

Malton and Norton Neighbourhood Plan

Regulation 15 (Second) Submission by Malton and Norton-on-Derwent Town Councils

All Appendices

August 2023

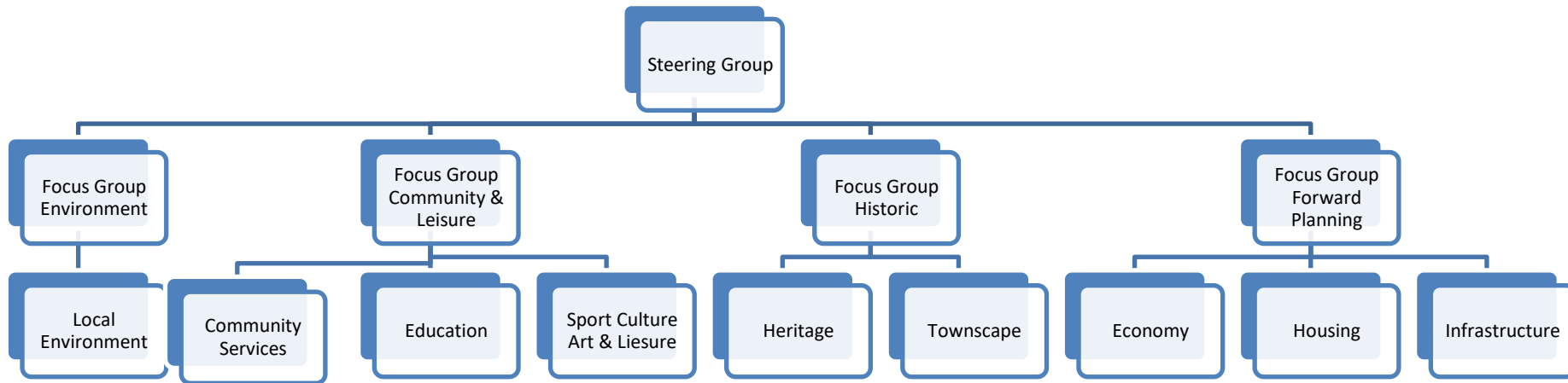
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APPENDIX 1: NEIGHBOURHOOD PLAN GOVERNANCE STRUCTURE

Malton & Norton Neighbourhood Plan

Structure



Steering Group to have overall control

Focus Groups to have expertise in their subjects

Policy Areas

Topics within each Policy Area -

APPENDIX 2: LETTER OF INVITATION TO JOIN STEERING AND FOCUS GROUPS

MALTON AND NORTON NEIGHBOURHOOD PLAN



MALTON AND NORTON-ON-DERWENT TOWN COUNCILS

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Norton-on-Derwent
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info@mnnp.org.uk



By hand and via email

Dear

SUPPORT IN THE PREPARATION OF THE MALTON AND NORTON NEIGHBOURHOOD PLAN

A Neighbourhood Plan offers the community an opportunity to set out in a positive and active way what developments and services they would like to see in the towns. In line with national planning law, Ryedale District Council are currently concluding their document, the local development framework for Ryedale, known as the 'Ryedale Plan'. A Neighbourhood Plan for Malton and Norton provides a layer of advisory, that should be in general conformity of the strategic elements of the Ryedale Plan.

Both town councils have worked closely together on numerous occasions and also have a close working relationship with officers at Ryedale District Council. Many businesses and organisations have a vested interest in the promotion, protection and prosperity of the two towns. To this end we are inviting expressions of interest from those who would like to go through this process with us.

Over the next twelve to eighteen months a steering group will meet, with various focus groups taking place at the same time to formulate the plan. Commitment is likely to be attendance at steering or focus group meetings once a month.

We are looking for three community representatives at steering group level and two community representatives at focus group level. The areas of focus are as follows:

Community and Leisure

Public Services – Schools, doctors, dentists, hospital, fire service, policing and libraries.

Community Services – Citizens advice, social care, churches and religious organisations.

Sports, Recreation and the Arts – Leisure centre, swimming pool, sports clubs, arts, Milton Rooms, museum and racing.

Environment

The Environment – Trees, planting, care and maintenance, our river, habitats, verges, open spaces and pollution.

Heritage

Heritage – Roman, historic buildings, Dickens, racing and riverside.

Townscape – Buildings, street scene, chimneys and topography.

Forward Planning

The Economy – Retail, night scene, commercial, festivals, events, industrial, employment, transport and communications.

Housing – Planning constraints, planning flexibility, design statements, impact and amenity.

Infrastructure – Highways, utilities and rural aspects.

Steering Group

Overseeing the process, liaising with planning consultants through clerks, consolidating the work from the focus groups.

Please consider the above and if you are able to assist us with this process, we would be grateful if you would contact us at the address, or email, found at the head of the letter. Please also identify first, second and third choices of the areas of interest that you would be prepared to work on. We look forward to hearing from you. Please respond by 1st January 2016.

Yours sincerely,

Councillor David Lloyd-Williams
Chairman, Malton and Norton Neighbourhood Plan Committee

APPENDIX 3: LIST OF CONSULTEES (GDPR)

MALTON & NORTON NEIGHBOURHOOD DEVELOPMENT PLAN

REGULATION 14 CONSULTEES CONTACT LIST

Statutory Consultees

Ryedale District Council –Jill Thompson

North Yorkshire County Council – direct to Head of Planning Services, with request that they consult internally e.g. re PROW, Highways, Archaeology..... Planning Control at North Yorkshire

Broughton Parish Council

Huttons Ambo Parish Council

Settrington Parish Council

Scagglethorpe Parish Council

Rillington Parish Council

Habton Parish Council

Kirby Misperton Parish Council

Local MP Kevin Hollinrake

District ward councillors – Keane Duncan, Lindsay Burr, Ray King, John Mckenzie, Paul Andrews, Chris Delaney

All MTC and NTC Councillors

The Coal Authority

The Homes and Communities Agency

Natural England

The Environment Agency

The Historic Buildings and Monuments Commission for England (Historic England) -

Highways England

British Telecom

Mobile telephone operators – EE, 3, Vodafone, O2

Northern Gas Networks

The National Grid Company North East

Yorkshire Water

Voluntary Bodies

Community First Yorkshire

Encephalitis Society

Ryedale YMCA

Horton Housing Association

Next Steps Ryedale

Camphill Village Trus
Injured Jockeys Fund
Sight Support Ryedale
Ryedale Special Families
Acorn Community Care
Wilf Ward Trust
Diocesan Type Offices
York Diocese Church of England
Yorkshire Baptist Association
Yorkshire Methodist Association
Catholic Diocese
Non-Statutory Consultees
National Farmers Union
Country Landowners Association
Disability Action Yorkshire
The Fitzwilliam Malton Estate The Fitzwilliam Trust Corporation
Sustrans
Network Rail
Welcome to Yorkshire
David Harrison Group
Karro Foods
Neaco Metals
Cranswick Foods
S Harrison Builders
Broadacres Housing Association
Yorkshire Housing Association
Local Clinical Commissioning Group NHS
Transdev and Coastliner
North Yorkshire Police
Punch Taverns
Yorkshire Wildlife Trust
Woodhams-Stone Museum
Malton Museum
National Trainers Federation

Other Consultees

Ryedale Bowls Club

Taylor Wimpey

Malton School

Appledorn Developments

Derwent Riverside Project

Luida Tatham

Malton and Norton Railway Club

Timberland

Jason Aldrich

Mr Brack

Richard Fahey Racing

Fitzgerald Racing

Mark Champion Racing

Ollie Pears Racing

Brian Ellison Racing

Richard Jones

Rodney Brewiss

**APPENDIX 4A:
COMMUNITY
CONSULTATION
QUESTIONNAIRE PART
1 (APRIL 2011)**



MALTON AND NORTON NEIGHBOURHOOD PLAN COMMUNITY CONSULTATION QUESTIONNAIRE

We would like to hear your views before 5pm on 10th June

Libraries

North Yorkshire County Council is proposing to close the libraries in Malton and Norton and open a new library close to Malton railway station.

Do you agree with North Yorkshire County Council's proposal?

- Yes, close the existing libraries and open a new library close to Malton train railway station
 No, keep the two existing libraries but introduce cost saving measures
 Don't know Other suggestion (please specify).....

Hospital

The Malton and Norton Community Hospital provides a range of outpatient and other services. There is a question about its future.

Do you agree with the Town Council that the Ryedale Ward should be reopened?

- Yes No Don't know

River Derwent

Please tick any of the following actions for the river which you would support:

- Appropriate development of vacant riverside sites potentially prone to flooding
 Dredge the river to remove silt build-up
 Continue to protect and manage the river corridor as a nationally important wildlife area
 Encourage use of the river and its banks for recreation & leisure
 Commission a review of the 'River Rail Corridor Study' which addresses the above issues

Tourism & Museums

Should more be done to develop and promote the towns as a tourist/visitor destination?

- Yes No Don't know

If yes, please tick all of the following which you would support:

- The development of a Roman Museum at Orchard Fields
 The display of Malton and Norton artefacts
 Signage on the towns' approach roads to promote local attractions and activities
 A radio station for the town, using new FM channels to be set up post-2015

Leisure, Sport & Recreation

Should the tennis, squash and bowls clubs be relocated to (please tick one box):

- a site adjacent to the rugby, football and cricket clubs a site adjacent to Malton Community Sports Centre neither don't know

Should Malton Community Sports Centre facilities be available to individual 'pay-as-you-go' users?

- Yes No Don't know

Are there any new leisure, sports or recreation facilities or activities you would like to see provided in Malton and Norton in the future? (please specify)

.....

For monitoring purposes, please print your surname and postcode:

Surname..... Postcode.....

A Neighbourhood Plan for Malton and Norton

Malton Town Council and Norton Town Council are together preparing a Neighbourhood Plan for Malton and Norton. The Town Councils wish to ensure the future of the two towns is thoroughly considered and that any future development proposals are right for the towns. To this end, the Town Councils believe that those who live and work in Malton and Norton should play a key role in making decisions about their future. This is particularly important as there are currently a number of different views being taken by key stakeholders.

At the same time, Ryedale DC is in the process of drafting a new development plan (the Local Development Framework - LDF) which will identify the extent and location of future development across the whole District over the next 15 years or so.

Malton Town Council Questionnaire

The Town Councils for Malton and Norton are together conducting this consultation in order to ensure that the interests of the towns are fully represented. The Town Councils would like to understand your views through your answers to the questions in this leaflet. Your responses will then inform the drafting of the Neighbourhood Plan and will be used to influence any responses submitted in response to the drafting of Ryedale's Local Development Framework.

How to get involved

Please visit www.mn-np.org.uk to find out more about Neighbourhood Plans, the consultation process, and the background to the questions.

Or why not come along to one of the public meetings or exhibitions being held across Malton and Norton where you can also give your views on site specific issues using our interactive questions. Your views on sites can also be given online, by completing the questionnaire at www.mn-np.org.uk

There are a number of ways to respond to our consultation:

- 1 - Return a completed copy of this questionnaire to one of the collection points at:
Malton: Hoppers - Market Place, Malton Library - St Michael's St, Morrisons - Castlegate, Spar Shop - Highfield Rd, Fine Food Theatre - Market Place, Hope Central - Castlegate, Sainsbury's Local - Newbiggin. **Norton:** Lidl Supermarket - Welham Rd, Corks and Cans Off Licence - Commercial Street, Norton Town Council Offices.
- 2 - Return a completed copy of the questionnaire to one of the exhibitions on Market Place between 10am and 3pm on Sat 7th May, Fri 13th May and Fri 3rd June, or on Thu 26th May between 1pm and 6pm at Derwent Arms Car Park, Norton.
- 3 - Visit www.mn-np.org.uk and complete an electronic version of this questionnaire - site specific questions may also be answered there. If there is anything else you would like to tell us, please attach a separate sheet of paper or email enquiries@directionsplanning.co.uk

**APPENDIX 4B:
COMMUNITY
CONSULTATION
QUESTIONNAIRE PART
2 (APRIL 2011)**

Housing

There are a number of different views in relation to how many new houses should be built in Malton and Norton over the next 15 years.

How many houses do you think should be built in the towns over the next 15 years? (please tick)

915 (historic completion rate) 1000 1500

Other (please specify)

Ryedale DC needs to decide when and where to build new houses.

Should brownfield sites be developed before greenfield sites? Yes No Don't know

Should greenfield sites on the edge of Malton & Norton be developed before brownfield sites in order to attract developer contributions for community benefit? Yes No Don't know

Do you agree with the following statements? (please tick)

The target for affordable housing should be increased from 35 to 40% Yes No Don't know

Only sites consisting of more than 10 houses or 0.3 hectares should be required to make a contribution towards the affordable housing provision Yes No Don't know

All residential development should make a contribution Yes No Don't know

More houses for shared ownership or discounted sale price should be built Yes No Don't know

More houses for rent through a Housing Association or the Council should be built Yes No Don't know

Planning Gain

If Ryedale DC were to ask developers to make a financial contribution from the profits of building houses, what infrastructure, services, facilities or other development of community benefit should it be spent on?

Shopping

Various reports have identified capacity in Malton over the next 15 years for a new supermarket and there are currently two proposals being discussed.

Which site would you prefer to see developed for a new supermarket?

Wentworth Street Car Park - involving the sale of the site by Ryedale DC

Livestock Market - redevelopment for new retail units and a supermarket

Both None Other (please specify)

If a new supermarket were to be built in Malton, which of the supermarket chains would you prefer:

Booths Sainsburys Tesco Waitrose Other (please specify)

What kind of businesses would you like to see more of in Malton town centre?

More bars, restaurants and cafes More high street chains

More specialist independent shops More discount and value shops

Other (please specify)

Milton & Assembly Rooms

Can you suggest what activities might be introduced into the Milton Rooms to secure better use?

Employment

On what basis do you think land should be identified to meet future employment and business needs in Malton and Norton? Please tick only one box

to reflect the historic rate of development

to reflect forecasted economic growth over the next 15 years

let demand dictate how much land is developed

to create enough jobs to match the housing growth target

Other (please specify)

Do you agree with the following statements? (please tick)

Small and medium sized local businesses should be encouraged Yes No Don't know

Larger businesses should be encouraged, but only if they do not prejudice existing local businesses Yes No Don't know

Off-street parking should be provided as part of all new business development Yes No Don't know

Land identified to meet future business needs should be released on a phased basis to reflect the financial climate Yes No Don't know

A range of plot sizes and premises should be provided to meet a range of business needs Yes No Don't know

Clear road signage to/for business parks should be provided Yes No Don't know

All employment development should be sympathetic to its locality Yes No Don't know

Existing employment sites should be protected so they cannot be redeveloped for other uses Yes No Don't know

High speed broadband should be introduced Yes No Don't know

Car Parking

Would you support a Car Parking Strategy for Malton and Norton which would set out a planned approach to capacity, parking charges, waiting restrictions and permit zones?

Yes No Don't know

If yes, who should prepare the Car Parking Strategy?

Ryedale DC Malton Town Council Other (please specify)

Horse Racing Industry

The racing industry is important for Ryedale's economy in terms of employment and potentially tourism.

Would you support the development of:

A specialist health unit for injured jockeys Yes No Don't know

A racing museum Yes No Don't know

Schools

Should education provision be kept under review in light of future housing growth?

Yes No Don't know

Have you any comments about school provision in Malton and Norton?

APPENDIX 5: NEIGHBOURHOOD PLAN COMMUNITY CONSULTATION SCHEDULE OF RESPONSES (JUNE 2011)

MALTON TOWN COUNCIL AND NORTON TOWN COUNCIL

NEIGHBOURHOOD PLAN COMMUNITY CONSULTATION

SCHEDULE OF ALL RESPONSES

24th June 2011

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1.0 INTRODUCTION

This 'Schedule of Responses' sets out the actual number of responses received to each question, along with all the comments submitted during the consultation period.

The schedule is presented in sections, which are:

- 2.0 Results of the questionnaire, including the paper and web based responses.
- 3.0 Results from the interactive questions, including those collected at the public exhibitions and then the web based responses.
- 4.0 Results from the young person's version of the questionnaire
- 5.0 Correspondence received via email and post

2.0 RESPONSES TO THE QUESTIONNAIRE

This 'Schedule of Responses' sets out the actual number of responses received to each question, along with all the comments submitted during the consultation period. Not everyone answered every question. Some questions were designed to enable respondents to choose more than one answer.

Responses are therefore shown not only by number, but also percentage. This is to enable comparison of responses to different questions. Percentages have been rounded up or down to the nearest whole number, except where it would have resulted in a total greater than, or less than, 100. In those cases, judgement has been used to determine the whole number.

Respondents who completed a paper questionnaire were asked to provide a surname and postcode in order to filter out the opportunity to abuse the process. Those who responded via the electronic questionnaire were asked to provide an email address in addition to their name and postcode in order to protect against spam and to guard against abuse by individuals.

In compiling this schedule, all names and contact details of individuals have been removed. This information will be held in confidence and will not be used for any purpose other than the use which was intended, which was to quality check the responses received. The postcodes have, however, been used to identify spatial patterns to responses where appropriate.

In total, 492 responses were received to the questionnaire. These were made up of 371 paper responses and 121 website responses. Of the responses received, the number of respondents from Malton and Norton are quite evenly split. 165 people who live in Malton responded, whilst 146 residents of Norton responded. The postcode analysis found that 181 respondents gave postcodes which do not appear to be located in either Malton or Norton.

2.1 HOUSING

QUESTION 1A		
How many houses do you think should be built in the towns over the next 15 years?		
Number of houses	Percentage %	No. of Respondents
915	36	152
1000	28	118
1500	18	76
Other	18	74
Total	100	420

QUESTION 1B	
A number of alternative suggestions were put forward for how many houses should be built in Malton and Norton over the next 15 years. These were:	
Number of houses	No. of Respondents
None	14
50	1
150	1
200	2
250	2
300	2
350	2
500	18
700	1
750	1
800	4
1500	1
2000	7
2500	3
3000	3
Determined by infrastructure capacity	6
No more Council/ HA houses	1
To meet local need only	6
To meet need from employment	4
Utilise empty properties	1
Create sustainable villages	1
Low number/ few as possible	6
Build houses for first time buyers	1
Do we really need houses or is it just to make money for developers?	1
Do not swamp the town of Norton	1
Don't know	2
Total	92

QUESTION 2		
Should brownfield sites be developed before greenfield sites?		
	Percentage %	No. of Respondents
Yes	84	378
No	7	33
Don't know	9	38
Total	100	449

QUESTION 3		
Should greenfield sites on the edge of Malton & Norton be developed before brownfield sites in order to attract developer contributions for community benefit?		
	Percentage %	No. of Respondents
Yes	15	65
No	73	309
Don't know	12	49
Total	100	423

2.2 AFFORDABLE HOUSING

QUESTION 4A		
Do you agree with the following statement? The target for affordable housing should be increased from 35 to 40 per cent		
	Percentage %	No. of Respondents
Yes	43	196
No	46	206
Don't know	11	49
Total	100	451

QUESTION 4B		
Do you agree with the following statement? Only sites consisting of more than 10 houses or 0.3 hectares should be required to make a contribution towards affordable housing		
	Percentage %	No. of Respondents
Yes	51	225
No	34	152
Don't know	15	65
Total	100	442

QUESTION 4C		
Do you agree with the following statement? All residential development should make a contribution towards affordable housing		
	Percentage %	No. of Respondents
Yes	47	201
No	41	177
Don't know	12	52
Total	100	430

QUESTION 4D		
Do you agree with the following statement? More houses for shared ownership or discounted sale price should be built		
	Percentage %	No. of Respondents
Yes	66	292
No	24	105
Don't know	10	46
Total	100	433

QUESTION 4E		
Do you agree with the following statement? More houses for rent through a Housing Association or the Council should be built		
	Percentage %	No. of Respondents
Yes	67	297
No	26	118
Don't know	7	30
Total	100	445

2.3 PLANNING GAIN

QUESTION 5	Number of responses if >1
If Ryedale DC were to ask developers to make a financial contribution from the profits of building houses, what infrastructure, services, facilities or other development(s) of benefit to the community should it be spent on?	
1 Youth Centre. 2 Sports facility improvement, i.e. rugby club HQ. 3 Library. 4 OAP activity centre.	
4 way access at A64 Brambling Fields	
A branch surgery for Derwent Surgery in Norton, roundabouts at each end of the bypass.	
A decent park. Upgrading the riverside by clearing rubbish and overgrown bank sides.	
A footbridge spanning from Norton to Malton in the town near Morrisons and the skate park or as talked about in the nineties over the railway and across Orchard Fields linking the town by foot nearer and taking pressure away from County Bridge and bottlenecking or a new road bridge to link York Road into Norton as too much pressure now on County Bridge with current and new to build housing especially as now average family have 1 car and some 2 so without new road crossing in town things are and will get strained badly and congested	
A junction on the A64 at Broughton Road.	
A link between A64 & roads to Beverley & Hull to stop heavy lorries through town. Pedestrianise shopping areas.	
A new primary school	
A slip road from Broughton Rd onto the A64 and a slip road off to Broughton Rd.	
A town park	
A64 access at Broughton Rd, sewage	
A64 B1257 junction	
A64 Broughton Rd access	
A64 Broughton Rd junction	
A64 junction improvements	
A64 junctions, Museum, Milton Rooms.	2
A64 roundabouts	
A64 to Beverley Rd Link	
Access (roads, footpaths & cycle lanes), recreational facilities (playgrounds, open spaces & community halls/buildings)	
Access roads to bypass	
Access to by-pass	
Access to town, car park, park	
Additional road access/additional facilities for young people.	

