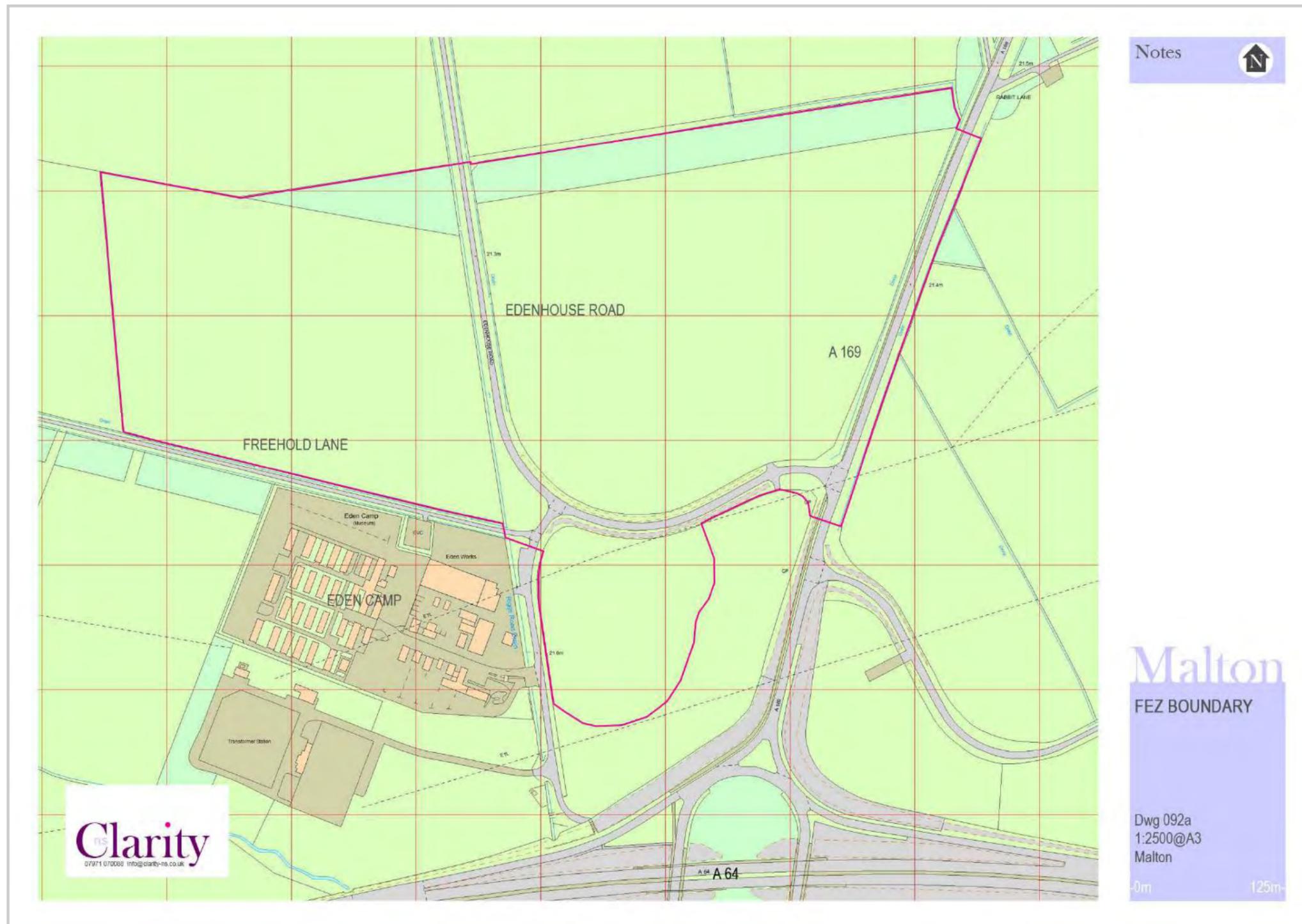
Stephanie Walden
Land Use Planning Manager

TECHNICAL APPENDIX 3

Environmental Statement Main Text

MALTON FOOD ENTERPRISE ZONE

LOCAL DEVELOPMENT ORDER
DESIGN CODE



21st October 2016

INTRODUCTION

This design code forms part of the Malton Food Enterprise Zone Local Development Order (LDO) and should be read in conjunction with it. The purpose of the Design Code is to:

- Guide the strategic form and layout of the land within the LDO with reference to a development masterplan including building zones, access roads and landscaping
- Achieve a high quality development through a co-ordinated approach to building design, appearance, car parking and servicing provision
- Provide clarity to landowners, developers and businesses as to the form and type of development that is permitted by the LDO
- Set out specific design requirements, protocol and parameters where appropriate

For clarity, the Code is divided into six sections:

- 1-Plots and Building Design Standards
- 2-Roads, Parking and Access
- 3-Landscaping
- 4-Site Drainage
- 5-Construction Methods
- 6-Archaeology

Revision of the Design Code

As the Design Code forms part of the LDO, it is subject to the same provisions. A local planning authority can revoke an LDO at any time in which case the Design Code will cease to have effect. If a local planning authority wishes to modify an LDO, re-consultation will be necessary in accordance with the prescribed regulations.



The Malton FEZ Site

1 PLOTS AND BUILDING DESIGN STANDARDS

1.1 Masterplan

For the purposes of this Design Code, detailed illustrative layouts were felt to be too prescriptive: building sizes - and their required plots - will be determined by market demand. A Masterplan has therefore been developed which shows overall building zones rather than individual plots. These zones have effectively been defined by a combination of:

- Site access positions and internal distributor roads (these are described in detail in Section 2)
- The landscaping strategy (including existing hedges and woodland, new planted perimeter buffer zones and green corridors containing internal roads and paths, all described in detail in Section 3)
- The SUDS drainage strategy including perimeter ditches and major retention ponds, all described in more detail in Section 4. Please note that there will be a series of retention ponds or large ditches in Building Zone 1, but their precise type and disposition has not yet been concluded

Some major utilities also cross the sites and will impinge on development. These are shown in detail in Section 4-Services.

1.2 Plot Layout

- In principle, the public entrances to all buildings should face the estate roads in order to present the best aspect to the public realm, and bring as much life and passive supervision to these areas as possible
- Parking provision sufficient for the projected use (both staff and visitors/customers) should be included within each plot; parking on the estate roads will be discouraged
- Relatively small areas of parking in front of buildings will be permitted, but larger areas of parking and service areas should be at the rear. Large areas of frontage parking destroy the character of the communal roadways and landscaped spaces and will be resisted



The Masterplan

1 PLOTS AND BUILDING DESIGN STANDARDS

1.3 Building Design

It is important that, as a focus of the FEZ, the Eden Camp project is a suitably attractive and good quality development. One of the downfalls of industrial and business parks can lie in the uncoordinated nature of the building designs and their poor quality setting. Section 1.2 dealt with plot layout and Section 3- Landscape Design will outline how the communal areas will be treated to create a good public environment. Although variety and creativity in the design of individual buildings is to be encouraged, the aim of the following guidelines is to ensure that the development has an harmonious overall appearance:

- 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
- In Zones 2 & 3 - the most public side of the development - good quality, grey-finished, aluminium cladding panels could be introduced
- In Zone 1 areas of natural timber cladding may be introduced to reflect the site's more rural position
- Window frames will be in grey or black timber, steel or aluminium
- Building heights will range up to 11m to the ridge in Zones 1 & 2 and 13m to the ridge in Zones 3 & 4
- Lighting should be restrained but meet relevant standards
- Signage should also be restrained. Prospective occupiers will need to check whether advertisement consent is required for any proposed signage
- All common areas will be designed to cater for those with physical and mental challenges, putting them on an equal level with more able-bodied people. It is expected that the designers and developers of individual plots will take a similar approach and ensure compliance with all equality legislation
- Developers are encouraged to make sustainability and the efficient use of energy a high priority



Artificial slate roofing and cladding fits a modern building into its context



Timber cladding maintains a rural feel on an industrial building



Well-detailed buff brickwork will bring consistency to the site



Good quality cladding panels raise the standard above the normal industrial park

2 ROADS, PARKING AND ACCESS

2.1 Vehicular Access

Vehicular access to the site is shown on the JPG drawings 4656-R501 rev C and 4656-R502 rev B which include the following elements:

1. A new link road connecting the A169 and Edenhouse Road, located between Building Zone 2 and Building Zone 3
2. A new roundabout junction connecting the link road to the A169, located to the north of the current Edenhouse Road / A169 junction.
3. A priority junction arrangement between the link road and Edenhouse Road, at the western end of the link road.
4. A priority junction access into Building Zone 1 from Edenhouse Road, to the south of the link road / Edenhouse Road junction.
5. Edenhouse Road widened in the vicinity of the link road and Building Zone 1 access junctions.
6. The existing A169 / Edenhouse Road junction modified to permit left turn-in-only vehicle movements.
7. Edenhouse Road one way (westbound) between the A169 and the Eden Camp visitor attraction access.
8. The Edenhouse Road / Eden Camp visitor attraction access junction modified to permit left and right inbound manoeuvres, and left turn-out only.



2 ROADS, PARKING AND ACCESS

2.2 Visibility Splays

- Manual for Streets (MfS) 1 and 2 provide guidance in relation to the calculation and construction of visibility splays and envelopes, Figure 10.1 and Figure 10.2 from MfS2 provide diagrams indicating how these elements can be provided. NYCC standards must be met where appropriate.
- Visibility splays at junctions will be provided with an X distance (setback from the give-way line) of 2.4m, and a Y distance (clear sight line along the major road) appropriate to the design speed of the road.
- Visibility splays will be measured to the nearside edge of the kerb where possible, otherwise this will be to the nearside vehicle track, in accordance with MfS2 paragraph 10.5.3.
- Visibility in the vertical plane shall be provided between an Eye height of 1.05m to 2m, and an Object height of 0.6m to 2m, in accordance with MfS2 paragraph 10.2.3 and 10.2.4, and the diagram below.

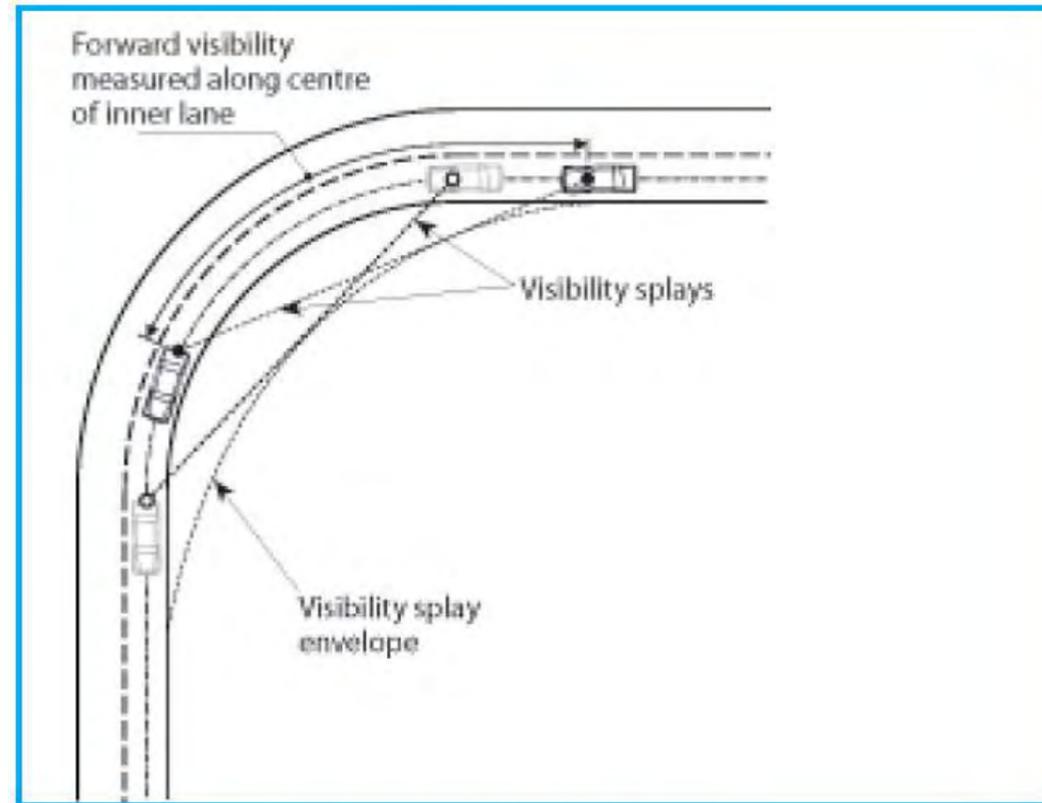


Figure 10.1 - Measurement of forward visibility

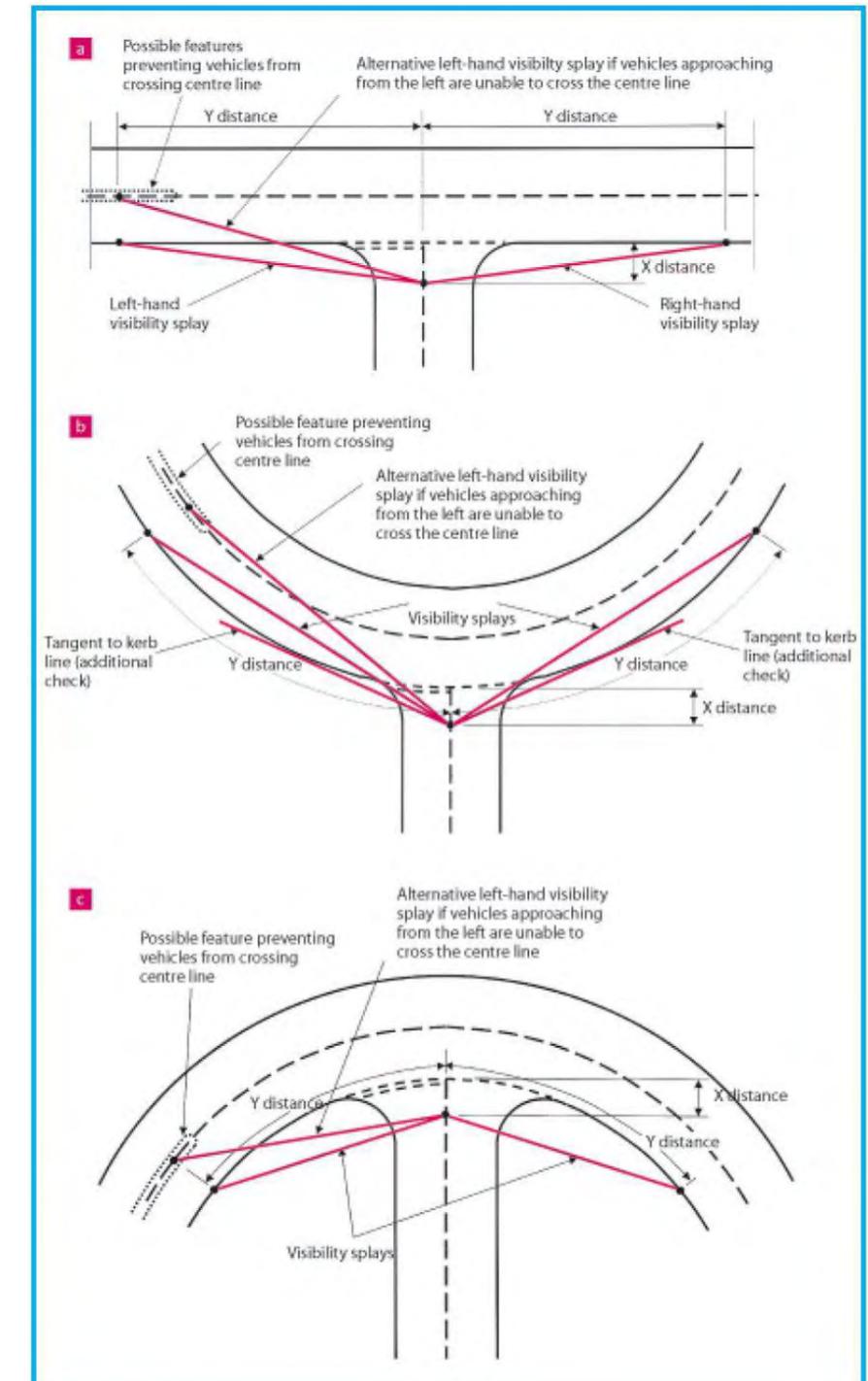
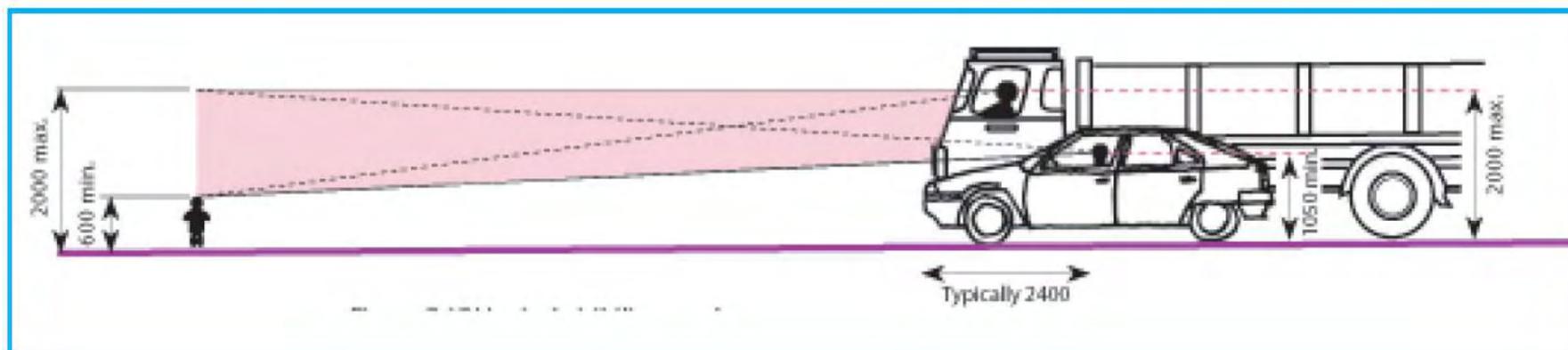


