



MALTON

CONSERVATION AREA CHARACTER APPRAISAL

JULY 2017

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This Appraisal was prepared by Lindsay Cowle (Conservation Consultant) in July 2017, on behalf of Malton Town Council, in order to assist the Council in the preparation of a Neighbourhood Plan for Malton. It has been prepared as a text update of the formal Conservation Area Character Appraisal previously prepared by the local planning due to the age of that Appraisal. The extent of the conservation area and its 4 sub-areas for the purpose of analysis are unchanged.

A small number of photographs and maps are included for ease of understanding, and for possible inclusion with the illustrative material in the final Appraisal.

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1 INTRODUCTION

- 1.01 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to designate as conservation areas “areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. In addition, authorities are required to carry out periodic reviews of the conservation areas under their control.
- 1.02 Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them for consideration by the general public. Following designation, under Section 72 of the Act the planning authority, in exercising its planning powers, must pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

- 1.03 The Malton Conservation Area was designated by Ryedale District Council in 1997. It occupies the historic core of the township of Malton, which is located close to the east bank of the River Derwent in a strongly rural area of North Yorkshire, roughly 18 miles northeast of York. The township is closely related to the township of Norton on the opposite (east) bank of the river, the two being joined at the historic river crossing and their respective histories are inextricably linked. Much of the historic township of Norton is also designated as a conservation area and the two conservation areas are contiguous at the bridge crossing.
- 1.04 This document is structured as an updated version of the existing Malton Conservation Area Character Appraisal and can be regarded as being in three parts. The first part (Sections 2-4) sets the scene by describing the location, general history and baseline characteristics of the conservation area. The second part then describes the character of the area in more detail, as 4 'sub-areas' (Sections 5-8). Finally, the third part (Sections 9-11) contains an outline of the relevant policies and suggestions for future management.

2 LOCATION AND CONTEXT

- 2.1 Malton is located on the west bank of the River Derwent, a short distance to the south of the North York Moors, at a point where the river draining the Moors has almost fully emerged from its various tributaries and is starting on its southwards course towards the Humber estuary through the flat Vale of York. At this point the river is actually flowing in an east-west direction, putting Malton on the north side of the river and Norton on the south.
- 2.2 The town is elevated above the river on rising ground which presents a low escarpment to the river but eased at this point by a shallow valley, affording a natural crossing point. In contrast the land to the south of the river (Norton) is flatter and remains close to river level.
- 2.3 Its topographical location, next to a strategic and defensible river crossing, has made Malton (together with Norton) an important communication and transportation hub since at least Roman times, and given it a greater commercial and industrial role than a simple agricultural centre. Roads from various directions (Thirsk, York, Beverley, Scarborough and Whitby) have converged on Malton historically to take advantage of the river crossing but its current role is mainly as a key road junction on the busy A64 York to Scarborough / Filey road, where the equally busy A169 road branches off to Pickering and Whitby. The A64 however skirts Malton on a modern by-pass, leaving the quieter B1428 road to pass through the town centre and cross the river to Malton. The B1248 and B1257 roads form a cross road junction in the centre of the town which is an essential part of the character of the town.
- 2.4 Malton is the administrative centre for the local authority, Ryedale District Council. However, Malton's historic location within the North Riding of Yorkshire until 1974 (whilst Norton was included in the East Riding) has given it a different identity and to some extent independent facilities. The historic bridge over the river (referred to locally as 'County Bridge') is a reminder of past times when the river used to form the boundary between the two counties.

- 2.5 Whilst the rail network has suffered from closures in the 20th century Malton is still an important stop on the York-Scarborough railway line, which follows the riverside between Malton and Norton. The railway line and station are on the south side of the river and outside the conservation area. The semi-navigable nature of the River Derwent south of Malton, through the flat Vale of York to the River Ouse, has also added strategic importance to the town at various points in its history.
- 2.6 The elevated location of Malton above the flatter ground to the south and east affords good long distance views in both directions, and notably to and from Norton. The conservation area covers the historic (pre 19th century) parts of the town but there are extensive 19th century suburbs to the north and west, parts of which are also included. A short distance to the northeast of Malton, on the Scarborough Road, is the separate small settlement of Malton Old Town, which is also a conservation area.

3.0 HISTORICAL DEVELOPMENT

- 3.1 Malton may have been a settlement for at least five thousand years. The surrounding area is rich in relics from the late Bronze Age (c 1000 BC) but the earliest surviving evidence of substantial settlement in Malton are the earthworks and roads of Roman Derventio.
- 3.2 The Roman fort was built in the 1st century AD on high sloping ground to the east of the present town centre in the large open area now known as Orchard Field. It was originally built of timber, but later rebuilt in stone, and occupied an area of about 1.5 hectares. An accompanying civilian settlement developed on both sides of the river, and in Malton evolved around the intersection of various roads near the river crossing, now roughly marked by Yorkersgate / Old Maltongate and Wheelgate / Castlegate. A settlement was also established at Malton Old Town. It seems likely that the civilian settlements continued after the departure of the Romans in the 5th century AD and throughout the Saxon period,
- 3.3 After the Norman Conquest a castle was built for defensive purposes near to the site of the Roman fort and above what is now Castlegate, where it could better control the river crossing. Little now remains but the castle may have stimulated the future growth of Malton at the expense of Old Malton, which at the time of the Domesday survey was recorded as being the larger settlement.
- 3.4 Despite the presence of the castle the town suffered repeated attacks from the Scots, and in 1138 the Archbishop of York ordered the burning of Malton to eradicate the Scots who had occupied the town. The street layout which emerged after that event (forming the basis of what became known as Malton New Town) has survived largely unchanged to the present day.
- 3.5 The 'new' town appears to have had two main centres - an eastern centre focussed on the castle and the Church of St Leonard: and a western centre focussed on the Market Place and the Church of St Michael. Both churches are 12th century and post-date the 1138 destruction.