Additional school facilities.	
Adequate visitor parking	
All additional infrastructure, services & facilities needed arising from new housing development including RSL development	
All developers should contribute to the community hospital, culture, heritage, nature reserve and flood prevention.	
All projects should be considered from playgrounds, walks, footpaths, and transport info structure including roads.	
Another road bridge across river	
Anything that benefits Malton.	
Art gallery. Dance venue. Arts. Attract visitors.	
Band stand and boat trips	
Better access and egress both ends of bypass.	
Better access into Malton and Norton and around the towns is essential. The movement of traffic is already bad and will be worse with more residents and/or businesses. Solutions to these transport issues should be agreed before ANY new development is allowed to take place.	
Better access to and off the A64	
Better drainage systems.	
Better facilities for pedestrians and cyclists.	
Better public transport	
Better road network	
Better roads, public park and gardens	
Better schools.	
Better swimming pool area for children	
Beverley Rd to A64 Link road	2
Brambling Fields junction	
Brambling Fields Norton by-pass	
Broughton road junction should have access to the A64 as a large amount of large traffic comes from Hovingham Road and has no choice but to go through town to get to their destination	
Broughton Road Junction with A64. Traffic congestion solutions within Malton and Norton	
Building slip roads to/from B1257 & A64 to reduce town centre traffic	
Bypass roads around Norton Beverley Road area. Anything to reduce traffic in Malton	
Car parking	
Carbon reduction	
Care services. A64 junctions.	
Centralising the leisure facilities - swimming pool, Kirkham Henry dance studios, squash courts, tennis club - at either The Gannock, Rugby Club, or Malton School Sports Centre. Investment in improved public transport, cycle paths, to encourage less car use. Ring road enhancement	

to reduce lorries etc. through Malton centre. Relocate the cattle market to Wentworth Street car park. Utilise the existing Cattle Market as parking spaces to enable the town centre to be pedestrianised for the majority of the day, limited access for deliveries etc. This would encourage 'cafe society' with tables and chairs on pavements. Fund the relocation of the Cattle market to Wentworth Street car park. Subsidise free parking in the Cattle Market area.	
Centre town refurbishment	
Child care, community transport	
Children's play areas within housing areas. Cycle shelters	
Children's play facilities. Develop areas near river	
Children's play facilities. Road improvements	
Children's playgrounds, community halls	
Children's activities	
Children's play parks	
Children's playgrounds, pavement maintenance	
Community centres	
Community centres. Pedestrian footpaths and cycle ways. Allotment facilities.	
Community leisure centre	
Community park. Free car parking. Play areas. Public toilets.	
Community projects for elderly and youth	
Community sports. Community arts. Libraries. Museums. Riverside recreation.	
Cycle lanes and cycle parking racks	
Cycle lanes. Pedestrianisation. Free car park so that independents can compete with supermarkets. Improve rail services.	
Cycle paths. Play areas. A new primary school.	
Dentists	
Developing existing sporting facilities.	
Developing the town centre and making an area people can sit and socialise. Make the town have more of a village feel with a fountain and grassed areas.	
Development of public open space. Pedestrian footbridge across the railway line, or traffic lights which allow pedestrians to safely cross on the box junction. The present mixing of traffic and pedestrians at peak times is extremely dangerous.	
Drainage and sewerage upgrade. Highways, particularly A64 junctions.	
Education	
Education provision, youth club	
Elderly and recreation sites.	
Elderly services	

Enhance green spaces with trees etc. Upkeep of roads and pavements. Parking provision and enforcement.	
Ensuring Malton Hospital stays open, now and into the future.	
Environmental and community benefits	
Environmental improvements and litter abatement schemes.	
Evening bus services. Maintain library	
Everything on the list	
Exit at Brambling Fields off A64. Public open space. Second river crossing.	
Expand primaries. Another Malton/Norton link road.	
Facilities for teenagers - like skate parks	
Free tennis, bowling and activity centre for youth	
Good schooling.	
Green energy	
Highway infrastructure to remove traffic from town centre.	
Highways and schools	
Hospital facilities	
Hospital, care of elderly	
Hospital, drains, roads.	
Hospital, pot holes, remove speed humps.	
Hospital, youth facilities	
How can you ask the public what percentage of houses do we need in Ryedale? We haven't the knowledge to say how much unless you are going to explain this in straight forward answers. So why ask us, because you certainly won't tell, without exaggerating or pulling the wool over our eyes to get what you want? Any financial contributions from the profits of building houses won't go into services, facilities. It will go into the bonuses and pensions of those already earning £100,000 to £300,000 plus for doing what, employing consultants to do their thinking for them? OOPS SORRY NO MONEY LEFT, we've spent it on the consultants and ourselves.	
I do not believe that further development of Malton & Norton should be carried out; the town is large enough already. Road and parking space is already inadequate without further expansion in house building exacerbating the issue. Financial contribution from developers is therefore not relevant.	
Improve access from A64 into Malton	
Improve both A64 junctions and link Beverley Rd to A64	
Improve green areas and riverside for recreation	
Improve leisure services and amenities.	
Improve logistics	
Improve public transport	

Improve road infrastructure, and recreation.	
Improve road network	
Improve sewage and drainage system. Improve town bus service	
Improve the roads and access to the towns.	
Improved access to A64. Removal of through traffic from the centre.	
Improved access to/from A64 for town centres	
Improved leisure facilities e.g. swimming pool. Contributions to local charities e.g. Kirkham Henry Performing Arts, Ryedale Counselling Service, Malton Hospital.	
Improved road connection Norton/Malton	
Improvement to roads and libraries.	
Improvement to roads; public transport subsidy	
Improvements in drainage and flood prevention, maintenance of public spaces, trees etc., and general environmental improvements. Things that attract business into the towns, including adequate low cost car parking, as this seems to be working in the centre of Malton.	
Improvements in town centre. Roads. Park and ride at Eden Camp.	
Improvements to roads due to additional use causing more damage. Additional pressures on education, social services, voluntary organisations etc.	
Improvements to traffic flow through the 2 towns. Maintaining road surfaces. Improving visual image of the 2 town centres. The development of a new AREA museum.	
Improvements to: road infrastructure, open spaces, Malton centre including paved areas at Milton Rooms	
Improving parks in areas other than those near Housing Association properties	
Improving roads	
Improving the area in general, e.g. roads and derelict buildings being used again.	
In no particular order: road network improvements, in particular the Hovingham connection to A64; traffic issues at County Bridge; other infrastructure improvements to update the towns old/Victorian services,	
Increase to rail service (York - Scarborough) frequency to half hourly facilitated by introduction of 2nd platform and footbridge to 2nd platform and beyond to Welham Road	
Industry	
Internal road network improvements. A64/B1257 junction.	
It is my belief that asking for developers to make contributions has a negative effect and will/does result in fewer houses being built	
Keeping Malton Hospital open	
Keeping Malton Hospital open and re-opening Ryedale Ward.	
Keeping teenagers occupied.	
Keeping the town clean (streets, pavements, verges etc.). Public green space.	

Larger schools. Improve sewerage. Improve access to the two towns.	
Leisure, parks, and local hospital facilities	
Leisure, parks, health and traffic management	
Leisure. Playgrounds. Road conditions.	
Less tax	
Libraries, TIC, community centre	
Libraries. Public transport	
Link Rd York Rd to Norton, 4 way junctions at both ends by pass	
Link roads keeping lorries out of town	2
Maintain local open spaces. Brownfield MUST be first	
Making Malton and Norton town centres nice places to be; this could include a more country feel about the town (e.g. a social area with maybe benches and a grassed area for people to come out and enjoy nice weather, a fountain, flowered areas, vintage looking signage around the town). This would build upon the character of the town and give visitors a better view of the town. At the moment Malton is a ghost town and many people would rather pay to get the bus/train to York as the feel of the city is so much warmer.	
Malton Hospital. More police on the beat. Free parking all around town.	
Malton Market/Town Centre	
Milton Rooms	
Milton Rooms. Traffic measures.	
Modernisation of the Milton Rooms	
More council houses for single mums	
More green parks to sit in	
More open spaces and areas to sit for families/disabled/wheelchairs.	
More recreation areas	
Multi storey car park	
New junction A64/Broughton Rd	
New link road Norton to Malton	
New link road round the old Woolgrowers site from A64	
New Museum, Milton Rooms, A64 junctions.	
New primary school for Norton	
New school	
New Swimming Pool	
NIL	
None. We do not want any more large building developments	

Norton by-pass	
Not sure	
Old people's welfare	
Older people services.	
Open spaces, community halls	
Orchard Fields Museum and Visitor Centre. Norton Tacing Heritage Centre	
Park area and children's play area.	
Park to walk in near river. More police	
Parking. By-pass	
Parks and open spaces	
Planning gain is not as wonderful as you think!	
Play areas for small children. Repair footpaths. Cut back overgrown trees and bushes over footpaths.	
Plenty of private houses/flats standing empty	
Police. Roads.	
Projects to promote tourism and visitors to the town to bring outside income to the town's businesses.	
Proper access roads to bypass at all junctions	
Public domain/open space improvements	
Public park with facilities for children and families	
Public transport	
Public transport and open spaces	
Public transport and public toilets	
Reduce Council Tax	
Reducing High Street rents	
Refunds to those whose properties are devalued by surrounding development	
Relocation of Livestock Market. Help to retain Roman Museum at Malton.	
Remove HGV from Malton & Norton	
Reopen Maternity Unit, improve traffic flow	
Repair and renew drains	
Replacing temporary classrooms with permanent Better bus services. Lower council tax.	
Re-usable energy and green/leisure areas in and around the town centres	
Ring Road from A64 round Norton including Beverley Rd/Langton Rd/Welham Rd.	
Ring roads	
River and riverside development	

Road access improvement, new build scout/youth centre, new squash/tennis location and facilities, teenager place to meet and do activities, health services	
Road bridge over road/railway into Norton. Then Broughton Rd roundabout.	
Road improvements	2
Road improvements in Norton and Malton (including link from Beverley Rd to A64), improvements to public open space - parks etc. -in both Norton and Malton. Further refurbishment of the Milton Rooms/Assembly Rooms. Pedestrianisation of the Malton Market Place to take traffic out of what could and should be a picturesque town centre if it wasn't clogged with traffic. More sporting facilities for the community - new swimming pool etc.	
Road improvements to Malton and Norton (at the rail crossing and access to the A64)	
Road improvements to relieve bottleneck at railway crossing. Community services, i.e. sports, recreation and leisure facilities.	
Road improvements, children's play parks	
Road improvements. Green projects.	
Road improvements. Norton Southern by-pass	
Road improvements. Schools. Green areas. Health.	
Road infrastructure - A64 is a priority	
Road Infrastructure/Schools/Sporting & Leisure facilities	
Road System and Access	
Roads	4
Roads and by-pass access	
Roads and recreational facilities	
Roads and schools	
Roads and sewers	
Roads and utilities.	
Roads infrastructure within with Norton and Malton towns	
Roads infrastructure. Another river rail track bridge connecting it to bypass/Beverley Road to bypass.	
Roads, child and teen projects i.e. Scouts, Youth Centre	
Roads, community centres, playgrounds, public transport	
Roads, pavements, playgrounds and green spaces.	
Roads, schools	
Roads, schools, healthcare	
Roads, sewers	
Roads, the junction on the A64 East Bound at Brambling Fields, Another crossing point over the railway line as the existing level crossing is a choke point, and a by-pass from the B1248 Beverley Road around to the East onto the A64.	

Roads, tree planting	
Roads. School improvements. Youth Clubs.	
Roads. Services for retired people.	
Roundabouts York Road and Brambling Fields	
School provision. Highway layout.	
Schools	
Schools & Welfare	
Schools and amenities	
Schools and roads	2
Schools leisure facilities	
Schools libraries, parks	
Schools, community centres	
Schools, community projects	
Schools, health facilities and leisure	
Schools, parks, care homes	
Schools, roads	
Schools, traffic management, new swim pool	
Schools. Better roads	
Second road over rail crossing	
Services for children	
Services that benefit old, children and disabled should have priority.	
Sewage, road and school improvements	
Sewerage and roads.	
Sewerage upgrade at Butcher Corner	
Sewerage, footpaths, and school provision	
Sewerage, school provision, footpaths	
Sewerage. Roads. Pavements. Footpaths. Parking.	
Sewers, road maintenance, hospital	
Should be a community decision	
Should not take contributions. Puts up cost of housing	
Snow clearance, highway maintenance. Enhancement of town centre e.g. flower beds etc.	
Social care services. Traffic. Access roads. Parking space for residents.	
Southern bypass and interchanges to the A64	

Sport for the young.	
Sports facilities, especially a dedicated gymnasium.	
Sports facilities, rural transport	
Sports facilities. Street cleaning and maintenance.	
Sports grants	
Sports. Parks. Hospital.	
Street sweepers. Tidy open sites	
Supervised open spaces, i.e. parks. Activities for both young and elderly.	
Taking traffic away from the centre i.e. more slip roads at York Road Broughton and Brambling Fields.	
Teenager community centre	
The drains at Butcher Corner and Yorkersgate.	
The hospital. Library vans for outlying areas.	
There is an urgent need to improve the sewage system, and the roads and pavements.	
They have to be related to the nature of the development and being required as a result of the development taking place. Developers should not be requested to contribute to areas their development does not affect.	
To add to existing Section 106 agreements community facilities should be given priority, day centres and community rooms.	
To benefit as many people as possible	
Tourist attractions	
Towards employment	
Town centre development	
Traffic improvements.	
Traffic relief - a southern relief road for Norton, and better A64 access. Better quality pavements and pedestrianised areas. Support for relocating the cattle market. Support for the Milton Rooms. Support for primary school building.	
Transport	
Transport and elderly facilities	
Transport including cycle paths. Communications and free leisure and green space facilities	
Transport sport and recreation	
Transport, dentists	
Transport. Meeting centres. Education. Sport. Entertainment.	
Update sewers, develop riverside	
Upgrade of water/drainage systems outside the development boundaries. Increased school space/buildings. Road upgrades - junction at Musley Bank and Brambling Fields to full 4 way access.	
Upkeep of roads	

Where specific needs are identified.	
Why should developers be asked? You run the risk of dancing to their tune and allowing too much development just to get their money.	
You should not use BLACKMAIL for anything	
Youth & Social Clubs, Sports Schools	
Youth and disabled services	
Youth centres.	
Youth leisure facilities	
Youth projects and community centre	
Youth services	
Youth services and facilities	

2.4 SHOPPING

QUESTION 6A		
Which site would you prefer to see developed for a new supermarket?		
	Percentage %	No. of Respondents
Wentworth Street Car Park	9	43
Livestock Market	50	233
Both	7	31
None	31	143
Other	3	15
Total	100	465

QUESTION 6B		Number of responses if >1
If you have selected 'Other', please name an alternative site.		
A site to the east of Norton would be preferable as this is where the concentration of housing is both existing and potential?		
Absolutely NO need for any more supermarkets		
ABSOLUTELY opposed to using Wentworth Street		
Already too many supermarkets.		
Both great schemes		
Build one on York Road and run a park and ride into town.		

But only if livestock market is relocated within Malton area.	
But would prefer livestock market if one does have to be chosen.	
Definitely NOT WSCP	
Don't need another	2
Don't need more supermarkets	
Enough in town.	
Enough supermarkets	2
Enough Supermarkets already	2
Ensuring livestock market remains in Malton though.	
Food market only	
I am not convinced of the need for a new supermarket but I would support redevelopment of the livestock market site for new retail units if a new livestock market were to be built locally.	
I don't believe that we need another supermarket. If one had to be built then I think the cattle market site would be preferable. Definitely NO to Wentworth Street. If you want to develop the town then you need adequate car-parking. Why sacrifice it just for short term profit?	
I'm not convinced we need another supermarket, but if we do, livestock market is better site.	
Improve the present livestock market site.	
Keep the Livestock Mart	
Limit supermarket product range to encourage use of shops in town.	
Livestock Mart to Wentworth St. Parking in Old LM	
M & S	
New shops essential. Morrisons overcrowded.	
New supermarket is not required. If improvements to the quality of retail offer is deemed necessary the size and operator should be restricted to ensure that this qualitative deficit is met.	
No more supermarkets	7
No sale of car park	
None	4
NONE!!!	
None. We have enough supermarkets.	
Not needed	
Old Showfield	3
Old Showfield site	
On the edge of the towns.	
Outside of town	

Pasture Lane Showfield	2
Providing provision is made for new livestock market.	
Showfield Lane field	
Showfield Lane site	
The Showfield, Pasture Lane	
There are clearly adequate supermarket facilities for the population of Malton & Norton already. Building on either Wentworth Street car park or the cattle market is ill-conceived; both are essential parking areas for the town. Despite reports to the contrary, Wentworth Street car park is well utilised every weekend and councillors seeking short-term financial gains are neglecting the long-term needs of residents.	
There are too many supermarkets.	
There is insufficient choice in Malton - Morrisons is very crowded and parking is often difficult. We do our supermarket shopping away from the town. It would be nice to be able to shop more locally at a large store with decent parking, though I think developing the cattle market should be a priority, even though there would be no financial gain for the town in the same way as Wentworth Street would achieve,	
This would increase competition between stores, making it cheaper to shop in Malton, therefore attracting more people into the town centre instead of travelling to Asda and Tesco in York, which a lot of people do.	
Too many already	7
We do not need any more supermarkets.	
We have plenty of supermarkets already.	
We have too many already.	
Wentworth St car park is useful. The cattle market is not.	
Woolgrowers site developed when/if possible	
YORK ROAD INDUSTRIAL SITE FOR A LARGE SUPERMARKET LIKE ASDA OR TESCO AS HERE IS GREAT AND EASY ACCESS	
York Road Industrial Estate	

QUESTION 7A		
If a new supermarket were to be built in Malton, which of the supermarket chains would you prefer?		
	Percentage %	No. of Respondents
Booths	13	66
Sainsburys	15	76
Tesco	17	89
Waitrose	36	192
Other	19	99
Total	100	522

QUESTION 7B	Number of responses if >1
If you have selected 'Other' to Q.7A above, please name an alternative supermarket chain.	
A big Asda store with George as there is a poor selection of clothing outfitters and those that are in the town are specific to either the agricultural community, or for example Boyes which is like shopping in a charity shop, very unappealing	
Aldi	2
As per comments above, a new Sainsbury or Tesco store would not address any qualitative deficit.	
Asda	25
But none preferred.	
But would this mean less small shops?	
Co-op	4
Do not want another supermarket	2
Fortnum & Mason	
Hate Morrisons. Go to York to avoid.	3
Iceland	2
If any an upmarket store	
Independent or farmers' retail co-op.	
M & S	19
Morrisons	
No more	
No need for another supermarket	
NO to Tesco	
None	63
None (clothes)	
None of the above! I am concerned that four named chains are being promoted for some unknown reason. I am of the opinion that market forces should determine the best value to the Malton & Norton residents. We are only getting part of the information on this issue. The Council should present the financial case for each bidder.	
None. Not needed.	
None. They all damage local business.	
None. We have 5 already.	
None. We need to support local small shops	

Not Booths please - very expensive and poor choice!	
Not needed anyway. More than enough with Morrisons.	
Not Tesco	2
Nothing to do with us	
Prefer none.	
We have enough	

QUESTION 8A		
What kind of businesses would you like to see more of in Malton town centre?		
	Percentage %	No. of Respondents
Bars, restaurants and cafes	10	73
High street chains	30	214
Specialist independent shops	43	308
Discount and value shops	10	71
Other	7	51
Total	100	717

QUESTION 8B	Number of responses if >1
If you have selected 'Other', please describe the kind of businesses you would like to see in Malton town centre	
A high street grocer	
A mixture	
Advice bureaux	
Also more quality restaurants	
Argos, Ikea	
Bring back real market town pubs instead of current Pubco rubbish.	
British shops	
Browns of York	2
Cheap food shops	
China shop. Good furniture shop.	
Clothes and Hardware	
Clothes and hardware shops needed	
Clothes shops for adults under 60 and for children/teens.	

Clothes shops.	
Clothing shops. Sports shops.	
Crafts. Independent traders (small scale).	
Decent, trendy clothes stores. Small versions of high end shops, like Topshop.	
Electrical and clothing	
Family businesses	
Fashion/teen clothing & gents clothing	
Fuel stations.	
Gents outfitter	
Household goods, towels, bedding etc.	
I believe that there will never be a healthy commercial/business centre in Malton until Earl Fitzwilliam Malton Estate Company sell off the leasehold on business properties. Who, in the present financial climate, will be prepared to take on rented property, usually needing alterations resulting from the change of use and H&S requirements, when they will never see the full benefit of the investment?	
Ice cream parlour	
Ice cream parlour, petrol station, Halfords	
Interesting stuff, not supermarkets.	
Keep Malton town centre specialist and independent - no big chains except the odd quality clothes shops such as Next. The town centre should focus on food, clothes, pastime and luxury shopping. Everything else required could ideally go into a new retail park at Woolgrowers with out of town stores such as Comet, DFS etc. I.e. a mini York, minus fast food chains and clothes shops (clothes shopping all in town centre). All food shops/cafes/bars should be independent focusing on quality. Absolutely no way for a mini supermarket in the town centre, even if it were an M&S or Waitrose. They are the same as any other supermarket, just more expensive packaging. Keep the food independent and focus on quality to help the town centre gain a reputation for good food and get repeat visitors.	
KFC	
Let's have some QUALITY shops	
Local family businesses	
M & S or BHS	
M & S, John Lewis and Waitrose	
M&S Express food would be lovely!	
Malton must have its own identity	
Manufacturing	
McDonalds	
Menswear	
Mid-range clothing. Toy shop. Children's goods.	

More local businesses	2
More specialist	
More youth involvement	
Need hardware and gents clothes	
New Look, Next, M & S	
New Look, Primark, clothing shops.	
No more 'tat' shops	
No more cafes or charity shops	2
No more charity shops. Enough already.	
No need to change	
None	3
Office and hi-tec	
Offices and new technology.	
Please not High Street chains. Malton will lose its character.	
Quality shops	
Quality shops, e.g. Zara. NOT more discount and value shops.	
Quality shops. Bigger shops. Herbalists.	
Shows	
The town needs a healthy mix of high street and independents - look at Skipton, Northallerton, Beverley, Ripon, etc. They have a great mixture of businesses. Until Malton achieves that, we will continue to do most of our shopping elsewhere. Malton also needs businesses that actually open - not closed Sundays, Thursday afternoons and from 4.30 in the afternoon. If you work out of town the place is shut when you're home. The ones that can afford to stay closed for so long each week must be making huge profits to survive.	
There are enough discount and charity shops in the town centre.	
Toys and clothes	
Traditional pubs, books, infoTech, gents' clothing.	
We should have a good mix of all of the above, and most importantly we should not have empty shops!	
Wetherspoons	
Wilkinsons and BHS, KFC, Burger King, McDonalds	
Young persons' clothes shops for ages 12-16	

2.5 EMPLOYMENT

QUESTION 9A		
On what basis do you think land should be identified to meet future employment and business needs in Malton and Norton?		
	Percentage %	No. of Respondents
To reflect the historic rate of development	14	60
To reflect forecasted economic growth over the next 15 years	14	60
Let demand dictate how much land is developed	34	146
To create enough jobs to match housing growth target	35	149
Other	5	20
Total	100	435

QUESTION 9B	Number of responses if >1
If you have selected 'Other', please describe how you think land should be identified to meet future employment and business needs in Malton and Norton.	
All development should be considered within a sustainability framework. Already there are frequent periods when movement around and between the towns ceases because the transport infrastructure cannot cope.	
Allocate a range of sites to be available to meet demand from different sectors as it arises	
Better paid Jobs	
Create jobs to match existing population	
Development should be restricted and kept to the minimum.	
Encourage business to relocate to Malton with incentives.	
Existing business/industrial sites should be used in advance of new development, i.e. empty units at Hugden Way, near the bacon factory and empty units at York Road Business Park should be filled up before new sites, e.g. just on the right hand side entrance to Malton on York Road, is granted planning permission.	
Fill the empty units first!	
Housing should match jobs not the other way round.	
Housing to match jobs growth, not the other way round.	

I do not want Malton or Norton to be developed into a larger community, e.g. building more housing for 'outsiders' to come to our town. Malton is big enough. You want to build more and more houses but it is not for genuinely local people and there are not enough jobs for a larger community.	
Keep historic nature of the town	
Larger employers	
Light high-tech and new media industries. Create a centre of excellence for this type of business in North Yorkshire.	
Malton/Norton, with good road and rail connections to York, should take advantage of the shortage of employment land around York and look to release more land for employment use than is currently planned. The land needs to be on level ground and in highly accessible locations, Eden Camp is the obvious location where a considerably larger area of land, both east and west of the A169, than that identified in your report has been put forward for employment use. Businesses of all sizes should be encouraged to relocate to Malton, a healthy employment based economy is essential	
New employment opportunities essential.	
No greenfield sites should be used. Current industrial land should be used more effectively. Lots of land is wasted providing car parks. These could be integrated into the structure of the building	
Respond to local needs	
Should be a combination of demand, financial economic climate and location. Meeting planning regulations should dictate how the land is developed. Building houses does not drive jobs but creates a commuter belt. Need to ensure we utilise what is currently available before we build more shops, houses, factory units etc.	
Sites need allocating in advance of need (demand) and estate infrastructure developing (in part)	
There are already units unoccupied.	
To attract large businesses	3
To create enough jobs for local unemployed people willing and wanting to work.	
Use empty premises first.	
Use existing buildings for offices & housing to full capacity before building on land.	