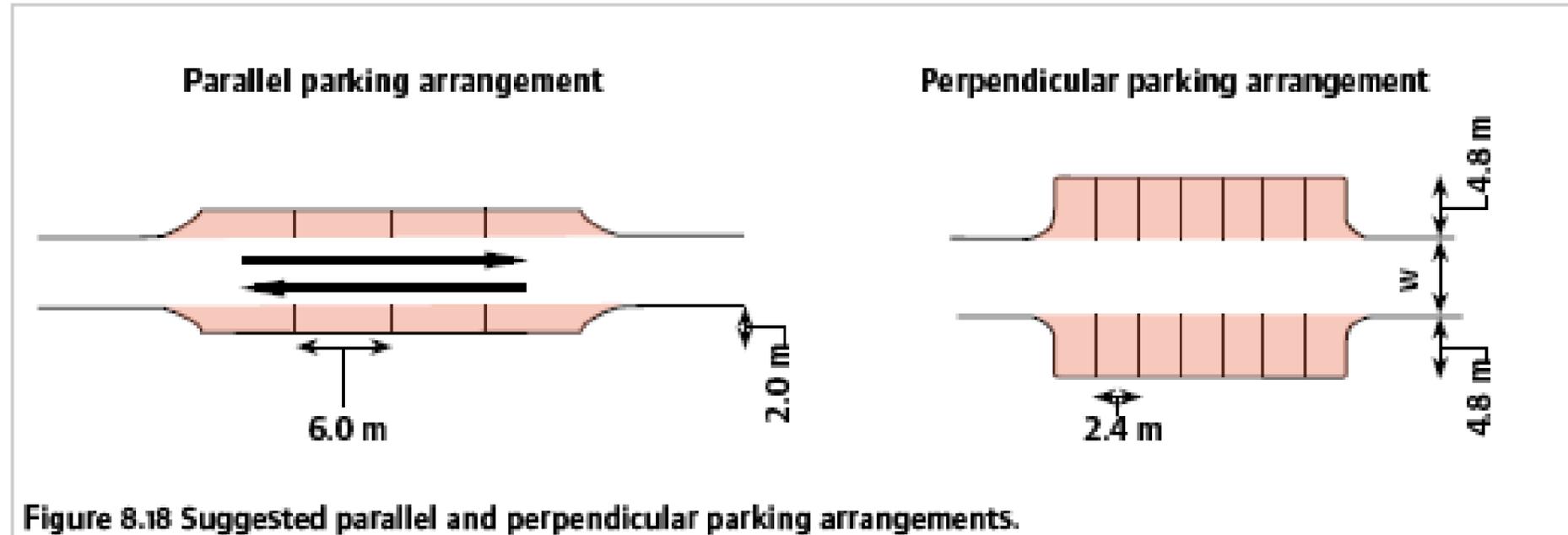
Figure 10.2

2 ROADS, PARKING AND ACCESS

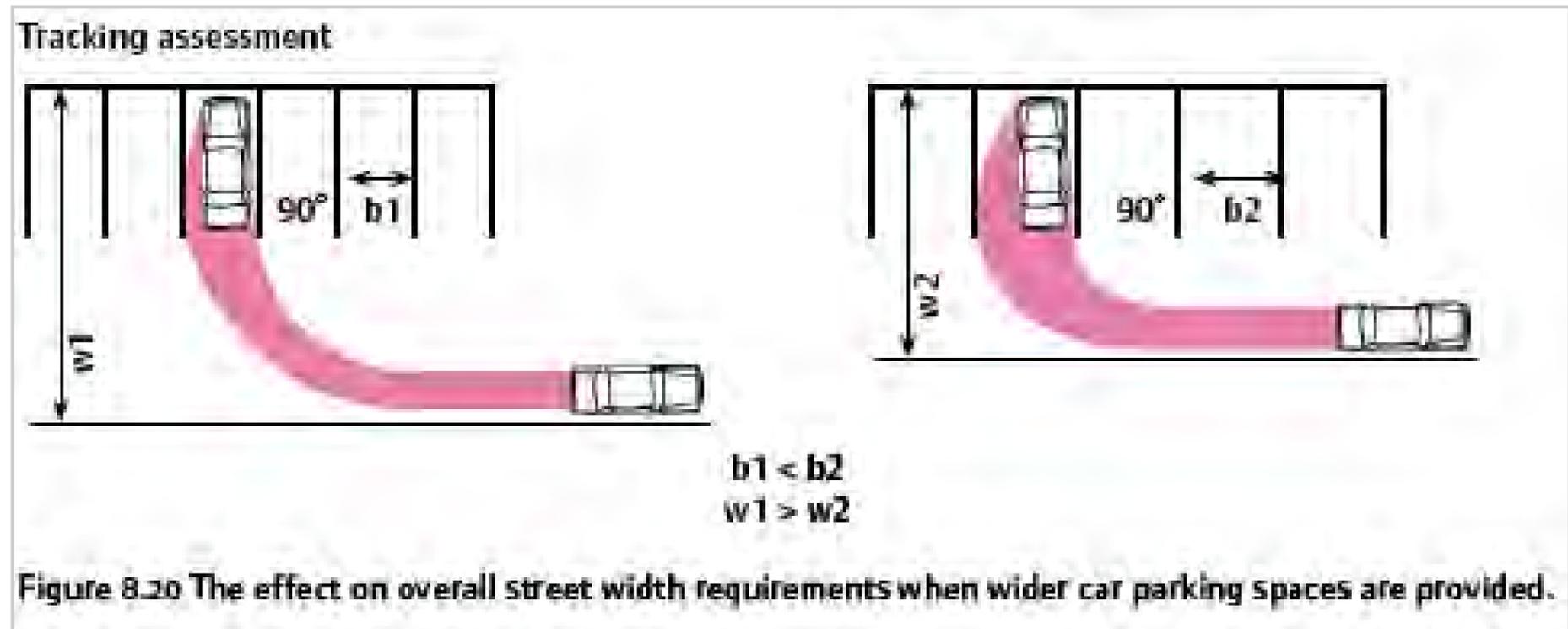
2.3 Parking

Car parking will be provided in accordance with local and NYCC standards as appropriate, having regard to the Ministerial Statement delivered on 25th March 2015 and to the specific operator's requirements for each development plot.

- Parking layout will be determined for each development plot on a case by case basis, having regard to operator requirements, but broadly following the approach set out below:
- In order to create an attractive environment small areas of visitor parking may be located at the front (road side) of the buildings
- Minimum car parking space size of 2.4m x 4.8m for perpendicular parking arrangements, and 2m x 6m for parallel arrangements, as indicated at Figure 8.18 of MfS1.
- Aisles will be generally at least 6m wide for two-way aisles, although this can be reduced if parking bays are made wider than the minimum dimensions. If necessary, the arrangement will be supported by swept path analysis, as indicated at Figure 8.20 of MfS1.



Cycle parking will be provided in accordance with local and NYCC standards as appropriate, having regard to specific operators' requirements for each development plot. These will be in the form of Sheffield hoops, or other dedicated cycle storage solutions.



2 ROADS, PARKING AND ACCESS

2.4 Non-Car Access

In addition to the cycle parking provision, access to each development plot by non-car modes will be enhanced by the following elements:

1. Bus stops on the approach to the A169 / Link Road roundabout.
2. Footway connections between the bus stops and the development plots.
3. Informal pedestrian crossings provided at:
 - 3.1 - The A169 / link road roundabout
 - 3.2 - The link road / Edenhouse Road junction
 - 3.3 - The Edenhouse Road / Building Zone 1 access junction
 - 3.4 - The modified Edenhouse Road / Eden Camp visitor attraction access.



3 LANDSCAPING



Photograph of completed retention pond in the southern field opposite Eden Camp.

Retention Ponds and Swales

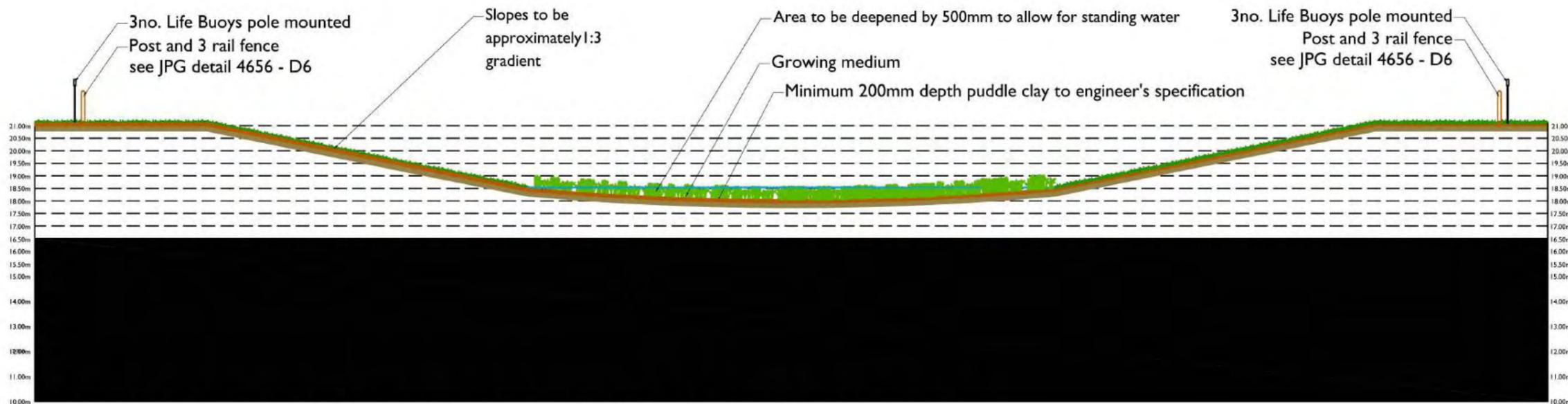
LOCATION: Throughout the site. This includes both retention ponds and swales. One large retention pond to the southern field, adjacent to Eden Camp has already been constructed, see photograph to the left, and further ponds will be included where necessary.

AIM: To create a sustainable drainage strategy across the site.

- There will be a sustainable drainage system, including swales and balancing ponds throughout the development. These will become landscape features and part of the 'green corridors' that run throughout the site.
- Balancing ponds will be functional but also provide an important opportunity to create a naturalistic aesthetic to assist the development to sit comfortably within the existing agricultural landscape context.
- The surface water retention pond within the southern plot has now been constructed. This is naturalistic in appearance, with sculpted edges, wildflower seeding and is establishing marginal and aquatic vegetation through natural colonisation.

Retention Ponds:

- Ponds will have grassed sides at a maximum of 1:3 slope, seeded with a wetland edge wildflower seed mix. They will be enclosed by a timber post and rail fence to prevent people from wandering into the area. The retention pond opposite Eden Camp demonstrates this approach.
- Areas of the pond would be excavated to a further depth of approximately 500mm to create an area of standing water and encourage habitat creation for a greater range of wildlife and biodiversity to inhabit the pond.



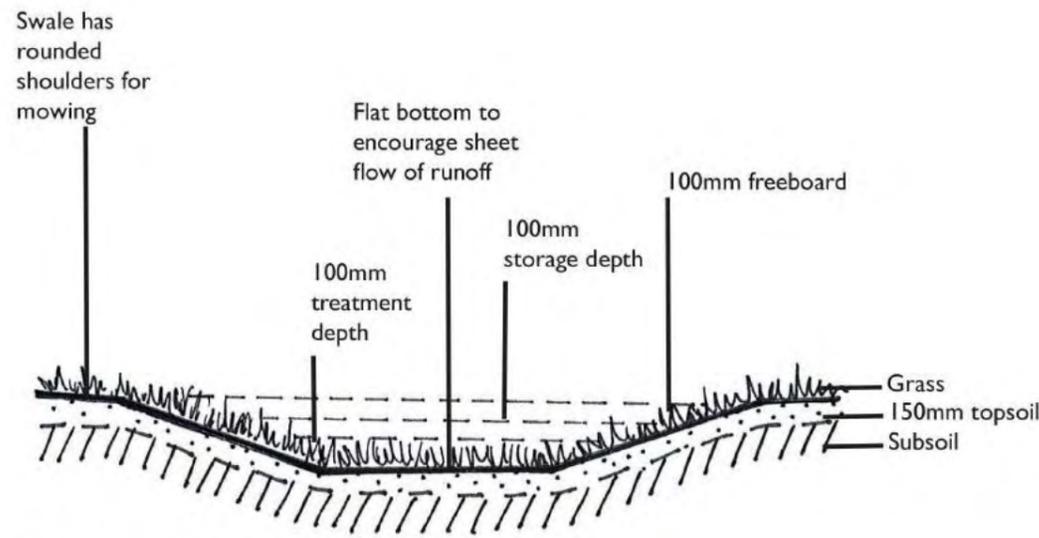
Illustrative section to show an example of the retention pond and associated soft landscaping and boundary treatment.



Swales:

- Swales will mainly be grassed ditches, sown with a wetland edge wildflower seed mix.
- Although an important part of the drainage structure, the swales will become attractive features within the landscape.
- Swales will become part of the 'green corridors' that run across the site and should encourage wildlife and biodiversity and help towards fulfilling the habitat creation aims for the site.

Grassed Swales



Illustrative section to show a grassed swale



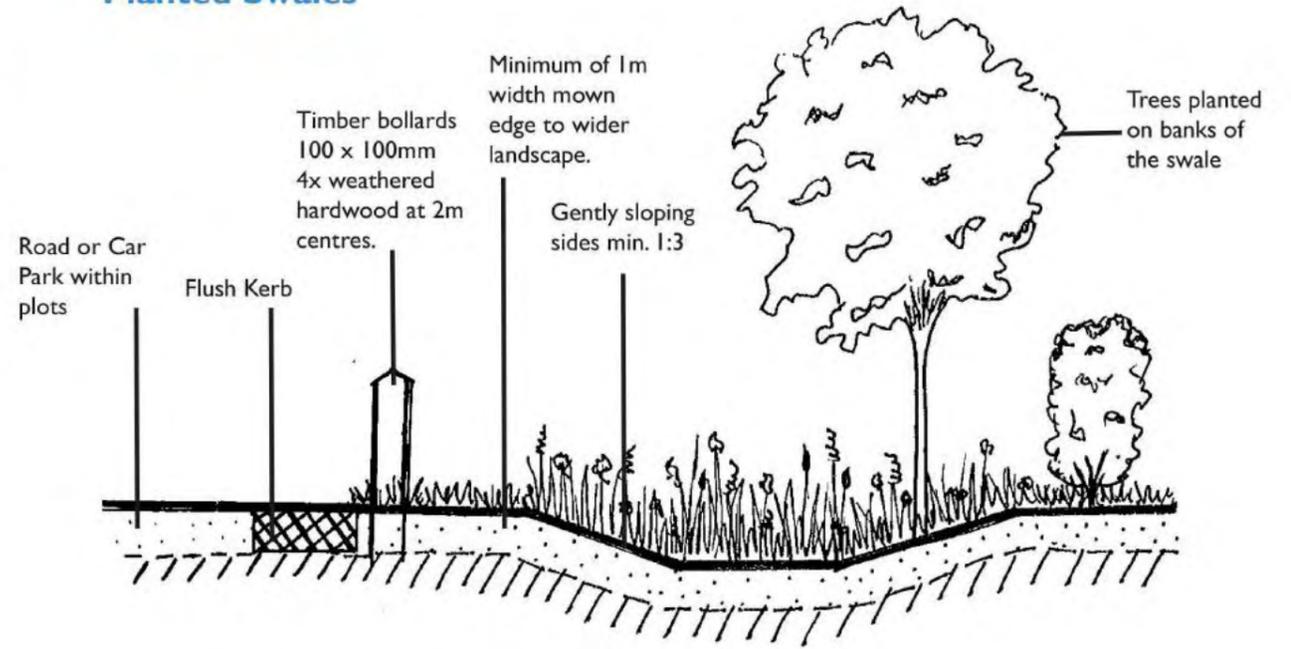
Elvetham Heath, Cambridge

- Grassed swales will be located adjacent to roads and hard landscaped areas, where there is no space, or requirement for a hedge or tree planting.
- These will be sown with a wetland meadow mix such as John Chambers 80/20 Heritage Wetland Wildflower Mix (130JC4112A), or equal and approved.