- 3.6 The present Market Place appears to be the historic location for a market but there is evidence for two other possible markets in the town at the same, in Greengate (to the east of Wheelgate) and in Horsemarket / Victoria Road (just west of the cattle market). This suggests a town of considerable importance in the Mediaeval period. The town appears to have been protected by a town wall and moat (still partly shown in a map of 1891) which ran from Yorkersgate to Old Maltongate encircling the buildings of Greengate and the Market Place.
- 3.7 The 12th and 13th centuries saw a flourishing of the Yorkshire wool trade in which religious foundations were of substantial importance, especially the Gilbertine Priory at Old Malton, as the Priors were astute producers and traders of wool. This in turn led to the establishment of a local weaving industry.
- 3.8 Horse, cattle, grain and pig markets were held in the town and the official recognition of the Malton Market in 1283 led to the rise of burgesses and a formal system of urban government, although Malton remained an essentially manorial town. A burgage plot pattern of development was created (with narrow frontages to the street but normally stretching back for a considerable distance) and this pattern of development has determined the growth, shape and character of the centre of Malton ever since.
- 3.9 The castle was occupied by the local lords of the manor until the late Mediaeval period but its role and importance declined and it was ruinous by the Tudor period. It was briefly replaced during the 17th century by a large and showy house built by Lord Eure in 1604, later demolished as a result of disagreement between his two granddaughters as successors. Only the gatehouse survives (- now the Old Lodge hotel -) and the entrance archway on Old Maltongate. Ownership of this area by the lords of the manor, with associated disputes of this kind, encouraged the town to develop further to the west and has resulted in the area remaining as an open semi-rural break between New and Old Malton.
- 3.10 Malton continued to grow economically and physically during the 17th and 18th centuries with a base typical of many rural market towns - food processing and retailing; leather and metal trades; the manufacture and servicing of agricultural machinery; and administrative functions. Horse racing had become established in the area in the 17th century.
- 3.11 The River Derwent continued its role as a power source for corn mills but semi-navigation (first achieved during the Roman occupation) was dramatically improved by an Act of 1702 which enabled the river to be made more navigable as the 'Derwent Navigation'. By the end of the 18th century the area was exporting grain, butter, meat and hides to Leeds, Hull and London, in return importing coal, wool, sugar and salt: to support this long distance trade a boat-building industry developed. A stone bridge (County Bridge) was built around 1760 to link the two riversides and townships together, utilising a natural island in the river. Wharves and warehouses sprang up along the riverside and most industrial sites behind the Yorkersgate and Castlegate frontages date from that period.

- 3.12 Horse racing events in the locality saw the start of a minor tourist industry and at one period local mineral waters were developed to create a spa; the Talbot Hotel in Yorkersgate was built c.1740 to cater for visitors. At the same time the town had its share of poverty and a workhouse was built on Sheepfoot Hill in 1735 (now mostly replaced by the fire station - see **Fig 1**). Residential and agricultural uses were still strongly present in the town centre with houses, gardens, barns, yards, stables and piggeries still evident in the 19th century. There was a general intensification of land use in the town centre with new building on vacant plots and down the rears of burgage plots.
- 3.13 The first directory of Malton (Baines' Directory of 1823) shows the population as being 4005, comprising shopkeepers, tradesmen, craftsmen, inn-keepers (22), attorneys (9) and other occupations typical of a small rural town of its age. By the late 19th century there were 13 places of worship and - no doubt reflecting the huge increase in trade after the arrival of the railway - 22 insurance agents.
- 3.14 In 1845 the York and North Midland Railway was constructed to connect the West Riding to Scarborough via Malton, at this point following the south bank of the river. River trade declined sharply, and largely ceased after 1855 when the railway company bought the Derwent Navigation and raised the tolls on barges to stifle competition. The railway station was originally only accessed from Malton town centre via a timber bridge (replaced in 1870 by the present iron bridge). A new railway branch line was laid from Driffield to Thirsk skirting the northeast side of Malton.
- 3.15 The nature of the town at this time is shown in the first Ordnance Survey map of Malton surveyed in 1850-51 (see **Fig 1**). The street layout and built form appears much as it does today, and a town gas works had been built near County Bridge. Otherwise it will be seen that the town at that point was growing considerably, with new residential development extending out to the west, in the form of terraced houses or detached villas, reflecting the growing prosperity and population. With the coming of the railway other building materials became available, and more cheaply, so that the traditional building finishes of clamp brick or local stone walls with red pantile roofs gave way to red or polychrome facing brick, West Yorkshire stone and blue Welsh slate.
- 3.16 The second part of the 19th century continued to be a period of prosperity for Malton, boosted by the arrival of the railway. By then the town had flourishing flour mills and saw mills by the riverside, and improved cultivation of the surrounding agricultural land had led to a thriving brewing and malting industry. Industrial uses around the river and railway intensified. Horse racing and breeding continued to develop and for a brief period (in the 1860's) a National Hunt course was created in Orchard Field. Substantial houses for the upper classes and industrialists appeared on the western suburbs, for example Castle Howard Road and The Mount, spaciouly arranged and now providing a distinct break between the town centre and the modern housing suburbs.



Ordnance Survey map of Malton 1854 Fig 1

- 3.17 The expansion of the town continued into the early 20th century but was starting to slow down prior to the Second World War. After the War the Drifffield -Thirsk railway line was closed (in 1958) and there was a general downgrading of railway transport as an alternative to road transport, which appears to have favoured Norton (as a more industrial town) rather than Malton. The town had been overtaken by Norton in terms of population before the War and by 1991 Malton's population was 4,220 (- barely changed over 150 years -) compared with Norton's population of 6,230.
- 3.18 The differences in speed of growth are probably also attributable to Norton being an 'open' community, whereas Malton was more tightly controlled by the ground landlords, the Fitzwilliam family estate. The family had acquired the manorial estate in 1782 and the Fitzwilliam Estate is a major landowner in Malton and has been involved in much of the town's recent development.
- 3.19 By the end of the 20th century only a limited amount of new development had taken place. The most significant was the clearance of the livestock market area (in 1970) to allow for the large auction sheds and open animal pens which exist today, and the creation of a new street (Newgate) to connect this area to the Market Place. Land was cleared in the Greengate area to accommodate a large telephone exchange, and more recently the Castlegate riverside area was cleared to make way for a supermarket, and below Orchard Field to allow the erection of a large factory.
- 3.20 As mentioned before, County boundary changes in 1974 brought Norton and Malton together within the same administrative authority (North Yorkshire) but the presence of the river and railway between them has hindered integration and both settlements have retained different identities and some separate functions. Malton has retained its character as a market town whilst Norton has a more industrial base.
- 3.21 Malton's current economy is based on its role as a market town and retail / commercial / business centre, with some significant small industry and a thriving tourist trade. Constant residential demand has resulted in new housing in the outskirts of the town but has also seen several former mill buildings etc in the town centre saved through conversion to flats and offices.
- 3.22 No description of the town would be complete without mentioning the flooding from the River Derwent, which has always been a problem for both Malton and Norton. Major floods are recorded in 1846 and another in 1867 when County Bridge was almost submerged, but floods of equal severity have occurred in the 21st century and action is being taken on a local and regional scale to try to arrest the problem.