QUESTION 10A		
Do you agree with the following statement? Small and medium sized local businesses should be encouraged		
	Percentage %	No. of Respondents
Yes	97	443
No	2	7
Don't know	1	6
Total	100	456

QUESTION 10B		
Do you agree with the following statement? Larger businesses should be encouraged, but only if they do not prejudice existing local businesses		
	Percentage %	No. of Respondents
Yes	77	334
No	18	80
Don't know	5	20
Total	100	434

QUESTION 10C		
Do you agree with the following statement? Off-street parking should be provided as part of all new business development businesses		
	Percentage %	No. of Respondents
Yes	87	388
No	7	31
Don't know	6	28
Total	100	447

QUESTION 10D		
Do you agree with the following statement? Land identified to meet future business needs should be released on a phased basis to reflect the financial climate		
	Percentage %	No. of Respondents
Yes	71	293
No	12	48
Don't know	17	71
Total		100

QUESTION 10E		
Do you agree with the following statement? A range of plot sizes and premises should be provided to meet a range of business needs		
	Percentage %	No. of Respondents
Yes	88	373
No	4	18
Don't know	8	35
Total	100	426

QUESTION 10F		
Do you agree with the following statement? Clear road signage to/for business parks should be provided		
	Percentage %	No. of Respondents
Yes	93	401
No	4	15
Don't know	3	14
Total	100	430

QUESTION 10G		
Do you agree with the following statement? All employment development should be sympathetic to its locality		
	Percentage %	No. of Respondents
Yes	90	392
No	5	24
Don't know	5	20
Total	100	436

QUESTION 10H		
Do you agree with the following statement? Existing employment sites should be protected so they cannot be redeveloped for other uses		
	Percentage %	No. of Respondents
Yes	56	242
No	31	137
Don't know	13	55
Total	100	434

QUESTION 10I		
Do you agree with the following statement? High speed broadband should be introduced		
	Percentage %	No. of Respondents
Yes	90	398
No	3	13
Don't know	7	33
Total	100	444

2.6 CAR PARKING

QUESTION 11A		
Would you support a Car Parking Strategy for Malton and Norton which would set out a planned approach to capacity, parking charges, waiting restrictions and permit zones?		
	Percentage %	No. of Respondents
Yes	72	307
No	17	72
Don't know	11	49
Total	100	428

QUESTION 11B		
If yes, who should prepare the Car Parking Strategy?		
	Percentage %	No. of Respondents
Ryedale	28	90
Malton Town Council	54	174
Other	18	60
Total	100	324

QUESTION 11C	Number of responses if >1
If you have selected 'Other', please specify who should prepare the Car Parking Strategy.	
A group involving all stakeholders.	
A joint working party from both councils	
A parking management consultancy	
A private firm.	
And Fitzwilliam. More control of illegal parking.	
And Norton Town Council	4
And NYCC	
Anybody but the above	
Anyone but RDC	

Anyone who will enforce parking regulations rather than ignore them	
Area partnership	
Both	2
Both town councils	30
Business representatives	
Combination of Malton & Norton Town Councils and RDC	
Combination of Norton and Malton town councils together with Ryedale DC	
Commercial firm.	
Committee of town councils and local tradesmen	2
Fitzwilliam Estates	3
Free parking in Wentworth Street as comments above.	
How about including Norton in these decisions?	
I thought there was one already?	
Independent FRESH ideas needed.	
It should all be free	
It should be a joint discussion between the landowners and the councils	
It should be done as part of the Neighbourhood Development Plan.	
Joint venture	2
Layman appointed committee	
Local business representatives	
Low cost parking needed	
Malton & Norton town councils	5
Malton and Norton Town Council(s) together with RDC	
Malton and Norton Town Councils in co-operation with FME and RDC	
Malton Town Council in consultation with North Yorkshire County Council	
Motoring groups	
No more 'strategies'. Let's have all FREE parking.	
Nobody If parking is left as it is we will be able to cope admirably LEAVE OUR WENTWORTH STREET CAR PARK ALONE	
Norton	
Norton Town Council	2
Norton Town Council and highway authorities	
Norton Town Council should be included too.	
Not Local Authority	

NYCC specialists	
Park and ride at Eden Camp.	
Parking charges already extortionate!	
Partnership rep all areas	
Planning Committee	
RDC and town councils	
RDC car park should be charged, not free.	
Ryedale DC and town councils together	
Should keep free car parking	
Spend some money	
The businesses	
The people	
Town councils	
Town COUNCILS and FW Estate	
Town Councils plus local business owners	
With Fitzwilliam Estate	3

2.7 HORSE RACING INDUSTRY

QUESTION 12		
Would you support the development of a specialist health unit for injured jockeys?		
	Percentage %	No. of Respondents
Yes	65	289
No	19	83
Don't know	16	71
Total	100	443

QUESTION 13		
Would you support the development of a racing museum?		
	Percentage %	No. of Respondents
Yes	69	303
No	16	72
Don't know	15	64
Total	100	439

2.8 SCHOOLS

QUESTION 14		
Should education provision be kept under review in light of future housing growth?		
	Percentage %	No. of Respondents
Yes	95	423
No	1	5
Don't know	4	20
Total	100	448

QUESTION 15	Number of responses if >1
Have you any comments about school provision in Malton and Norton?	
7/10. Could do better!	
Academies should be discouraged	
Adequate	
All the schools appear to be outgrowing their sites and facilities. A new school for Norton Primary perhaps and then use that site for housing.	
Any housing plans should only go ahead when sufficient school places are available.	
Both schools should move to academy status.	
Build new amalgamated schools	4
Build new Norton Primary	4
Community School for Malton and Norton	4
Concentration of new housing in Norton rather than across the two towns has resulted in an imbalance in the size of the two schools. Norton	

has had to provide new classrooms at Primary stage, where Malton has lost classes because of small intakes in some years. Population has shifted from Malton to Norton when allocated new social housing in the Redrow estate etc. Better planning of where housing was built could have avoided this situation. New housing should be in Malton to help redress this situation.	
Develop a sixth form college in Malton to serve the whole of Ryedale and encourage existing schools to educate to GCSE only.	
Do not agree with Malton School becoming a 'faith ' school	
Do not sell or build on land adjacent to schools	
Explain this question. Plain English please.	
Extend Norton Primary	2
Good at the moment.	
I do not see many children on the streets.	
I question need for increased housing stock	
I think all development sites for housing and employment should pay for all the additional costs the public would otherwise have to pay for, but where the works benefit the public as well, they should be apportioned.	
Improve adult learning	5
Introduce a Grammar school	2
Is generally regarded as of a high standard.	
It is good	
Knock Malton Sec School down and start again.	
Less specialisation of secondary education	
Make sure schools have plenty of spaces for all children before building the houses.	
Malton 6th Form very crowded	
More resource for Malton School	
More school places will be needed	2
Move Norton Primary School	
Need 'excellent' schools. Current good or satisfactory	
Need a new school in Norton	
Need bigger schools	
Need more before and after hours provision	
Need more independent schools	4
Need to be bigger	
Need to consider traffic congestion around schools.	
Need to increase investment and support for Head's proposals especially for Malton secondary and village schools	
New bigger Norton Primary	

New infant and Junior schools at Norton	
New joint school	
New Norton Primary	3
No faith schools	
No 'free schools' to take funds from existing schools which provide variety and are good.	
No housing on land for schools/expansion/development	
None	
Norton Junior School should be moved to a bigger site.	
Norton Junior School will soon be too small	
Norton needs another primary school	
Norton needs new infant school	
Norton Primary premises not adequate	
Norton Primary School has outgrown its locality/access	
Norton Primary School requires extensions or a complete redevelopment.	
Norton school facilities inadequate	
Norton: Bright Steels should move out to industrial site - new school eventually needed!	
Not enough after school clubs	
Not happy with proposals for Malton School to become C of E.	
One sixth form college in Malton to serve the whole of Ryedale.	
Please make adequate parking facilities available	
Primary school is too big in Norton. Malton has two primaries. Norton needs another primary school!!!	
Provision depends on birth rate (diminishing) not housing take-up	
Provision is poor. The two primary schools leave a bit to be desired - too big (Norton) and not very innovative (Malton). Unhappy with the direction the secondary schools are taking, obviously based on the government agenda.	
Reduce the numbers of children in classes.	
Replace temporary classrooms with permanent structures	
School places are adequate now but plans should be in hand now to expand if all the houses are to be built.	
School sizes right for housing in the area	
Schools have to have capacity for all Malton & Norton resident children to attend if they so wish	
Schools need more places	
Schools will be inadequate for all the new houses being built in Norton.	
Schools/nurseries need extra support if housing increased	
Standards already excellent	

Standards need to be higher, school uniform should be enforced and children should not be allowed to leave campus during the day.	
The school bus drop off and pick up point should now be at the sports complex and no buses should go along Middlecave Road.	
The schools are very good. We are fortunate.	
There is a significant deficit in higher/further education in the towns, including facilities for adult education/skills enhancement.	
There is insufficient primary school choice. A new one form entry (220 pupils) primary school should be built. This would take the strain off numbers at Norton Primary where facilities are poor.	
There should be more primary school spaces.	
To create more school places to reflect rise in population	
To increase level of literacy how about a fee-paying junior/infant school?	
Too many children are in the classrooms (Malton Primary School)	
We do not want to expand much more. Nobody ever mentions the fact that our sewage system is over worked and further development in our towns CANNOT be tolerated before this is done. The smell of sewage around Wold Street/Church Street, and particularly Butcher Corner-Wheelgate-Yorkersgate is a real put-off for visitors.	
We seem to be very well served in the area. Is there enough affordable provision for pre-school children?	
Yes an increase in housing will obviously put schools intake under pressure - social housing will make school issues more demanding.	

2.9 MILTON ASSEMBLY ROOMS

QUESTION 16	Number of responses if >1
Can you suggest what activities might be introduced into the Milton Rooms to secure greater use?	
A bright, light, tidy atmosphere will bring many functions.	
Acting, arts and music workshops. Writing seminars and master-classes. Also create a visual media and music recording facility.	
Activities for children- youth groups etc.	
Activities where the whole family can attend. Malton and Norton has a large number of disabled/high dependency wheelchair users and adults with learning difficulties and everyday activities are becoming scarce in the area without having to pay large amounts to access, so therefore whatever activities that take place want to be both acceptable and welcoming for all the community. Disabled sports, a hydrotherapy pool specific to severely disabled persons with up to date hoists and facilities, this is not easily available in Ryedale and people are restricted to use in North Yorkshire. Yearsley Bridge no longer available to residents in Ryedale.	
Adult learning. Sports e.g. badminton, archery	
Agricultural tie in with say Askham Bryan for community learning, live shearing expos, teach-ins, local craft etc.	
All arts and exhibitions. Meetings.	

Art and craft demonstrations and sales.	
Art and theatre	
Art exhibitions	
Art exhibitions. Educational facilities (all ages). Internet café.	
Arts centre	
Arts centre, community use	
Arts centre. Theatre.	
Arts.	
Arts/music venue. Exhibitions.	
Ballroom and country dance for OAPs	
Ballroom, serious dancing, NO discos.	
Bingo evenings, food served, i.e. evening time.	
Bingo, over 50 Lunch groups. community groups	
Bird and animal shows	
Bowling alley	
Brass and military concerts. Food festivals	
Brass band concert, and meeting rooms	
Brass band concerts	
Café	2
Café and theatre themed bar	
Café, cinema	
Café, over 60s centre, youth club, dancing/school	
Café, private cinema viewings, parties	
Car and bike shows, antique fairs, kids days	
Car boot sales	
Catering and community events	
Celebrity concerts & more theatre	
Celebrity names events	
Centre for performing arts	
Cheaper rates would work.	
Classical music concerts (Orchestras and chamber music).	
Comedy club, art gallery, soft sport.	
Commercial and community	

Community centre	
Community events, catering facilities	
Community group use, e.g. scouts, arts venue, concerts	
Community groups , craft fairs	
Community Groups, elderly Knitter-Knatter	
Community use i.e. youth club help centre.	
Community/charity events. Health fairs with charity 'check-ups'.	
Complete refurbishment (in context of its historic style) of the Assembly Rooms for use as a conference venue/wedding reception/social event venue. Using smaller rooms within the building as small workshop/gallery space for local artists/craftspeople	
Concert venues, dancing (sprung floor), art exhibitions, ballroom dancing lessons.	
Concerts of all kinds of music. Drama and drama workshops. Exhibitions of local arts and crafts.	
Concerts, charity events and displays	
Concerts, exhibitions, craft fairs	
Concerts, including Ryedale Festival events. An annual history event, to include Roman, medieval, racing and artefacts relating to the towns. Selling exhibitions of local art, to include paintings, pottery, jewellery etc. Indoor markets (winter) of local produce and local crafts.	
Concerts, lectures, exhibitions, craft fairs	
Concerts, live gigs	
Concerts, private functions	
Concerts, tea dances etc.	
Concerts. Flower show.	
Conferences?	
Courses	
Craft workshops/art gallery	
Create a 'New Media Centre' to include internet application development; digital video studio and editing; sound studio; digital printing; new 3-D printing technology for product prototypes; base for new radio and television communications (podcasts, web radio etc.) and all creative technologies. Make a centre of excellence to attract small, medium new media businesses, training, study, education and meeting point for exchange of ideas. It could be a unique centre for North Yorkshire and put Malton on the map. Income from new technology could support the more traditional life of the town.	
Crucial Crew, craft markets.	
Culture. Movies, plays, adult education classes, fashions, art.	
Current organisers seem to have the correct strategy!	
Dance and fitness/exercise classes. Community choir.	
Dance classes - but it would have to be affordable room hire. I have a problem finding enough suitable available space for my classes	

www.snakesandrosesbellydance.co.uk	
Dance classes, badminton	
Dance classes, badminton	
Dances	2
Dances, concerts, exhibitions, plays, yoga.	
Dances, more shows	
Dances, private room hire	
Dancing. Arts. Yoga. Tai-Chi. Therapies.	
Day classes	
Daytime classes, fitness, art and dance	
Depends on viability of the re-use of the building - cultural/community use would be preferable given its location in the centre of the town, but is unlikely to be economically viable.	
Don't know	
Drastic reconstruction to produce a new upper floor level to 75% of the area leaving the stage end unaltered for am-dram productions. Install lift and stairs to service first floor. The rooms provided could be let for arts and craft use or even to relocate the library.	
Educational activities, all ages and societies, e.g. music and camera clubs.	
Encourage the present initiatives	
Entertainment and theatre	
Erect stocks for council members who refuse to listen to majority public views.	
European musical evenings with café tables.	
Exercise and dance classes	
Exercise and recreation classes	2
Exercise/children's classes. Depends on rent.	
Exhibitions, talks	
Exhibitions. Shows. Concerts. Small theatre groups.	
Exhibitions/craft fairs. Reduce booking fees?	
Fitness classes	
Flower shows, bird shows	
Food theatre, sports demos, kick boxing and comedy	
For a start the internal decor wants looking into, the internal colour scheme is depressive and does not enhance the venue at all.	
Hire for events/discos/theatre/music	
Improve the facility, don't overcharge for its use and increased usage would follow.	
Indoor market	4

Indoor shopping, market	
Internet & IT education facility. Temporary exhibitions	
It is a white elephant	
It needs to be made more attractive, perhaps incorporating tourist information with a cafe and proper visitor centre where the Town Museum could also be housed, together with local craft exhibitions/stalls. Malton's unique history needs to be made more obvious to those who visit the town. In order to make the whole place look more inviting the main entrance needs redesigning and the the area immediately in front of it freed of parked cars, and paved properly.	
It should have a café/ticket office/information office open most days, fronting onto the market square.	
It's more about improving the facilities. The state of the buildings is poor and puts people off attending events there.	
Keep fit. Social/dance classes.	
Keep up present programme	2
Knock down and rebuild	2
Lease it to Wetherspoons and build a purpose built facility elsewhere to include cars etc. as at Whitby.	
Like the developments based around music and drama already happening. Evening classes in arts, design, IT, drama etc. would be good.	
Line dancing, social nights, exhibitions	
Live bands!! Live music generally. We saw Lindisfarne there and it was sold out, yet no repeat! Let Ryedale Live have it as a venue.	
Live bands, discos.	
Live entertainment	
Live music	2
Live music, comedy, beer festival.	
Live music, well stocked bar	
Live shows featuring celebrities.	
Live theatre and youth club	
Local art exhibitions. Poetry readings. Community café. Afternoon 'tea dances', Indoor bowls - both for retired individuals.	
Lots of activities can be suggested - however, the issue is then finding the people that want to do that activity. Perhaps opening up the availability and publicising that the space can be hired/used for any purpose may result in people coming forward with a need for the space.	
Luncheon club.	
Make it into a 'theatre', an outpost of York Theatre Royal.	
Make the hire charges affordable to all types and sizes of groups	
Malton Museum. Tourist Information	
Meetings and concerts	
Monthly dance nights	
More affordable concerts	

More bands, beer festivals, auctions, old dances	
More dances and shows	
More entertainment for women.	
More entertainment for youth	
More exhibitions and more theatre	
More fair and sales, crafts etc.	
More sales, Flea markets	
Mother and toddler classes, yoga classes.	
Music and arts venue	3
Music and drama	
Music festivals	
Music festivals and competitions. 'Young' Musicians etc.	
Music theatre and arts	
Music, amateur dramatics	
Music, arts, folk and food festival venue	
Music, theatre, community events.	
Musical shows, indoor markets	
Needs refurbishment	
Needs renovating.	
Needs upgrading, music events	
New activities are already being introduced	
No idea - but the toilets need refurbishing - they are disgusting.	
No.	
No. But it is absolutely essential that the area (car park) directly in front of Milton Rooms is improved with paving/tree planting/parking management/funky lighting in order to provide Milton Rooms with a much greater public presence. Milton Rooms must improve its relationship with the main market square. The tarmac marked parking bays do nothing to draw one's attention to the Milton Rooms; many people do not know it even exists. Connect its external environment with the main square/car park by means of paving, tree planting to draw the eye towards it, link it visually and physically with the centre and double up as an attractive area for outdoor seating/events etc. such as the food festival. Could still be used for e.g. limited disabled parking in between events. Budgets may be tight but this would pay off.	
Non-vocational classes and cultural festivals	
Not for profit business managed by users.	
Perhaps more dramatic/musical events. But the rather drab surroundings and visual problems inside need to be improved.	
Pocklington and Helmsley arts centres always have very varied events/shows	

Premium craft fairs, food fairs, touring plays/ musicals/ acts that visit e.g. Leeds. Let schools use during day for dance, theatre. Let scouts etc. use in evenings weekday for activities	
Put the Museum in part, otherwise don't spend any money at the moment	
Regular bingo sessions/trade or food & wine fairs/youth theatre music productions e.g. bands/brass band competitions/dog or cat or pet shows/flower shows	
Regular dance classes for adults, ballroom ,jive ,salsa, tango etc.	
Relocation of Kirkham Henry Dance Centre.	
Remembrance Service in November. Alternate every other year with Norton.	
Renovate toilets	
Restaurant	
Roller skating	
Sale of closure etc. goods to public at reasonable prices.	
Sales, kids' events, charity do's, youth clubs, OAPs	
Sales. Indoor market. Entertainment for younger people.	
Scout groups, evening classes of various activities, promotional tourist activity days, reward days offering products to local residents who have to put up with Malton in its current state	
Shows, theatre, concerts	
Skating rink	
Smaller room for café; needs updating. Building not pleasant currently.	
Societies and community use	
Table top sales. Family events.	
Tea dances	
Tea dances & kids' activities	
Tea dances and keep fit	
Tea dances comedy and plays	
Tea dances, bingo and music	
The interior of the building needs a face lift as I, as a business person, would not use the premises for this reason. It looks like a village hall from the inside.	
The new group that are in charge seem to be creating more interest and entertainment.	
Theatre	
Theatre and art	
Theatre and arts	
Theatre and live entertainment. Regular schedule such as at Helmsley Arts Centre.	

Theatre and music	4
Theatre groups.	
This is a very difficult one. I think one of the main things is to try to organise permanent events such as ballroom dancing classes/tea dances etc. On a wider scale, would it be very expensive to prepare the Rooms as a conference room or training centre?	
Touring repertory, & music performance	
Touring repertory, themed discos.	
Touring theatre companies	
Travelling players	
Use by The Shed	
USED MORE FOR OR AS A CONFERENCING CENTER AND STILL KEEP GOING AS A SALE VENUE AND SUMMER FARE AND FETE VENUE AS IT HAS BEEN	
Visual and performing arts. Auctions/specialist sales.	
Wedding reception venue rock concerts	
Weddings	
Weekly table top sales - raise money for charities.	
Weekly table top sales for residents (to recycle unwanted goods)??	
Youth activities	
Youth activities. More shows and entertainment	
Youth activity centre. Dancing.	
Youth club	
Youth entertainment, live & local bands	

2.10 LIBRARIES

QUESTION 17A		
North Yorkshire County Council is proposing to close the libraries in Malton and Norton and open a new library close to Malton railway station. Do you agree with North Yorkshire County Council's proposal?		
	Percentage %	No. of Respondents
Yes	40	185
No	51	234
Don't know	4	17
Other	5	25

Total	100	461
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QUESTION 17B	Number of responses if >1
If you chose 'Other suggestion', please describe an alternative proposal.	
Build one big library	
Close Malton Library and improve Norton Library as it already has parking.	
Close Norton, keep Malton	
Close the library in Norton, but leave the one in Malton. This will save money for the move.	
Close Norton & develop Malton	
Combine with a 'New Media Centre' at the Milton Rooms as suggested above.	
Could Norton Library be better used? Longer open hours and expand the building upwards?	
Develop Norton Library. It has the capacity and services.	
Do not close Norton!!	
Expand Malton Library	
Give both libraries equal opening times.	
Have a library facility in both senior schools open to the public, staff and children alike - i.e. Norton School and Malton School.	
Have just one to save money	
Have TIC in the library	
Idea to have one but who is going to pay for it?	
Keep both libraries - utilise the space - build on top of Malton Library to provide additional office space for the rehousing of organisations. Norton - residents need permits to park in car park - get additional revenue as always the car park is full and stops people visiting the library.	
Keep both libraries open but with a team of volunteers.	
Keep both libraries, utilise car park at Norton Library & charge residents parking for permits. Build 2nd storey on Malton and Norton Libraries for office space.	
Keep library vans.	
Keep Malton Library	3
Keep Norton open	
Keep one building, but be sensible	
Keep one in current Malton location.	
Keep one of the two.	
Keep open one of the libraries, whichever is used the most frequently of the two.	
Keep the two existing libraries and develop them further to offer improved facilities.	

Malton Library is a depressing place at the moment!	
Many library users are too old or too young to walk to station.	
More information is needed about current use of both libraries in order to agree or disagree with proposal.	
More mobile services for rural people.	
New library, parking and other facilities.	
One great one is better than two average, provided cost savings and enough capacity.	
One new library should be larger than both existing libraries.	
Parking would have to be provided as the GPs surgery, YMCA, Job Centre and play area in that area already difficult to access.	
Railway station inconvenient	
Redevelop Malton; most people go into town	
See Milton and Assembly Rooms above. Norton's existing library has dedicated free parking; Malton's has the free Market Square. Will the railway library have parking? If is not free parking then this is a tax on reading and education!	
Sell the Norton site, it is valuable development land and could enhance the street scene in the centre of Norton. The Malton site is not so valuable for redevelopment but is closer to the other services that people need to visit, (the Post Office etc.) so it could offer enhanced services to serve both Malton and Norton.	
Surely this is the cheaper option.	
The empty offices next to the station would be ideally converted into incubation/starter units for local businesses. Explore viability of incorporating a library into one of the schools - this works successfully in other places and creates a community hub. Malton already is part way there with the sports facility	
The TIC will have to be relocated. It could be attached to the library, but only if the library remains in the town centre. More people come to Malton by car than by train.	
Think the new proposed Malton site will be an absolute DISASTER. Please don't do it. Malton Library should stay where it is, and Norton preferably also. Why can the community library option be planned?	
Try to avoid the costs of setting up a new library. Keep one of the libraries? or use the building near the station if it can be converted at minimum cost AND FREE CAR PARKING can be provided.	
Two town councils to take over service	
Use members allowances	
Where would the parking be if the library was by the railway station?	2
Whichever is most cost effective	

2.11 HOSPITAL

QUESTION 18		
Do you agree with the Town Council that the Ryedale Ward should be reopened?		
	Percentage %	No. of Respondents
Yes	94	437
No	1	5
Don't know	4	21
Total	100	463

2.12 RIVER DERWENT

QUESTION 19		
Please select any of the following actions for the river which you would support:		
	Percentage %	No. of Respondents
Appropriate development of vacant riverside sites potentially prone to flooding	15	189
Dredge the river to remove silt build-up	24	308
Continue to protect and manage the river corridor as a nationally important wildlife area	21	277
Encourage use of the river and its banks for recreation & leisure	27	350
Commission a review of the 'River Rail Corridor Study' which addresses the above issues	13	165
	100	1289

2.13 TOURISM AND MUSEUMS

QUESTION 20A		
Should more be done to develop and promote the towns as a tourist/visitor destination?		
	Percentage %	No. of Respondents
Yes	90	402
No	5	25
Don't know	5	21
Total	100	448

QUESTION 20B		
If yes, please select all of the following which you would support:		
	Percentage %	No. of Respondents
The development of a Roman Museum at Orchard Fields	32	330
The display of Malton and Norton artefacts	24	256
Signage on the towns' approach roads to promote local attractions and activities	31	323
A radio station for the town, using new FM channels to be set up post-2015	13	139
Total	100	1048

2.14 LEISURE, SPORT AND RECREATION

QUESTION 21		
Should the tennis, squash and bowls clubs be relocated to:		
	Percentage %	No. of Respondents
Old Malton	29	129
Malton Community Sports Centre	13	58
Neither	34	154
Don't know	24	106
Total	100	447

QUESTION 22		
Should Malton Community Sports Centre facilities be available to individual 'pay-as-you-go' users?		
	Percentage %	No. of Respondents
Yes	90	404
No	2	6
Don't know	8	35
Total	100	445

QUESTION 23	Number of responses if >1
Are there any new leisure, sports or recreation facilities or activities you would like to see provided in Malton and Norton in the future?	
? Health spa	
A better swimming pool	2
A better swimming pool in a more convenient and accessible location	
A decent swimming pool and gym	
A decent swimming pool.	
A decent youth club and children's playground.	
A green area of parkland in Norton	
A green space or garden with paths & benches which is large enough for a proper walk - and no dogs!	
A gym would be fantastic and draw more people in.	
A hydrotherapy pool specific to disabled/high dependency wheelchair users or people with accident rehabilitation needs.	
A joint Malton and Norton football club	
A new pool	
A NEW POOL AS IT SHOULD HAVE BEEN PUT WITH THE CENTRE AT MALTON SCHOOL AS NORTON WILL NOT LAST FOREVER	
A new swimming and leisure pool complex would be ideal. There isn't a decent gym in Malton/Norton so a new facility would be excellent. An all-weather running track would be good.	
A new swimming pool on the new Community Sports Centre site.	
A new swimming pool or additional one.	
A theatre	
A walking group	2
Add a weights room ,badminton, basketball, sauna etc.	
Again - we urgently need facilities for our young people. They are not at all well served and deserve much better.	
An improved 50m swimming pool	