Existing Drainage ditch on site

Planted Swales



Illustrative section to show a planted swale



Elvetham Heath, Cambridge



Accordia, Cambridge



Suds for Roads, WSP Development and Transportation

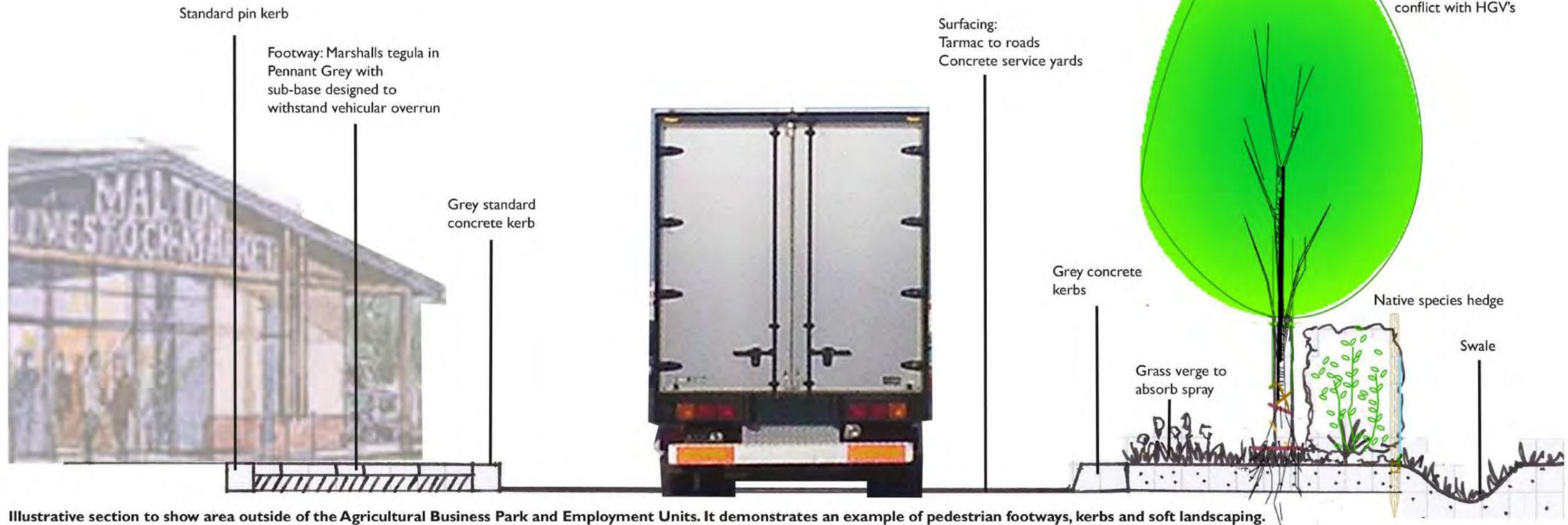
- Planted swales would become a feature of the landscape where there is more space.
- These would be sown with a wetland meadow mix such as John Chambers 80/20 Heritage Wetland Wildflower Mix (130JC4112A), or equal and approved.
- Native trees and hedgerows will be planted along the swale to provide interest and biodiversity in accordance with the habitat creation measures listed above.
- Cleft timber knee rails or fences will act as a barrier where appropriate.

Agricultural Business Park and Employment Units

LOCATION: Western site, accessed from Edenhouse Road.

AIM: Development of a new agri-business units associated with the Malton Food Enterprise Zone. The development will include a sustainable urban drainage system, green corridors and provide appropriate robust detailing for heavy vehicular usage.

- Buildings will be clad in timber to reflect the sites more rural uses.
- Communal, occasional car-parking would be provided as a gravelled surface. Gravel surface will assist with the sustainable drainage strategy on site and also be in keeping with the rural aesthetic.
- Individual employment units will face onto the entrance roads and communal spaces where possible to ensure an attractive frontage. Service yards to the rear will be natural concrete. The landscape around the buildings will be naturalistic in style and consist of native hedgerows, wildflowers, with individual trees, planted as heavy standards.
- There will be green corridors throughout the site which will include swales and native, naturalistic planting to help the development sit within the context of the existing landscape. There will be a grass verge (minimum of 1m) to the edges of the distributor and spine roads to provide a neat, mown edge to the wider landscape and plots will be planted with a mix of native trees, hedges and wildflowers.
- Signage is to be included in a variety of materials but should provide continuity and linkages across the site.



Illustrative section to show area outside of the Agricultural Business Park and Employment Units. It demonstrates an example of pedestrian footways, kerbs and soft landscaping.

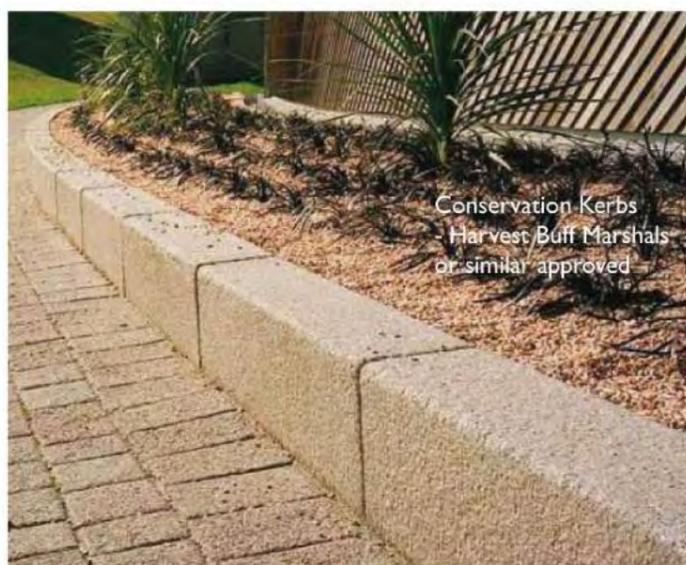
Surfacing:

- Distributor roads will be blacktop with standard kerb edgings.
- Coloured tarmac such as Bituchem Natratex Gravel or equal, will be used for parking areas and roads within the development.
- Service Yards will be surfaced in natural concrete to allow heavy goods vehicles to manoeuvre and turn in these areas.
- Footways and parking areas will be in block paving. This would be a grey block such as Tobermore Tegula 'Pennant Grey' or similar approved with a grey standard kerb edging. This will provide a contrast to the blacktop road and clearly delineate pedestrian walkways and parking areas outside units. Grey is chosen to match the kerb colour and to differentiate this area from zones 2+3 which uses a buff coloured block.
- Footways within the development pockets will be in block paving, this would be a buff block such as Tobermore Tegula 'Harvest' or equal with a buff conservation kerb edging.
- Communal, occasional car parking areas (if required) will be surfaced with gravel in a plastic matrix, this would be surrounded by a native hedge. It would be used as additional car parking or for visitors to any retail shops and or cafe.
- Pedestrian 'wander paths' around the site will be informal surfaced with self-binding gravel paths.



Kerbs and Edgings:

- Kerbs will be formed from standard grey concrete kerbs throughout zone 1.
- Kerbs will be formed from Marshalls Conservation Kerb in Harvest buff around zones 2+3 to provide a clear indication of the different type of development in this location.
- Kerbs to be laid flush where adjacent to drainage swales
- Pin kerbs to footways will be formed from 'Edging kerbs' in grey.
- Heavy duty concrete kerbs will be used where necessary for large, heavy vehicles, especially around junctions and service yards.



Boundaries:

- Split chestnut fencing will provide a rural aesthetic to the boundaries between plots. The fencing should have irregular split horizontal rails eg. Special Heavy Post & Rail Fencing from Jackson's Fencing or similar approved).
- The fencing will be used to delineate plot boundaries where a hedge is not appropriate. Timber knee rails will also be made of cleft timber to match.



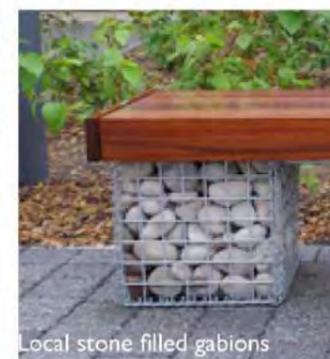
Signage:

- Signage will provide continuity throughout the site.
- Major signs will be similar to the Forestry Commission signage, in an appropriate material which will allow names of occupiers to be easily changed as necessary.
- This will include references to the agricultural nature of the area and reinforce the developments identity. Occupiers will need to check whether advertisement consent is required.



Seating and spill out space:

- Timber seating with gabion baskets filled with stone. The stone within the gabions would be limestone to match the local buildings and palette of materials on site.
- Seating will be provided in break out spaces around individual units, this will provide social spaces and areas for relaxation.



Soft Landscaping:

Naturalistic plantings of hedgerows, individual trees and wildflower seeding will be used around the site. The planting within the development will be designed to create a rural aesthetic that is viewed within the context of an existing agricultural landscape. There will be opportunities to enhance plot boundaries with native hedgerows and trees and create new habitats for wildlife.

- Landscape areas across the site will include:
 - Woodland shelter belt planting
 - Native hedge planting
 - Wildflower seeding for meadows, swales and retention ponds
 - Individual heavy standard trees of mixed native species
 - Green corridors
- **Hedges:** Areas of existing hedgerows are to be retained where necessary and gapped up in places with native hedge species. Some areas of existing hedgerow would be laid.
- **Trees:** Native species will be used for individual tree planting, these will mainly be Heavy Standard trees within hedgerows or to provide interest and screening around the units. Larger forest scale trees should be positioned in larger, more open spaces, whereas smaller trees can be planted adjacent to buildings. The tree species selected should be native such as Oak, Birch, Rowan, Cherry and Beech and chosen according to appropriate size.
- **Grass and Wildflower areas:** Any wildflower areas and swales will have a minimum 1m grass verge to the edge of the footway or road to ensure a tidy appearance.



Example laid hedge



Wildflower Seed Mix

80/20 Professional Shaded Area/Hedgerows Grass and Wildflower Mix (130JC9006A)

Swale and Pond Seed Mix

80/20 Heritage Wetland Wildflower Mix (130JC4112A),

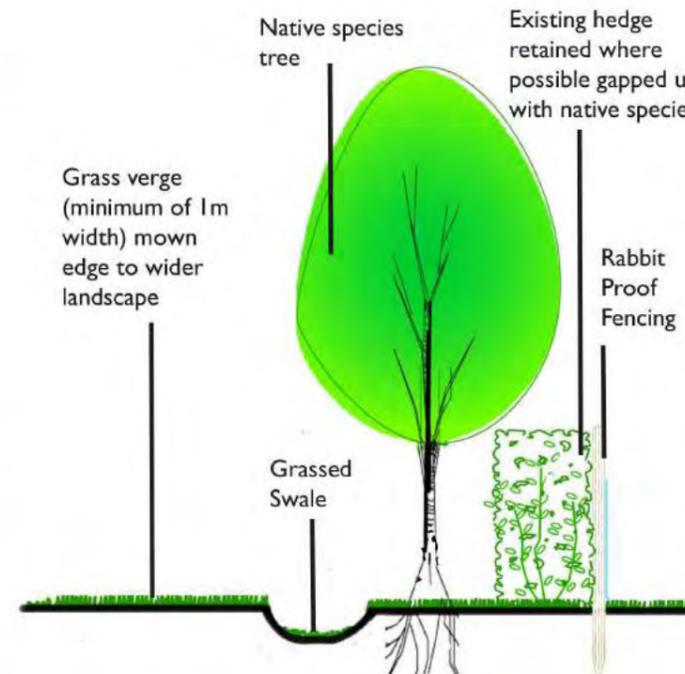
Both supplied by John Chambers Wildflowers
www.johnchamberswildflowers.co.uk/ or similar approved.



Native Tree Species Schedule (Individual trees)

Code	Species	Specification
Ac	Acer campestre	12-14cm/Heavy Standard
Bp	Betula pendula	12-14cm/Heavy Standard
Fs	Fagus sylvatica	12-14cm/Heavy Standard
Qr	Quercus robur	12-14cm/Heavy Standard
Pa	Prunus avium	12-14cm/Heavy Standard
Sa	Sorbus aucuparia	12-14cm/Heavy Standard

Tree species with narrow canopies will be planted adjacent to service yards and roads to ensure that they are not damaged by HGVs or other traffic.

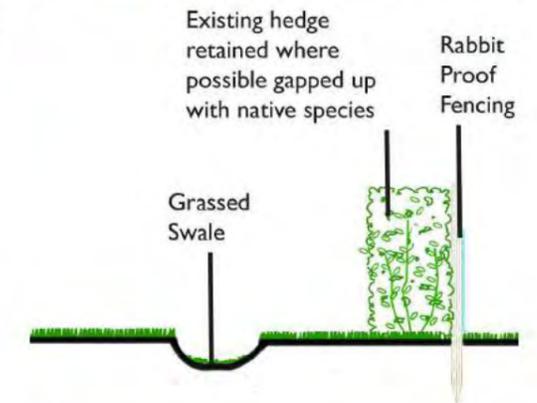


Example trees

Native Hedge Species

%	Species	Specification
8	Acer campestre	600-900, BR
70	Crataegus monogyna	600-900, BR
8	Corylus avellana	600-900, BR
8	Ilex aquifolium	600-900, BR
1	Rosa Canina	600-900, BR
5	Viburnum opulus	600-900, BR

Hedges to be planted at 5 per linear metre and gapped up where necessary.



Example hedgerow plants

4 SITE DRAINAGE

4.1 Foul Water Drainage

Domestic foul water from Building Zones 1-3 shall discharge to the drainage tails provided within the site, ultimately discharging to the foul water pumping station located centrally between Building Zones 1 & 3 southern boundaries.

The existing foul drainage system and pumping station is subject to an agreement and will ultimately be adopted and maintained by Yorkshire Water under Section 104 of the Water Industry Act 1991.

Domestic foul water flows may discharge unrestricted to the receiving network. Trade effluent flows shall be discussed with Yorkshire Water and an appropriate licence obtained.

The foul water drainage systems for the plots shall be designed in line with Building Regulations Approved Document H, BS EN 752 and Sewers for Adoption 7th Edition as applicable to pass flows based on the proposed occupancy of the site.

4.2 Surface Water Drainage

Building Zone 1

Vale of Pickering Internal Drainage Board have agreed a restricted discharge of 10 litres/second from Building Zone 1 direct to Riggs Drain, this is based on the equivalent greenfield discharge rate of 1.4 litres/second/hectare for Building Zones 1 - 3.

Surface water attenuation shall be provided on Building Zone 1 as a consequence of the restricted discharge, it is proposed this will be provided in the form of an open attenuation basin. The basin and surface water infrastructure sewers will be provided by the site promoter and will allow an unrestricted discharge of surface water from the development plots based on an impermeable area equivalent to 50% of the plot's site area.

Building Zones 2 & 3

Vale of Pickering Internal Drainage Board (VPIDB) have agreed a restricted discharge of 5 litres/second from Building Zones 2 & 3 direct to the watercourse named Riggs Drain which flows in a southerly direction adjacent the plots' western boundary. This watercourse ultimately discharges to the River Derwent to the south in Old Malton. The discharge rate is based on the equivalent greenfield discharge rate of 1.4 litres/second/hectare for Building Zones 1 -3.