4.0 GENERAL CHARACTER

4.1 This section provides a broad overview of the character of the conservation area and is very general, due to the diversity of character between its main areas. The extent of the conservation area is shown in **Fig 2**, including the 4 main and distinctly different areas within it, which are described in more detail in Sections 5.0 to 8.0. These areas are:

Area 1 - Roman Malton and Old Maltongate

Area 2 - The Old Walled Town and Market Place

Area 3 - The riverfront and Castlegate

Area 4 - The Victorian west suburbs

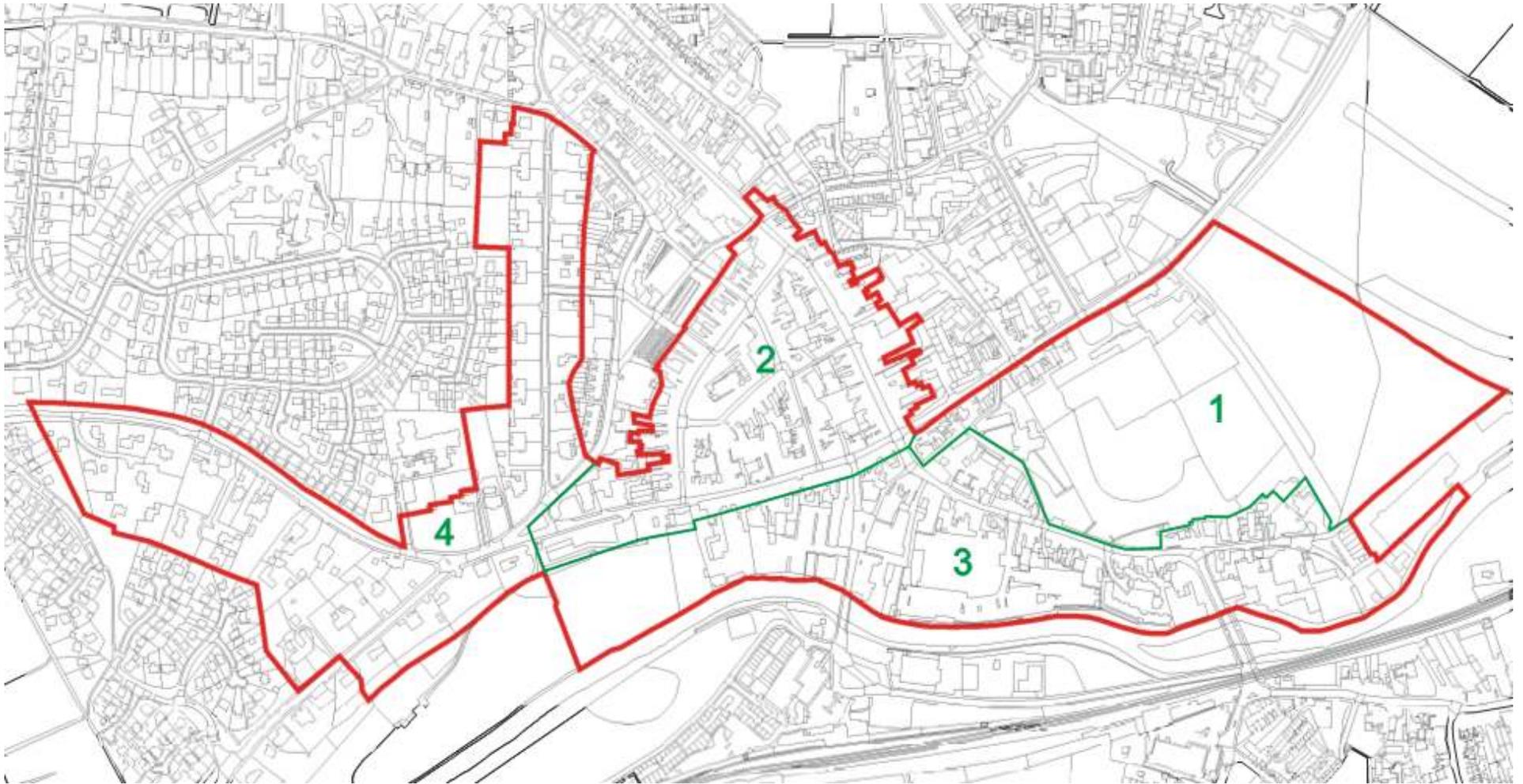
4.2 The character of the conservation area can be summarised by saying is that it embraces the historic core of a thriving North Yorkshire market town, located on the sloping north bank of the River Derwent, including the Roman and post-Conquest remains which testify to its strategic and defensive importance throughout history, and selected 19th century residential suburbs which illustrate the peak of affluence reached by the town by the mid / late 19th century.

4.3 On the south side the boundary of the conservation area (and town) is clearly defined by the River Derwent, and to the east it is defined by the tree-lined former Driffield to Thirsk railway line bounding Orchard Field. Otherwise the boundary on the north and west sides of the town centre does not follow such distinct landmarks and the distinction between areas to be included and excluded is at times a fine one. This particularly applies to the northern and western residential suburbs, and the historic Greengate area; these contain some clusters of historic buildings, terraces or individual houses of architectural interest outside the conservation area but as a whole fall short of deserving inclusion.

4.4 Areas 1 and 4 are characterised by their low density of built development and semi-rural character, and their buildings are predominantly of high status and widely spaced. Mature trees and gardens are dominant features.

4.5 Area 2 (- the town centre -) is characterised by buildings of differing ages and character tightly packed along almost continuous street frontages, finishing hard against the pavement, and mostly in retail or commercial use. The streets are short or curved, and most undulate with the sloping terrain. There are few open spaces (-the Market Place being a notable exception -) and few trees, giving the area a hard urban feel.

4.6 Area 3 however is somewhat different in containing many larger and later buildings of previous industrial or warehousing use, some of which have been replaced by a large modern supermarket. It also contains large cleared areas used for parking or new building.