Archery	
Arts centre. Public park including playground area.	
Athletics club	
Athletics track	
Athletics track. Larger swim facility	
Badminton team in Malton.	
Bandstand	
Bandstand in Orchard Fields	
Better hotels. A racecourse? Better use of the river/land/park in the centre of town.	
Better scout premises	
Better swimming facilities that provide varied activities for children, and alongside adult lane swimming. Currently the pool is not a pleasant environment but a crucial resource.	
Better swimming pool	3
Bike park for kids, larger skate park	
BMX/mountain bike course in the old quarry	
Bowling alley. Skating rink.	
Build a horse racecourse. Bandstand, boat trips	
Craft evening classes	2
Cricket festivals	
Cycle lanes	
Cycle path to Pickering	
Cycle track	
Dancing and areas for walking	
Develop boating on river	
Don't move the Leisure. Leave it alone.	
Exercise for the over 50s	
Expression Dance School need premises due to demand	
Facilities for youth	
Footpaths and cycle-ways	2
Freesports (action sports) and much better design and use of green space so there are areas suitable for all ages and all types of free green space activities.	
Good tennis facilities	
Gymnastics club	

I believe Malton Squash, Tennis and Bowls Club should stay where it is as it has been there for well over 100 years , is close in walking distance from town and if the club can secure its future there will get much needed funding from the LTA.	
I do not want to see tennis/squash club relocated. Like to see Malton School have community hall for dance, theatre, scouts, cubs, beavers, guides, brownies, water recreation e.g. rowing, canoeing or river trips to see wildlife	
I do step classes with private instructors who struggle to find appropriate venues. Ditto yoga classes. These people cannot afford to hire sports hall venues.	
I would like to see a traffic-free zone area around St Michael's Church with trees and paved. Pavement cafes with patio heaters to attract visitors.	
I would like to see horse racing banned, it is cruel.	
If the Malton Tennis, Squash and Bowls where to be moved it should only be on the condition that it be up and running BEFORE the original one is pulled down for housing. Because otherwise the money will suddenly disappear like usual into bonuses, pay rises and pensions	
Improve swimming pool	
Improved gym, public swimming pool (existing facilities are below standard), off-road cycle routes (potential to use wider network of disused railways to connect into the national cycle network).	
Improved pool facilities	
Improved swimming pool, i.e. a new pool in Norton with improved access and parking.	
Indoor bowling. Any recreation facilities which would be particularly enjoyed by the young people of the towns.	
Indoor shooting range and archery	
Larger pool/better facilities (toddler pool), badminton courts	
Leave tennis, bowls & squash clubs where they have always been.	
Leave where it is please	
Leisure clubs. Classes. Dancing. Yoga. Arts.	
Make better use of river	
Malton Tennis, Squash and Bowls Club is thriving and provides facilities which support the well-being of a wide spectrum of the local population. From the very young, to the very old, all benefit from healthier life styles that these activities encourage. Please do not lose such a valuable asset.	
More about the Dickens connection.	
More cycle lanes	
More dance classes for all ages. I am about to set up a website for adult dance classes in Ryedale.	
More junior football pitches	
More park areas	
More parks	2
More play and park areas	

More support for swimming pool in Norton	
More tennis courts	2
Need community education groups	
New pool	2
New pool and leisure complex	
New retail and leisure park, cinema, bowling restaurants etc. - family orientated rather than more run down pubs	
New swim pool 50m	
New swim pool and save the Museum	
New swimming pool	13
New swimming pool at the Community Sports Centre as the Norton pool is old and expensive to maintain. Basketball facility. Ten pin bowling	
New swimming pool for Norton	
New swimming pool, gym etc.	
No	
Norton Pool needs updating	
Not new, but Malton Rifle and Pistol Club is getting a very raw deal. This club has been and, indeed, still is, providing a sport for the Ryedale area. Like the Bowls and Tennis Club it, too, needs a new home (AND QUICKLY) AT A REASONABLE COST. This club is part of Malton's heritage and has been going for over a hundred years. The deals it has been offered by the council have be financially ridiculous and it knows it. Please help this club as well.	
Public golf driving range. Athletics track.	
Public squash courts	
Public tennis courts - available to all.	
Riverside activities: rowing, canoeing, band concerts at picnic site	
Roller skating	
Rowing club	
See comments above - an improved swimming facility - ideally with high diving board as this would attract visitors - the nearest one is Harrogate or Leeds.	
Snooker. Ten pin bowling	
Sports centre should have been more central	
Sports hall should be independent of school.	
Swimming pool	
Teams for adult women to do sport and try new sports.	
Teenager community centre	
Ten pin bowling	2

Ten pin bowling, short mat bowling, archery	
Tennis club should remain at East Mount	2
Tennis courts on pay as you use basis	
Tennis courts outside club environment - 'pay as use'.	
The Derwent Pool gymnasium is rather small and therefore limited in what it can offer. The provision of a gymnasium along commercial lines should prove profitable in the long run. Also the changing facilities at the Derwent Pool are inadequate and one often has to share the changing room with school children. A situation which many authorities wouldn't allow.	
The Tennis, Bowls and Squash site should be re-developed in its present location.	
There is a lack of parks and gardens	
Upgrade existing facilities (for Malton & Norton)	
Walking and cycling network	
Wall & rock climbing area	
Yes. As the Housing Development Plan is introduced, so should an increase in leisure facilities available. Not the relocation of existing facilities, but their improvement where they are, and the introduction of more facilities as well.	
Youth club, large park	

3.0 INTERACTIVE QUESTIONS

At the public exhibitions and public meetings attendees had the opportunity to respond to a number of questions. It was not possible to record how many people contributed to the responses, particularly as some people chose to answer only a selection of the questions. However, in total, there were 121 respondents to the web based version of the same questions. The results from both groups of respondents are set out separately below.

3.1 HOUSING – POSSIBLE DEVELOPMENT SITES

WEBSITE RESPONSES												
QUESTION 24												
For each of the sites shown on the map below, please indicate your level of support.												
Site no.	Next 5 years		6 to 10 years		11 plus years		No development		Don't know		Total	
	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents
1	53	31	8	5	7	4	27	16	5	3	100	59
2	50	27	11	6	7	4	26	14	6	3	100	54
3	34	17	18	9	4	2	28	14	16	8	100	50
4	60	30	6	3	4	2	18	9	12	6	100	50
5	56	32	13	7	7	4	19	11	5	3	100	57
6	57	31	15	8	4	2	18	10	6	3	100	54
7	26	14	7	4	6	3	55	29	6	3	100	53
8	72	35	6	3	4	2	14	7	4	2	100	49
9	35	16	27	12	9	4	22	10	7	3	100	45
10	30	18	6	5	2	2	67	59	5	4	100	88
11	33	16	12	6	10	5	35	17	10	5	100	49
12	28	13	15	7	7	3	39	18	11	5	100	46
13	22	10	34	15	13	6	18	8	13	6	100	45
14	36	17	32	15	13	6	11	5	8	4	100	47
15	36	13	36	18	20	10	10	5	8	4	100	50
16	25	12	19	9	15	7	28	13	13	6	100	47
17	33	16	23	11	11	5	25	12	8	4	100	48

18	51	24	15	7	13	6	15	7	6	3	100	47
19	36	17	19	9	13	6	23	11	9	4	100	47
20	20	10	16	8	6	3	52	26	6	3	100	50
21	42	21	18	9	12	6	20	10	8	4	100	50
22	43	20	9	4	11	5	28	13	9	4	100	46
23	51	26	14	7	12	6	16	8	7	4	100	51
24	35	18	14	7	14	7	33	17	4	2	100	51
25	21	10	28	13	17	8	12	26	4	8	100	47
26	29	15	16	8	10	5	36	18	9	5	100	51
27	36	17	13	6	13	6	30	14	8	4	100	47
28	42	20	19	9	2	1	27	13	10	5	100	48
29	44	20	16	7	16	7	16	7	8	4	100	45
30	35	16	33	15	11	5	17	8	4	2	100	46
31	26	13	24	12	22	11	24	12	5	3	100	51
32	35	14	12	5	23	9	20	8	10	4	100	40

PUBLIC EXHIBITION RESPONSES												
QUESTION 25												
For each of the sites shown on the map below, please indicate your level of support.												
	Next 5 years		6 to 10 years		11 plus years		No development		Don't know		Total	
Site no.	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents
1	16	2	42	5	0	0	42	5	0	0	100	12
2	14	1	14	1	0	0	71	5	0	0	100	7
3	100	1	0	0	0	0	0	0	0	0	100	1
4	0	0	0	0	0	0	0	0	0	0	100	0
5	37	9	46	11	0	0	17	4	0	0	100	24
6	35	7	30	6	0	0	35	7	0	0	100	20
7	0	0	100	1	0	0	0	0	0	0	100	1
8	0	0	100	1	0	0	0	0	0	0	100	1
9	0	0	100	2	0	0	0	0	0	0	100	1
10	0	0	0	0	0	0	0	0	0	0	100	0
11	0	0	0	0	0	0	0	0	0	0	100	0

Malton Town Council and Norton Town Council Community Consultation
Schedule of Responses

12	0	0	0	0	0	0	0	0	0	0	100	0
13	100	1	0	0	0	0	0	0	0	0	100	0
14	17	1	49	3	17	1	17	1	0	0	100	6
15	20	1	60	3	20	1	0	0	0	0	100	5
16	0	0	0	0	0	0	0	0	0	0	100	0
17	60	3	20	1	20	1	0	0	0	0	100	5
18	40	2	40	2	20	1	0	0	0	0	100	5
19	0	0	0	0	0	0	0	0	0	0	100	0
20	17	1	17	1	66	4	0	0	0	0	100	6
21	0	0	50	1	50	1	0	0	0	0	100	2
22	33.333	1	33.333	1	33.333	1	0	0	0	0	100	3
23	100	1	0	0	0	0	0	0	0	0	100	1
24	17	1	17	1	17	1	49	3	0	0	100	6
25	50	5	40	4	0	0	10	1	0	0	100	10
26	27	3	46	5	0	0	27	3	0	0	100	11
27	33.333	1	0	0	0	0	66.666	2	0	0	100	3
28	25	1	0	0	0	0	75	3	0	0	100	4
29	25	1	0	0	0	0	75	3	0	0	100	4
30	100	1	0	0	0	0	0	0	0	0	100	1
31	8	1	15	2	8	1	69	9	0	0	100	13
32	0	0	0	0	0	0	0	0	0	0	100	0

PUBLIC EXHIBITION POST-IT NOTE RESPONSES
Have you anything you would like to tell us?
In view of the aging population and the breakdown in private care homes could not some housing be made available for the most vulnerable in our town
No more housing in Norton. The services can't cope.
No more housing for people who are not local.
Housing area number 2 is allotments. Will they be replaced? The local authority has a statutory obligation to provide them.

3.2 EMPLOYMENT – POSSIBLE DEVELOPMENT SITES

WEBSITE RESPONSES												
QUESTION 26												
For each of the sites shown on the map, please indicate your level of support.												
Site no.	Next 5 years		6 to 10 years		11 plus years		No development		Don't know		Total	
	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents
1	82	47	2	1	9	5	7	4	0	0	100	57
2	70	40	4	2	4	2	21	12	1	1	100	57
3	73	39	15	8	2	1	4	2	6	3	100	53
4	57	30	23	12	2	1	9	5	9	5	100	53
5	49	26	13	7	8	4	19	10	11	6	100	53
6	53	26	4	2	8	4	23	11	12	6	100	49
7	16	13	2	2	4	3	69	55	9	7	100	80
8	39	20	25	13	12	6	20	10	4	2	100	51
9	41	21	23	12	10	5	22	11	4	2	100	51
10	46	22	23	11	6	3	13	6	10	5	100	47
11	33	16	10	5	18	9	27	13	12	6	100	49

PUBLIC EXHIBITION RESPONSES												
QUESTION 27												
For each of the sites shown on the map, please indicate your level of support.												
	Next 5 years		6 to 10 years		11 plus years		No development		Don't know		Total	
	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents
1	86	19	5	1	0	0	9	2	0	0	100	22
2	30	3	30	3	10	1	30	3	0	0	100	10
3	63	14	9	2	14	3	4	3	0	0	100	22
4	37	3	13	1	50	4	0	0	0	0	100	8
5	74	17	4	1	0	0	22	5	0	0	100	23
6	56	5	0	0	0	0	44	4	0	0	100	9
7	6	1	0	0	19	3	75	12	0	0	100	16

8/9	33.333	10	23.333	7	13.333	4	30	9	0	0	100	30
10	33	4	25	3	17	2	25	3	0	0	100	12
11	9	1	27	3	27	3	37	4	0	0	100	11

3.3 LAND ADJACENT TO EDEN CAMP

WEBSITE RESPONSES		
QUESTION 28A		
What type of development should the site be developed for?		
	Percentage %	No. of Respondents
High tech manufacturing	23	35
Offices	18	27
Incubator units for start-up businesses	14	22
Relocation of the Livestock Market	29	45
No development - the site should remain in Agricultural use	14	21
Other	2	3
Total	100	153

PUBLIC EXHIBITION RESPONSES		
QUESTION 28A		
What type of development should the site be developed for?		
	Percentage %	No. of Respondents
High tech manufacturing	14	13
Offices	8	7
Incubator units for start-up businesses	5	5
Relocation of the Livestock Market	49	45
No development - the site should remain in agricultural use	24	22
Other	0	0
Total	100	92

WEBSITE RESPONSES
QUESTION 28B
If you have selected 'Other', please describe the kind of businesses would you like to see at Eden Road.
Far more land than that identified in your questionnaire has been put forward for 'employment use' development both east and west of the A169 at Eden Camp. This is the ideal location for the relocated Livestock Market, for an 'Agricultural Business Park' and other 'Employment Uses'. A sound 'Employment' based economy is essential for Malton and an appropriate area of land should be identified for this purpose in an accessible location with the aim of attracting more businesses of all sizes to the locality.
If necessary it would be the preferable site for the livestock market - would mean that large vehicles would not be forced to go through the centre of the town. Relocation to a site within the town would not create any benefit in terms of removing lorries from Butcher Corner. Offices, start-up and incubator units need to be focused in the centre of town - best access to services and would increase spend in the town centre.
Only with appropriate parking and significant upgrading of transport links
There is already spare land at Norton Grove and York Road and 'Manor Business Park' Old Malton. No more commercial land is needed right now given the economic outlook. Employment in Ryedale is among the highest in the country.
This would be ideal for a service area to service vehicles travelling to the coast. This would be very beneficial to the local economy and bring vehicles off the A64 for fuel and food.

PUBLIC EXHIBITION POST-IT NOTE RESPONSES
QUESTION 28B
Have you anything you would like to tell us?
Land around Eden Camp was turned down for industrial development 25 or 50 years ago because of geological reasons – quick sand underneath.

3.4 HIGHWAYS IMPROVEMENTS

WEBSITE RESPONSES		
QUESTION 29A		
Which highways scheme should be a high priority?		
	Percentage %	No. of Respondents
A junction to connect the B1257 at Broughton Road with the A64	33	30
An improvement to the A64/York Road junction at Musley Bank	23	21
A direct highway link between Scarborough Road and Beverley Road in Norton	26	24
None of the improvements should be a high priority	12	11
Don't know	6	5
Total	100	91

WEBSITE RESPONSES		
QUESTION 29B		
Which highways scheme should be a medium priority?		
	Percentage %	No. of Respondents
A junction to connect the B1257 at Broughton Road with the A64	26	22
An improvement to the A64/York Road junction at Musley Bank	28	24
A direct highway link between Scarborough Road and Beverley Road in Norton	29	25
None of the improvements should be a high priority	10	9
Don't know	7	6
Total	100	86

WEBSITE RESPONSES		
QUESTION 29C		
Which highways scheme should be a low priority?		
	Percentage %	No. of Respondents
A junction to connect the B1257 at Broughton Road with the A64	21	17
An improvement to the A64/York Road junction at Musley Bank	23	18
A direct highway link between Scarborough Road and Beverley Road in Norton	26	21
None of the improvements should be a high priority	20	16
Don't know	10	8
Total	100	80

PUBLIC EXHIBITION RESPONSES								
QUESTION 29								
Which highways scheme should be prioritised?								
	High Priority		Medium Priority		Low Priority		No development	
	%	No. of Respondents	%	No. of Respondents	%	No. of Respondents	%	
A junction to connect the B1257 at Broughton Road with the A64	34	32	61	14	50	5	60	3
An improvement to the A64/York Road junction at Musley Bank	28	26	9	2	10	1	30	2
A direct highway link between Scarborough Road and Beverley Road in Norton	38	35	30	7	40	4	0	0
Total	100	93	100	23	100	10	100	5

WEBSITE RESPONSES		
QUESTION 30		
Should HGVs be banned from Castlegate and at the Level Crossing?		
	Percentage %	No. of Respondents
Yes	85	77
No	12	11
Don't know	3	3
Total	100	91

PUBLIC EXHIBITION RESPONSES		
QUESTION 30		
Should HGVs be banned from Castlegate and at the Level Crossing?		
	Percentage %	No. of Respondents
Yes	97	37
No	3	1
Don't know	0	0
Total	100	38

WEBSITE RESPONSES		
QUESTION 31		
A One Way system should be created incorporating Norton Road, Railway Street, Yorkersgate, Wells Lane, Butcher Corner, Castlegate and County Bridge		
	Percentage %	No. of Respondents
Yes	56	50
No	39	35
Don't know	5	5
Total	100	90

PUBLIC EXHIBITION RESPONSES		
QUESTION 31		
A One Way system should be created incorporating Norton Road, Railway Street, Yorkersgate, Wells Lane, Butcher Corner, Castlegate and County Bridge		
	Percentage %	No. of Respondents
Yes	68	19
No	32	9
Don't know	0	0
Total	100	28

WEBSITE RESPONSES
QUESTION 32
Please use this space to add any comments you would like to make.
A one way system would create more problems than reduce issues. A second crossing needs to be developed as the current level crossing is a choke point.
Although expensive, a second crossing of the railway would help improve the town massively. Also, could a cycle and pedestrian river and railway crossing be created between Norton and Old Malton, removing people's need to go via the centre of Malton which increased distance encourages car use
B1257/A64 junction would be far too expensive - better to focus on improving other A64 junctions to reduce traffic in the centre of the town.
Banning HGVs might work but perhaps better would be to limit the hours during which they are allowed to use Castlegate/Wheelgate and possibly also York Road/Old Maltongate - delivery vehicles should not be allowed to use or block the main roads during normal business hours, especially when traffic is periodically halted by the level crossing.
Banning HGVs would only make sense after the improvements to the junctions with the A64 and Beverley Road - Scarborough Road link. Otherwise how will the new developments and shops work? I really don't think a one-way system as proposed will work. It will increase pollution from traffic fumes. I have to drive into Malton due to the lack of public transport but I would be very happy to use a park and ride.
Buses should be able to use this both ways but must stop taxis from using this. Need a better junction at the railway crossing – it's a bottle neck especially when the trains are late and they keep the barrier down for a much longer time - have sat there before for 10 minutes whilst both trains go through.
GET THE LINK ROADS DONE AND LINKED TO BYPASS AT BOTH ENDS THEN HGVs AND MUCH MORE WILL NOT HAVE TO COME THROUGH MALTON AND NORTON
Heavy traffic at Butcher Corner must be removed, and as much as possible of Malton be pedestrianised.
HGV's should be banned from Butcher Corner.
High to low highway improvement schemes must be dictated by the development areas i.e. if Broughton is developed, then improvements must accompany it at same time. Keep some parts of town edges clear from development so doesn't become a spreading mass and lose reach to countryside
I agree with the ideas but they are only practical if improvements to the major road junctions are made.
If the one way system is not adopted, then in order to prevent the deadlock on Castlegate, the Morrisons main entrance should be diverted to Blackboards

with all costs of the new bridge over the Derwent being paid by Morrisons.
If there were no HGVs on Castlegate there would be no need for a costly and confusing one-way system.
Improvements to the junction on the A64 at Brambling Fields in Norton should be given highest priority.
Malton does not really have a traffic problem except for 5 minutes every hour when there is a train
Priority should be given to any scheme that reduces the traffic through Butcher Corner. This is the key to improving the traffic flow in Malton. If the Scarborough Road/Beverley Road link is built it should be capable of being extended across the river to the industrial estates to the west of Malton.
The bypass is an excellent idea. Everything that doesn't need to come into town can go round via the A64
The junctions of Norton Road/Commercial Street & Welham Road/Commercial Street need an overhaul especially with the new supermarkets (Lidl and possibly Aldi) in Welham Road and with Asda taking over Netto soon in Norton Road.
The phasing of the traffic lights at Butcher Corner should be north - south - east - west - pedestrian. This would cut down a lot of waiting at a minimum cost and could be implemented quickly.
There is no mention of the Brambling Fields improvements. These are a major priority given the level of new housing recently created and planned on Scarborough Road and the planned development on the land adjacent to the bacon factory. This development is needed now to deal with the problems already created by these developments.
To be able to get into Norton from the a64 travelling east (Brambling Fields) is medium priority to ease traffic. It would be also good to get into Malton when travelling west on the A64 and avoid town centre traffic.
VERY IMPORTANT: WE MUST NOT ALLOW THE ROAD SYSTEM AT BUTCHER CORNER TO BE CONVERTED FROM 3 LANES TO 2. IT WOULD CAUSE ABSOLUTE TRAFFIC CHAOS WITH VEHICLES BACKING UP OVER THE LEVEL CROSSING AT BUSY TIMES.
What about a link road between Langton Road and Welham Road? This would be achievable without the need for any developer contributions and could also be one day part of southern link road. This will immediately remove the need for Bazleys Lane to be used as a rat run which it is unsuitable for and the local residents are very unhappy about. All traffic and school buses going to Norton School from the Welham Rd area and out of town in this direction will no longer add to the congestion around St Nicholas Street, Welham Rd and railway crossing. A cycle path can also be included making for a much safer, easier and more fun route to the school for the kids on bikes, boards, roller blades, micro scooters, etc. or just walking.
What about HGV access from the A64 back along Scarborough Road to the bacon factory?
Why not just introduce a one way system from County Bridge up to Netto?
Yorkersgate need not be included in a one way system

PUBLIC EXHIBITION POST-IT NOTE RESPONSES	
QUESTION 32	
Have you anything you would like to tell us?	
Traffic Lights Butcher Corner	A four way traffic light rotation plus pedestrian time would significantly ease congestion at Butcher Corner.
Traffic Lights Butcher Corner	These should be phased to N, S, E and W, and in the evening have them using pressure pads.

HGVs	No HGVs allowed on Paul's Row/ Princess Terrace. Twice these have knocked down my garden wall.
HGVs	Non use of lorries/HGVs along Paul Row/ Princess Terrace. Road currently being blocked by offloading.
HGVs	Only ban HGVs from Castlegate if bypass is built first between Beverley Road and Scarborough Road. Scarborough Road is a residential road – too much traffic at high speeds

3.5 DERWENT RIVER CORRIDOR

WEBSITE RESPONSES		
QUESTION 33		
Do you support the development of the sites along the river, even if they are liable to flooding?		
	Percentage %	No. of Respondents
Yes	44	37
No	48	40
Don't know	8	7
Total	100	84

PUBLIC EXHIBITION RESPONSES – SCENARIO A		
QUESTION 33		
Do you support the development of the sites along the river, even if they are liable to flooding?		
	Percentage %	No. of Respondents
Yes	32	11
No	68	23
Don't know	0	0
Total	100	34

PUBLIC EXHIBITION RESPONSES – SCENARIO B		
QUESTION 33		
Do you support the development of the sites along the river, even if they are liable to flooding?		
	Percentage %	No. of Respondents
Yes	65	13
No	35	7
Don't know	0	0
Total	100	20

3.6 WHEELGATE

WEBSITE RESPONSES		
QUESTION 34A		
Please indicate which change(s) you think are most appropriate.		
	Percentage %	No. of Respondents
The parking layout should be changed	13	15
The pavements along Wheelgate should be widened	15	17
Crossing the road should be made easier at more points	21	24
No changes - Wheelgate should be left alone	41	48
Other	10	12
Total	100	116

PUBLIC EXHIBITION RESPONSES		
QUESTION 34A		
Please indicate which change(s) you think are most appropriate.		
	Percentage %	No. of Respondents
The parking layout should be changed	4	2
The pavements along Wheelgate should be widened	20	10
Crossing the road should be made easier at more points	35	18
No changes - Wheelgate should be left alone	41	21
Other	0	0
Total	100	51

WEBSITE RESPONSES	
QUESTION 34B	
If you have selected 'Other', please describe the changes you think are most appropriate.	
20mph speed limit; improve junction with Finkel St.	
As detailed above - i.e. problems with delivery vehicles	
Disabled bays located on Butcher Corner within the existing parking area, to stop congestion at the lights caused by poorly parked cars with disabled badges. Better policing of the area would help.	
Install higher quality public realm design and materials appropriate to a historic town	
It's fine as it is. Please spend the money on the A64 links.	
Keep all HGVs out of the centre of Malton. Utilise the A64 and build an extra lane alongside the A64 from Old Malton roundabout to Showfield Lane so that all traffic from York would use OM roundabout to get to Showfield Lane and thus be kept out of town. Build a slip road from Broughton Road onto the A64 using the OM roundabout as access to the suggested slip road to Showfield Lane Ind Est	
The pedestrianisation of Wheelgate should be considered in the longer term. Access to the rear of buildings on both sides could be achieved relatively easily. Malton seems obsessed with cars and car parks. Every other town and city in the country has improved pedestrian facilities years ago so why should Malton be different?	
The street seems to function relatively well, but it could do with a 'face lift' which may result in slight amendments to pavement widths and parking layouts. The odd street tree wouldn't go amiss where gaps/services permit. Widening the pavement (narrowing the street) and introducing vertical elements, i.e. trees, might slow down the traffic thereby making crossing the road easier at any point.	
Traffic should be banned from Wheelgate during weekends to enhance shopping environment.	
Trees	
Wheelgate would be fine if efforts are made to improve the roads on the outskirts of the town so HGVs and large agricultural machinery can be banned from the centre.	
Wheelgate would be fine if the access to the A64 at Broughton were to be introduced. This would massively reduce the traffic on Wheelgate.	
Why don't you leave things alone. The loss of any car parking would be stupid. We need the car parking to get people into the shops. There are no real problems in the street so leave it alone. I have traded here for over 40 years so I think I know what I am talking about.	
Why not just police the parking better? There are lots of sites in Malton (not just on Wheelgate) where drivers seem to think that double yellow lines or the restrictions placed by single yellow lines do not apply to them. Ticket offenders. I pay for my parking. Why should others choose not to and cause obstruction without penalty?	