Surface water attenuation is required for Building Zones 2 & 3 as a consequence of the restricted discharge. An open attenuation basin has been provided by the site promoter to the south on Zone 4, along with surface water infrastructure sewers and swales. Surface water run-off from Building Zones 2 & 3 may discharge unrestricted from the development plots to the perimeter surface water carrier swale based on an impermeable area equivalent to 80% of the plot's site area.

The existing surface water infrastructure sewers are subject to an agreement and will ultimately be adopted and maintained by Yorkshire Water under Section 104 of the Water Industry Act 1991. The attenuation basin is subject to an agreement with VPIDB to maintain the basin in perpetuity.

General

The surface water drainage systems for the plots shall be designed in line with Building Regulations Approved Document H, BS EN752, Sewers for Adoption 7th Edition and best practice guidance to pass the 1 in 2 year flow without surcharge in the system.

Sustainable methods of surface water collection, conveyance, disposal and attenuation shall be preferred over traditional methods and shall be implemented on each plot wherever practicable to CIRIA 697 (or latest equivalent guidance) to withstand flooding up to the 1 in 30 year return period.

Flooding for flows up to 1 in 100 year return period + 20% allowance for climate change may be contained within low-risk areas such as car parks and landscaped areas within the plot boundary.

The drainage system from each plot shall require oil separators, grease traps and other containment at source, as necessary for the nature of each business.

Any oil, fuel or chemical storage tanks, buildings, ancillary handling facilities, filling, drawing and overflow pipes shall be enclosed within an impervious bunded area of at least 110% of the tank capacity and the bunded area shall be fully constructed in accordance with current Oil Storage Regulations before the relevant part of the development to which it first relates is first occupied or brought into use.

Parking areas in excess of 50 spaces, and areas accessed by commercial vehicles or HGV's, shall be drained to the drainage network via an on-site oil separator designed in accordance with Pollution Prevention Guidelines 'Use and Design of Oil Separators' (PPG3). Silt shall be managed at source.

In the event of a major pollution incident occurring on-plot, the system shall be isolated until the pollution incident has been cleaned up.

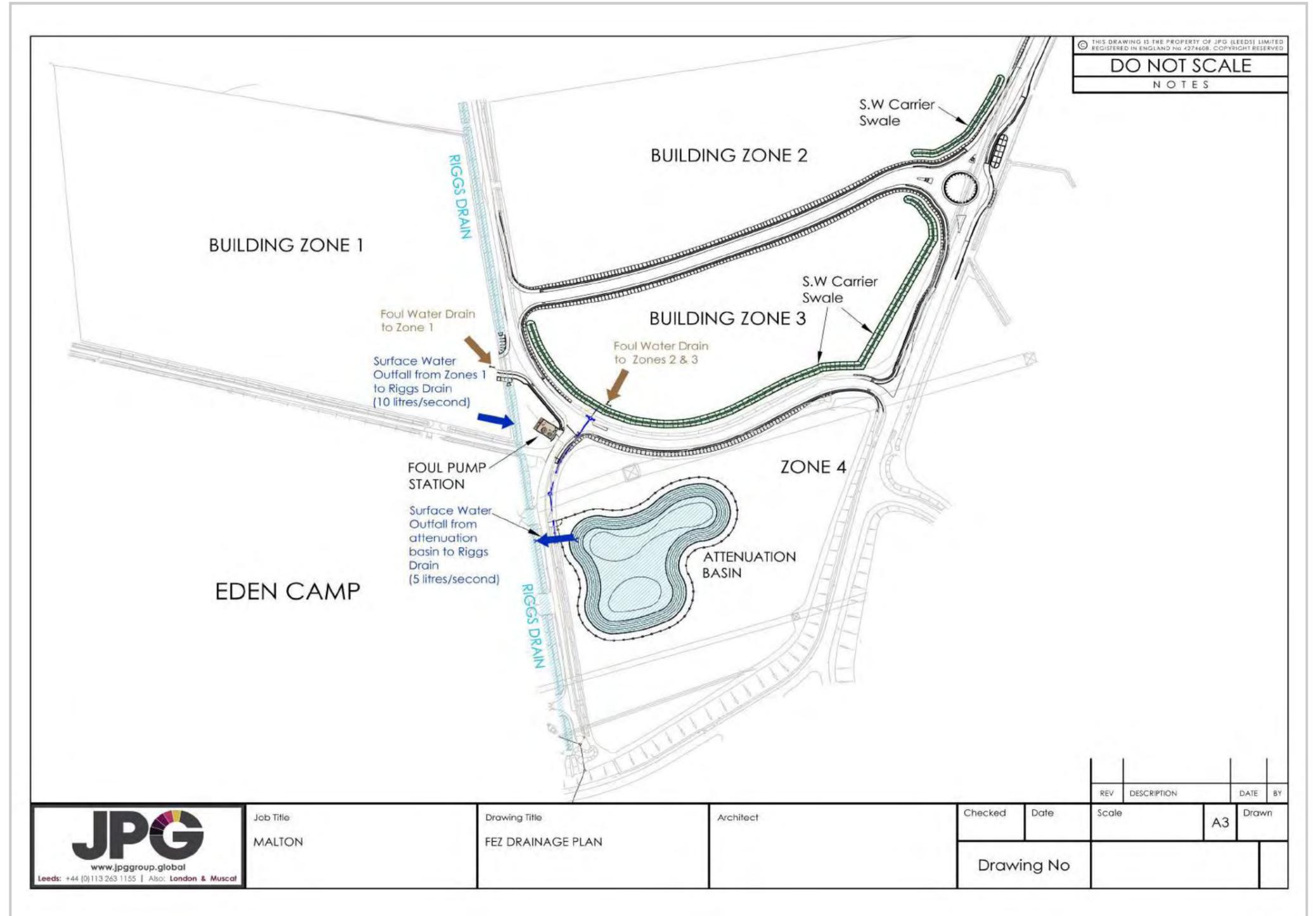
On-plot vehicle fuelling point or lorry/car washing facilities shall be isolated and any surface water runoff shall be discharged to the foul drainage system, subject to agreement with Yorkshire Water. Alternatively, this run-off shall be treated as trade effluent, and shall be isolated and taken off site for disposal at a licensed facility.

Surface water run-off from waste storage areas and any other high risk areas shall be treated appropriately and discharged in accordance with relevant Building Regulations, PPG and SUDS guidance.

4.3 Highway Drainage

Highway drainage from new access roads within the Building Zones will discharge into the surface water sewers to be adopted and maintained by Yorkshire Water, ultimately outfalling to Riggs Drain via the onsite attenuation systems.

4 SITE DRAINAGE



Drainage Strategy

5 CONSTRUCTION MANAGEMENT PLAN

5.1 Introduction

This Construction and Management Plan outlines the management procedures that will be adhered to during the construction period in order to maintain effective management of on-site operations.

5.2 Site Access and Parking

A car park area will be provided within the confines of the site throughout the construction period. All cars will be controlled and made to park on the clean hardcore carpark provided. Our site management will monitor this road to ensure that the condition and usage does not cause concern to other road users. The carpark will be surrounded by fencing and therefore once access is gained to the carpark all pedestrian access can be routed passed the site offices and via the 24/7 manned gatehouse. All persons accessing the site will be required to sign in and sign out with the gateman. A gatehouse will be established at the site entrance during establishment of the site set up. No off site car parking will be allowed, this will be expressed to subcontractors, suppliers and operatives within their orders and site induction. Stone topping will be provided to the carpark, unloading area and access routes on site. Clearly defined and prescribed routes will be formed to control vehicle movements, with all vehicle drivers being directed by the Site Management to the relevant area via the prescribed routes. Vehicles will not be allowed to deviate from the access routes. Orange barrier fencing will be erected along the routes and relevant site signage provided to reinforce the directions provided and establish the 5mph speed restriction. The access point will have either access gates or a barrier provided to provide vehicle control. Site Inductions for all Operatives and Subcontractors will explain the car parking and site traffic procedures and rules. A Traffic Management Plan will be developed and enforced and necessary signage will be in place to direct traffic on site along the prepared onsite haul roads to their required destination.

5.3 Delivery and Storage of Material

All loading and unloading will be carried out within the confines of the site on temporary hardcore surfaced areas. Unloading arrangements will be planned in advance of all deliveries and will be detailed in the orders provided to all suppliers. Subcontractors unloading will also be planned and agreed in advance so that preparations can be made for their arrival. No unplanned deliveries will be accepted on site so that site will not be overloaded with materials. No offloading will be permitted on the highway. All deliveries to site of plant and materials will be directed by the Site Management at the site entrance into the unloading area, via clearly marked traffic routes, on site where all materials will be offloaded. Storage of plant and materials will be within designated areas on site. The main materials storage area will be on the unloading/storage area and on the proposed service yard areas. Sections of the external slabs may be cast early to accommodate this. These areas will allow storage throughout the project without obstructing the construction works. All vehicles entering and leaving the site will be travelling forwards. A turning area is located adjacent to the entrance of the site which will allow vehicles to turn and exit if they have not already turned on site. Generally all delivery vehicles will be required to have an integrated off load facility i.e. hiab, which will be used to offload the materials from the vehicle.

5.4 Mud and Debris Control

To prevent the deposit of mud and debris on the highway a high pressure washer will be used, as required, to clean any vehicles prior to leaving the site, the vehicle will be sited on a run off/cleaning area surfaced with large stone and the wheels cleaned using a high powered jet wash. The water run-off will be collected in a filtered sump and reused where possible. The jetwash will use water only – no detergents. The gateman will ensure that all vehicles leaving the site have suitably clean wheels/undercarriage. As a further measure, a good quality road sweeper will be used to clean the highway should it be required, to ensure that there is no mud taken onto the adjacent roads and access routes. We are conscious that we are working in an environment which needs to be maintained clear from any debris or mud on access routes and also that any site mud or silt is to be prevented from entering watercourses/public drains. The control of mud, grit and dirt will be continually monitored by our Site Management.

5.5 Highway Conditions and Maintenance

A detailed 'dated' photographic dilapidations survey was carried out before the project commenced. A copy of this survey has been issued to the Local Highways Authority and the client for record purposes. Stone topping will be provided to the access routes around site. Clearly defined, and prescribed routes will be formed to control vehicle movements, with all vehicle drivers being directed by the gateman/ site management to the relevant area via the prescribed routes. Vehicles will not be allowed to deviate from the access routes. Orange barrier fencing will be erected along the routes and relevant site signage provided to reinforce the directions provided. Site Inductions for all Operatives and subcontractors will explain the site traffic procedures and rules.

5.6 Security Hoarding

The site boundary has been secured using Heras-type fencing (Mesh Fencing with Concrete feet). The entrance to site has been secured with lockable Heras-type gates. The fencing will be maintained throughout the project by our Site Management, who will inspect the fencing periodically to ensure it is still in good work condition and continues to provide the required safety to both the general public and our site operatives. Where possible sections of the permanent proposed perimeter fencing will be erected in-situ as soon as the ground works permit.

5.7 Protection of Planting Strips

The areas of proposed planting strips in Building Zones 1, 2 and 3, as identified in the Landscaping Strategy on page 9, will be fenced off prior to commencement of each phase of development. This will ensure that the storage of materials associated with the development does not damage the soil structure in these locations. The fencing material will be 1.8m high weldmesh fencing supported on scaffolding posts set into firm ground.

5.8 Traffic Signage

Signage will be erected on and around site to inform and remind vehicular traffic of the following:

- Speed Limits – Site Speed limit is 5mph
- Vehicle Routing – Directional signage will direct traffic onto site via Roach Bank. Once on site there will be directional arrows detailing delivery areas and car parking.
- Warning Signs – Advising any activities which may affect the works and also reminding the need for action i.e. Provision of Banksmen when reversing.

All signage will be reflective where required and sized accordingly. All details of these signs will be discussed with Operatives during their Site Inductions. If required, these signs will be reviewed by our Site Management if and when there is a change to the site's requirements.

5.9 Excavation Proposals

Final levels are yet to be determined but the site excavation involves a possible cut and fill operation to establish required level plateaus to suit the design. The initial site surface will be scraped and the material removed from site, however the intention is that the general levels are established to retain existing materials on site and minimise the need to bring in further materials.

There will not be any explosives used in the excavation or any intended operations associated with this development.

5 CONSTRUCTION MANAGEMENT PLAN

5.10 Site Preparation & Vibration Monitoring

The building foundations design may require the use of a piling solution to achieve the required bearing. The type of piling is still being considered pending further site investigation works. However, Non percussive bored piling and driven piles are both possible solutions. If driven piling is chosen, pre-boring would be carried out to materials which would give rise to vibration. Advice will be sought from our structural engineers as to the likely peak particle velocity anticipated from these operations and the permitted velocities at the site boundary in line with British Standards. Vibration monitoring will be established at the boundary to ensure that these permissible levels (in line with the BS) are not exceeded.

5.11 Site Craneage

Site craneage will be brought onto site on an 'as and when' basis. This project does not require the use of a static tower crane but will require the use of a mobile cranes i.e. during the steel erection period. A self-erecting tower crane may be required for the unloading and placement of cladding materials on the roof, however this will be required for short periods i.e. 1-2 days at a time. Mobile craneage may also be required for the placement of any permanent high level mechanical plant that is required as part of the design.

5.12 Dust Control

The site will be kept clean & tidy at all times & will accord with any statutory requirements. Dust suppression measures will be employed as & when required and particularly during dry spells of weather. Haul roads, hardcore areas and unsurfaced areas will be continually monitored and damped down/sprayed as required using a towed bowser fitted with a spray mechanism to prevent dust becoming airborne. Vehicle wheels will be checked for cleanliness prior to exiting the site with wheel cleaning facilities deployed at the exit to ensure no debris migrates on to the public highway. Vehicles delivering and removing materials of a dusty nature will be sheeted over. The site layout is to be planned, where possible, with dust minimisation a consideration. All cutting equipment will use water as a suppressant where possible. Fine material is to be stored in enclosures/ delivered in a contained form. Vehicles on site, awaiting entry, must not be left idling; engines are to be turned off. Site Roads to be regularly brushed and/or damped down to minimise dust. No burning will be allowed on site at any time. External Carpark Areas and Concrete Yards, where possible, will be surfaced as early as possible. The weather reports are continually reviewed by our Site Management. Potentially affected works are planned accordingly or delayed to avoid environmental issues. Consideration will be made on the likely seasonal conditions which will change as the project progresses. We are conscious that we are working in an environment which needs to consider and prevent the creation of dust. Dust Levels will be continually monitored by our site management and works will be programmed and sequenced with Dust Control and mitigation in mind.

5.13 Waste Recycling and Disposal

Waste from construction operations will be segregated into categories in line with the Site Waste Management Plan (SWMP). Waste is to be designed out where possible. The SWMP will be completed and managed throughout the contract period. Subcontractors waste will also be monitored with waste carriers details/disposal information required. Proof of Waste Licences and Duty of Care. Statements are required from all Waste Disposal Contractors. At least 70% of construction waste by volume of non-hazardous waste generated by the project is to be diverted from landfill. Targets for the minimisation of waste will be set in the SWMP using the Breeam target/m³ of waste (per 100m² gross internal floor area). There is no general demolition involved in this project.

5.14 Emergency Vehicle Access

Fire Brigade has been sent a courtesy letter advising them of the commencement date and the period on site. The site is secured 24hours/day and therefore 24hour access is available for the emergency services. Local Hospital Details and routes are displayed in the site accommodation areas. Access to the building areas and site accommodation areas will be via the site access routes established and utilised by construction vehicles.

5.15 Energy Consumption

Monthly meter readings will be taken to record all site energy usage, i.e. Electric supply, generator supplies. These meter readings will then be used to calculate site CO₂ emissions. At the end of each month a graph will be updated to show changes in CO₂ emissions. These targets will be displayed in a prominent position and communicated to all.

5.16 Water Consumption

Monthly meter readings will be taken to record water usage on site. At the end of each month the water usage will be reviewed and a target set for the following month. These targets will be displayed in a prominent position and communicated to all. Means of recycling/re-using site water to be considered.