Map of Malton Conservation Area, showing sub areas in green Fig 2

- 4.7 Views within the town centre are usually very limited by the sinuous nature of the streets but the tower and spire of St Leonard's Church is often visible above the roofscape. The church is one of several 'landmark' buildings in the townscape, others being St Michael's Church in the Market Place, the Talbot Hotel on Yorkersgate, and the Old Lodge Hotel in Old Maltongate. The tree-covered site of the former Norman castle is also a dominant feature. Long views exist to and from Orchard Field south and eastwards over Norton and the Vale of York.
- 4.8 The conservation area contains one Scheduled Monument, which is the site of the Roman fort. It also contains 150-160 Listed buildings, mostly of Grade II and mostly located in the central area around the Market Place and along Yorkersgate, Wheel gate, Castlegate and the streets leading down to the railway station. Most other buildings in this central area, whilst unlisted, make a positive contribution to the area. However, most buildings form a collective backdrop within the town and even the grandest facades struggle to 'catch the eye' because of the narrowness of the streets and the consequent oblique angles of view.
- 4.9 The town centre buildings are generally no more than 2-3 storeys high but vary in size and status, often at random, resulting in a varied and often picturesque roofscape. They are mostly 18th or 19th century in origin, although few early 18th century buildings have escaped later alteration, and apart from the public buildings they are mainly commercial or retail in character. There are still a few remaining industrial buildings along the riverside.
- 4.10 The town stands on an outcrop of soft cream or grey limestone which has always been a source of a local building material, although prone to acute erosion, as often seen in the eroded lower wall courses. The older buildings tend to be of this coursed stone (at times rendered) or brown/buff clamp brick, and have steep red pantile roofs often broken by attic dormer windows with attractive sloping or dual-pitched roofs. Original windows are Yorkshire (horizontal) sliding sash in the humbler buildings or upper floors and vertical sliding sash in those of higher status. Roofs are a major feature, punctuated by chimneys, and nearly always falling to the street rather than gable-fronted.
- 4.11 Buildings after the mid 19th century are mostly of clamp brick or red facing brick, sometimes polychrome or enlivened by terracotta or moulded brick detailing, under blue slate roofs, and with vertical sliding sash windows. Many have a deep eaves band of projecting brick on tall corbelled pilasters - a feature specific to Malton (see photo below). Many traditional panelled doors, sash windows and Victorian shopfronts etc have survived with relatively few modernised.
- 4.12 The conservation area does not have a close relationship with the river, because of the lack of a proper quayside and the problems of flooding, which have resulted in the erection of modern flood barrier walls. The river is much overgrown and any views across it tend to reveal the industrial areas of Norton. However a section of quayside survives at Navigation Wharf below the Talbot Hotel and is being restored.



Late 19th century details, including deep brick eaves band

- 4.13 Despite the existence of the A64 by-pass around Malton the main streets of the town are still busy with traffic, with busy roads converging from all four directions on the central cross road junction to create regular hold-ups. Parking provision is limited, especially on market days. But the town centre is a busy pedestrian area which adds vitality to the townscape.

5.0 AREA 1 - ROMAN MALTON AND OLD MALTONGATE

- 5.1 This area forming the eastern extremity of the conservation area is bounded approximately by the edges of Orchard Field to the northeast and southeast, Castlegate and Sheepfoot Hill to the south and southwest, and Old Maltongate to the northwest. It is focussed on the site of the Roman camp and the Norman castle, and has an open and spacious semi-rural character quite different from the town centre; it therefore excludes the more developed frontages against Castlegate, which relate more to the town centre. It does however include St Leonard's Church and the frontage properties along the south side of Old Maltongate.
- 5.2 Orchard Field, the Fitzwilliam Malton Estate Office (with its stepped-gable attic windows) and the screen wall of the Old Lodge on Old Maltongate form an attractive introduction to the conservation area entering from the northeast, all built in soft local stone, and testify to the age and status of the area. The approach offers a good view across the town centre with the mature trees of York Road forming the distant skyline.
- 5.3 Thereafter the cottages and houses on this frontage down to Castlegate are of varying age and quality including some early and late 20th century infill, and gradually rise in height to full urban scale. St Leonard's Church to the rear has been heavily restored but has a 12th century core and its spire and tower (with clock) form a major landmark in views across the town.

- 5.4 Although the north frontage of Old Maltongate is not included in the conservation area it is of great importance to the setting of the area and the two groups of buildings either side of the Greengate junction are mostly early and late 19th century Listed houses.
- 5.5 One of the major features of the area is Orchard Field, which is an open area punctuated by occasional mature trees, falling south-eastwards from Old Maltongate to the vicinity of the river. Much of the Scheduled Roman fort is located in the upper part of the field, identifiable by ridges, old earthworks and display boards: it extends under the privately owned grounds of the Estate Office and Old Lodge to the southwest. The area is freely accessible to the public and acts as an amenity area and a popular dog-walking area, and offers attractive informal footways down to the riverside and County Bridge. It offers good views to the south and east over Norton and the Vale of York.
- 5.6 Orchard Field is enclosed on the northeast side by the belt of mature trees lining the former Thirsk- Driffield railway line: the trees are important to the setting of the conservation area but are not included, although the Scheduled area extends across the upper part of the disused line and gives some protection. Similarly Orchard Field is enclosed on the southeast side by a belt of trees within the site of a modern retail outlet, which are also important to the setting and screen the building from view.
- 5.7 On the southwest side Orchard Field is largely lined by an avenue of mature trees and is then adjoined by the grounds of Lord Eure's 17th century mansion, within a high stone wall, incorporating the remains of the Norman castle. Only the gatehouse of the mansion survives (- now the Grade II* Listed Old Lodge hotel -) and the entrance archway and screen wall along Old Maltongate. The historic ownerships in this area have been a deterrent to change and deflected development westwards towards the town centre.
- 5.8 Most of the site of the Norman castle, 5 acres in area, is publicly owned and accessible as an amenity area (Castle Gardens), although apparently not widely known and much under-used due to lack of convenient access. It is semi-wild and does not offer outward views due to the broad swathe of surrounding mature trees, but it gives a good 'feel' of the strategic location of the castle high on the escarpment. It is also a quiet haven near to the town centre and a wildlife habitat (see photo below).
- 5.9 The steep slopes of the former castle site form a distinct boundary between this area and the more urban Castlegate below and their trees are a powerful and dominant feature in the townscape, especially when viewed from County Bridge. A long section of Castlegate is bounded by a high stone retaining wall needed to supporting the castle slopes.