PUBLIC EXHIBITION POST-IT NOTE RESPONSES	
QUESTION 34B	
Have you anything you would like to tell us?	
Wheelgate	Delivery lorries in Wheelgate should be at set times, not just whenever they feel like it in the middle of the day.
Wheelgate	There should be no parking in Wheelgate.

3.7 MARKET PLACE

WEBSITE RESPONSES		
QUESTION 35A		
Do you think Market Place should be changed?		
	Percentage %	No. of Respondents
Yes	32	31
No	56	53
Other	12	11
Total	100	95

PUBLIC EXHIBITION RESPONSES		
QUESTION 35A		
Do you think Market Place should be changed?		
	Percentage %	No. of Respondents
Yes	31	20
No	69	45
Other	0	0
Total	100	65

WEBSITE RESPONSES
QUESTION 35B
If you have selected 'Other', please describe the kind of changes you would like to see at Market Place.
An imaginative pedestrian and public open space should be considered. Anything car related should come second to people on foot in Market Place. Introduce trees, flower beds, water features, band stand, market stalls, seating, open air cafes, etc. GET RID OF THE TRAFFIC.
And tree planting!
Install higher quality public realm design and materials appropriate to a historic town, including consideration of 'shared space' designs
It should be a restricted zone for vehicle access to allow for pedestrianisation. Free parking should be allowed at the cattle market. The cattle market should be moved to Wentworth Street car park.
It's fine as it is. Please spend the money on the A64 links.
Market Place should be paved.
Market Place should be pedestrianised to make it people friendly and safer. Malton has sufficient car parking available within a few minutes of the town centre without using it as a car park. However, disabled parking should be retained

More pedestrianised areas.
Pedestrian area as shown in picture
Pedestrianise Market Place - the amount of traffic discourages shoppers and people visiting the town.
Shared space option would work well.
Shared space scheme would be good for market place. It is important NOT to restrict in any way the present circulation of traffic which goes slowly round, looking for parking spaces. Random checks on the parking time restrictions would be good. At present it is too much abused, and parking on double yellow lines also goes unchecked.
Yet more proposed loss of car parking. You never give up do you ???? LEAVE IT ALONE.

PUBLIC EXHIBITION POST-IT NOTE RESPONSES
QUESTION 35B
Have you anything you would like to tell us?
I feel that the idea of making a pedestrian walkway at the top of the Market Place is unnecessary. Why spend this money.
Enforcement of parking in and around Market Place!
There needs to be changes to parking etc. in Market Place. However, what about enforcement? There appears to be none at the moment.
Ensure disabled parking places are clear of non-disabled cheats.

3.8 EAST MOUNT

WEBSITE RESPONSES		
QUESTION 36A		
If the sports clubs were relocated, which do you think the site is most suitable for?		
	Percentage %	No. of Respondents
Housing development	26	31
Employment development	9	11
No development	61	73
Other	4	5
Total	100	120

PUBLIC EXHIBITION RESPONSES		
QUESTION 36A		
If the sports clubs were relocated, which do you think the site is most suitable for?		
	Percentage %	No. of Respondents
Housing development	11	5
Employment development	2	1
No development	87	41
Other	0	0
Total	100	47

WEBSITE RESPONSES
QUESTION 36B
If you have selected 'Other', please describe the kind of changes you would like to see at East Mount.
CAR PARKING FOR MALTON TOWN CENTRE AS WENTWORTH STREET HAS BEEN LOST
Does the Tennis club want to move.? If it does, who cares what happens to the land?
Need to know more about demand in order to answer this
The land should be used by whoever wants it and is prepared to pay the most for it. I have no preference what is on this land, currently it is of no personal use to me.
There has been a tennis club at the East Mount site for at least 150 years (probably much longer) and it should remain here, along with the Squash and Bowls to provide close at hand leisure facilities to a planned increase in population of the towns. Furthermore, additional leisure facilities and green areas should be developed, but not to replace the Tennis, Bowls and Squash Club, but to enhance them.
This land is central and would be ideal for offices for small/medium companies. By doing this the workers would be in walking distance of town, which in turn would put more money into the community.

3.9 HIGHFIELD ROAD

WEBSITE RESPONSES		
QUESTION 37A		
For which use(s) do you think the site is most suitable?		
	Percentage %	No. of Respondents
Housing development	41	30
Open space	43	31
No development	12	9
Other	4	3
Total	100	73

PUBLIC EXHIBITION RESPONSES		
QUESTION 37A		
For which use(s) do you think the site is most suitable?		
	Percentage %	No. of Respondents
Housing development	13	4
Open space	39	12
No development	48	15
Other	0	0
Total	100	31

WEBSITE RESPONSES
QUESTION 37B
If you have selected 'Other', please describe the kind of changes you would like to see at Highfield Road.
I would be concerned about increased traffic that any development on this site would cause. I think that careful consideration would need to be given to this in any development proposals.
Is this the correct site? The dot is on the coal yard not the poor quality sports site at the junction with Peasey Hills Road. The indicated site could be redeveloped but road access to Old Malton would need to be improved.
Mixed housing and recreation.
Turn into flowered trees park with recreation areas to encourage walking, plus separate ball play area

3.10 LAND OFF SHOWFIELD LANE

WEBSITE RESPONSES		
QUESTION 38A		
For which use(s) do you think the site is most suitable?		
	Percentage %	No. of Respondents
Housing development	15	19
Industrial	14	17
Livestock Market	42	51
Mixed use	16	20
No development	8	10
Other	5	6
Total	100	123

PUBLIC EXHIBITION RESPONSES		
QUESTION 38A		
For which use(s) do you think the site is most suitable?		
	Percentage %	No. of Respondents
Housing development	2	1
Industrial	25	16
Livestock Market	61	38
Mixed use	2	1
No development	8	5
Other	2	1
Total	100	62

WEBSITE RESPONSES
QUESTION 38B
If you have selected 'Other', please describe the kind of changes you would like to see at Showfield Lane.
All existing brownfield sites must be redeveloped before more greenfield sites are considered.
As above, I am concerned about increased traffic levels on existing roads.
But only with direct access to the A64/Broughton Rise
Community centre

Ideal location for a supermarket and mixed use development including housing. An illogical location for the relocated livestock market which should be relocated to a site at Eden Camp.
It is a visually important undeveloped area - nothing has changed in the quality of this land since the Local Plan was adopted.
MEGA SUPERMARKET?
Some degree of mixed use development might be appropriate, having regard to nothing unsuitable to sit alongside housing development. No supermarket/superstore development should be permitted.

3.11 OTHER COMMENTS RECEIVED

PUBLIC EXHIBITION POST-IT NOTE RESPONSES	
ALL OTHER COMMENTS SUBMITTED	
Have you anything you would like to tell us?	
Museum	Museum must stay in the centre of town. We cannot lose this asset.
Museum	Museum must be saved in the town centre. It is a vital asset.
Livestock Market	Malton Livestock Market is unique, real, traditional. Lets not replace it with a development that's just like in a lot of small towns!
Livestock Market	Save the cattle market. Develop it in many ways - : food, antiques, education. Make Malton a famous market town!
Malton	Fitzwilliam is killing the town off. Get Tesco in and Fitzwilliam out.
River	Make use of the river and deal with the flood risk. It is one of Malton's unused assets

4.0 YOUNG PERSON'S QUESTIONNAIRE

The young person's version of the questionnaire incorporated a selection of the questions presented in the original questionnaire. 40 youths responded to the edited version. The numbering of the questions in this section reflects the number attributed to a question under section 2 above. This is to aid cross reference and analysis.

4.1 SHOPPING

QUESTION 6A		
Which site would you prefer to see developed for a new supermarket?		
	Percentage %	No. of Respondents
Wentworth Street Car Park	40	16
Livestock Market	15	6
Both	0	0
None	38	15
Other	7	3
Total	100	40

QUESTION 6B		
If you have selected 'Other', please name an alternative supermarket chain.		
Clothing factory		
We have enough supermarkets		

QUESTION 7A		
If a new supermarket were to be built in Malton, which of the supermarket chains would you prefer?		
	Percentage %	No. of Respondents
Booths	9	3
Sainsburys	15	5
Tesco	46	15
Waitrose	18	6
Other	12	4
Total	100	33

QUESTION 7B
If you have selected 'Other, please name an alternative supermarket chain.
Aldi. Petrol station at supermarket: either a big Sainsburys or Tesco that sells food, electricals, homeware and clothing for all.
Asda
Asda or none.
Don't want another supermarket
Farm Foods.
Iceland
None

QUESTION 8A		
What kind of businesses would you like to see more of in Malton town centre?		
	Percentage %	No. of Respondents
Restaurants	20	11
Chains	36	20
Specialists	23	13
Discount	18	10
Other	3	2
Total	100	56

QUESTION 8B
If you have selected 'Other', please describe the kind of businesses you would like to see in Malton town centre
Clothes shops. Shoe shops. Home goods.
Poundland.

4.2 EMPLOYMENT

QUESTION 10A		
Do you agree with the following statement? Small and medium sized local businesses should be encouraged		
	Percentage %	No. of Respondents
Yes	86	32
No	3	1
Don't know	11	4
Total	100	37

QUESTION 10B		
Do you agree with the following statement? Larger businesses should be encouraged, but only if they do not prejudice existing local businesses		
	Percentage %	No. of Respondents
Yes	76	28
No	11	4
Don't know	13	5
Total	100	37

QUESTION 10C		
Do you agree with the following statement? Off-street parking should be provided as part of all new business development		
	Percentage %	No. of Respondents
Yes	100	1
No	0	0
Don't know	0	0
Total	100	1

QUESTION 10I		
Do you agree with the following statement? High speed broadband should be introduced		
	Percentage %	No. of Respondents
Yes	86	31
No	3	1
Don't know	11	4
Total	100	100

4.3 SCHOOLS

QUESTION 14		
Should education provision be kept under review in light of future housing growth?		
	Percentage %	No. of Respondents
Yes	36	13
No	0	0
Don't know	64	23
Total	100	36

QUESTION 15
Have you any comments about school provision in Malton and Norton?
Don't like Academies.
Money should not be wasted.
Maybe a Special Needs School or a Nursery.

4.4 MILTON & ASSEMBLY ROOMS

QUESTION 16	Number of responses if >1
Can you suggest what activities might be introduced into the Milton Rooms to secure greater use?	
Bowling	
Bowling. Disco. Youth Clubs	
Clubs like sport, drama, music, dance. Games	
Concerts	3
Discos and Bowling	2
Discos. Raves	
For it to be more young-person friendly	
Gay bar!	2
Karate	
Live concerts, such as groups doing live music or acts	

More shopping	
Parties	
Party	
Quazar	
Raves	3
regular music events involving local bands and acts from the area	
Roller disco	
Shows	
That it should be more young-person friendly	
Under 18s disco	

4.5 LIBRARIES

QUESTION 17A		
North Yorkshire County Council is proposing to close the libraries in Malton and Norton and open a new library close to Malton railway station. Do you agree with North Yorkshire County Council's proposal?		
	Percentage %	No. of Respondents
Yes	40	15
No	38	14
Don't know	19	7
Other	3	1
Total	100	37

QUESTION 17B
If you chose 'Other suggestion', please describe an alternative proposal.
Just keep one of the existing libraries, to save money.

4.6 RIVER DERWENT

QUESTION 19		
Do you support the development of the sites along the river, even if they are liable to flooding?		
	Percentage %	No. of Respondents
Yes	32	11
No	68	23
Don't know	0	0
Total	100	34

4.7 TOURISM

QUESTION 20A		
Should more be done to develop and promote the towns as a tourist/visitor destination?		
	Percentage %	No. of Respondents
Yes	56	20
No	8	3
Don't know	36	13
Total	100	36

4.8 LEISURE, SPORT AND RECREATION

QUESTION 21		
Should the tennis, squash and bowls clubs be relocated to:		
	Percentage %	No. of Respondents
Old Malton	9	3
Malton Community Sports Centre	17	6
Neither	34	12
Don't know	40	14
Total	100	35

QUESTION 22		
Should Malton Community Sports Centre facilities be available to individual 'pay-as-you-go' users?		
	Percentage %	No. of Respondents
Yes	48	17
No	6	2
Don't know	46	16
Total	100	35

5.0 OTHER RESPONSES RECEIVED

A number of individual responses were received to the consultation which were submitted in either letter or email format. These are attached in full.

Letter received by Malton Town Council
30 May 2011

[Address has been removed]

Dear Sir

Please find enclosed a completed questionnaire. In making my views known I would like to emphasise the following points as they have relevance to the future of Malton and Norton as a whole single settlement.

I firmly believe that Malton and Norton should grow by at least 1,500 to 2,000 homes in the future together with associated economic development. Looking at the situation in Ryedale as a whole the following facts are indisputable and set the context for the future:

1. Malton and Norton are located centrally in Ryedale
2. They are together the single largest settlement in Ryedale with approximately twice the population of the next largest settlement, Pickering
3. They have the only railway station in the District and hence have very good links to York, itself a gateway to the rest of the country in terms of rail links, especially to London just two hours away
4. They have excellent bus links along the main road corridor with a good regular half-hourly service to York through to Leeds
5. Medical services are extremely good with both a very large and successful GP surgery with links to nearby medical schools, and a Community Hospital with a minor injuries unit.
6. Education facilities are excellent with the two secondary schools having specialist status and newly built sports centres providing facilities for local residents
7. Specialist, charitable training facilities are located in the towns providing engineering training, thereby supporting businesses in the towns and beyond
8. Sports and recreation facilities are extremely good with a renowned rugby club, a well-regarded 27 hole golf course, swimming pool, tennis bowls and squash club, football cricket and hockey clubs, and an indoor bowls centre.
9. The largest concentration of shopping opportunities in Ryedale are in Malton and Norton
10. There is a wide range of economic activity in the towns, service and industrial, some linked to agriculture and food production, others more high-tec in nature.

Because of all the above factors it seems to me to be totally logical that Malton and Norton should be developed significantly as this is the most sustainable policy for the future, not only for Malton and Norton but for Ryedale as a whole. By building on the positive features of the towns economic benefits will emerge for all residents in Ryedale.

I trust that the above clearly demonstrates the advantages of Malton and Norton and I look forward to seeing a plan that looks ahead to the next 20-30 years rather than one which looks backwards and repeating the errors of the past.

Yours faithfully

[Name has been removed]

Letter received by Malton Town Council

[Address has been removed]

I am very concerned that Malton is going to be ruined as a historic market town with individual character by inappropriate development for short term gain by a select few.

Why is Fitzwilliam Estate proposing central development of small business units when masses of the same are still unrented in the town. It needs to reduce rents to affordable levels to encourage young businesses. The Livestock Market brings people to the centre of the town where they are wanted by local businesses and is an interesting and fascinating spectacle with roots in the town's history.

I have become a great fan of the monthly poultry auction - I love its informality and the fact that I can get good advice from experienced farmers. With the new interest in hen keeping it could also make a tourism plus as well.

If a new supermarket were to be built on the Wentworth Street site the only one that would attract shoppers from outside of the town is the upmarket Waitrose especially in a recession.

Tesco and Sainsburys would attract no more people than Morrisons already does as the main supermarket for the two towns.

I am concerned that so many gardens in Malton are being lost to greedy developers. They should not count as brownfield sites. I note that when they are cleared not one extra house is being built but 2 or 3, eg Broughton Road currently and even Middlecave Road last year.

Council housing for rent or whatever you care to call them is the answer for housing need for the lowly paid in Malton. Other affordable immediately becomes beyond the reach of local people the minute it is sold on the open market.

Tourism should not be developed at all costs. Good tourism is always a follower of a town's economy, not its starter. Quality should be the watchword. Bulldozing the centre of the town for another tacky shopping mall so Malton becomes like everywhere else is not the answer.

[Name has been removed]

Comments received by Directions Planning Consultancy from the Fitzwilliam Malton Estate as an attachment to an Email

FITZWILLIAM (MALTON) ESTATES

Malton and Norton Neighbourhood Plan Consultation Draft - Spring 2011. * Response on behalf of Fitzwilliam (Malton) Estate

Fitzwilliam Malton Estate (FME) welcomes the advent of the Neighbourhood Plan and the opportunity to record a view on the future of the towns in common with other stakeholders, businesses and residents. These responses are made from the perspective of FME's role as a local business focussed on property investment and management with a substantial property holding in the town centre of Malton.

These responses are kept to a minimum in recognition that it is not possible to write a Neighbourhood Plan to suit all views and interests. It is apparent that the Draft has already crafted a compromise position on many policies and the broad principles of many of the proposed policies are supported by FME. There are many differences in detail with the FME view but it is considered unrealistic for everyone to lobby for changes in fine detail to suit their view.

These responses are restricted to the sections of the Neighbourhood Plan where FME has some knowledge, experience and expertise.

2.1 Infrastructure

2.1a Highways

FME would support a re-evaluation in the light of the recent cost escalation for the A64/Brambling Fields Junction because it is possible that the cost benefit analysis between the three junctions at A64/Brambling Fields, A64/Broughton Road and A64/York Road may now produce a different result. Following a re-evaluation, there is full support from FME for improvements to all three junctions in the most cost effective order and as soon as possible.

FME considers that the case remains to be made as to the effectiveness of a one way system in the town centre.

Traffic congestion and particularly a large number of HGV's going through the town centre, reduces amenity levels for pedestrians and is damaging the historic buildings.

2.1b The River Derwent

FME broadly agrees with the policies for the River Derwent in the Consultation Draft.

2.1c Car Parking

FME supports the retention of Wentworth Street car park as a public long stay car park, and also the recommendation for an agreed car parking strategy leading to a coordinated and customer focussed tariff system for all Malton and Norton car parks.

2.1e Libraries

A library is one part of the range of facilities essential to a town centre and should be retained in the town centre, not necessarily on the existing site.

2.2 Housing

The policies for housing are supported but with a greater accent on growth in housing numbers. The town centre of Malton has lost market share in recent years and more houses in the early plan period can help replace some of that demand, which will help sustain the town centre facilities for existing and new residents. The exception is policy 2.2c, which will need further refinement to allow some flexibility. There will be sites outside the current development limits that can help forward fund, (particularly highway) infrastructure that brown field sites cannot.

2.3 Economy

2.3a Employment

FME supports the policies for employment. The allocation of land for employment should allow for a continual availability of land for employment use. The range of sites must include some targeted at businesses that require the higher standards of an employment park with sustained high quality management.

2.3b Retail

The retail policies proposed are supported. If the community of Malton & Norton values the role of vibrant town centres, policies along the lines of those in the Consultation Draft will have to be adopted and enforced to allow the town centres to compete with out-of-town retail locations.

2.3d Tourism

The policies are supported as drafted. The need for signage on the A64 by-pass (policy 2.3f), is particularly to be welcomed and is an urgent requirement within the plan period.

2.4 Sport and Recreation

2.4a The Milton and Assembly Rooms

Given FME's connection to the Milton Rooms, the proposed policies are warmly welcomed. Supported by those policies these buildings will play a crucial role in the community life of Ryedale, as well as Malton and Norton. It is the largest auditorium in Ryedale and its full use by the people of Ryedale will help reconnect more people with their market towns.

3 Recommendations

The recommendations and next steps are supported.

End

Note:

*References to the *final book template-v3*

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10 June 2011

Directions Planning
By email

Our Ref MN/FWB
Your Ref

Dear Sirs

**Fitzwilliam Trust Corporation
Malton and Norton Neighbourhood Plan Community Consultation
Security Code: 96496/67897**



Please note that that we have just now submitted comments on the above consultation on behalf of our clients the Fitzwilliam Trust Corporation (reference 'Security Codes 96496/67897').

We have. In addition, the following comments to make, please acknowledge receipt of this letter and confirm that it will be considered along with our electronic submission:

1. The Showfield: We have, in our response, stated that we consider this site to be ideal for development, in part, with a supermarket. It is a viable, deliverable site which is suitable for a high quality retail development which would meet the needs of Malton. A development of this nature would be capable of delivering a more holistic solution to the challenges faced in Malton such as the relocation of the Livestock Market, cap parking and pedestrian linkages.

2. Land at Eden Camp: We have stated that we consider that land at Eden Camp is the ideal location for the relocated livestock market, for an 'Agricultural Based Business Park' and other 'Employment Uses'.

In this respect we are able to confirm that Fitzwilliam Trust Corporation has the support of Boulton and Cooper, Auctioneers to the solution which aims to link the development of the Showfield with a supermarket to the relocation of the livestock market to a site at Eden Camp.

Yours faithfully

A handwritten signature in black ink, appearing to read 'M. Nicholson'.

Mark Nicholson • FRICS
e mark.nicholson@smithsgore.co.uk • t 01904 756 308

*Abergavenny • Berwick-upon-Tweed • Carlisle • Cirencester • Corbridge • Darlington • Dumfries • Edinburgh • Exeter • Fochabers • Haddington • Lethland • Lincoln • London • Maidstone • Marlborough • Newark • Oxford • Perth • Peterborough • Petworth • Preston • St Mellion • Stamford • Stow-on-the-Wold • Taunton • Truro • Winchester • York
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Comment received by Directions Planning Consultancy via Email from Cllr Paul Andrews

[Please note: further detailed comments were received which set out specific changes to be made to the draft Neighbourhood Plan.]

Kathryn,

I shall deposit a completed questionnaire tomorrow.

In addition I would ask you to consider the following further points, and for this purpose am attaching my original draft Part 2 on Housing which I discussed with you, and my original Part 2 on Employment. I also refer to my comments on the Council's "Ryedale Plan", exhibited at <http://www.paul-andrews.net/2010RepsonLDF.htm>, in so far as the comments on these documents have not been superseded by the three attachments. I wish the comments and arguments in all these documents to be taken into consideration.

As regards retail I would re-state the views which appear at <http://www.paul-andrews.net/RepresentationsRetailRyedaleplan.htm>, and would ask you to take these into account. As you know, I do not accept that the only argument against a supermarket in Wentworth Street Car Park is the sequential argument. This argument assumes that the Council is right in thinking that there is room for another supermarket in Malton/Norton in the immediate future, and then prefers the Cattle Market site as being the nearest under the "sequential" argument. This will be all very well if FWE develop the Cattle Market, but will work to the advantage of Ryedale if the Estate are unable to find an operator - particularly if the FWE operator is frightened off by the prospect of yet another supermarket in WWSCP.

In my view, the correct approach is to accept the clear evidence in the Council's own consultants' reports that there is no quantitative need for yet another large one-stop convenience supermarket in Malton in the near future or medium term (ie before 2021). The qualitative argument then has to be considered, and it should be immediately apparent that a top range food hall which is not one-stop, and which is situated immediately adjacent to the town centre would encourage Malton shops to increase their range and diversity and generally give them a lift. The FWE proposals should be justified in terms of the qualitative and not the quantitative argument - particularly as the need to improve the range of "comparison" shops is common ground between all the parties.

As you know, there have been strong exchanges between me and others in the group in regard to housing numbers and employment - particularly Eden Road. On all these issues I stuck rigidly to the previously expressed views of the Town Council.