5.17 Noise Control

No works audible at the site boundary are to be carried out outside normal working hours (0730-1800 Mon-Fri, 0800-1300 Sat). Likely sources of noise to be identified, and a noise assessment to be carried out where necessary. No works outside these hours to be undertaken without the prior approval of the Local Planning Authority. However a dispensation will be required to be requested for potential Powerfloating operations outside these hours. Generally the slabs will be cast within a clad building which will naturally afford some sound reduction. A reasonable sound reduction is anticipated due to distance alone. The concrete will be placed during the working hours, works beyond will be powerfloating only. The powerfloats will be regularly serviced and maintained. Site will be issued with Sound Decibel meters to record the sound levels at the boundary. All Plant to be serviced regularly, provided with silencers where possible. All deliveries to be carried out during the working hours. No wagons to be left idling – engines to be switched off. Minimise use of static generators – mains power will applied for and used if possible for 24hour supplies i.e. gatehouse. Local generators (screened if necessary) to be used in working hours only are to be located away from sensitive areas. Amplified music will not be allowed on site

5.18 Complaints Procedure

Any complaints received by construction staff of a management or environmental nature are to be recorded in writing and appended to this Plan. Regular reviews will take place to identify any changes in procedures that may be necessary. This Plan will be updated as work proceeds to reflect any revised control measures that may need to be implemented.

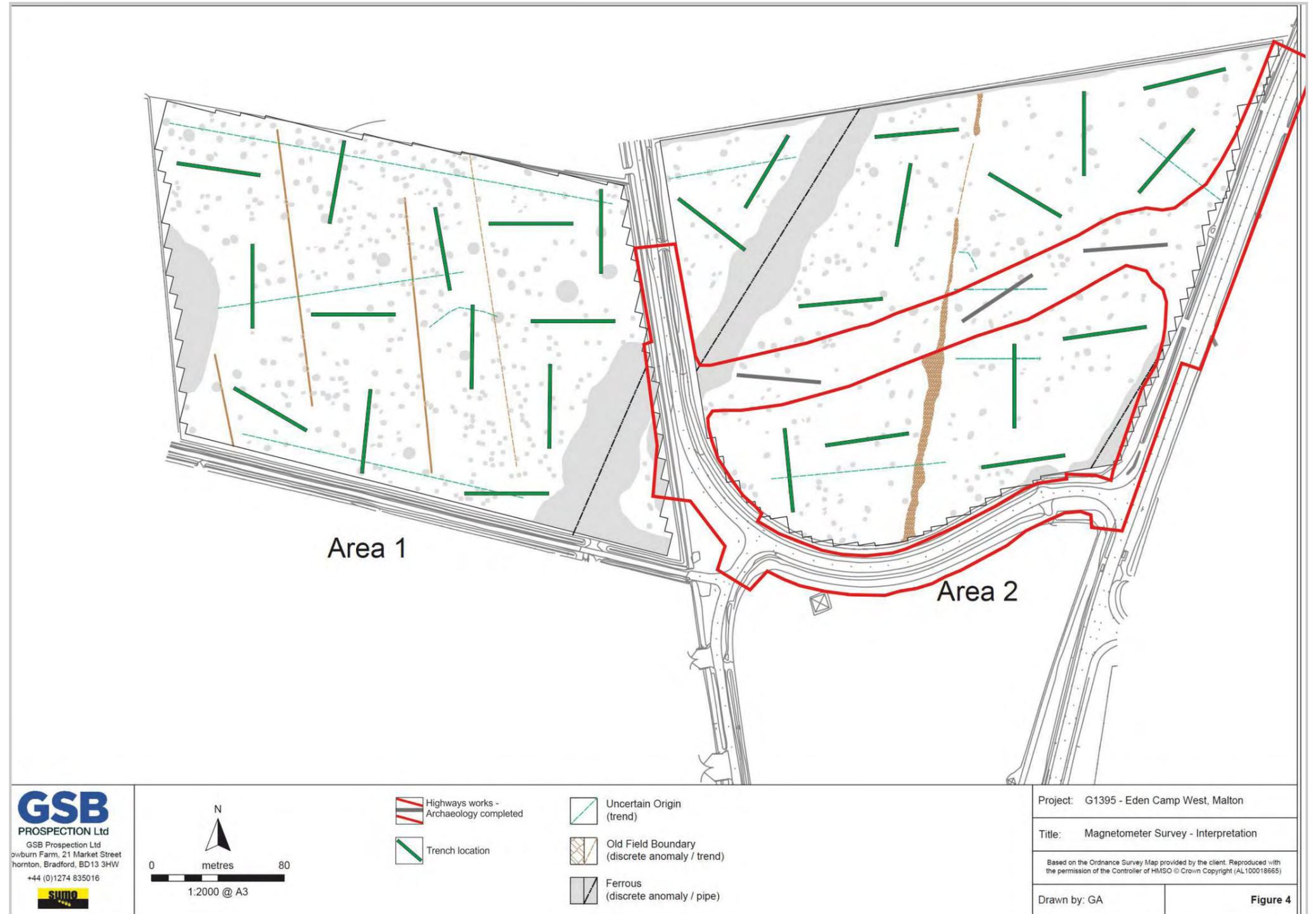
6 ARCHAEOLOGY

The site has been assessed for its archaeological potential through desk-based assessment and geophysical survey.

Archaeological monitoring was maintained throughout the topsoil stripping of the attenuation pond in the south-eastern area. This identified a 19th century ditch and the foundation trench of a small modern building, the latter probably being the remains of an agricultural building.

Three archaeological evaluation trenches were excavated prior to the road being constructed. These did not identify any archaeological features.

Further trial trenches are still required as development proceeds. A programme of archaeological evaluation trenches has been designed and approved in conjunction with North Yorkshire County Council and is shown in the adjoining plan. This work will need to be undertaken by a suitably qualified field archaeologist prior to the commencement of any individual phase of development. The trial trenching must be carried out in accordance with the agreed archaeological programme including, where relevant, recording and reporting of any artefacts discovered in accordance with the conditions prescribed in the LDO .



Archaeological Excavations

TECHNICAL APPENDIX 4

Environmental Statement Main Text

**MALTON - FITZWILLIAM TRUST CORPORATION SITES
LIVESTOCK MARKET, AGRI BUSINESS CENTRE, BUSINESS
PARK AND RESIDENTIAL DEVELOPMENT**

Commercial Development Projects and Fitzwilliam Trust Corporation
Transport Assessment

April 2014

**Commercial Development Projects and Fitzwilliam Trust Corporation
Malton - Fitzwilliam Trust Corporation Sites
Livestock Market, Agri Business Centre,
Business Park and Residential Development**

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**Commercial Development Projects and Fitzwilliam Trust Corporation
Malton - Fitzwilliam Trust Corporation Sites
Livestock Market, Agri Business Centre,
Business Park and Residential Development**

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**Commercial Development Projects and Fitzwilliam Trust Corporation
Malton - Fitzwilliam Trust Corporation Sites
Livestock Market, Agri Business Centre,
Business Park and Residential Development**

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Appendix 10	2019 / 2024 Base + Committed + Proposed Development Traffic Flows

1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of specialist highways, traffic and transportation planning consultants that have been instructed by Commercial Development Projects and Fitzwilliam Trust Corporation in respect of their planning applications for a livestock market, agri business centre, business park and residential development, on sites in Malton, Old Malton and the immediate surrounding area.

1.2 Background

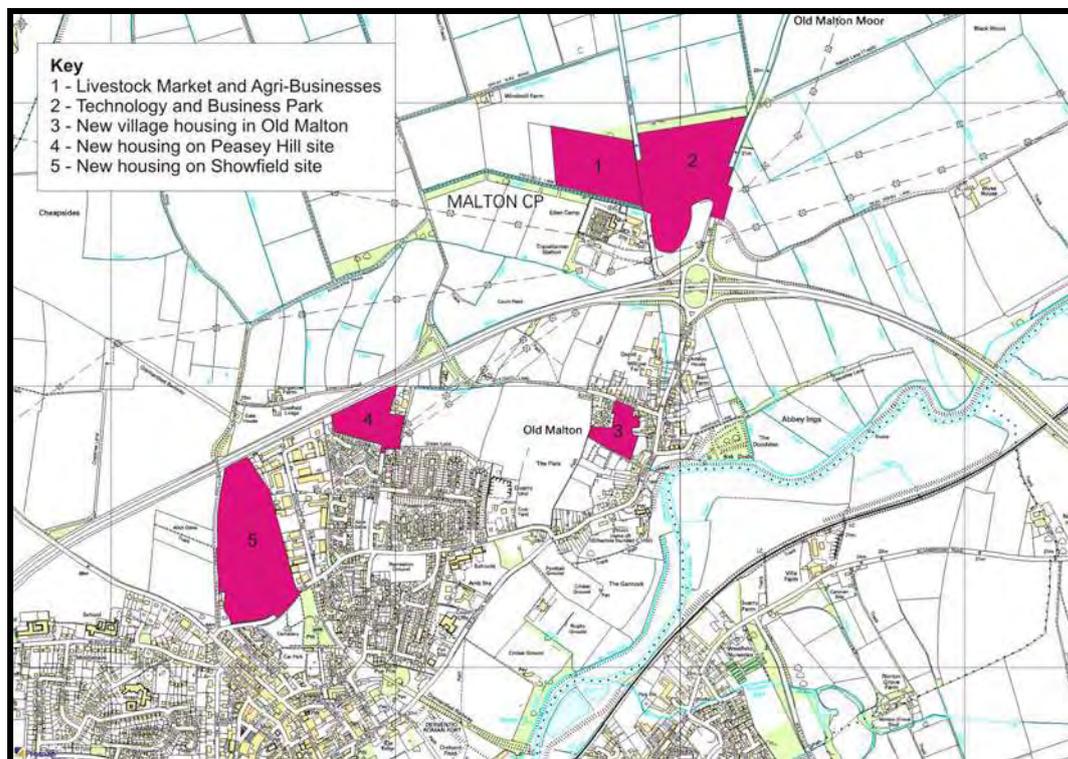
1.2.1 Planning permission has been granted, at appeal, for the demolition of the existing livestock market within the centre of Malton and redevelopment of the site for retail use with 3-storey car parking and a public square (application number: 11/00412/MOUT, appeal reference: APP/Y2736/A/12/2174677). The redevelopment of the existing Livestock Market site is being promoted by Fitzwilliam Malton Estate, a separate entity to the Fitzwilliam Trust Corporation who are the land owner in respect of the planning applications that this Transport Assessment (TA) supports.

1.2.2 The aim of the planning applications to which this TA refers is to provide a site for the relocation of Malton Livestock Market, which is to be partially funded by the associated developments assessed herein.

1.3 Development Proposals

1.3.1 **Appendix 1** contains drawings indicating the proposed site layouts, and **Appendix 2** contains drawings indicating the proposed vehicular access layouts which are for detailed consideration. **Inset 1.1** provides an overview of the site locations.

Inset 1.1 - Site Location Overview



1.3.2 The main components of the development scheme are as follows:

- 1) Relocation of Malton Livestock Market to land immediately west of Edenhouse Road, referred to as Eden Camp West, accessed via the A169 / Edenhouse Road junction which is proposed to be upgraded to a roundabout. This site is to also include 6,010 m² Gross Floor Area (GFA) of agricultural industry related businesses.
- 2) The development of land between Edenhouse Road and the A169, also part of Eden Camp West, to form a 19,040 m² GFA technology and business park, including industrial, office and associated workspace, accessed via a simple priority junction on Edenhouse Road, to the west of the A169.
- 3) A residential development for up to 35 dwellings at the Old Malton site, accessed via a priority junction on Westgate.
- 4) An affordable housing residential development for circa 45 dwellings at the Peasey Hills site accessed via Rainbow Lane.
- 5) A residential development for 227 dwellings at the Showfield site accessed from a new roundabout on Pasture Lane.

1.4 Report Overview

- 1.4.1 This Transport Assessment (TA) has been prepared in accordance with the Department for Transport's guidelines entitled 'Guidance on Transport Assessment', as well as scoping discussions held with North Yorkshire County Council (NYCC) and the Highways Agency (HA) at a meeting on 16th December 2013, and during telephone conversations with both organisations.
- 1.4.2 The salient points for this report to consider are the highways, traffic and transportation issues associated with the proposed developments in the context of the existing and committed scenarios. The remainder of this report is divided into 7 further sections, details of which are set out below.

Section 2.0 Transport Context

This provides details of the existing transport infrastructure in the vicinity of each site and identifies the level of accessibility of that site by available travel modes.

Section 3.0 Proposed Site Access Arrangements

This provides details for the proposed access arrangements to each site.

Section 4.0 Accident Data

This includes analysis of the five year personal injury accident data records obtained for the traffic study network.

Section 5.0 Parking

This includes details of parking arrangements within each development site for vehicles and cycles, relative to the local parking standards.

Section 6.0 Traffic Data

This provides details of existing and committed traffic flows within the study area and an assessment of the vehicular effect of the proposed development sites.

Section 7.0 Junction Capacity Tests

This report section provides an assessment of the effect of the proposed developments in terms of peak hour traffic changes at key junctions within an identified study area. Where appropriate, junction capacity tests are included.

Section 8.0 Summary and Conclusions

A summary of the report contents and the Transport Assessment conclusions are provided in this final section of the report.

2.0 TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report will provide details of the transport context for the sites, focusing on their accessibility by non-car modes of transport and the existing transport infrastructure. Also included are details of local facilities which, for residential developments, residents are likely to access on a regular basis.

2.2 Access by Foot

2.2.1 Walking is an environmentally friendly and healthy method of travelling and travel by foot has the potential to replace car trips for journeys under 2km in length.

2.2.2 Paragraph 6.3.1 of the Department for Transport (DfT) document 'Manual for Streets' (2007) identifies that a 20 minute walk time (equivalent to a 1.6km walk distance) is acceptable subject to an attractive walking environment.

2.2.3 Table 3.2 of the Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot' sets out acceptable maximum walk distances of, 2km for commuting and school journeys, 800m for Town Centres, and 1.2km for elsewhere.

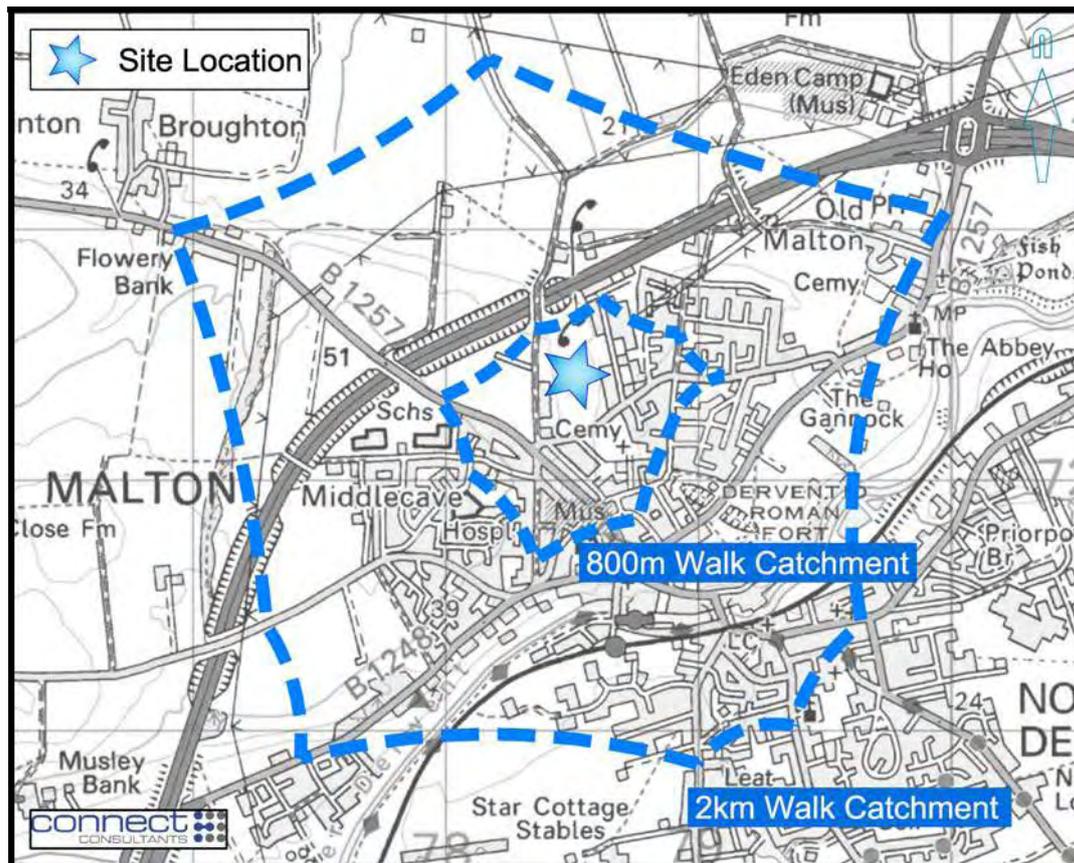
2.2.4 The actual distance that people will be prepared to walk to access facilities will depend on a number of factors, including the purpose of their journey. Walking has the potential to replace car journeys for purposes such as employment and accessing local leisure facilities where the distance is up to 2km, beyond this distance, however, the likelihood of walking will diminish.