Castle Gardens

6.0 AREA 2 - THE OLD WALLED TOWN AND THE MARKET PLACE

- 6.1 This area approximately covers the western (more intact) part of the historic walled town which developed under the protection of the Norman castle and the main approach roads from the northwest (Wheelgate) and southwest (Yorkersgate). It is focussed on those streets and the area between them bounded by Market Street and Market Place, and it is the area which more than any other illustrates the unique qualities of the town. It contains a wide variety of uses - shops, public houses, residential buildings including hotels, religious buildings, offices, and community buildings.
- 6.2 The dominant feature of the area is the market place, an approximately triangular space rising from the southwest to the northeast and subdivided by the Grade II* Listed St Michael's Church, the Old Town Hall and other buildings. The Old Town Hall and the Church are landmark buildings which, together with the other intervening buildings, enclose the more intimate east part of the area. The Old Town Hall originated as an early 18C butter market (with an arcaded ground floor) and was raised and enlarged in 1855 to become the town hall.
- 6.3 Much of the open space is used for car parking, but there is limited vehicular movement through it and generous areas for pedestrians. On market days the parking is replaced by market stalls and the area becomes a bustling pedestrian area. A short obelisk at the west end indicates the location of the former market cross and the nearby ring used to tether bulls during bull-baiting.

- 6.4 Many of the buildings in this area originate from the early 18th century although alterations and additions were often made in the 19th century. There are very few buildings of the 20th century in evidence. Building materials are, in common with the rest of Malton, chiefly local stone and brick, some rendered, with pantile and Welsh slate roofs. The grander buildings have very decorative eaves cornices.
- 6.5 The curving north side of Market Place is of particularly high scenic value and architectural quality. Most properties are two or two and a half storeys high, most with flat-roofed dormers set in steeply sloping roofs which enhance the visual rhythm of vertical sliding sash windows and doors. Shopfronts date from the Victorian and Edwardian periods, most being later additions. The former public house on the corner of Newgate (No 29 Market Place, now offices) and the adjacent bank (No 27) are particularly good examples of 18th century design with quality brickwork, symmetrical facades and a strong cornice line.
- 6.6 The burgage plot pattern radiates off the north and east sides of the market place determining the linear form of rear extensions and the route of passages and alleys through to other parts of the town centre. Of these The Shambles is the most striking - a short pedestrian link to the livestock market area with shallow single storey retail units on both sides and sheltered by overhanging canopies which provide enclosure. It previously housed the butchers' shops.
- 6.7 The south and east sides of the market place are more varied with two and three storey properties though none are of quite the same architectural quality as those on the north side. Visual interest is created by the variation in roof line, the high survival rate of chimneys and chimney pots, historic shopfronts of intricacy and detail, strong cornice details, and the use of coloured render. At the west end the frontage and burgage plot pattern is interrupted by The Cinema and Milton Rooms leaving a gap site of negative visual and townscape quality currently used as a car park.
- 6.8 The market place is accessed from Yorkersgate via Market Street and Saville Street. Market Street retains its 18th and early 19th century character with two storey buildings in both brick and stone, steeply pitched pantile roofs, and small Yorkshire sliding sashes in the dormers. The quality of shopfronts is high in this street, most being early Victorian but with one or two windows of the late Georgian period which are of particular interest.
- 6.9 Saville Street is very different in character being relatively narrow with a strong sense of enclosure created by predominantly three storey brick buildings. The formal symmetry of the Grade II* Listed Methodist Chapel and its flanking properties is a unique piece of urban design in Malton and mature trees in its rear garden help to soften the hard townscape in views from the north and east. The opposite side of the street is completely different in character with a 'high Victorian' feel created by a terrace of yellow brick shops with first floor bay windows, original shopfronts and stone detailing below Welsh slate roofs. The contrast made by the use of strikingly non-local building materials is a symptom of the arrival of the railway in Malton in 1845 and access to new sources of mass produced building products.

- 6.10 Yorkersgate is one of Malton's most prestigious and 'urban' streets affording fine views both uphill from the crossroads and down from the western edge of the town centre, where its frontages frame the distant view of the tower and spire of St Leonard's Church, set against the mature trees of Castle Gardens. Whilst the lower part of the street still retains the retail uses prevalent in the town centre the upper part is the location for many offices, businesses and public buildings in large 19th century buildings, located so as to be close to the commercial and industrial heart of the town near the river and railway.
- 6.11 Tall buildings of three and four storeys are set on a continuous building line at the back of pavement and give a very urban sense of enclosure. There is a strong vertical emphasis resulting from the predominance of vertical sliding sash windows and chimneys, and the height of the buildings on a relatively narrow street. The majority of properties date from the late 18th century but many were re-fronted, extended or raised in the 19th century. Most are brick with steep pantile roofs and kneelers but there are a few key prestige buildings of stone ashlar with Welsh slate roofs indicating the prosperity of Malton in the 19th century. Of particular interest and visual importance are the frontages of the Palace Cinema (- the retained classical front of the 1845 Corn Exchange -), the adjacent 1814 Assembly Rooms, and the National Westminster Bank with its parapet and finials.
- 6.12 Above the Market Street junction the building line is less rigid and the scale of the buildings reduces on the north side to start the transition from urban to suburban context. On the south side York House and the Talbot Hotel make an impressive and abrupt edge to the street frontage. They are the two most prestigious, stone built residential properties in Yorkersgate and they retain large gardens stretching down to the river. The Grade II* York House, set back behind a railed frontage, is of particular historic importance as an unspoilt and high status late 17th century house, as well as providing a visual 'stop' at the end of Market Street.
- 6.13 Grade II* Talbot Hotel was built in 1740 in association with Malton Races (1713-1862) and raised by one storey to its present height in the early 19th century to become the 'New Talbot Hotel'. It was a coaching inn between York and Scarborough and the early 19th century stables are on the opposite side of road, accessed via a 'Vanburgh' style gateway. Yorkersgate terminates at the junction with Horsemarket Road, the location of the town's war memorial marked by a tall and slender stone cross.
- 6.14 Wheelgate is Malton's main retail street and the view from Newbiggin down Wheelgate is important as an attractive gateway to the town, although marred by two modern shops at the north end. This street is characterised by greater architectural variety than others in Malton, in terms of building type and style, age and materials used.

- 6.15 There are narrow, two storey cottage-like buildings of the early 18th century cheek by jowl with three storey red brick and plain tile architect-designed buildings of the early 20th century. Of the later buildings the early 20th century Post Office in Queen Anne style is an attractive asset and the tall Hamby's store at the corner of St Michael's Street has interesting brick and terracotta detailing. Coordination along a uniform building line at the back of pavement gives cohesion to the streetscape and a vertical rhythm is achieved by the regularity of vertical sliding sash windows, dormer windows, chimney stacks and pots, and roof pitch.
- 6.16 The Cross Keys Inn (Listed Grade II*) retains a vaulted undercroft which is the sole surviving relic of the Mediaeval hospital of St Peter, founded by the Gilbertine Priory of St Mary in the 12th century for feeding the poor and as a hospice for pilgrims. Another hospital was located on the island in the River Derwent, near County Bridge.
- 6.17 Burgage plots extend to the rear down both sides of Wheelgate clearly indicating the Mediaeval origins of this street. These plots were used for a variety of functions - residential, manufacturing, stabling - and have been subject to varying degrees of redevelopment. However, property boundaries have generally been maintained and are of utmost importance to the characteristic urban grain of the town.

