

Appendix 2. Summary of Representations Received.

Organisation/Individual	Summary of representations made
North Yorkshire County Council	
	A joined up approach to Neighbourhood Planning across Malton and Norton is supported as it will enable a cohesive approach to planning for the adjoining communities
	<p>The proposed boundary would effectively split the York Road Industrial Estate.</p> <p>When defining the boundary, it is important to achieve a coherent approach that will enable the efficient management of land use and infrastructure for existing urban areas and locations where there may be future expansion. This will help to ensure effective integration and sustainable outcomes can be achieved that will make a positive contribution to place-making</p>
	When developing the Neighbourhood Plan, the Town Councils are required to take into account the provisions of the Minerals and Waste Joint Plan
	The County Council would welcome engagement from the Town Councils in relation to any issues that relate to NYCC services as work on the Neighbourhood Plan progresses
M Gwilliam	<p>Pleased that the boundary is drawn generously to give scope for longer term needs. As presently configured it seems unbalanced, with a generous north-south boundary and a much more restrictive east-west one. This is particularly marked on the east side where the Brambling Fields junction is excluded. This seems odd when this is one of only two full movement junctions with the trunk road and the eastern side of Norton is an active option for further development.</p> <p>A better boundary would be the stream to the east which runs north-south.</p>
	On the western side, the boundary change needed is smaller, but it seems odd to run the boundary through the York Road Industrial Estate. There could well be issues of further industrial expansion and new infrastructure provision here.
D Brewer	Comments are only invited on the extent of the proposed area. Ryedale should be considered as a whole when looking at future development as plans for Malton and Norton must materially affect the rest of Ryedale. Malton and Norton should not be considered in isolation.

F Champion	Langton Wold Gallops should be included. These are central to the horse racing industry in Norton, including safe access routes to and from the gallops. Horseracing is the single biggest employer in Malton and Norton and should be prioritised accordingly.
	York Road Industrial Estate should be included in entirety as far as and beyond the junction with the A64. Improvement of this junction is a crucial part of the future development of Malton and Norton. The Musley Bank racehorse training centre should be fully protected since it is one of the biggest employers in the area and one of the most prominent stables in the UK
	The Brambling Fields junction and surrounding land should be included since this is also integral to future plans. The Council has stressed for a number of years the importance of future housing developments being able to access the A64 without having to go through the centre of the towns.
P Hepworth (North Yorkshire Member of Cycling UK)	It may be helpful if the boundary could encompass land up to and including Musley Bank and Brambling Fields. At Musley Bank we are in discussion with Highways England regarding a short off road link between York Road and the Huttons Ambo Road. At Brambling Fields we are hoping to influence the A64 Partnership's work in this vicinity, to improve cycle access from the Scagglethorpe and Rillington direction, via Norton and Malton. Inclusion of these sites would enable these useful future local recreational and utility cycling links to be included in the Neighbourhood Plan's local transport considerations.
Malton and Norton Area Partnership	The Partnership are content to endorse the proposed boundary. Whilst some members have commented that it does appear somewhat arbitrary, especially with York Road Industrial Estate being half in and half out of the area, it is understood that the boundary is drawn along the Parish boundaries.