2.2.5 2011 census data for the ward of Malton identifies the surveyed travel to work habits of the surrounding population of the sites. As set out at **Graph 2.1** below, the census data indicates 21% of the local population travel to/from work by foot, therefore indicating that travel by foot for residents and employees of the sites is a potentially attractive mode of travel.

Showfield

2.2.6 **Inset 2.1** identifies the walk catchments for the Showfield site showing that the periphery of central Malton is within 800m walk distance of the site and the entirety of Malton and part of northern Norton and western Old Malton are within the 2km walk distance of the site.

Inset 2.1 - Showfield Site 800 and 2km Walk Catchments



2.2.7 **Table 1** below contains a selection of local destinations along with their respective walk distances from the Showfield site and identifies that a variety of destinations for a variety of journey purposes are within easy walking distance of the site.

Table 1 - Approximate Walk Distances, Showfield

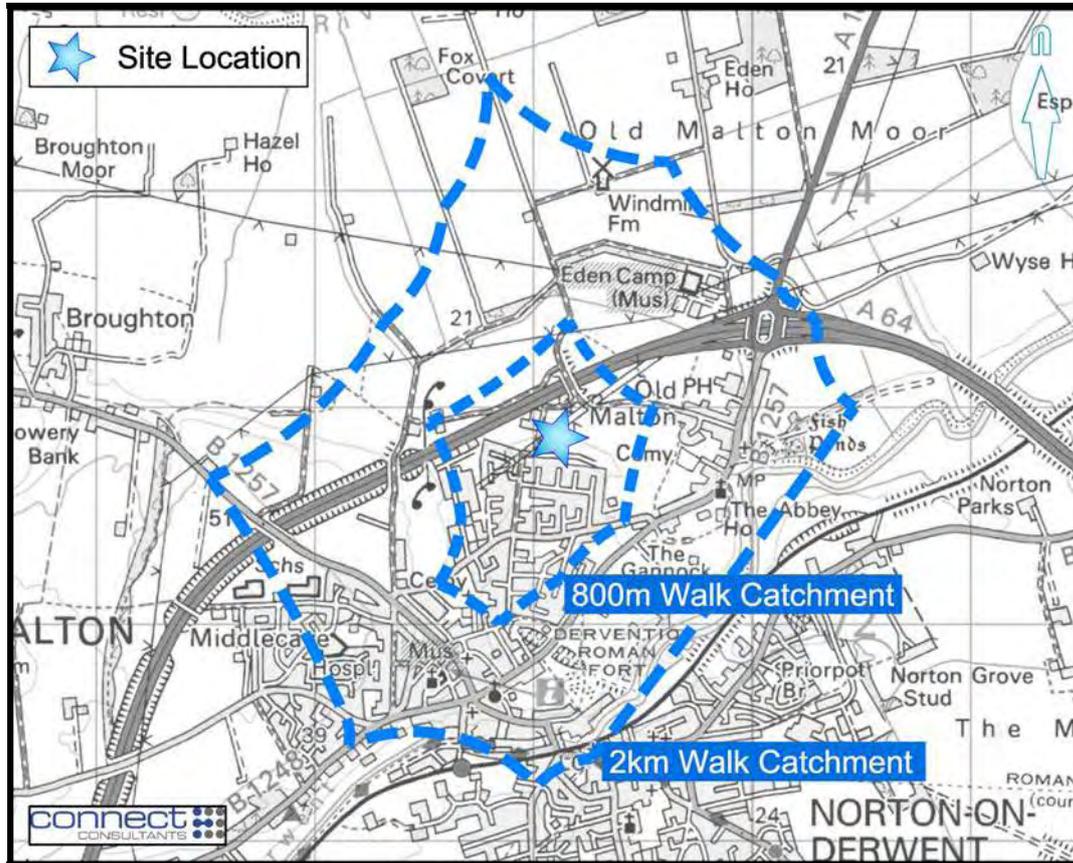
Destination	Distance from Site	Type
The Spotted Cow (Public House)	550m	Leisure
Malton Library	650m	Leisure
Malton Museum	650m	Leisure
Malton Community Sports Centre	850m	Leisure
Malton and Norton RUFC	1.2km	Leisure
Malton and Old Malton Cricket Club	1.2km	Leisure
Royal Oak (Public House)	1.6km	Leisure
Malton Community Hospital	600m	Health
Malton Community Primary School	750m	Education
Malton School	850m	Education
Norton Community Primary School	1.7km	Education
Showfield Lane Industrial Estate Malton	300m	Employment
Ryedale District Council Offices	1.2km	Employment
Sainsbury's Local, Newbiggin	500m	Retail / Employment
Malton Town Centre (B1257 Wheelgate)	600m	Retail / Employment
Malton Town Centre (Saville Street)	750m	Retail / Employment
Malton Town Centre (B1248 Yorkersgate)	750m	Retail / Employment
Morrisons	850m	Retail / Employment
Malton Railway Station	1.1km	Transport

2.2.8 Based on the above, the Showfield site is readily accessible by foot.

Peasey Hills

2.2.9 **Inset 2.2** identifies the walk catchments for the Peasey Hills site showing that the entirety of Malton is within the 2km walk distance of the site.

Inset 2.2 - Peasey Hills 800 and 2km Walk Catchments



2.2.10 **Table 2** below contains a selection of local destinations along with their respective walk distances from the Peasey Hills site and identifies that a variety of destinations are within walk distance of the site.

Table 2 - Approximate Walk Distances, Peasey Hills

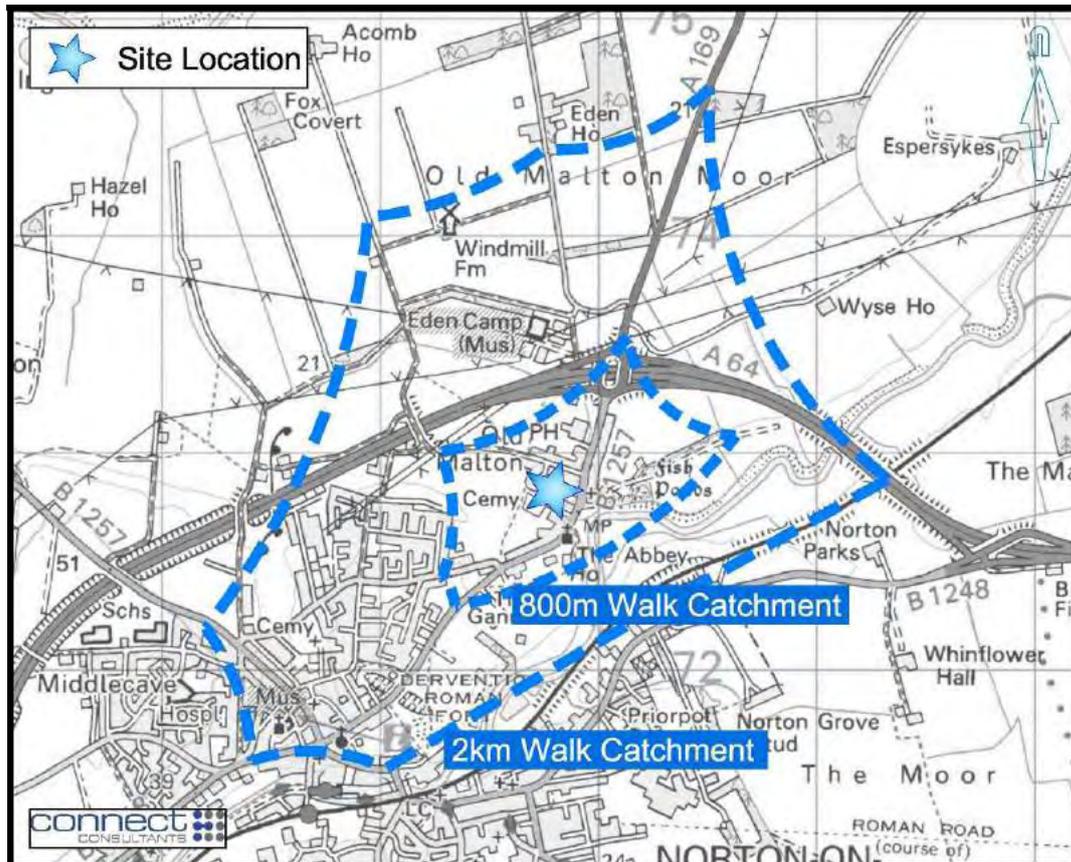
Destination	Distance from Site	Type
The Spotted Cow (Public House)	1.3km	Leisure
Malton Library	1.3km	Leisure
Malton Museum	1.3km	Leisure
Malton and Norton RUFC	1.1km	Leisure
Malton and Old Malton Cricket Club	1.3km	Leisure
Royal Oak (Public House)	1.3km	Leisure
Malton Community Sports Centre	1.6km	Leisure
Malton Community Hospital	1.5km	Health
Malton Community Primary School	700m	Education
Malton School	1.8km	Education
Norton Community Primary School	2.1km	Education
Ryedale District Council	1.2km	Employment
Showfield Lane Industrial Estate Malton	1.3km	Employment
Sainsbury's Local, Newbiggin	1.2km	Retail / Employment
Malton Town Centre (B1257 White Gate)	1.2km	Retail / Employment
Malton Town Centre (Saville Street)	1.4km	Retail / Employment
Malton Town Centre (B1248 Yorkersgate)	1.4km	Retail / Employment
Morrisons	1.4km	Retail / Employment
Malton Railway Station	1.7km	Transport

2.2.11 Based on the above, the Peasey Hills site is readily accessible by foot.

Old Malton

2.2.12 **Inset 2.3** identifies the walk catchments for the Old Malton site showing that the whole of Old Malton and the periphery of Malton is within 800m walk distance of the site and the centre and eastern side of Malton are within the 2km walk distance of the site.

Inset 2.3 - Old Malton Site 800 and 2km Walk Catchments

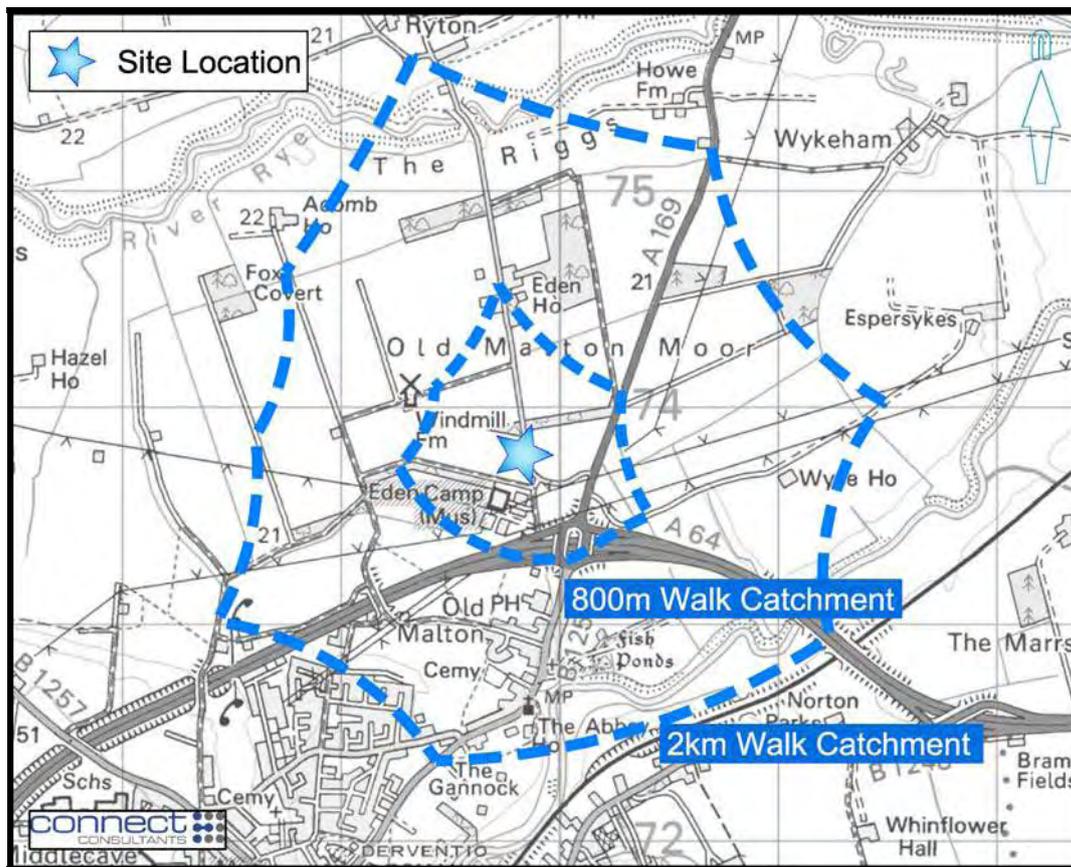


2.2.13 Based on the above, the Old Malton site is readily accessible by foot.

Eden Camp West

- 2.2.14 **Inset 2.4** identifies the walk catchments for the Eden Camp West site (encompassing both the relocation site for the Livestock Market and the proposed employment development) and identifies that Old Malton is within walking distance. Walk journeys to the Eden Camp West site are likely to be primarily employees' journeys to/from work.
- 2.2.15 A footway exists along the western side of the B1257 between Old Malton and the A64 junction, the footway continues around the western side of the A64 / A169 roundabout, and along the western side of the A169 to the site access.

Inset 2.4 - Eden Camp West 800m and 2km Walk Catchments



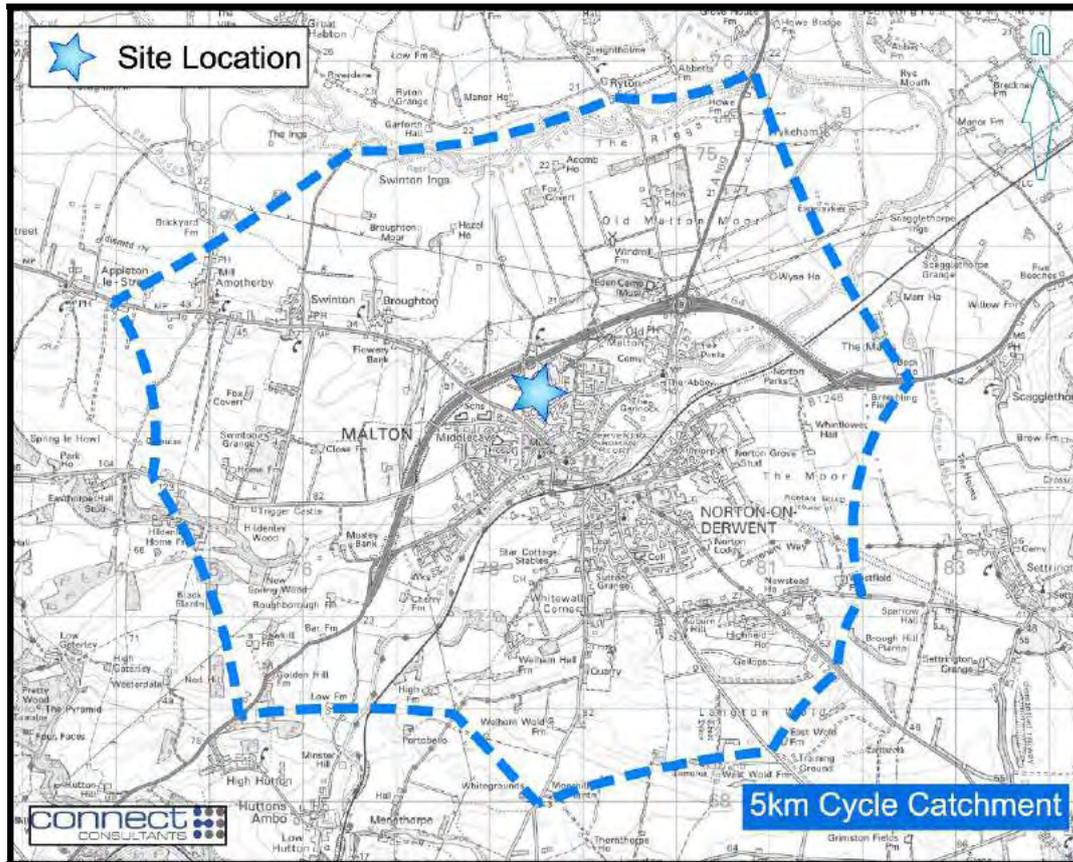
- 2.2.16 Based on the above, the Eden Camp West site is accessible by foot.