7.0 AREA 3 - THE RIVERFRONT AND CASTLEGATE

- 7.1 This area forms a long strip along the riverside extending the full width of the town centre and beyond County Bridge to the foot of Orchard Field. In the eastern half it is bounded by (and includes) Castlegate and in the western half it finishes behind Yorkersgate (which is described in Area 2). Whilst parts of this area are no less historic than the town centre (- Castlegate and the river crossing -) others have been subject to much commercial and industrial redevelopment in the 18th and particularly 19th centuries and now have a more spacious street layout with larger buildings. Large areas have also been cleared in modern times and are used for car parking.
- 7.2 Starting at the west end, the private gardens of the Talbot Hotel and York House (already described in Area 2) run steeply down to the riverside and offer good views across the river and Vale of York, although hidden from public view behind high boundary walls. From that point until Railway Street the area has been largely cleared and is now occupied by private car parks serving the Yorkersgate properties, and by the Water Lane public car park. Some rear extensions and cottages start to run down from Yorkersgate and give some idea of the old burgage plot development (notably Rodger's Mews) but have been disrupted by 19th century plot widening.

- 7.3 The only point of interest is a length of surviving quayside at Navigation Wharf, with steps running down to the water's edge and a surviving wharfage building - these are currently under restoration and present an attractive view from the Railway Street bridge. Despite the importance of the river trade to Malton few of the wharfside buildings remain and it is important to retain the survivors. Otherwise the river is fenced off or (at the eastern end) hidden behind rather alien modern retail outlets near Railway Street iron bridge.
- 7.4 Railway Street runs down from Yorkersgate to the bridge and railway station, joined by Wells Lane from the top of Castlegate. This area is spacious and disparate in character reflecting various advances in the town's industrial development, and it is more of historic rather than visual interest.
- 7.5 Prior to the railway this area - which contained Malton's only steam driven corn mill - was accessible only via Wells Lane. The small workshops lining the west side of Railway Street are of the same date and are of some interest in being survivors of Malton's early industrial phase. The arrival of the railway re-shaped the area but the creation of the new link road from Yorkersgate in the 1840's, to give more direct access from the town centre, has left the triangle of buildings at the crossroads with an unresolved rear elevation which is regrettable in view of its prominence when seen by visitors arriving by rail.
- 7.6 The industrial climax of this area is the group of large scale brick warehouses on the east side of Railway Street built in the 1880s. Derwent Mill (now converted to the Cornmill flats) is particularly prominent in views from the station and opposite river bank; it was built in 1887 as a biscuit factory. The Baptist Church, Church hall and Presbytery etc on Wells Lane form an interesting complex of religious buildings.
- 7.7 To the east of Railway Street and Wells Lane the historic and conservation interest of this area lies in Castlegate and its eastward culmination Sheepfoot Hill. Along the riverside much of the area is occupied by a modern supermarket and its car parks, and thereafter by modern housing and industrial units near County Bridge. The supermarket and industrial units are unfortunate and alien elements, and the area is also marred by a derelict brewery building behind Castlegate.
- 7.8 From the central cross roads Castlegate initially continues the retail and commercial character of the town centre and is spacious due to post-War road widening at the junction, although this has sadly interrupted the south frontage and exposed to view the rear garden of the Globe Inn. The supermarket approach has also resulted in an unfortunate wide break in the south frontage but the view of the building is one of steep pantiled roofs which go some way to helping it blend in.

- 7.9 The buildings are mainly brick and two storeys high with many attractive Victorian and Edwardian shopfronts. However, industrial uses start to appear with the contrasting brick bulk of the former Maltings on the east side, now converted to offices. The gentle fall and curves in the street all the way down to County Bridge add interest, and the varying roof line.
- 7.10 Halfway down the hill retail and commercial uses die out and the street changes character, the north side being the high retaining wall of the castle slopes, overhung with mature trees, and the south side being lined with two and then three-storey houses of the early-late 18th century - often of stone and some of quite grand appearance - which appear to have escaped conversion or modernisation. The steep roof pitches, vertical sash windows and chimneys give a strong vertical emphasis. Houses (including the former Castle Hotel) reappear on the north side at the bottom of the street where the castle slopes recede and the general scale of the street reduces again.
- 7.11 Castlegate turns south at the riverside to reach County Bridge, where the conservation area stops. The reverse approach to the conservation area from the bridge is attractive due to the combination of the traditional buildings in Castlegate facing the bridge and the mass of mature trees on the castle hill behind, which form a visual 'stop' to the entrance view.
- 7.12 Staying north of the bridge, Sheepfoot Hill continues the line of Castlegate and serves an area, still overlooked by the tree-lined castle slopes, which has seen various industrial and public uses. To the south is the site of the 1831 gas works, enclosed by a brick wall and retaining some original buildings, modern workshops and cleared open space: those on the river front next to County Bridge are clear evidence of the river's role in the town's industrial past. At the east end is King's Mill, formerly a water-powered corn mill rebuilt in 1802 and now converted to flats. The associated Mill Cottages just before the mill add interest to the group.
- 7.13 The north side of Sheepfoot Hill was the site of the town's workhouse, first built in 1735 as 'Spring Hall' and rebuilt to larger size in 1789. The stone boundary walls of Spring Hall partly survive but the site now contains new housing and terminates with the town's fire station, which retains the male infirmary wing of the later workhouse. The street and conservation area finish at the foot of Orchard Field (see Area 1) and the entrance to a modern retail outlet.

8.0 AREA 4 - THE VICTORIAN WEST SUBURBS

- 8.1 This area includes residential suburbs to the west of the town centre which have been selected in order to illustrate the affluence and status achieved by the town in the later 19th century, following the arrival of the railway. The semi-rural character of the areas contrasts with the town centre streets only a short distance to the east and acts as a buffer against the more densely developed modern housing to the west.