As some of the Group were so determined to promote their views against those previously adopted by the Town Council, I deliberately made them the main issues in my local election campaign. My election literature can be found at <http://www.paul-andrews.net/election2011menu.htm>, and it will be seen that these issues can be summarised as:

1. We don't need yet another big supermarket (although a new food store in the Cattle Market would be good if top range and if the Livestock Market is relocated);
2. We don't want planning permission for more than 1,000 new houses to be granted for Malton/Norton in the period 2009 - 2026;
3. We don't want a new industrial estate or business park at Eden Road.

The people of Malton voted me in at the top of the poll. This clearly shows that these opinions are shared by the majority of the voters of Malton and Norton. Voters were, of course, already aware of these views of mine, as I had previously made them public in published newspaper articles and on my community website. So they knew exactly what I stand for.

I shall find it very difficult to accept any outcome of the public consultation which is different.

Regards Paul Andrews

**APPENDIX 6:
SCHEDULE OF
RECOMMENDED
CHANGES TO
POLICIES
(SEPTEMBER 2011)**

SCHEDULE OF RECOMMENDED CHANGES TO POLICIES FOLLOWING CONSIDERATION OF CONSULTATION RESPONSE.

Prepared by Town Mayors and Clerks.

Heading	Policies in Draft Neighbourhood Plan	Recommended changes to policies post consultation	Change No change or addition
HIGHWAYS ROADS & TRAFFIC	1. To re-evaluate, in the light of cost escalation, the upgrade of Brambling Fields Junction;	1. The upgrade of the Brambling Fields junction is agreed and supported. The Town Councils are concerned at the continuing escalation of cost, and will seek assurance that a vigorous control is maintained.	Change
	2. To press for the building of a junction between the A64 and Broughton Road;	2. To press for a feasibility study and cost/benefit evaluation of i) an A64/B1257 junction (Broughton Road), and ii) a Scarborough Road to Beverley Road highway link in Norton, in order to determine the priority that might or should be given to these potential projects. In the public perception these projects are seen as key to easing traffic congestion across the towns.	Change
	3. To press for improvements to the junction between the A64 and York Road (Musley Bank);	3. To press for improvements to the junction between the A64 and York Road (Musley Bank);	NC
	4. To assess a full one way system – Norton Road, Railway Street, Yorkersgate, Wells Lane, Butcher Corner, Castlegate and County Bridge – from all perspectives, including safety;	4. To assess a full one way system – Norton Road, Railway Street, Yorkersgate, Wells Lane, Butcher Corner, Castlegate and County Bridge – from all perspectives, including safety;	NC
	5. To consider a ban on HGVs, but not on buses, in Castlegate and at the Level Crossing;	5. To consider a ban on HGVs, but not on buses, in Castlegate and at the Level Crossing;	NC
	6. To consider a southern (Norton) bypass, with the possibility of a bridge(s), as set out in the ‘River Rail Corridor Study’.	6. To consider a southern (Norton) bypass, with the possibility of a bridge(s), as set out in the ‘River Rail Corridor Study’	NC

RIVER DERWENT	<ol style="list-style-type: none"> 1. To encourage the use of the river through the towns for tourism, leisure and sporting activities, such as rowing and canoeing; 2. To set up a trust, company or other organisation which would act under the direction of the Malton and Norton Area Partnership to manage the demands of flow conveyance, ecological habitats and aesthetic and recreational objectives in order to promote the town; 3. To ensure that reasonable action is taken to prevent further siltation and reduce what siltation is already there; 4. To urge all responsible authorities to take the necessary action to restore the rest of the SSSI on the River Derwent to the condition it was when designated in 1986, and to maintain it in that condition for the future; 5. To urge the Environment Agency to remove all legal restrictions inhibiting the development of sites in the areas which are protected by the existing flood defences in Malton and Norton; 6. To encourage developers to treat the relevant sites as suitable for prestigious riverside development (not retail) to enhance the visual amenity; 7. To urge Ryedale District Council to consider with interested parties a reassessment of the conclusions to the 'River Rail Corridor Study', taking these issues into account; 8. To take appropriate action to get the river between Ryemouth and the York Road Industrial Estate declassified as a Site of Special Scientific Interest (SSSI). 	<ol style="list-style-type: none"> 1. To encourage the use of the river through the towns for tourism, leisure and sporting activities, such as rowing and canoeing; 2. To set up a trust, company or other organisation which would act under an appropriate directing body to manage the demands of flow conveyance, ecological habitats and aesthetic and recreational objectives in order to promote the town; 3. To ensure that reasonable action is taken to prevent further siltation and reduce what siltation is already there; 4. To urge all responsible authorities to take the necessary action to restore the rest of the SSSI on the River Derwent to the condition it was when designated in 1986, and to maintain it in that condition for the future; 5. To urge the Environment Agency to remove all legal restrictions inhibiting the development of sites in the areas which are protected by the existing flood defences in Malton and Norton; 6. To encourage developers to treat the relevant sites as suitable for prestigious riverside development (not retail) to enhance the visual amenity; 7. To urge Ryedale District Council to consider with interested parties a reassessment of the conclusions to the 'River Rail Corridor Study', taking these issues into account; 8. To take appropriate action to get the river between Ryemouth and the York Road Industrial Estate declassified as a Site of Special Scientific Interest (SSSI). 	<p>NC</p> <p>Change</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p> <p>NC</p>
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<p>CAR PARKING</p>	<ol style="list-style-type: none"> 1. To retain WSCP as a public long-stay car park; 2. To press for an agreed car parking strategy for Malton and Norton (including pricing) between all the main stakeholders, as recommended by RDC's Consultants; 3. To press RDC, if they are not prepared to agree to a pricing strategy appropriate to Malton and Norton, to subcontract this service to an operator for WSCP and / or any other existing and proposed car parking areas, at an open market rent so that taxpayers' receipts do not suffer and could possibly improve. 	<ol style="list-style-type: none"> 1. To retain WSCP as a public long-stay car park; 2. To press for a car parking strategy for Malton and Norton (to include pricing) agreed by all the main stakeholders, as recommended by RDC's Consultants; 3. To press RDC, in the event that it is not prepared to agree to a pricing strategy specific to Malton and Norton, to subcontract the operation of WSCP and any other existing and proposed public car parking areas, at an open market rent so that taxpayers' receipts do not suffer and could possibly improve. 	<p>NC</p> <p>NC</p> <p>Minor wording changes only</p>
<p>HOSPITAL</p>	<ol style="list-style-type: none"> 1. To retain the hospital with its outpatients wards to save patients having to travel to York or Scarborough; 2. To re-open Ryedale Ward for the elderly, rehabilitation and respite care; 3. To re-open the twenty-four hour A & E facility; 4. To re-open the Midwifery unit. 	<ol style="list-style-type: none"> 1. To retain the hospital with its outpatients wards to save patients having to travel to York or Scarborough; 2. To secure a commitment to the permanent operation of the Ryedale Ward for the care of the elderly, rehabilitation and respite care; 3. To re-open the twenty-four hour A & E facility; 4. To re-open the Maternity/Midwifery unit. 	<p>NC</p> <p>Change</p> <p>NC</p> <p>NC</p>
<p>LIBRARIES</p>	<ol style="list-style-type: none"> 1. To consider cost-saving ways of retaining both libraries in their present locations in Malton and Norton town centres for the benefit of the town residents and those within the catchment area. 	<ol style="list-style-type: none"> 1. To consider cost-saving ways of securing the continuation, improvement, and enhancement of both libraries in their present locations in Malton and Norton town centres, for the benefit of the towns' residents and those within the catchment area. 	<p>Change</p>

<p>SCHOOLS</p>	<p>1. To respond to any issues related to the schools of Malton and Norton.</p> <p>2. To keep under review the requirement for more education provision as the population of Malton and Norton develops over the next fifteen years.</p>	<p>1. To respond to any issues related to the schools of Malton and Norton.</p> <p>2. To keep under review the requirement for more education provision as the population of Malton and Norton develops over the next fifteen years.</p> <p>3. To press for urgent attention to the existing and escalating deficiencies in respect of standard of accommodation and number of pupil places at Primary level in Norton</p>	<p>NC</p> <p>NC</p> <p>Addition</p>
<p>HOUSING</p>	<p>1. To achieve a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy;</p> <p>2. To consider the scale and rate of growth of Malton and Norton using both yardsticks of encouraging prosperity whilst retaining the amenities of a district centre;</p> <p>3. To permit no planning permission for new houses for the towns outside development limits until the infrastructure within Malton and Norton (highways, drainage, education, car parking etc) is updated and able to accommodate it;</p>	<p>1. To achieve a balance between retaining the distinctive nature of Malton and Norton and stimulating the local economy;</p> <p>2. To consider the scale and rate of growth of Malton and Norton using both yardsticks of encouraging prosperity whilst retaining the amenities of a district centre;</p> <p>3. That new housing approvals for Malton and Norton should not exceed 1000 over the period of the Plan.</p> <p>4. That subject to c) above, new housing development should be phased as follows:</p> <p>First phase sites: East of Broughton Road, Westfield Nurseries, Cheesecake Farm, North of Castle Howard Rd., Coronation Farm and former Highways depot, Former Dewhirst's factory, East of Welham Road;</p> <p>Second phase sites: adjacent to ATS North of Commercial St South of Westgate Lane, South of Highfield Road,</p>	<p>NC</p> <p>NC</p> <p>Addition</p> <p>Addition</p>

<p>HOUSING continued</p>	<p>4. To press for a more flexible approach on the ‘Affordable Housing’ percentage applied to all new developments, for the purposes of making small developments more viable and the enabling of contributions through the community infrastructure levy;</p>	<p>North of Dickens Road, East of Beechwood Road and Hunters Way; Third phase sites East of Westfield Way, South of Westgate Lane Adjacent Malton and Norton Golf Course. The town development limits should be redrawn to cover the above recommendations for phased development.</p> <p>5. It is recommended that in all cases of development the allocation of affordable housing the number shall reflect only the needs of persons connected with the district.</p> <p>6. Where 10 houses or more are built, generally 35% shall be affordable but with the proviso that the ability to be flexible in specific circumstances be maintained. Where less than 10 are built, the developer shall be required to make a financial contribution to new affordable housing, the amount of such contribution to be determined by the District Valuer in each case according to criteria determined by the District Council.</p> <p>7. The appropriate town council will be consulted on the need for new infrastructure, facilities and amenities as each planning application for new housing comes forward.</p> <p>8. All new developments should seek to achieve in the first instance a balance of shared equity and social rented houses of 50/50, subject to flexible revision in the absence of sufficient applicants with a local connection with the district for either type of affordable housing.</p> <p>9. All government grant (New Homes Bonus) made available as a reward for giving planning</p>	<p>Addition</p> <p>Change</p> <p>Addition</p> <p>Addition</p> <p>Addition</p>
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	<p>5. To give priority to available Brownfield sites when allocating land for residential development.</p>	<p>consent for new houses shall be spent on the provision of infrastructure or services within the towns where the houses are to be built and not used for the benefit of neighbouring wards, towns or parishes”.</p> <p>10. To give priority to available Brownfield sites when allocating land for residential development.</p>	<p>NC</p>
<p>EMPLOYMENT</p>	<ol style="list-style-type: none"> 1. To nurture and encourage small or medium sized local businesses; 2. To encourage larger concerns to set up in Ryedale, provided this does not prejudice existing local business; 3. To maintain, and where possible expand, all existing employment sites in Malton and Norton in line with the demand for sites from buyers; 4. To provide for adequate off-street parking for customers and employees, commensurate with the size of fully developed businesses; 5. To phase the release of all land allocated for employment purposes, taking into account the financial climate at the time; 6. To resist strongly the release of allocated employment land for other purposes (e.g. retail or housing); 7. To provide access via a local ISP into the high speed broadband network provided by NYNET for all Malton and Norton businesses; 8. To protect surrounding landscape, architecture and amenities and ensure that employment development is sympathetic to these aims; 9. To require that, in order to afford as much flexibility as possible to businesses, all new Business Parks and Industrial Estates provide a range of sizes of plots and premises to meet all business needs; 	<p>No changes to Employment Policies</p>	

<p>EMPLOYMENT continued</p>	<p>10. To ensure that proper signage is provided for business parks.</p>		
<p>RETAIL</p>	<ol style="list-style-type: none"> 1. To expand the existing Commercial Limits of Malton to include the Livestock Market Site, and not to permit any ‘Convenience’ retail development outside such expanded commercial boundaries; 2. To promote the development of a relatively small, high range food hall on the Livestock Market site, together with a range of ‘Comparison’ shops; 3. To encourage new ‘Comparison’ and High Street retail to establish themselves in Malton and Norton; 4. To encourage a reappraisal and a relaxation of the policy that restricts internal alterations to historic buildings, particularly in Malton’s Conservation Area, so that they can be reconfigured in more appropriate ways for commercial retailers to use them; 5. To support the relocation of the existing Livestock Market within or close to Malton and Norton or the towns’ major road junctions, and preferably on to the Showfield site; 6. To retain Wentworth Street Car Park as a long stay car park for use by town centre employers and employees, shoppers, visitors and market users; 7. To encourage the contribution of Wentworth Street car park to the viability of the town centre, by providing much more visible direction signs to the car park, and making improvements to the physical links for pedestrians between car park and town centre; 8. To emphasise the importance of CCTV in the towns and to resist any reduction in its use. 	<p>No changes recommended other than at 5. below</p> <p>5. To support the relocation of the existing Livestock Market within or close to Malton and Norton or the towns’ major road junctions.</p>	<p>Change (reference to Showfield site removed)</p>

TOWN DEVELOPMENT SITES			
A. MARKET PLACE	A.1. To implement a ‘shared space’ scheme in Malton Market Place without any reduction in car parking spaces;	A.1. To implement a ‘shared space’ scheme in Malton Market Place without any reduction in car parking spaces;, subject to appropriate consultation with disability groups	Change
	A.2 To implement the improvements planned for the western side of the Market Place in the late 1980’s, suitably adapted to fit with a ‘shared space’ scheme;	A.2 To implement the improvements planned for the western side of the Market Place in the late 1980’s, suitably adapted to fit with a ‘shared space’ scheme;	NC
	A.3 To encourage Comparison and Convenience shops, together with an appropriate proportion of restaurants and cafes.	A.3 To encourage Comparison and Convenience shops, together with an appropriate proportion of restaurants and cafes.	NC
B. LIVESTOCK MARKET	B.1. To promote the redevelopment as soon as possible of the Malton Livestock Market site with a relatively small and dedicated top range food hall, together with comparison units of modern size. Exterior design to be consistent with the town centre conservation area, and modern interior design appropriate to the requirements of regional and national non-food multiples;	B.1. To promote the redevelopment as soon as possible of the Malton Livestock Market site with a relatively small and dedicated top range food hall, together with comparison units of modern size. Exterior design to be consistent with the town centre conservation area, and modern interior design appropriate to the requirements of regional and national non-food multiples;	NC
	B.2. To promote the relocation of the existing Livestock Market to a site in or close to Malton and Norton and preferably at the Showfield site.	B.2. To promote the relocation of the existing Livestock Market to a site in or close to Malton and Norton.	Change Removal of Showfield Reference
C. SHOWFIELD	C.1. To support the relocation of the Livestock Market onto this site.	C.1. Site could be considered as an option for the relocation of the Livestock Market.	Change
	C.2. To resist any planning application for a superstore or retail development on this site,	C.2. To resist any planning application for a superstore.	Change

D. WSCP		No change recommended	
E. WHEELGATE		No change recommended	
F. MOUNT HOTEL	F.1. To support efforts to restart the use of this site, possibly as a Managed Workshop Scheme.	F.1. To support efforts to restart the use of this site for hotel/restaurant.	Both changed to reflect current status
G. YORK HOUSE	G.1. To support efforts to restart the use of this site with an option for community use and/or a Museum of Racing.	G.1. To support efforts to restart the use of this site for hotel.	
H. EAST MOUNT	H.1. To support the development of this site for residential use, subject to the satisfactory relocation of existing sports facilities.	H.1. To support the retention of this site for recreational use provided that, if the Tennis Club should agree to a move to a suitable alternative site, the land shall become available for housing.”	Change
I. HIGHFIELD ROAD		No change recommended	
J. EDEN ROAD		J.1. Site could be considered as an option for the relocation of the Livestock Market.	Addition
TOURISM AND MALTON MUSEUM		No changes recommended to the existing nine policies. However Q. Should reference to the Museum include the word ‘Roman’ or not? Would its omission give it a wider appeal?	
RACING INDUSTRY		No changes recommended to the existing five policies.	
MILTON AND ASSEMBLY ROOMS		No changes recommended to the existing four policies.	

SPORT AND LEISURE			
	<ol style="list-style-type: none"> 1. To encourage more opportunities for individual pay-as-you-go use of the facilities at the Malton Community sports centre. 2. To encourage all forms of leisure activities in Malton and Norton. 	<ol style="list-style-type: none"> 1. To encourage more opportunities for individual pay-as-you-go use of the facilities at the Malton Community sports centre. 2. To encourage all forms of leisure activities in Malton and Norton. 3. To press for alternatives to be found in the event of loss to development of playing fields and other leisure facilities 	<p>NC</p> <p>NC</p> <p>Addition</p>

APPENDIX 7A: INFORMAL SITES CONSULTATION LETTER



Malton Town Council and Norton on Derwent Town Council
c/o Norton on Derwent Town Council, The Old Courthouse, 84b Commercial Street, Norton, YO17 9ES
E-mail: norton.tc@btconnect.com

NEIGHBOURHOOD PLAN FOR MALTON AND NORTON 2019-2027
INFORMAL SITES CONSULTATION

To Whom It May Concern

The Neighbourhood Plan for Malton and Norton is being prepared by the two town councils through a steering group of councillors and local community representatives.

Neighbourhood Plans are a new type of community-led planning document introduced by Government in the 2011 Localism Act. They are part of a raft of new community rights to enable local communities to better shape their places. Once made (i.e. 'adopted') the Neighbourhood Plan for Malton and Norton will form part of the statutory development plan for Ryedale and its policies will be used by the district council to help determine planning applications and by inspectors in deciding appeals.

The plan is now at an advanced draft stage and contains many policies and proposals relating to individual sites and buildings within the area. **This includes land and/or buildings in which you are understood to have a legal interest. For this reason we are now consulting you on the draft provisions of the plan which relate to your interests.**

Enclosed, you will find a map showing the land/building to which this consultation relates and a summary of the Neighbourhood Plan policy being suggested for that land/building, together with an assessment of your land if categorised as Local Green Space. We now need you to tell us whether or not you agree with the policy and to make any associated comments in support of your response. (NB if the plan's policies relate to more than one piece of land or building in which you are understood to have an interest, you will find the corresponding number of maps, policy summaries and assessments enclosed).

Responses can be made by post or by e-mail to the above addresses, using the enclosed response form, or by completing a form at one of the following scheduled community drop-in events to be held over the 3 week consultation period:-

- 23rd January – Malton Council Chambers (10am-7pm)
- 24th January – Norton Council Chambers (10am-7pm)

The consultation will run from Friday 11th January until Friday 1st February 2019. If you have any questions, please either e-mail us at the above address or ring us during normal office hours Malton Town Council (01653) 228699 or Norton Town Council (01653) 695348.

Following this consultation, the intention is to move to the statutory consultation on a final draft plan by mid-2019, after which the plan will be submitted to Ryedale District Council to organise an independent examination. We anticipate that the plan will come into force in late 2020, following a referendum of all electoral role voters within the Neighbourhood Area.

Yours sincerely

Clerks, of Malton and Norton on Derwent Town Council

APPENDIX 7B: INFORMAL SITES CONSULTATION SAMPLE MAP

MALTON AND NORTON NEIGHBOURHOOD PLAN – INFORMAL SITES CONSULTATION JANUARY / FEBRUARY 2019

LOCAL GREEN SPACE SITE E3-1 – LADY SPRING WOOD AND RIVER WALK TO OLD MALTON



SITE E3-1



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APPENDIX 7C: INFORMAL SITES CONSULTATION RESPONSES



**NEIGHBOURHOOD PLAN
FOR MALTON & NORTON 2019-2027
INFORMAL SITES CONSULTATION RESPONSE FORM**

Which site do you wish to comment on? (NB use separate form for each site)

Site Name/Ref No – see enclosed map	Site Policy Category – see enclosed map

Comments:-

Continue overleaf if necessary

APPENDIX 8: POLICY OPTIONS CONSULTATION REPORT ON RESULTS



THE NEIGHBOURHOOD PLAN FOR MALTON AND NORTON 2019-2027

INFORMAL POLICY OPTIONS AND SITES CONSULTATION

Background

Malton and Norton Town Councils first started to work on a Neighbourhood Plan for Malton and Norton in 2011. Welcome to this newsletter update on our progress.

A great deal of work has been undertaken on the Neighbourhood Plan, especially during the last two years and this is now approaching the Pre-Submission Draft stage (i.e. a full draft Neighbourhood Plan which is scheduled for public consultation by mid-2019); but in order to finalise the draft plan, the town councils are asking for informal input on a number of outstanding policy option issues and intended site designations.

The policy options cover three key topics as follows:

- The proposed housing mix for the towns;
- Wentworth Street Car Park; and
- The pedestrianisation of Malton Market Place.

In addition, the intentions regarding some 20 sites across the two towns are now the subject of an **informal consultation process running from Friday 25th January.**

We'd like to hear your views about the policy options and the sites before they are finalised. Full details can be found below, and we would encourage you to **complete the questionnaire by Friday 15th February.**

The responses you give in the questionnaire will be carefully assessed to ensure that the Neighbourhood Plan best fits the views that have been expressed. Following this, the Pre-Submission Plan will be finalised and it will then be subject to a statutory six week consultation period.

After the inclusion of amendments as a result of this consultation, the final Submission Plan will go to Ryedale District Council which will then arrange for it to be independently 'examined'. If the examiner finds that the Neighbourhood Plan has been prepared correctly and in accordance with legal tests, then it will be put to a referendum of all registered Malton and Norton voters. This referendum will allow the whole community to decide whether the Neighbourhood Plan should be 'made' (i.e. adopted) at which point it will become a material planning consideration in the determination of future planning applications.

This is something that affects everyone in Malton and Norton. The Neighbourhood Plan Steering Group especially wants to thank you in advance for the time and effort that we hope you'll be able to set aside to read this important update – and for the responses you make to the questionnaire.

The Policy Options Consultation

This update sets out the key issues and questions in relation to three of the key topics for the Malton and Norton Neighbourhood Plan. The town councils need your input in order to determine the Plan's policy approach.

Here, we've briefly set out the position as we see it regarding the **housing mix for the towns, Wentworth Street Car Park, and the pedestrianisation of Malton Market Place**. We've presented you with a number of options from which to choose in each case.

Please answer the three questions and then return your completed questionnaire to one of the designated drop-off points listed at the end of this newsheet, by the **deadline date of Friday 15th February**.

You can discuss the emerging Plan, including the three key topic areas raised, and ask questions of town councillors and members of the steering group at either of the two community drop-in events, the details for which can be found at the end of this newsletter.

In parallel with this 'Informal Policy Options Consultation', the town councils are also undertaking a targeted 'Informal Sites Consultation' with landowners and others with legal interests in land and buildings which the councils are minded to specifically designate for a variety of uses within the draft Neighbourhood Plan. The drop-ins will allow you to find out more about the land and or the buildings affected, what the councils have in mind – and importantly this is an opportunity for you to 'have your say' in how these issues are taken forward.

The Policy Option Topics

Housing Mix

The key objective of national housing policy is to see delivery of a substantial number of new homes in order to meet various housing needs. The Government also wants to deliver sustainable development, which means attempting to build mixed and inclusive communities. To achieve such objectives, the Government expects local planning authorities to plan for a mix of housing types to meet the needs of families, older people, people with disabilities, service families and those wishing to build their own homes. In addition, there is an expectation that the size, type and tenure will be planned in order to reflect local demand. National planning policy also expects local planning authorities to ensure development is integrated and does not have a detrimental impact.

With this in mind, the Neighbourhood Plan has an opportunity to influence the type of new development that takes place across Malton and Norton, even if it does not set out where new development will be located. At this stage we would therefore like to learn whether the community has any ideas as to what kind of new housing is needed in Malton and Norton in terms of the size, tenure and type.

H1: Malton Housing Mix

What kind of new homes do you think Malton needs (*please specify by circling*)

Type:	Bungalows	Detached	Semi-detached	Terraced
	Special Accommodation for the Elderly			
Tenure:	Owner Occupier	Shared Ownership	Rented	Private Rented
Size:	One Bed	Two Bed	Three Bed	Four Bed+

H2: Norton Housing Mix

What kind of new homes do you think Norton needs (*please specify by circling*)

Type:	Bungalows	Detached	Semi-detached	Terraced
	Special Accommodation for the Elderly			
Tenure:	Owner Occupier	Shared Ownership	Rented	Private Rented
Size:	One Bed	Two Bed	Three Bed	Four Bed+

Wentworth Street Car Park

The future of Wentworth Street Car Park has been debated for a number of years and a number of proposals put forward. Questions however remain regarding the site's future and local opinion is divided.