2.3 Access by Cycle

- 2.3.1 Sustrans indicate in their 'Travel Behaviour Research Baseline Survey - 2004' under the subheading 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 6 kilometres. This research is supported by the 2011 National Travel Survey, which specified average journey lengths, by cycle, of 4.8km.
- 2.3.2 Assuming a 5km maximum acceptable cycle distance, the catchment area of the sites by cycle is shown at **Inset 2.5** through to **Inset 2.8** below.

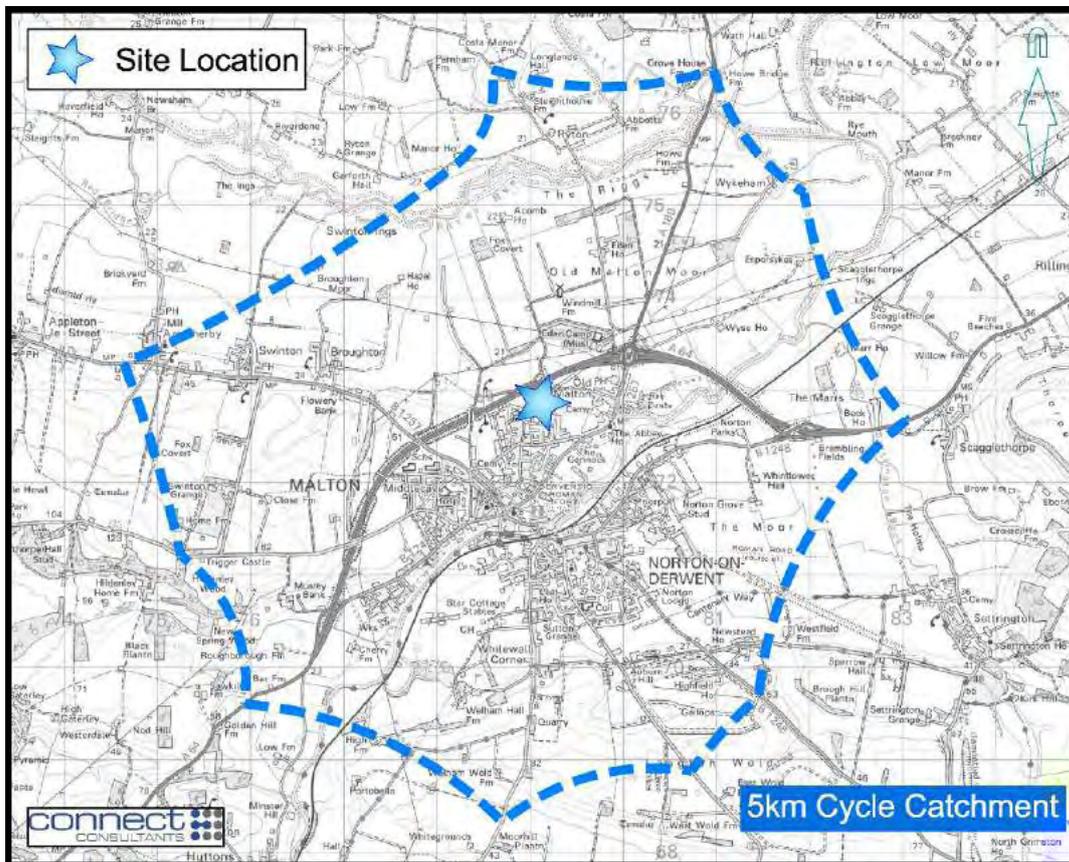
- 2.3.3 The cycle insets identify that the whole of Malton and Norton is within cycle distance of the sites, as is their immediate surrounding area. The majority of cycle journeys to/from the sites are likely to be mainly limited to the built up area of Malton and Norton.
- 2.3.4 All of the sites will be designed to be permeable to cyclists with access provided via the main vehicular accesses.

Inset 2.5 - Showfield Site Cycle Catchment Isochrone



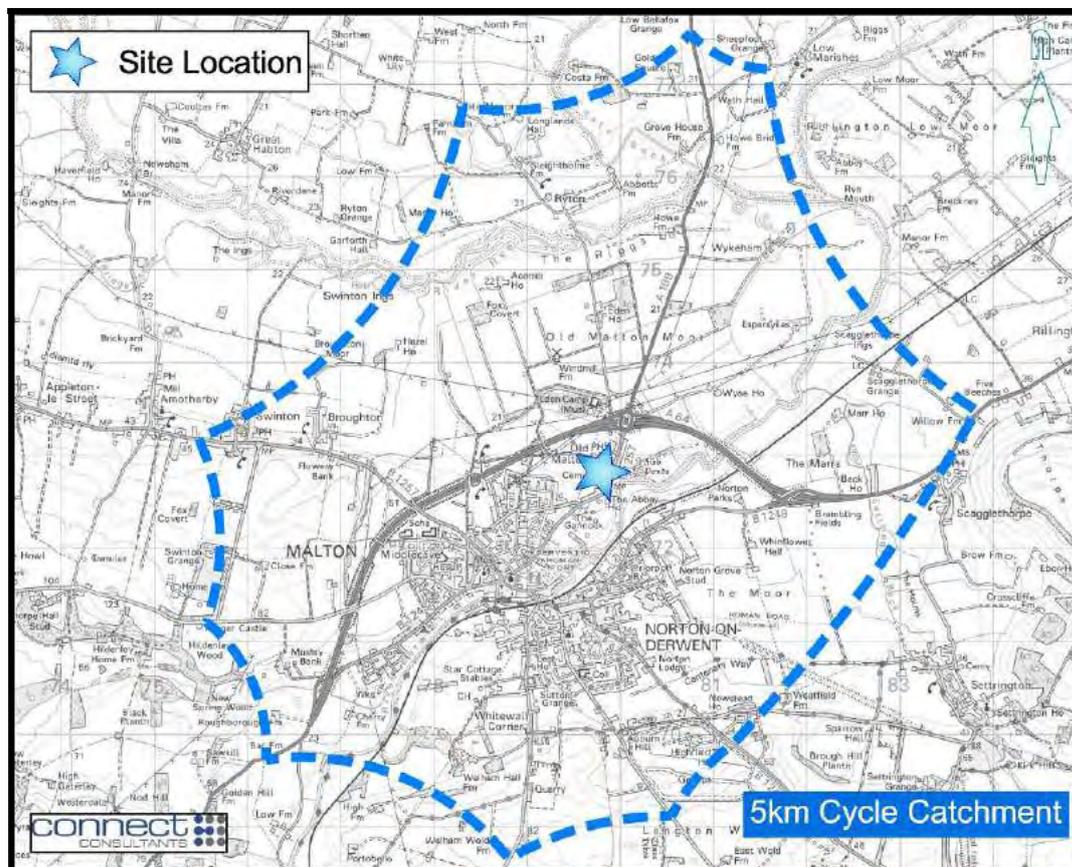
- 2.3.5 Based on the above, the Showfield site is accessible by cycle.

Inset 2.6 - Peasey Hills Site Cycle Catchment Isochrone



2.3.6 Based on the above, the Peasey Hills site is accessible by cycle.

Inset 2.7 - Old Malton Cycle Catchment Isochrone



2.3.7 Based on the above, the Old Malton site is accessible by cycle.

Inset 2.8 - Eden Camp West Cycle Catchment Isochrone



2.3.8 Based on the above, the Eden Camp West site is accessible by cycle.

2.4 Access by Bus

2.4.1 The guidance contained within the IHT Guidelines entitled 'Planning for Public Transport in Developments' suggests a catchment area of 400m to bus stops.

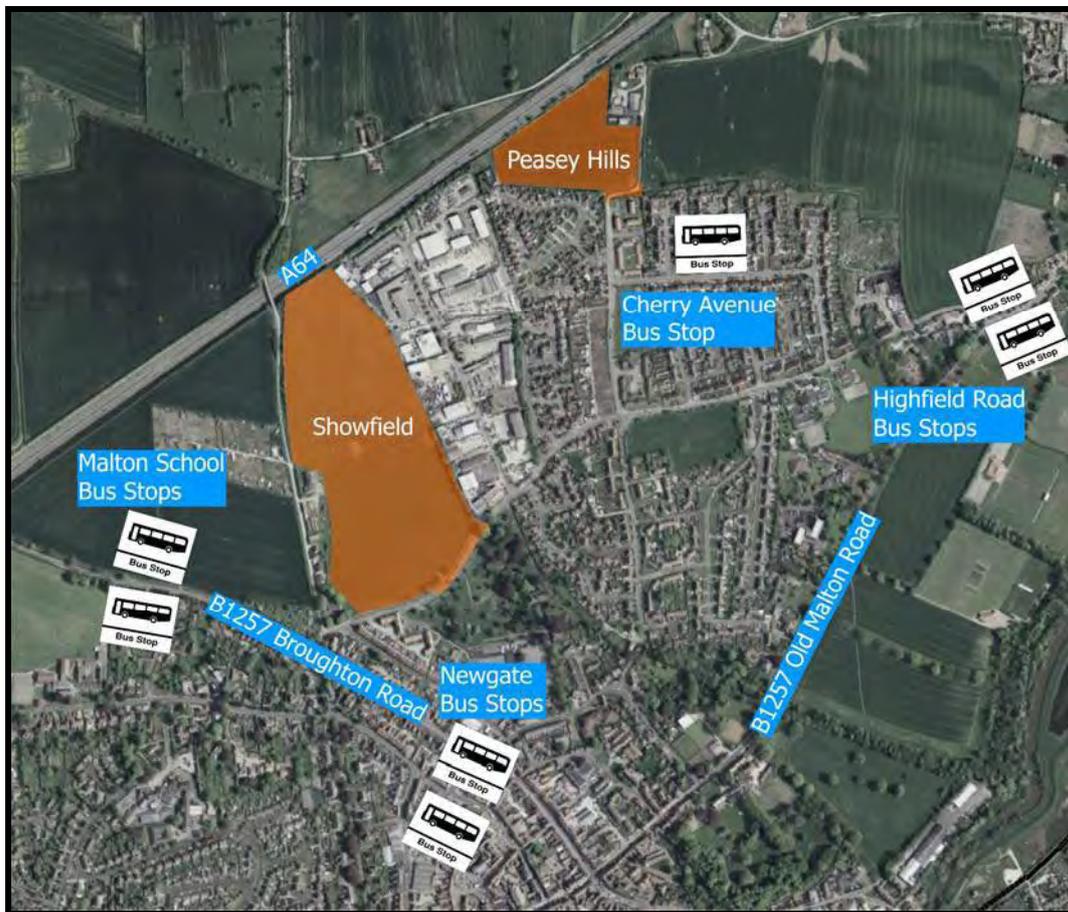
2.4.2 The bus contexts for the sites have been set out at **Inset 2.9** and **Inset 2.11** below.

2.4.3 For the Showfield site, the Malton School bus stops are an approximate 400m walk and the Newgate bus stops are an approximate 500m walk.

2.4.4 For the Peasey Hills site, the Cherry Avenue bus stops are an approximate 400m walk and the Highfield Road bus stops are an approximate 1km walk.

2.4.5 For the Old Malton site, the Old Malton School bus stops and the Royal Oak bus stops are both an approximate 200m walk.

Inset 2.9 - Showfield and Peasey Hills Site Bus Context



Inset 2.10 - Old Malton Site Bus Context



2.4.6 **Table 3** below indicates the route destinations and frequencies of the buses that serve the identified bus stops.

Table 3 - Bus Service Details, Residential Sites

Service Number	Bus Stops	Destination	Monday - Friday	Saturday	Sunday
175	Malton School	Malton to Pickering	One Service on Mon and Fri	No Service	No Service
176	Malton School	Malton to Kirbymoorside	One service on a Weds	One Service	No Service
184/185	Newgate	Malton to Leavening Circular	Three Services Daily	Three Services Daily	No Service
190	Newgate	Malton to Foxholes	Two Services Daily	Two Services Daily	No Service
193	Newgate and Cherry Avenue	Malton Circular	Hourly	Hourly	Three Services
194	Malton School	Malton to Hovingham	Hourly	Hourly	No Service
840	Old Malton School	Leeds - York - Malton - Pickering -Whitby	Hourly	Hourly	Three Services

2.4.7 For the Eden Camp West site, the Edenhouse Road bus stops are on the A169 immediately east of the site.

Inset 2.11 - Eden Camp West Site Bus Context



2.4.8 **Table 4** below indicates the route destinations and frequencies of the buses that serve the identified bus stops.

Table 4 - Bus Service Details, Eden Camp West

Service Number	Bus Stops	Destination	Monday - Friday	Saturday	Sunday
840	Highfield Road & Edenhouse Road	Scarborough to Whitby	Hourly	Hourly	Three Services

2.4.9 The bus routes identified above connect the sites with the surrounding area as well as Malton Bus Station which is adjacent to the Malton Railway Station.

2.4.10 Malton Railway Station is on the railway line between Scarborough and York, offering wider connections for occupants of the proposed development sites who travel by rail.

2.4.11 Considering the above, the proposal sites are accessible by public transport.

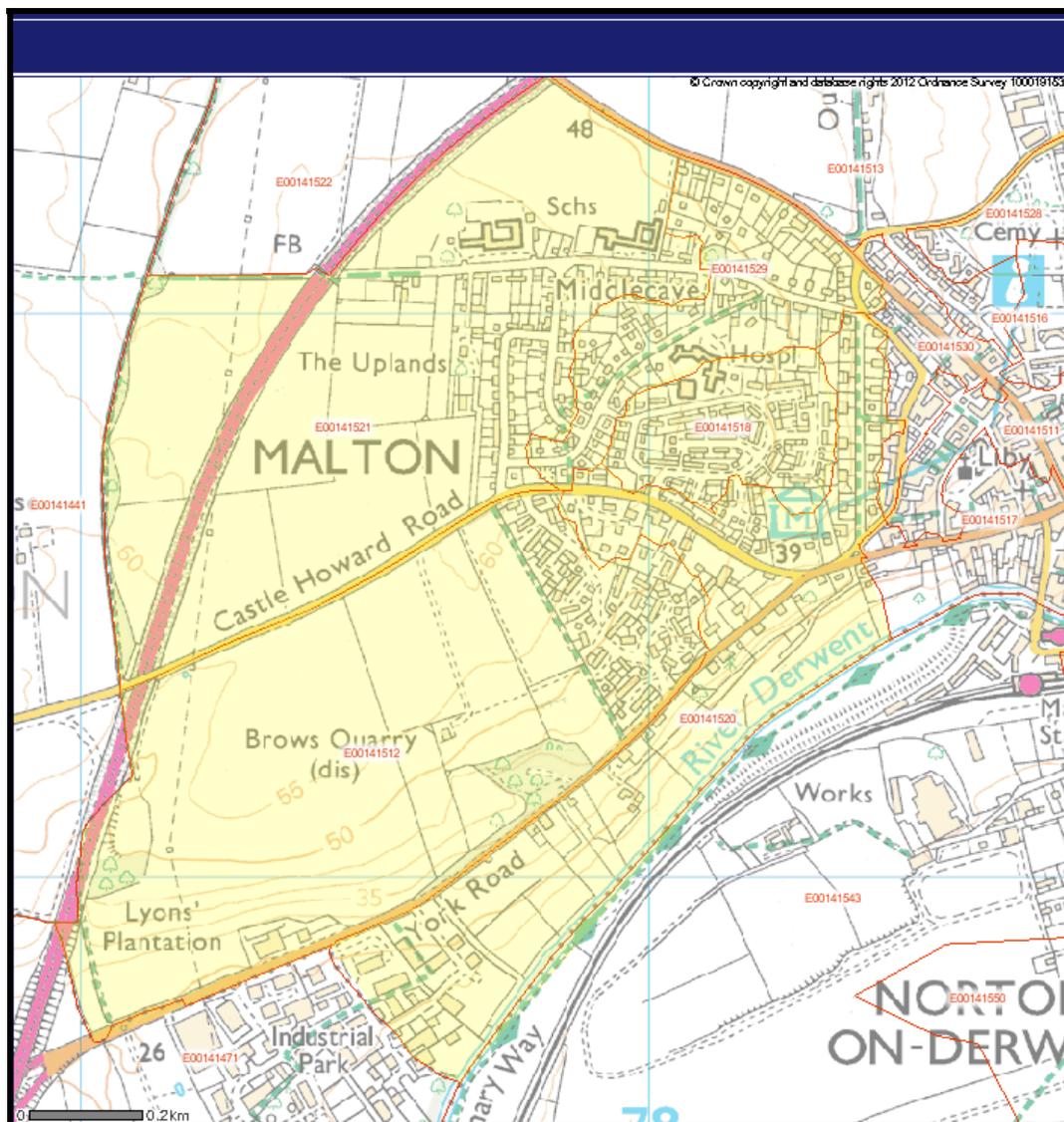
2.5 Highway Network

- 2.5.1 The A64 is part of the strategic road network, connecting Malton to Scarborough and York to the east and west respectively. The A64 acts as a bypass route for Malton passing the town on its northern side.
- 2.5.2 The A169 connects Malton to Pickering and Whitby to the north; the A169 passes the eastern boundary of the Eden Camp West site.
- 2.5.3 The B1257 connects the centre of Malton to the A64 / A169 junction; Westgate connects with the B1257 in Old Malton, the Old Malton site is accessed via Westgate. Highfield Road (turning in to Pasture Lane to the west) connects to the B1257 between Malton and Old Malton.
- 2.5.4 Pasture Lane forms the southern boundary of the Showfield site. Rainbow Lane, which leads to the Peasey Hills site, connects to Highfield Road to the east of the Showfield site.
- 2.5.5 The B1257 / B1248 signal junction (known as Butcher Corner) and its approaches are in an Air Quality Management Area (AQMA); further to this, the A64 / Brambling Fields interchange has been made all movements allowing vehicles accessing Norton from the A64 Eastbound to avoid Butcher Corner, and a number of 'town centre complementary measures' have been proposed within emerging local policy.
- 2.5.6 Based on the above, the sites benefit from a good level of accessibility via the highway network.