- 8.2 From the top of Yorkersgate York Road runs off to the southwest above the escarpment and is lined by a succession of large detached houses in spacious grounds behind hedges and stone walls. Those on the north side are set well back and screened by mature trees but those on the south are set closer to avoid the slopes behind and are interspersed with trees; they are located to enjoy the long southwards view over the river and tend to present their rear elevations to York Road. There are some modern insertions but the older houses are of stone and with some interesting detailing, especially the elaborate gable ends of 'Woodlands'.
- 8.3 The Mount rises in a straight line uphill from Horsemarket Road, near the top of Yorkersgate, and is a spacious road containing large detached and semi-detached houses set well back from the road in generous grounds; the regularity of spacing suggests a planned development and those on the west side may have been built speculatively. They are of coursed local stone under boldly modelled roofs of Welsh slate with projecting gables, and most have bay windows, porches or turrets and ornate masonry detailing. No 12 has decorative slating and a 'barley-sugar' brick chimney stack. The gardens are mature, mostly fronted by well-tended hedges, and with many attractive mature trees which overhang the road.
- 8.4 Castle Howard Road branches off York Road to the northwest and climbs the hill in a series of gentle curves under a canopy of fine mature trees. It is also a spacious road, enhanced on the north side by a wide grass verge and has an appealing semi-rural appearance. The conservation area only includes the houses on the west side of the road, those on the north side being modern. The original 4-5 houses are large and highly individual, mostly detached, set well back in very spacious tree-filled grounds and approached by driveways fronted by decorative stone gate piers in stone boundary walls. One or two smaller houses have been built between or to the rear in recent years.
- 8.5 The houses are mostly of coursed local stone with stone dressings and are again boldly modelled with bay windows, steep gabled roofs of Welsh slate, and ornate masonry detailing. West Garth is of red facing brick with stone dressings, a corner turret, red clay tiles and 'mock Tudor' half timbering. 'Red Walls' at the start of the road is later and very unusual in being an early and well executed 20th century house in Arts and Crafts Movement style, and it adds interest and another architectural dimension to the conservation area.

9 MANAGEMENT - PLANNING POLICIES

- 9.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 defines conservation areas as 'areas of special architectural or historic interest the character or appearance of which it is desirable to **preserve** or **enhance**'.
- 9.2 **Preservation** (- the aim of which is to prevent harm rather than prevent change -) is mainly secured through the application of planning (development control) policies. At national level these are Policies 126-141 of the National Planning Policy Framework 2012, and at local level they are those of the Ryedale Local Plan, in particular Policy SP12 of the Local Plan Strategy adopted 2013. These policies are in addition to those of the Planning (Listed Buildings and Conservation Areas) Act 1990 and (in the case of the Malton Conservation Area) the policies of the Ancient Monuments and Archaeological Areas Act 1979. General planning policies, and local controls such as Tree Preservation Orders, also apply.
- 9.3 The purpose of the planning policies is to protect those aspects of a conservation area which give it its 'special interest' by controlling change more tightly than otherwise. The control applies primarily to new development, demolition, the alteration of buildings, and any works which might be detrimental to the area such as the pruning or removal of trees, works to the highway, advertisements and satellite dishes etc. Control over the alteration of buildings applies in particular to Listed buildings and to all buildings and features which although not 'designated' make a positive contribution to the character of the area, and regarded as 'heritage assets'. These are generally identified in the Conservation Area Character Appraisal.
- 9.4 It is impossible to give a summary here of all the policies which might control a particular type of development, and prospective developers are advised to consult the local planning authority or a conservation specialist for advice.
- 9.5 Periodic monitoring of a conservation area is required in order to determine whether its boundaries should be enlarged or reduced and to check whether the control policies are being effective. If further controls are deemed necessary the local planning authority could consider imposing these under 'Article 4 Directions' which remove the remaining 'permitted development' rights of unlisted buildings (- the rights to carry out minor works without consent) in exceptional circumstances. Otherwise further control will be applied by the policies as suggested below.
- 9.6 Separate controls may also be applicable within property leasehold agreements.
- 9.7 **Enhancement** can also be secured through the application of development control policies but is usually achieved by proactive intervention by the planning or other public authorities. Some suggested actions to secure enhancement are described below.

10. MANAGEMENT - ENHANCEMENT

It would be beneficial to address the following in order to enhance the quality of the area:

- 10.1 Area 1 - the undeveloped north frontage of Old Maltongate detracts from the setting of the conservation area opposite and the town centre generally and some built development on the frontage would be very beneficial.
- 10.2 Area 1 - the Grade II* Listed screen wall to The Lodge on Old Maltongate is a structure 'At Risk' due to the decay of its low level stone and action is needed to at least stabilise it.
- 10.3 Area 1 - the presentation of the Roman camp in Orchard Field could be improved by cleaning and/or supplementing the information panels etc.
- 10.4 Area 1 - the tree belts enclosing the northeast and southeast sides of Orchard Field are important to the setting of the Roman camp but are not fully protected, and tree preservation orders or extensions to the conservation area boundary should be considered.
- 10.5 Area 1 - access to and presentation of the site of the castle and former mansion could be improved, and a vantage point created above the south slope, to allow a view towards County Bridge and show the strategic importance of the site.
- 10.6 Areas 1-3 - because of the historic origins of the town there is the potential for important archaeological deposits to exist throughout these areas: measures should be in place for their detection and recording during any ground disturbance.
- 10.7 Areas 1-3 - there are frequent problems of congestion at the central cross roads which are detrimental to the appearance and environment of Yorkersgate in particular due to queuing traffic; any possible measures to ease the traffic problems would be beneficial.
- 10.8 Areas 1-3 - there appears to be significant underuse of upper floors in the commercial and retail areas, resulting in poor maintenance of roofs and high level gutters etc; in order to ensure better maintenance the use /reuse of upper floors will be promoted.
- 10.9 Area 2 - the southwest corner of the market place has lost its definition due to clearance in front of the Milton Rooms and in this instance some tree planting might be considered to improve its sense of enclosure.
- 10.10 Area 2 - the parking areas in the northeast part of the market place have been attractively paved in block paving which also defines the parking bays: by comparison the areas to the southwest are finished in unsightly worn tarmac, and new paving to match the northeast would be more attractive and provide consistency.
- 10.11 Areas 2 and 3 - a consistent policy towards paving materials is required. Half of the main retail street (Wheelgate) is paved in attractive hard York stone flags whilst other areas are paved in worn concrete slabs or tarmac, and paving materials can differ from one side of the road to the other (eg Finkle Street). Yorkersgate is particularly in need of pavement improvements.