The town councils would like to hear the community's and stakeholder's thoughts on how the site might be developed in the future.

M1: Wentworth Street Car Park

Of the following potential uses, select your preferred use for the site.

Please number in the order of your preference starting with one as your most preferred option.

- Remain the same as a car park with improvements
- Hotel and car park
- Residential

Care Home	<input type="checkbox"/>
Retail	<input type="checkbox"/>
Leisure centre	<input type="checkbox"/>
Business park	<input type="checkbox"/>
Mixed use development (<i>please specify</i>).....	<input type="checkbox"/>
Other (<i>please specify</i>).....	<input type="checkbox"/>

Pedestrianisation of Malton Market Place

There are concerns that car parking in Malton Market Place detracts from the attractiveness of the town centre and that the space would be better put to alternative leisure or recreational uses.

The town councils would like to understand the community’s and stakeholder’s views on whether the market place should be pedestrianised in order to accommodate such alternative uses.

<p>M2: Pedestrianisation of Malton Market Place</p> <p>Which of the following options would you prefer?</p> <p>Please number in the order of your preference starting with one as preferred option.</p>

Malton Market Place should remain as is	<input type="checkbox"/>
The market place should be pedestrianised permanently	<input type="checkbox"/>
The market place should be pedestrianised at certain times of the day, week or year	<input type="checkbox"/>
Space should be allocated in the market place to allow for social and leisure activities with fixed facilities installed to provide for the erection of marquees on an occasional basis	<input type="checkbox"/>
The number of blue badges spaces should be increased	<input type="checkbox"/>
Other (<i>please specify</i>).....	<input type="checkbox"/>

Designated Drop-off Points:-

- Norton on Derwent Town Council, The Old Courthouse, 84b Commercial Street, Norton, YO17 9ES
- Malton Town Council, Community House, Wentworth Street, Malton, YO17 7BN

Community Drop-Ins:-

- Wednesday 6th February at Malton Town Council Chambers (10am-7pm)
- Thursday 7th February at Norton on Derwent Town Council Chambers (10am-7pm)

Remember the consultation runs from Friday 25th January to Friday 15th February.

APPENDIX 9: INFORMAL SITES CONSULTATION RESULTS GRID

SITE COMMENTED UPON	COMMENT MADE	RECOMMENDED RESPONSE	PROPOSED ACTION
Transport Sites TM4	<p>I disagree with the principle of authorising new development.</p> <p>I totally disagree with the principle that long-needed improvements can only be made if funded by new development, which will inevitably add to the change in character of the town from market town to an urbanised sprawl. Government policies at this moment in time may require this, but Government policies can change and I feel that it is wrong to commit both towns to future development which could prejudice future plans. An exception to this is the Beverley Road site which will come with a spine road which everybody wants. The Neighbourhood Plan has to be consistent with the Ryedale Plan. The Ryedale Plan authorises 1800 new houses. These new proposed site allocations should not be used to give RDC the opportunity to increase the number of houses beyond the number stated in the district plan.</p>	<p>NOTED – it is considered that the policy could better achieve its aim of promoting new pedestrian and cycle river/railway crossings by safeguarding the sites in question against development which would prejudice the delivery of such crossings, rather than supporting development which could enable the delivery of such crossings. NB the policy as consulted on does not embody any new proposed site allocations for housing or any other form of development. The development, on the specified sites only, supported by the policy was caveated on an accompanying Local Plan allocation and/or acceptability relative to the biodiversity provisions of Local Plan Strategy SP14 in respect of statutorily protected international wildlife sites (i.e. the Derwent SAC).</p>	<p>ACTION – reword policy in order to safeguard sites in question against prejudicial/sterilising development regarding pedestrian/cycle river/railway crossings, removing reference to on-site 'enabling' development.</p>
Transport Sites Site TM4.1 – Dismantled Railway Line North East of Orchard Fields	<p>Strongly support the need for safeguarding of these sites to maintain potential access corridors.</p> <p>RDC - The District Council does not have a legal interest in this site.</p> <p>New cycle and pedestrian crossings are badly needed, but in the past have faltered due to Northern Rail. Note – cycle routes must connect with other routes around and in/out of Malton/Norton, which should be expanded.</p>	<p>NOTED – support welcomed.</p> <p>NOTED</p> <p>NOTED – connections/improvements already identified in draft NP Policy TM2. Connections/routes could be</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – review connections/routes as indicated.</p>

	<p>Strongly support a new pedestrian & cycle river/railway crossing. This would ideally connect with a system of cycle routes throughout the town. Need not be special cycle path in all places – quieter roads would suffice – but this needs thinking about and planning. Provision necessary at danger points, e.g. junctions and some right turns.</p>	<p>reviewed to ensure network is robust and comprehensive.</p> <p>NOTED – connections/improvements already identified in draft NP Policy TM2. Connections/routes could be reviewed to ensure network is robust and comprehensive.</p>	<p>ACTION – review connections/routes as indicated.</p>
<p>Transport Sites Site TM4.2 – Land at Wool Growers/Rear of Lidl to Railway Station</p>	<p>Strongly support the need for safeguarding of these sites to maintain potential access corridors.</p>	<p>NOTED – support welcomed.</p>	<p>NO ACTION</p>
<p>Transport Sites Site TM4.3 – County Bridge-Rear of Railway Club and Signal Box</p>	<p>Strongly support the need for safeguarding of these sites to maintain potential access corridors.</p> <p>New cycle and pedestrian crossings are badly needed, but in the past have faltered due to Northern Rail. Note – cycle routes must connect with other routes around and in/out of Malton/Norton, which should be expanded.</p>	<p>NOTED – support welcomed.</p> <p>NOTED – connections/improvements already identified in draft NP Policy TM2. Connections/routes could be reviewed to ensure network is robust and comprehensive.</p>	<p>ACTION – review connections/routes as indicated.</p>
<p>Transport Sites TM6</p>	<p>Issues around County Bridge/rail crossing are longstanding and difficult and likely to get worse with increased traffic and rail services. Time for some ‘radical’ and new thinking between council/highways/Network Rail and the community.</p> <p>I disagree with the principle of authorising new development.</p> <p>I totally disagree with the principle that long-needed improvements can only be made if funded by new development, which will inevitably add to the change in</p>	<p>NOTED – this is being addressed by NYCC and Network Rail modelling studies/work. The issue will also be addressed by other NP policy interventions in the full draft plan to be consulted on in late 2019.</p> <p>NOTED – it is considered that the policy could better achieve its aim of promoting new vehicular cycle river/railway crossings by safeguarding the sites in question against development which would prejudice</p>	<p>NO ACTION</p> <p>ACTION – reword policy in order to safeguard sites in question against prejudicial/sterilising development regarding vehicular river/railway crossings, removing reference to on-site ‘enabling’ development.</p>

	<p>character of the town from market town to an urbanised sprawl. Government policies at this moment in time may require this, but Government policies can change and I feel that it is wrong to commit both towns to future development which could prejudice future plans. An exception to this is the Beverley Road site which will come with a spine road which everybody wants. The Neighbourhood Plan has to be consistent with the Ryedale Plan. The Ryedale Plan authorises 1800 new houses. These new proposed site allocations should not be used to give RDC the opportunity to increase the number of houses beyond the number stated in the district plan.</p>	<p>the delivery of such crossings, rather than supporting development which could enable the delivery of such crossings. NB the policy as consulted on does not embody any new proposed site allocations for housing or any other form of development. The development, on the specified sites only, supported by the policy was caveated on an accompanying Local Plan allocation and/or acceptability relative to the biodiversity provisions of Local Plan Strategy SP14 in respect of statutorily protected international wildlife sites (i.e. the Derwent SAC).</p>	
<p>Transport Sites Site TM6.1 – Land North East of York Road Industrial Estate</p>	<p>Strongly support the need for safeguarding of these sites to maintain potential access corridors. However, the site plans for TM-6 6.1 and 6.2 are not at all clear to understand and are confusingly marked. They need to be amended to be clearer.</p>	<p>NOTED – support welcomed. Acknowledged that clarity of sites as shown on plans could be improved.</p>	<p>ACTION – clarity of site mapping to be addressed in Pre-Submission NP Proposals Map.</p>
<p>Transport Sites Site TM6.2 – Land to the South of Norton Road</p>	<p>Strongly support the need for safeguarding of these sites to maintain potential access corridors. However, the site plans for TM-6 6.1 and 6.2 are not at all clear to understand and are confusingly marked. They need to be amended to be clearer.</p>	<p>NOTED – support welcomed. Acknowledged that clarity of sites as shown on plans could be improved.</p>	<p>ACTION – clarity of site mapping to be addressed in Pre-Submission NP Proposals Map.</p>
<p>Transport Sites TM7</p>	<p>I disagree with the principle of authorising new development.</p> <p>I totally disagree with the principle that long-needed improvements can only be made if funded by new development, which will inevitably add to the change in character of the town from market town to an urbanised sprawl. Government policies at this moment in time may</p>	<p>NOTED – it is considered that the policy could better achieve its aim of promoting A64 junction improvements by safeguarding the sites in question against development which would prejudice the delivery of such improvements, rather than encouraging development which could enable the</p>	<p>ACTION – reword policy in order to safeguard sites in question against prejudicial/sterilising development regarding A64 junction improvements, removing reference to on-site ‘enabling’ development.</p>

	require this, but Government policies can change and I feel that it is wrong to commit both towns to future development which could prejudice future plans. An exception to this is the Beverley Road site which will come with a spine road which everybody wants. The Neighbourhood Plan has to be consistent with the Ryedale Plan. The Ryedale Plan authorises 1800 new houses. These new proposed site allocations should not be used to give RDC the opportunity to increase the number of houses beyond the number stated in the district plan.	delivery of such improvements. NB the policy as consulted on does not embody any new proposed site allocations for housing or any other form of development.	
Transport & Movement - General	Pedestrian finger signs to places around the towns should mention the average time taken to walk the distance e.g. station to Market Place 5 minutes. This may encourage motorists to walk more as it's been shown that people generally over-estimate the time taken to walk a given distance.	NOTED – could be encompassed by NP public realm policy provisions and/or through a community action.	ACTION – encompass as indicated.
River Corridor Site Site RC3 – Land North and South of County Bridge	Owner (5 Church St) – 1) The site at 5 Church Street Norton is physically separated from the river frontage by the York to Scarborough railway lines, and thus is unsuitable for riverside related recreational and leisure use. 2) Similarly, being sandwiched between a railway line and a major road leaves very little scope for encouraging wildlife. 3) This then leaves development as the third option, which appears to be the conclusion that the draft plan is proposing for this area, for employment and/or housing uses. Some ten years ago, we spent some £70,000 on a planning application for this site with the aim of providing a mixed development of ground floor shops with residential flats above. This application failed because of Environment Agency (EA) opposition to it. The EA required dry access to be provided to and from the site in the event of a total failure of the flood prevention system, something that it is not possible to provide for this site. The EA now class this site as high risk, danger to all with	1) NOTED – the draft policy does not propose such use for the site. 2) NOTED - the draft policy does not propose such use for the site. It should however be noted that the location of this part of the site would not necessarily mitigate against its potential wildlife value – railway and road verges often perform useful functions as wildlife corridors. 3) NOTED – the owner is effectively ruling out housing/retail uses on his portion of the site. He does not however seem to be ruling out employment uses. It is considered that the policy would benefit from being generally less specific in terms of the identification of particular use.	1) NO ACTION 2) NO ACTION 3) ACTION – delete ‘for employment and/or housing uses’ from the end of policy para 1.

	<p>regard to flood risk. Consequently the ongoing likelihood of obtaining planning permission for any form of housing on the site is practically zero. That leaves employment use. This site is still prone to surface flooding when the river is high, due to inadequate systems for dealing with rain and top water in the area, and so development options are very limited. Since 2011 this site has been utilised as a hand car wash, which provides employment and makes productive use of the site, and so accords with the draft NP. Unfortunately planning permission is only granted on a temporary basis for 3 years at a time, and this is preventing investment in the site for the long term to make the site more attractive, and thus an opportunity for enhancement of the area is being missed.</p> <p>RDC - The District Council owns the public conveniences which are located within this wider area. In addition, it has provided a wayleave to Yorkshire Water over some of its land to allow for pumping when required. If a comprehensive scheme for the redevelopment of the area comes forward, the District Council would look to ensure that access provision for Yorkshire Water is retained and that replacement public conveniences are secured/provided as part of any scheme.</p> <p>Owner (47 Castlegate) - I hereby support any planning policy proposals which aim to facilitate the development of mine and surrounding properties. Should the NP be approved and put into place, I look forward to working with RDC to develop the property for use as either employment and/or housing as suggested in the plan letter.</p>	<p>NOTED – Yorkshire Water access and public convenience retention /replacement could be added to list of things to which regard should be had in any development scheme.</p> <p>NOTED – support welcomed.</p>	<p>ACTION – add to policy 'regard should be had to' list as indicated.</p> <p>NO ACTION</p>
Local Green Spaces E3 - General	Green open areas (E3) are most important!	NOTED – support welcomed.	NO ACTION

	All these green spaces are important – for wildlife, for people’s health and happiness and for general appearance of the town. Retain them!	NOTED – policy aims to protect those green spaces which meet Local Green Space eligibility criteria.	NO ACTION
Local Green Spaces Site E3-1 – Lady Spring Wood & River Walk to Malton	Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let’s not have simply a protection policy but a ‘greenspace strategy’ and ‘action plan’.	NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the ‘green corridor’ approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies ‘Areas of High Landscape Value’ (SP13) and ‘Visually Important Undeveloped Areas’ (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.	ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’ with associated policy provision.
Local Green Spaces Site E3-2 – Castle Garden	Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let’s not have simply a protection policy but a ‘greenspace strategy’ and ‘action plan’.	NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the ‘green corridor’ approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies ‘Areas of High Landscape Value’ (SP13) and ‘Visually Important Undeveloped Areas’ (VIUA) (SP16) within the	ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’ with associated policy provision.

	<p>RDC - The District Council leases some of the land identified as E3-2 on the map. The land is identified as a Visually Important Undeveloped Area in the Development Plan and is valuable open space in Malton. The designation of the site as Local Greenspace would be consistent with the current use of the site.</p> <p>The Informal Sites Consultation states that the protection of green spaces in line with the Local Plan Strategy aspiration to increase awareness and use of strategic green spaces, including Lady Spring Wood, Orchard Fields and Castle Gardens. The last named is one of the best assets, but does require money to be spent on maintenance to improve the vista over Norton and to the wolds. Increasing awareness of it would be improved by publishing the times when the gate on Castlegate is open. The transition from the bustle of Castlegate to the peace of Castle Gardens is a magical experience.</p>	<p>Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.</p> <p>NOTED – support welcomed.</p> <p>NOTED – there is scope to include some of this detail in the NP.</p>	<p>NO ACTION</p> <p>ACTION – add detail as suggested.</p>
Local Green Spaces Site E3-3 – Norton Ings	Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a	NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the ‘green corridor’ approach (ref Policy SP15 Green Infrastructure Networks), specifically	ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’ with associated policy provision.

	<p>possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let's not have simply a protection policy but a 'greenspace strategy' and 'action plan'.</p> <p>RDC -The Council has managed Norton Ings for nature conservation and some of the site is open space which is owned by the District Council. The designation of the site as Local Greenspace would not be inconsistent with the current use of the site. It should be noted that the District Council does not own all of the land identified as E3-3 on the map.</p>	<p>identifying the River Derwent in this regard. The Strategy also identifies 'Areas of High Landscape Value' (SP13) and 'Visually Important Undeveloped Areas' (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.</p> <p>NOTED – support welcomed. All site owners need to be identified in preparation for future consultations.</p>	<p>ACTION – identify all site owners.</p>
<p>Local Green Spaces Site E3-4 – County Bridge Island & Riverside</p>	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let's not have simply a protection policy but a 'greenspace strategy' and 'action plan'.</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the 'green corridor' approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies 'Areas of High Landscape Value' (SP13) and 'Visually Important Undeveloped Areas' (VIUA) (SP16) within the Neighbourhood Area (NA). The</p>	<p>ACTION – consider whether NP can identify additions to the existing 'green infrastructure network' with associated policy provision.</p>

		submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.	
Local Green Spaces Site E3-5 – Norton Grove/Scarborough Road Woodland	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let's not have simply a protection policy but a 'greenspace strategy' and 'action plan'.</p> <p>Owner - I have been consulted on local green space site E3-5 and its designation of woodland, and am broadly</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the 'green corridor' approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies 'Areas of High Landscape Value' (SP13) and 'Visually Important Undeveloped Areas' (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.</p> <p>NOTED – support welcomed. Liaison with owner re extent/boundary would be useful as part of overall re-</p>	<p>ACTION – consider whether NP can identify additions to the existing 'green infrastructure network' with associated policy provision.</p> <p>ACTION – liaise with owner re site extent/boundary as part of wider re-</p>

	supportive though have some reservations about the extent of it.	assessment of candidate LGS sites using new pro-forma.	assessment of all candidate LGS sites using new pro-forma.
Local Green Spaces Site E3-6 – Scott’s Hill	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let’s not have simply a protection policy but a ‘greenspace strategy’ and ‘action plan’.</p> <p>Owner - This area should be registered as a ‘Visually Important Undeveloped Area’ (VIUA.). This area has permissive access and by calling it Local Green Space, it will send the wrong message to the public who will have the impression that they have a right to access it. As this land is under contract to Natural England in the Higher Level Stewardship scheme, we must ensure that we retain control of where the public walk. We have every intention of continuing the public access and would like to build a good working relationship with the councils to help manage and improve the area for local residents. We</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the ‘green corridor’ approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies ‘Areas of High Landscape Value’ (SP13) and ‘Visually Important Undeveloped Areas’ (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.</p> <p>1) NOTED – Local Green Space (LGS) designation does not bring with it any legal right of public access. Neither is it in any way inconsistent with nature conservation interests, ‘wildlife richness’ being one of the eligibility criteria against which candidate LGS must be assessed. That said, the respondent/owner is clearly concerned that designation will send out an undesirable message re public access</p>	<p>ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’ with associated policy provision.</p> <p>1) ACTION – reassess all proposed LGS as indicated.</p> <p>2) ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’, including re the sit in question/VIUA with associated policy provision.</p>

	<p>strongly object to the Local Green Space allocation for this area as it will cause us problems, both with the public and potential future conservation projects and our relationship with Natural England. We would like to propose that this area be put into the NP as a VIUA rather than Local Green Space. After speaking with a member of Jill Thompson's team at Ryedale Council they felt that the use of VIUAs in the NP would be perfectly acceptable and would provide a good solution for these areas. It is too late to include as VIUA in the Ryedale Plan.</p>	<p>which in turn could run counter to nature conservation objectives. It is considered on balance that LGS designation continue to be pursued in the face of landowner opposition. It is further considered that this and all proposed LGS designations be reassessed using more robust pro-forma in light of recent rigorous examiner interrogation of LGS proposals at NP examinations. 2) NOTED – re VIUA - scope exists to explore this/the overall green infrastructure network and policy provisions relating to it through the NP.</p>	
<p>Local Green Spaces Site E3-7 – Orchard Fields</p>	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let's not have simply a protection policy but a 'greenspace strategy' and 'action plan'.</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the 'green corridor' approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies 'Areas of High Landscape Value' (SP13) and 'Visually Important Undeveloped Areas' (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure</p>	<p>ACTION – consider whether NP can identify additions to the existing 'green infrastructure network' with associated policy provision.</p>

		Strategy by RDC in conjunction with partners including town councils.	
Local Green Spaces Site E3-8 – Mill Beck Corridor	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let's not have simply a protection policy but a 'greenspace strategy' and 'action plan'.</p> <p>This area should be registered as a 'Visually Important Undeveloped Area' (VIUA.) like the surrounding land. I feel this better represents what the area is. By registering it as Local Green Space this will give the public the impression that they have the right to access it. We already have enough problems with the public accessing the beck and the build-up of a large amount of litter. On top of this, we are now in the middle of a conservation project on the beck in partnership with East Yorkshire Rivers Trust. We strongly object to this area being allocated as Local Green Space for the reasons above. We would like to propose</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the 'green corridor' approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies 'Areas of High Landscape Value' (SP13) and 'Visually Important Undeveloped Areas' (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure Strategy by RDC in conjunction with partners including town councils.</p> <p>1) NOTED – Local Green Space (LGS) designation does not bring with it any legal right of public access. Neither is it in any way inconsistent with nature conservation interests, 'wildlife richness' being one of the eligibility criteria against which candidate LGS must be assessed. That said, the respondent/ owner is clearly concerned that designation will send out an undesirable message re public access</p>	<p>ACTION – consider whether NP can identify additions to the existing 'green infrastructure network' with associated policy provision.</p> <p>1) ACTION – reassess all proposed LGS as indicated.</p> <p>2) ACTION – consider whether NP can identify additions to the existing 'green infrastructure network', including re the sit in question/VIUA with associated policy provision.</p>

	<p>that this area be put into the NP as a VIUA rather than Local Green Space. After speaking with a member of Jill Thompson’s team at Ryedale Council they felt that the use of VIUAs in the NP would be perfectly acceptable and would provide a good solution for these areas. It is too late to include as VIUA in the Ryedale Plan.</p>	<p>which in turn could run counter to nature conservation objectives. It is considered on balance that LGS designation should continue to be pursued in the face of landowner opposition. It is further considered that this and all proposed LGS designations be reviewed using more robust pro-forma in light of recent rigorous examiner interrogation of LGS proposals at NP examinations. 2) NOTED – re VIUA - scope exists to explore this/the overall green infrastructure network and policy provisions relating to it through the NP.</p>	
<p>Local Green Spaces Site E3-9 – Orchard Fields/Old Malton Recreation Land</p>	<p>Very important policy (<i>NB E3</i>), support all proposals while recognising that special circumstances do sometimes apply, i.e. Jockey Rehabilitation Centre. However, rather than consider the sites in isolation, thought should be given to linking them with green corridors, providing a possible link for wildlife and perhaps for people. We also need a coherent management plan to increase biodiversity. So let’s not have simply a protection policy but a ‘greenspace strategy’ and ‘action plan’.</p>	<p>NOTED – support welcomed. The adopted Local Plan Strategy (LPS) already embraces the ‘green corridor’ approach (ref Policy SP15 Green Infrastructure Networks), specifically identifying the River Derwent in this regard. The Strategy also identifies ‘Areas of High Landscape Value’ (SP13) and ‘Visually Important Undeveloped Areas’ (VIUA) (SP16) within the Neighbourhood Area (NA). The submitted Local Plan Sites Document further defines the extent of VIUA within the NA. Scope may nonetheless exist to add to this overall green infrastructure network and to policy provisions relating to it through the NP. The LPS further provides (SP15) for the production of a Green Infrastructure</p>	<p>ACTION – consider whether NP can identify additions to the existing ‘green infrastructure network’ with associated policy provision.</p>

		Strategy by RDC in conjunction with partners including town councils.	
Local Green Spaces E3 – ‘High Malton’	This site (the site of the previous Fitzwilliam Estate application) should also be included within this policy as a site where new development is excluded.	NOTED – unclear to which site exactly the comment relates (NB no site map/boundary provided). Once clearly identified, site should be assessed as a candidate LGS using new pro-forma.	ACTION – assess site as candidate LGS, once clearly identified.
Tourism Site Site T9 – Orchard Fields	<p>Strongly support this policy. Orchard Fields is an extraordinary and important site right in the near centre of the market town. There is a major opportunity to enhance and promote this site to local benefit and to attract tourism. A quick win would be to provide much better signing and seating but there is also scope for much more. I hope a plan of action can be an early priority.</p> <p>Some good quality interpretation boards are necessary at this major historical site. Adequate number of litter bins and recycling bins should be provided and signs to remind people not to drop litter. Mowing regime for grass outside of picnic area should be wildflower friendly.</p> <p>Development of ‘Roman Museum’ would be great (I am volunteer at present museum) – but depends on the Estate! Development of an ‘arts trail’ around Orchard Fields? (there is already a community mosaic there) – and expand around both Malton & Norton.</p>	<p>NOTED – support welcomed. Scope does exist to achieve the suggested quick win.</p> <p>NOTED – there is scope to include some of this detail in the NP.</p> <p>NOTED – there is scope to include ‘arts trail’ detail in the NP.</p>	<p>ACTION – by TC in partnership with the estate owner.</p> <p>ACTION – include detail as suggested.</p> <p>ACTION – include detail as suggested.</p>
Norton Specific Site Site N1 – Land to the Rear of Commercial Street	<p>Owner – Paragraph 1: I agree with you that the land could be redeveloped. As planning was given to the adjacent land, i.e. ATS site for building houses on, I find this very hard to believe that it could not be built on.</p> <p>-Paragraph 2 – I think that your idea of parking and serving the shops to be a good idea. I also think that with the same outlook as was discussed about Wentworth St car</p>	<p>1) NOTED</p> <p>2) NOTED – site is outside town centre commercial limits (Local Plan Strategy SP1). It is considered that policy encouragement should additionally be given to wider regeneration.</p>	<p>1) NO ACTION</p> <p>2) ACTION – amend policy wording to indicate encouragement for regeneration.</p>

	<p>park, that to build on stilts a shopping precinct, i.e. a small one which would benefit the growing town and cut congestion and emission levels going up Malton as a lot of people would be able to walk or cycle to it. Also hopefully more footfall to the existing business.</p>		
General	<p>Environment Agency – Questions Are the sites allocated within the local plan? If not it is difficult to tell where these are due to the small maps but are any of these in a flood Zone? If they are not allocated under the local plan and are within Flood Zone 2 & 3 do you realise these will have to pass the sequential test for the whole area? We understand that TM3 (although not shown on the map and TM2 are like to be cycle paths, What are the other allocations for e.g. Houses/commercial? Recommendations Map showing the whole area to be within the Neighbourhood plan. More information on the allocations Maps showing allocation on a larger map showing more of the area or provide postcodes/grid reference.</p> <p>The area covered by the neighbourhood plan, which I understand has to be based on whole parishes, does not cover part of the York Road industrial estate, which I for one would regard as an important part of the Malton economy. It should where there is doubt cover a wider rather than a smaller area in my mind.</p>	<p>NOTED – on receipt of comments, EA officer appraised of the fact that none of the consultation sites are subject to development allocations. Officer has advised that initial response constitutes the Agency’s consultation response and that the town councils do not need to respond to the questions posed and that there will be no further detailed comments on any individual sites.</p> <p>NOTED – the Neighbourhood Area will, once formally agreed, cover the parishes of Malton and Norton and in so doing exclude that part of the industrial estate which lies in a third parish. This is due to difficulties obtaining the necessary agreement of that parish to the inclusion of land in their area within the Neighbourhood Area.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>The Plan has reference to housing in Norton and I am not sure if the transport links between the Beverley and Scarborough Roads is being considered as part of this exercise.</p> <p>The policy on housing seems to have produced a plethora of what I would describe as minimally acceptable dwellings with little thought given to additional knock on effects on health, schools and water to take three subjects. For example the Derwent surgery is at its full capacity and is located on the wrong side of the railway tracks for the majority of the population in Malton and Norton.</p>	<p>NOTED – it is unclear to what this comment relates. Neither the current consultation nor the draft NP includes any Norton housing proposals.</p> <p>NOTED – the comment seems to relate to Local Plan rather than NP policy.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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NOTES

1. The consultation attracted 19 separate responses, with 16 made by response form (with/without supplements) and a further 3 by e-mail or letter.
2. The 19 responses related to 19 of the 21 consultation sites as well as to a small number of more general issues.