2.6 Method of Travel to Work

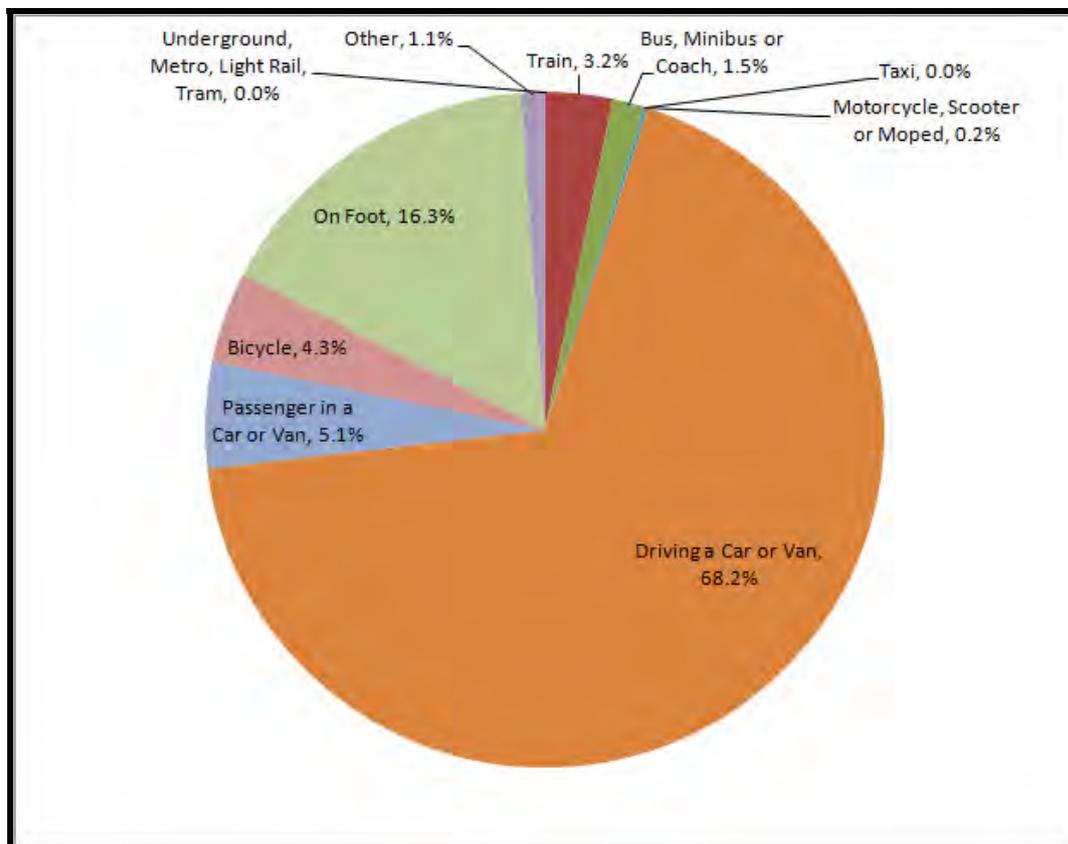
- 2.6.1 2011 census data for the ward of Malton has been used to interrogate the potential travel to work habits of the future residents of the proposed residential sites.
- 2.6.2 For the Showfield site, the following output areas, also set out at **Inset 2.12**, have been used as an analogue:
- E00141512
 - E00141518
 - E00141520
 - E00141521
 - E00141529

Inset 2.12 - Showfield Analogue Census Output Areas



2.6.3 The census data shows 68% of residents travelling to work as the car driver with 20% either walking or cycling to work. The results are provided at **Graph 2.1** below.

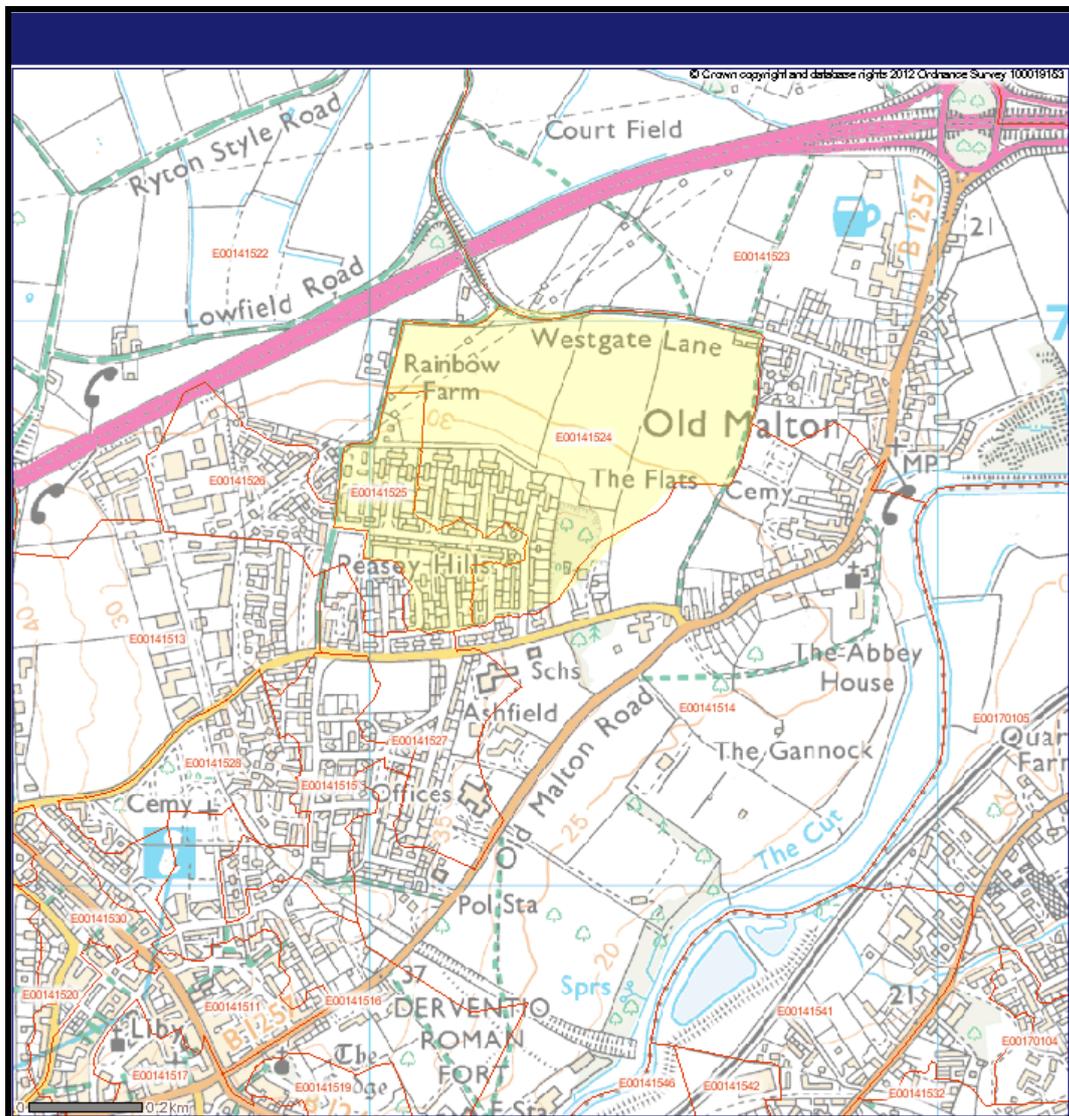
Graph 2.1 - 2011 Census Data for Travel to Work, Showfield Analogues



2.6.4 For the Peasey Hills site, the following output areas, also set out at **Inset 2.13**, have been used as an analogue:

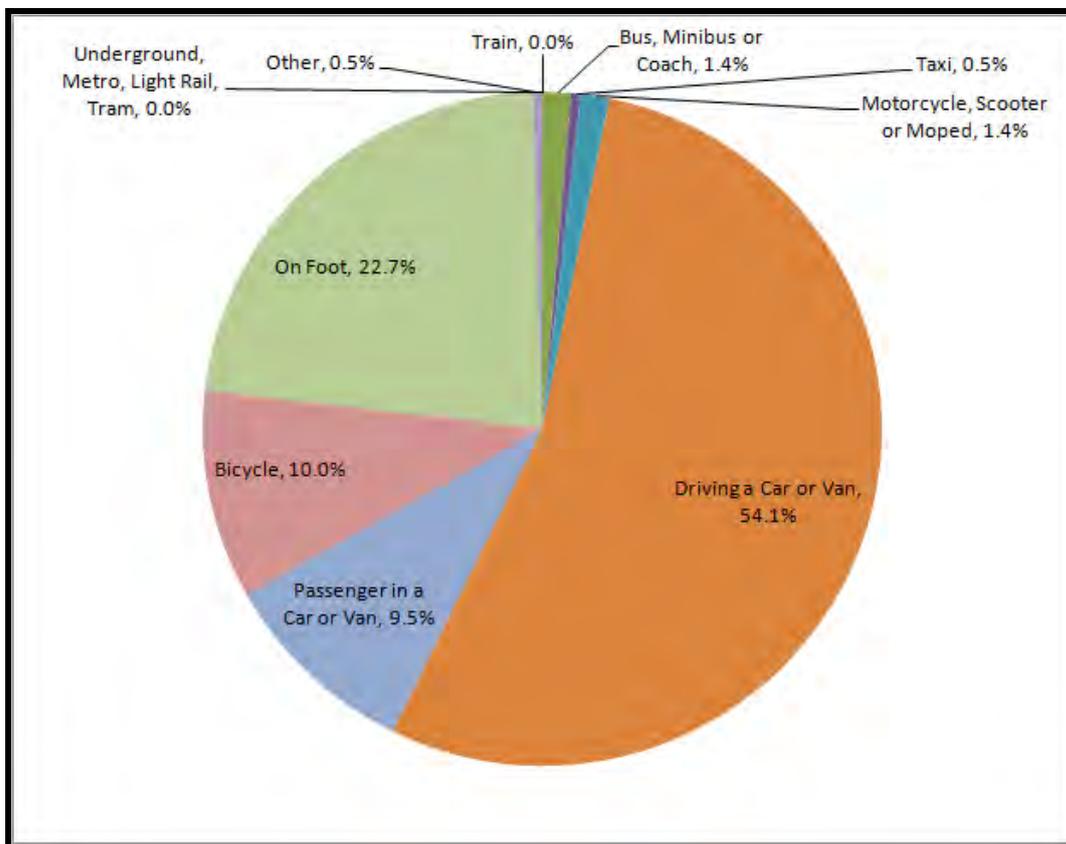
- E00141524
- E00141525

Inset 2.13 - Peasey Hills Analogue Census Output Areas



2.6.5 The census data shows 54% of residents travelling to work as the car driver with 33% either walking or cycling to work. The results are provided at **Graph 2.2** below.

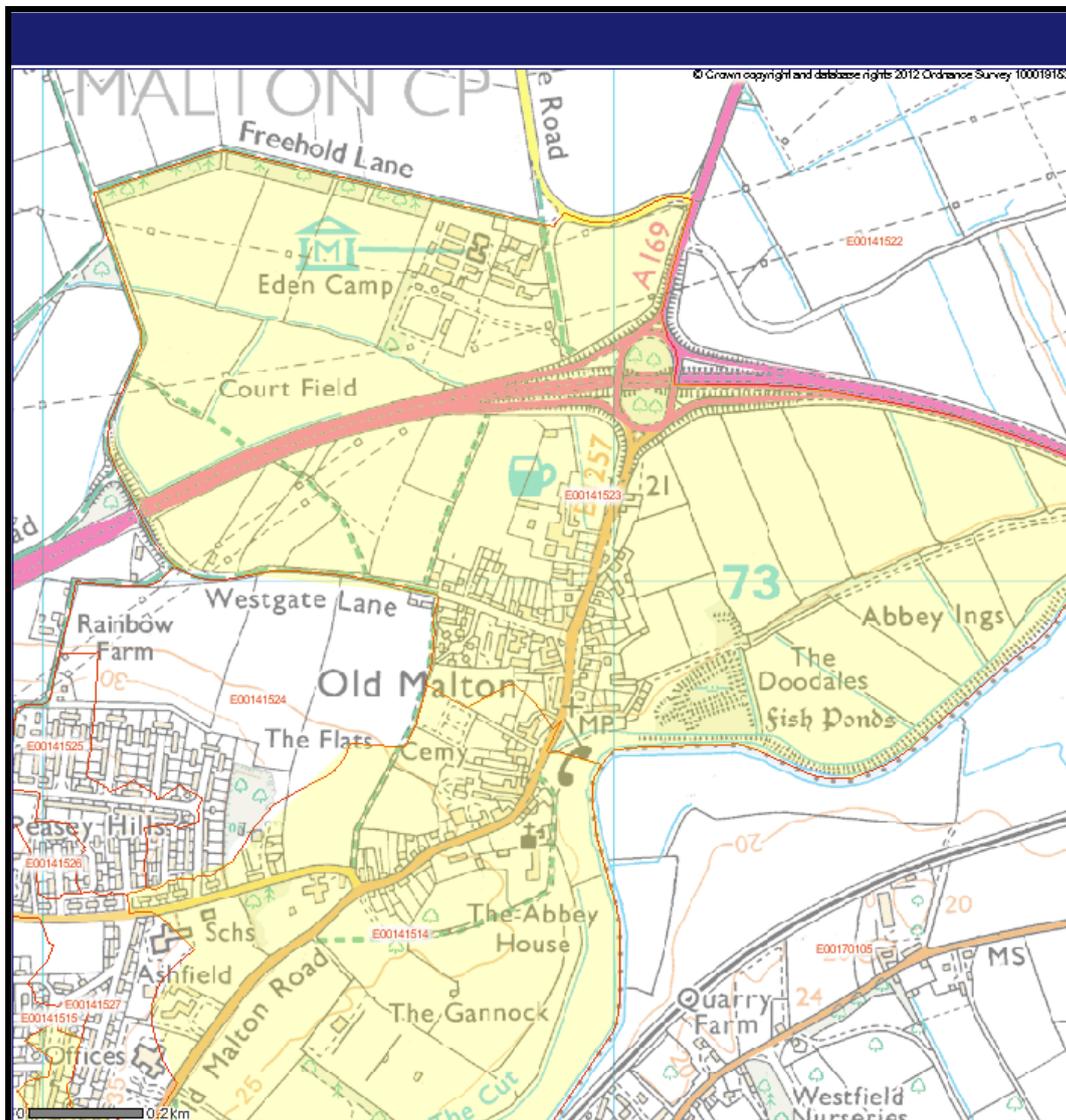
Graph 2.2 - 2011 Census Data for Travel to Work, Peasey Hills Analogue



2.6.6 For the Old Malton site, the following output areas, also set out at **Inset 2.14**, have been used as an analogue:

- E00141523
- E00141514

Inset 2.14 - Old Malton Analogue Census Output Areas



2.6.7 The census data shows 62% of residents travelling to work as the car driver with 33% either walking or cycling to work. The results are provided at **Graph 2.3** below.