- 10.12 Area 3 - the preservation and reuse of the historic quayside warehouses would be highly beneficial.
- 10.13 Area 3 - the areas bounding the river are at continued risk of flooding and damaging historic properties, and all measures to reduce flooding should be pursued, both locally and in the wider river catchment area.
- 10.14 Area 3 - the two modern steel-framed and steel-clad retail units on the west side of Railway Street (- a garden centre and a carpet outlet -) are alien to the area and should be replaced with more compatible structures when future opportunities arise.
- 10.15 Area 3 - the small triangular area to the rear of the Globe Inn between Railway Street and Wells Lane, now used for car parking, detracts from the town centre when approached from the station and should preferably be landscaped.
- 10.16 Area 3 - the gap site between Nos 20 and 24 Castlegate (south side) exposes unfortunate views of the modern supermarket and industrial units and some screening (by tree planting or infill building) would be beneficial.
- 10.17 Area 3 - the derelict brewery building behind the south side of Castlegate, projecting into the supermarket car park, is very unsightly and needs to be removed or improved. (7.7) (WPC 8.16 and 18.09)
- 10.18 Area 3 - there is a semi- derelict outbuilding and adjoining parking area on the south side of Church Hill which are detrimental to the area: the building should be removed or improved.
- 10.19 Area 3 - the end house No 47 Castlegate (north side) is currently vacant and boarded up due to flood damage, and Nos 94-96 Castlegate (south side, opposite) are in poor condition externally: because of their exposed location in the conservation area it is important that they be repaired and improved.
- 10.20 Area 3 - the modern industrial / commercial units on the west side of Castlegate as it approaches County Bridge are alien to the area and should be replaced with more compatible buildings when a future opportunity arises, improving if possible the context of Nos 94-96.
- 10.21 Area 3 - the base of the stone wall to the former workhouse on Sheepfoot Hill (- the entrance to the Fire Station pre-school-) is eroded to the point of instability and needs urgent repair.
- 10.22 Area 3 - the old gasworks site on Sheepfoot Hill has a good deal of unsightly cleared ground which could benefit from being either developed or landscaped.
- 10.23 Area 4 - there is pressure to develop within the large gardens of the suburban houses, either in the form of new dwellings or garages etc, eroding the spacious settings and threatening front boundaries by the creation of new access points or improving sight lines: new development should be tightly controlled.

10.24 Conservation Area generally - a formal review of the conservation area boundary should be carried out in the near future, in consultation with the various 'stakeholders'. An informal assessment suggests that in addition to an extension to Orchard Field (see 10.4 above) extensions might be appropriate to cover the north frontage of Old Maltongate / south end of Greengate and the southern part of the

11. MANAGEMENT - DESIGN GUIDANCE

Repairs and alterations

- 11.1 Small alterations to unlisted buildings (particularly dwellings) can be damaging to the conservation area singly or cumulatively and should preferably be agreed with the local planning authority first to ensure an acceptable design. Particular issues are listed below:
- 11.2 Chimneys and chimney pots make an important contribution to the roofscape and should be retained wherever possible.
- 11.3 Solar panels should be discreet and ideally restricted to rear roof slopes where they are less visually prominent. Rooflights, where approved, should preferably be of a 'conservation' design to sit within the roof structure rather than on top.
- 11.4 Traditional wooden doors and windows (including window glass) make an important contribution to the character of the conservation area and should be retained where possible. Secondary glazing is preferable to double glazing and the installation of pvc windows is to be discouraged.
- 11.5 Re-pointing of brickwork and especially stonework can be very damaging and unsightly if done incorrectly and could contravene planning controls - specialist advice should be sought and in most cases the mortar should be lime-based and well recessed.

New design

- 11.6 Unless there are overriding arguments of public benefit, or designs of exceptional architectural merit, all new development should strive to make reference to its local context in terms of its size, massing, scale and general appearance. Means by which this can be achieved are listed below, but ultimately the suitability or otherwise of the overall design is a matter for professional judgement.
- 11.7 Some modern buildings in the main retail area (Wheelgate) are out of character with the area: when future opportunities arise these should be re-modelled or replaced with better designs which are more compatible with the locality.
- 11.8 The preservation of traditional burgage plot boundaries in Areas 2 and 3 is important and any new development should be designed to fit between existing boundaries, or otherwise acknowledge the boundaries.

- 11.9 All new infill or replacement development in the town centre (Areas 2-3) should be consistent with existing frontages, which generally finish hard against the 'back of pavement'. Replacement development in Area 4 should finish on the existing building line, with new infill development or extensions also finishing no further forward than the building line.
- 11.10 Roofs in the town centre (Areas 2-3) should be dual-pitched at not less than 35-40 degrees, of simple form, and on main street frontages they should fall to the street and the rear rather than gabled to the street: at the front they should extend out from the wall heads, on projecting masonry or extended rafters. Dormer windows should be small and have sloping or dual-pitch roofs rather than wide and/or flat-roofed.
- 11.11 Upstand party walls and kneelers on roofs may be permitted if in character with the area. Chimneys will be encouraged if they rise off ridges and are of appropriate size, with well detailed cappings and pots.
- 11.12 Rainwater goods should be of metal, and should generally be painted black or a similar dark colour.
- 11.13 Finishing materials in the town centre (- Areas 2-3 -) should be exposed local clamp brick, red facing brick or matching stone for walls, with red clay pantiles or blue natural slate for roofs, to suit the local context. Painted render or brick may be suitable in some instances but relies on regular maintenance and will generally be discouraged.
- 11.14 Different constraints apply in the suburban areas (Area 4) where the emphasis will be on preserving the character of the period houses and ensuring that any extensions or new buildings are of small scale and subservient so as to minimise impact on the existing.
- 11.15 Roofs in Area 4 should be dual-pitched at not less than 35-40 degrees. Roofs of replacement houses may be more highly modelled than in the town centre provided they are in character with the local area, and decorative features already local to the area (turrets, decorative barge boards, eaves etc) will be encouraged if of good design.
- 11.16 In Area 4 the preferred materials are stone or red facing brick for walls and blue natural slate or flat red clay pantiles for roofs, all depending on the locality. In replacement houses decorative features already local to the area (bay windows, porches, variations of walling material etc) may be permitted if of good design.
- 11.17 In all areas openings in the walls of buildings should be designed to have predominantly vertical proportions through the shape of the openings themselves and the arrangement of glazing bars etc: where openings are unavoidably wider than their height windows should be divided by mullions into two or more sections of vertical proportions.
- 11.18 Where property boundaries need to be defined (- principally in Area 4-) low, exposed stone or brick walls or hedges are usually the preferred solution. However, if original large plots are to be divided up hedges or stained timber fences may be preferable, to minimize the visual impact of subdivision.