APPENDIX 10: POLICY OPTIONS CONSULTATION REPORT ON RESULTS

NEIGHBOURHOOD PLAN FOR MALTON AND NORTON 2019-2027
INFORMAL POLICY OPTIONS CONSULTATION – REPORT ON RESULTS

INTRODUCTION

Overview

The consultation officially ran from Friday 25th January 2019, for 3 weeks until 5pm on Friday 15th February 2019.

Due, however, to problems with the door-to-door distribution of newsletter/questionnaires, the deadline was extended until 5pm on Monday 25th February, to allow for delivery to addresses not previously covered. The fact of the extension was advertised in the local press.

Overall response/breakdown

The consultation attracted 223 separate responses, with 221 made by response form (with/without supplements) and a further 2 by e-mail or letter.

Report structure

The remainder of the report looks at each policy option area in turn and is set out as follows for each policy option area:-

- Quantitative summary of results;
- Schedule of verbatim comments;
- Conclusions from results;
- Recommended actions in response to results.
- Issues for discussion prompted by consultation results (NB where such issues were identified).

POLICY H1: MALTON HOUSING MIX

Q. WHAT KIND OF NEW HOMES DO YOU THINK MALTON NEEDS?

Answered: 171 Not Answered: 53

ANSWER CATEGORY	ANSWER CHOICE	% RESPONSE	NUMERICAL RESPONSE
Housing Type	Bungalows	59%	101
	Detached	29%	49
	Semi-detached	48%	83
	Terraced	25%	43
	Specialist Elderly Accommodation	48%	83
Housing Tenure	Owner-Occupier	60%	103
	Shared Ownership	36%	62
	Rented	47%	80
	Private Rented	10%	18
Housing Size	One Bed	26%	45
	Two Bed	71%	121
	Three Bed	49%	84
	Four Bed+	16%	27
TOTALS			899

COMMENTS

Type

All types.

Re 'special accommodation for the elderly' – wet rooms.

All.

Re 'semi-detached' – but not too close together.

Re 'special accommodation for the elderly' – and/or disabled.

Re 'bungalows' – the increasing population will be elderly one day.

Re 'special accommodation for the elderly' – sheltered with café, social/medical facilities.

Tenure

Mixed.

All.

Re 'rented' – more social housing.

Re 'rented' –publically owned.

Re 'rented' – from council.

Size

Mixed.

All.

General

RDC - As Local Planning Authority, the District Council is responsible for negotiating a mix of housing to meet local housing requirements. The District-Wide Strategic Housing Market Assessment (SHMA) provides evidence to support the type of housing required in Ryedale to address stock imbalances and projected household growth. It is important that planning decisions are evidenced based and the District Council would be keen to see how your consultation responses compare to the housing mix needs identified in the SHMA. If a specific housing need survey is not to be undertaken to support a housing mix policy in the Neighbourhood Plan, it would be helpful if any emerging Neighbourhood Plan policy could be prepared with reference to the SHMA. It is assumed that the reference to rented tenure is a reference to affordable or social rented tenures. The need for affordable rented accommodation is high in Malton and Norton, with demand exceeding supply.

A balance of all the options, in similar numbers (especially 2-3 bed houses).

If you consider equality and diversity you need a good mix of everything which allows for social inclusion.

Mix of all.

No more housing but if so mixture of all.

A mix is best.

Mixture!

More allowance for small schemes offering high quality bespoke detached properties to attract and supply wealthy homeowners 3/4/5 bed.

If absolutely necessary (!?), the least environmental effect is preferred, i.e. 2 bed bungalow, owner occupied or private rent.

Housing association houses needed.

Flats (apartments).

Affordable housing for the young.

Why would Malton be different to Norton?

Other

No Housing Development.

None! Too many houses for the existing infrastructure.

Do Malton/Norton need new homes? The infrastructure is inadequate. Any new development must give pedestrians and cyclists priority over motor vehicles.

No more houses as there's no infrastructure to manage!!!

No more new homes – short on infrastructure.

No more houses/housing/homes. X3

None! X6

None until the surgery and school are built!!

Enough houses in Malton.

First thing that needs fixed is the railway crossing. Very dangerous for pedestrians especially the elderly and mothers pushing prams and pushchairs or with young children.

None until roads sorted out.

No more housing. Stop building everywhere!!

No more – our roads and sewerage system needs sorting out – on warm days Butcher Corner and Wheelgate smell.

I cannot comment about housing in Malton but feel thought must be given to the facilities needed to sustain more people i.e. doctors, dentists etc.

Ideally no more new homes until the town's utilities can cope. Sewage and water treatment plants are stretched to the limit. Malton seems to have an issue with strong odours emanating from various points in the town centre. Health and safety first please.

No more housing until sewers and crossing are sorted.

None really. Development should be halted until road connectivity improved.

No more needed.

The towns can't cope with more houses. Managed volumes – the town can't cope at the moment.

None. Enough development at moment.

None - becoming a dormitory for York.

I really don't think the infrastructure can cope with any more new homes. The traffic in town and on the A64 can be impossible already.

There is an immediate and pressing need to protect the environment from further urban encroachment. Specifically to promote wildlife habitat, avoid negative visual impact, likewise congestion, noise pollution. As such, I am not in favour of any option either in Malton or Norton.

No need for any more houses – too many housing estates as it is.

Before doing all this – build a new junior & infant school. Provide another doctors' surgery and sort drains in Malton town centre. Get your priorities right.

No more housing built until the traffic and roads situation is planned and more sustainably than at present. Traffic pollution is a major threat to the town.

I think enough houses have been built.

Something should be done about the congestion and pollution in the town centre, e.g. the traffic lights at the junction, also the smell from the drains is a health hazard at all times but especially in summer.

You need to be aware that building all these houses is going to cause enormous stress on schools (especially Norton) where they cannot expand and the Derwent Surgery (I believe you had a meeting with them this week). Derwent Surgery has in excess of 21,000 patients and it is almost impossible in this area to attract doctors and nurses. York and Scarborough Hospitals are really struggling. There is also a shortage of teachers. It's all very well to build a surgery in the large development in Norton but it will be almost impossible to staff.

Preferred option no more housing. Too busy to get anywhere and so much litter and pollution. If any more houses, need to be occupied by people who are invested in this town and have reason to look after it.

The character of the town is being lost – wildlife is suffering – natural habitats being lost.

There are enough new homes being built. The infrastructure of the 2 towns requires improvement before more houses are built.

Malton does not need any new homes without the infrastructure to accommodate people and vehicles!

None – the infrastructure can't take any more!

Too much development in both towns already – infrastructure cannot cope.

There should be policy to prevent extensions to create additional bedrooms, so that the supply of 2 and 3 bedroom houses is maintained.

Infrastructure will not take any more.

No more housing! Services, e.g. sewage system will not take any more. Smell of sewage in Malton during summer particularly should be addressed urgently.

In addition

CONCLUSIONS

- Bungalows seen as the type of new home most needed in Malton, supported by 59% of respondents (101), with 48% support (83 respondents) for 'Specialist Accommodation for the Elderly', suggesting meeting elderly needs is seen as particularly important.
- Semi-detached housing supported by 48% of respondents (83).
- Owner-occupation seen as the type of tenure most needed in Malton, supported by 60% of respondents (103).
- Rented (i.e. non-private rental) accommodation supported by 47% of respondents (80). This supports the RDC identified need for affordable rented accommodation in Malton (and Norton) with demand exceeding supply.
- 2-bedroom properties seen as the size of new home most needed in Malton, supported by 71% of respondents (121).
- 3-bedroom properties supported by 49% of respondents (84).
- 25 respondents (approx. 10%) cite lack of or problems with existing physical and social infrastructure of various types as a serious obstacle to new housing development.
- 6 respondents cite sewerage odours in Malton town centre as an issue.

RECOMMENDATIONS

Develop an aspirational (i.e. support, encourage etc.) Malton-specific housing mix policy reflecting the findings of the consultation and prepared with reference to the Strategic Housing Market Assessment (SHMA).

In the absence of a local housing needs survey (i.e. objective local evidence), such a policy can be no more than aspirational. Such a policy would however support and provide additionality in respect of adopted Local Plan Strategy Policy SP4 (Type and Mix of New Housing).

ISSUES FOR DISCUSSION

Are there community actions that could be developed to help to address identified infrastructure issues?

POLICY H2: NORTON HOUSING MIX

Q. WHAT KIND OF NEW HOMES DO YOU THINK NORTON NEEDS?

Answered: 148 Not Answered: 76

ANSWER CATEGORY	ANSWER CHOICE	% RESPONSE	NUMERICAL RESPONSE
Housing Type	Bungalows	54%	80
	Detached	29%	43
	Semi-detached	47%	70
	Terraced	30%	45
	Specialist Elderly Accommodation	47%	70
Housing Tenure	Owner-Occupier	58%	86
	Shared Ownership	34%	51
	Rented	49%	72
	Private Rented	8%	12
Housing Size	One Bed	26%	38
	Two Bed	72%	107
	Three Bed	53%	79
	Four Bed+	15%	23
TOTALS			766

COMMENTS

Type

All types.

Re 'special accommodation for the elderly' – wet rooms.

Re 'detached' – not too close together.

Flats.

Re 'bungalows' – but they do use more land so perhaps some low level terracing. I don't have knowledge of housing needs.

Tenure

Mixed.

Re 'shared ownership' – more social housing.

Re 'rented' – publically owned.

Size

Mixed.

General

RDC - As Local Planning Authority, the District Council is responsible for negotiating a mix of housing to meet local housing requirements. The District-Wide Strategic Housing Market Assessment (SHMA) provides evidence to support the type of housing required in Ryedale to address stock imbalances and projected household growth. It is important that planning decisions are evidenced based and the District Council would be keen to see how your consultation responses compare to the housing mix needs identified in the SHMA. If a specific housing need survey is not to be undertaken to support a housing mix policy in the Neighbourhood Plan, it would be helpful if any emerging Neighbourhood Plan policy could be prepared with reference to the SHMA. It is assumed that the reference to rented tenure is a reference to affordable or social rented tenures. The need for affordable rented accommodation is high in Malton and Norton, with demand exceeding supply.

All.

A balance of all the above with plenty of 2-bed especially.

Mix of all.

Mixture of all.

A mix is best.

Mixture.

Do not know enough about Norton to make an informed judgement.

Not resident in Norton so I don't know.

Why would Malton be different to Norton?

Other

None! Too many houses for the existing infrastructure.

Do Malton/Norton need new homes? The infrastructure is inadequate. Any new development must give pedestrians and cyclists priority over motor vehicles.

No more houses as there's no infrastructure to manage!!!

No more new homes.

No more houses/housing/homes. X3

None! X7

None until the surgery and school are built.

Enough houses in Norton.

None until roads sorted out.

No more housing. Stop building everywhere!!

More affordable housing as the current supply over the last few years of development is well below targets (except Keepmoat development on Langton Road – 38% affordable).

No more - our road structure with the railway crossing cannot take any more. Since 1983 new developments in Langton Road area. Field View, The Chase, also the extension Heron Way-Heron Close. Gladmans Estate Norton Primary School.

Ideally no more new homes until the town's utilities can cope. Sewage and water treatment plants are stretched to the limit. Malton seems to have an issue with strong odours emanating from various points in the town centre. Health and safety first please.

Further doctors' surgeries to be supplied.

None really. Development should be halted until road connectivity improved.

No more needed.

The town is not fit for more homes until roads, schools, drains and doctors are sorted.

Before any, you must provide a road from Langton Road to the A64 bypassing Norton.

None. Enough development at moment.

None - becoming a dormitory for York.

I really don't think the infrastructure can cope with any more new homes. The traffic in town and on the A64 can be impossible already.

There is an immediate and pressing need to protect the environment from further urban encroachment. Specifically to promote wildlife habitat, avoid negative visual impact, likewise congestion, noise pollution. As such, I am not in favour of any option either in Malton or Norton.

If absolutely necessary (!?), the least environmental effect is preferred, i.e. 2 bed bungalow, owner occupied or private rent.

None needed.

No more housing than planned.

I don't think any more houses are needed in the next 10 years.

Too much development here already.

You need to be aware that building all these houses is going to cause enormous stress on schools (especially Norton) where they cannot expand and the Derwent Surgery (I believe you had a meeting with them this week). Derwent Surgery has in excess of 21,000 patients and it is almost impossible in this area to attract doctors and nurses. York and Scarborough Hospitals are rally struggling. There is also a shortage of teachers. It's all very well to build a surgery in the large development in Norton but it will be almost impossible to staff.

There are enough new homes being built. The infrastructure of the 2 towns requires improvement before more houses are built.

Norton doesn't need any new homes without the infrastructure to accommodate people and vehicles!

None – the infrastructure can't take any more!

Too much development in both towns already – infrastructure cannot cope.

Don't think it needs any more.

Infrastructure will not take any more.

No more housing! Services, e.g. sewage system will not take any more.

CONCLUSIONS

- Bungalows seen as the type of new home most needed in Norton, supported by 54% of respondents (80), with 47% support (66 respondents) for 'Specialist Accommodation for the Elderly', suggesting meeting elderly needs is seen as particularly important.
- Semi-detached housing supported by 47% of respondents (70).
- Owner-occupation seen as the type of tenure most needed in Norton, supported by 58% of respondents (86).
- Rented (i.e. non-private rental) accommodation supported by 49% of respondents (72). This supports the RDC identified need for affordable rented accommodation in Norton (and Malton) with demand exceeding supply.
- 2-bedroom properties seen as the size of new home most needed in Norton, supported by 72% of respondents (107).
- 3-bedroom properties supported by 53% of respondents (79).
- 19 respondents (approx. 8%) cite lack of or problems with existing physical and social infrastructure of various types as a serious obstacle to new housing development.

RECOMMENDATIONS

Develop an aspirational (i.e. support, encourage etc.) Norton-specific housing mix policy reflecting the findings of the consultation and prepared with reference to the Strategic Housing Market Assessment (SHMA).

In the absence of a local housing needs survey (i.e. objective local evidence), such a policy can be no more than aspirational. Such a policy would however support and provide additionality in respect of adopted Local Plan Strategy Policy SP4 (Type and Mix of New Housing).

ISSUES FOR DISCUSSION

Are there community actions that could be developed to help to address identified infrastructure issues?

POLICY M1: WENTWORTH STREET CAR PARK

Q. OF THE FOLLOWING POTENTIAL USES, SELECT YOUR PREFERRED USE FOR THE SITE, ORDERING YOUR PREFERENCES NUMERICALLY STARTING WITH ONE AS YOUR MOST PREFERRED OPTION

Answered: 221 Not Answered: 2

ANSWER CHOICES/ PREFERENCES	1 (9)	2 (8)	3 (7)	4 (6)	5 (5)	6 (4)	7 (3)	8 (2)	9 (1)	TOTAL SCORE	YES	NO
Remain Same	495	128	77	24	15	4	3	0	0	746	3	0
Hotel/Car Park	144	232	154	60	30	16	18	6	1	661	1	15
Residential	72	136	105	72	25	24	33	8	3	463	1	20
Care Home	45	144	112	90	75	44	15	4	1	530	1	17
Retail	81	216	56	54	90	40	21	0	1	559	1	20
Leisure Centre	63	112	98	84	50	72	21	10	0	484	2	19
Business Park	9	32	21	42	40	60	63	16	1	284	0	19
Mixed Use	135	40	49	30	10	0	0	10	1	275	1	13
Other	36	16	21	6	5	0	3	0	3	90	1	9

Notes

1. TOTAL SCORE – obtained by multiplying the number in brackets for each preference by the number of ‘votes’ for each preference.
2. YES/NO – where a response clearly indicates a definite ‘yes’ or ‘no’ for an option instead of a numerical preference.

COMMENTS

Remain as Car Park (with improvements)

Free 2 hour stay.

If Market Place pedestrianized.

Improvements to design and aesthetics, including some green elements such as small trees/bushes etc. Vitaly important to keep maximum amount of town centre parking to support local businesses and the new food/café culture of Malton. Immoral to even think of developing this car park as it was donated to the council as a permanent car park to benefit the residents and businesses of the town.

It is a community resource as a car park lacking in other towns in the area.

This is a central car park. Bring the price down, more people will use it and free up Norton St Nicholas St Car Park for Norton people.

This car park is essential. A major study was undertaken in Cumbria and car users were asked to feedback their activity when entering Keswick and Kendal. The general conclusion was that people only shop within 50 metres of their parked cars. Applying this to Malton would suggest that the car park is needed. More people would subscribe to this if the daily charge were reduced to an

affordable level. Better to be full on a reduced rate than being only 25% full on a higher rate. Improvements should include a modern block of public conveniences.

What kind of improvements?

Make it free parking for up to 3 hours then charges could apply. This would help draw people into our town.

Not enough parking spaces now.

Make less bleak, add planted areas.

If Market Place parking and Wentworth Street Car Park are built on, where are people going to park.

Need for car park space particularly if Market Place is pedestrianised – partially or otherwise. Market towns I know have central parking facilities!

The top parking area for subsidised passes for people working in Malton so they are not causing congestion by parking on the streets.

Better access and signage.

Upper level could be developed.

Drainage!!

Please leave the car park. It is needed for public use.

Free blue badge spaces.

Improvements needed.

Allow residents of Wentworth Street to use this, with permits and access, due to increasing difficulty of parking on Wentworth Street itself.

Is an absolute must to preserve parking in the town centre for visitors and local business. Immoral use of a car park that was donated to the council as a permanent car park.

Wentworth Street Car Park is unattractive/ugly and recycling area should be in a fenced-off compound from view.

We need more not less parking areas! Better sign posts to Wentworth Street Car Park. Free 2 hours parking there. Cheaper long stay parking.

To make provisions for the rifle club.

Please give a thought to Malton Rifle Club (has been there since the late 1890s).

Hotel and Car Park

Public car park.

Budget hotel. Car park for residents to use shops.

Travelodge placed in the risen up right hand corner.

Surely this is a commercial venture.

Not needed.

Do we need.

No demand for any more hotels in the town.

For young families. Premier Inn or Travelodge type?

Residential

No houses.

Not needed at this site.

Can't cope with more.

No more houses!

Enough new housing already.

No more housing. We need green spaces.

No more housing sites.

Care Home

Don't seem to be a paying proposition.

With lots of facilities for all levels – from relatively fit to care.

Retail

There are empty premises now.

Fill the current shops.

High end supermarket.

I would recommend that councillors contact their counterparts in Beccles (Suffolk) where an in-town supermarket has boosted footfall and improved the situation for small businesses in the market town.

Leisure Centre

To complement – e.g. a swimming pool?

Already have facilities.

Leisure facilities/swing park.

But why not improve what we have already got.

You need to be providing a new swimming pool ready to replace the clapped out Derwent Pool.

Business Park

Possible – small area.

No – we already have 2 business parks and access is poor.

Don't need.

Mixed Use Development

Roller skating rink and car park.

A fuel discounted outlet.

Leisure centre and retail. X2

Retail and car parking. X2

Some car parking.

Care home and car park.

Car park and special accommodation for elderly.X2

Youth centre.

Hotel and leisure.

Hotel/leisure centre – with enough car park area.

Or as previous plans that was rejected with a Tesco supermarket and petrol station.

Homes and business.

Bowling etc.

Retail and hotel.

Houses and parking. X3

Retail with increased spaces.

Business park/car park.

Offices/shopping.

Car park. Food street. Market.

Affordable hotel.

Supermarket and petrol station.

Housing and retail.

Sheltered housing upper part, supermarket the rest – 3 hours free parking. A supermarket on Wentworth Street could provide the answer. I for one walk to do my shopping (reducing traffic and pollution). Some maisonettes on upper car park for older residents may free up some bigger properties for larger families.

Other

Bungalows for the elderly with on site warden.

Elderly and disabled.

Supermarket and car park.

Retail with free parking. Must continue as a car park as not enough parking in Malton. Possibly with a small high market supermarket – Waitrose/Booths.

Small b&b type hotel and car park, e.g. Premier Inn.

I think we need an open space for cars and other activities, particularly if the Market Place is to be pedestrianised.

Care home and parking.X2

Mental health facility. Well-being.

Council housing.

Part residential part car park.

Petrol station.

A compact cycle parking facility made secure by 'pay for entry doors'.

Supermarket – Aldi – Tesco.

Landscaped park with playground and toilets.

Apartments for the elderly.

Residential and car park – with something like Mickle Hill on smaller scale. It is handy for the town but not too noisy!

Maybe a new primary school.

Marks & Spencer's retail food shop.

Remain as car park with link to pedestrianisation of town – Market Place.

Car park, small residential and low (?) retail.

Fitness park for adults and wildlife centre - why not use the space to encourage purposeful leisure i.e. outdoor adult fitness park. This may encourage young adults to use their time to benefit themselves physically and mentally.

All (*NB except for 'remain the same'*) the same and not required!

General

RDC - As landowner, the District Council has no proposals for the significant redevelopment of the car park. The car park is included in the current car parking strategy work which has been commissioned by the Council. Notwithstanding this, the car park is underused and there may be some potential for some additional land uses around the fringes of the site and/or the upper deck which would not compromise its primary use as a car park. Within this context, the existing development plan would support in principle some of the uses listed in the consultation material, subject to development management considerations.

So if you take away Wentworth Street parking and pedestrianize the Market Place where do people park!!! The shops need customers and they need parking. Why does this desperate need to build more and more houses seem to overtake the need for another surgery, another school. Plain

common sense seems to be badly lacking. Taking away more and more parking takes customers away from local shops. Ridiculous!!!

Perhaps it might be better to consider planning as and when a business proposition is made.

What about the cattle market?

Plus supermarket and petrol station Welham Road which was rejected. Think growth of Norton. Don't stick in the mud. This town is getting old. Needs new life and to keep younger population here instead of all us older people.

Please build out of town near Eden Camp or somewhere like.

Any idea of building in the car park is bound to cause more problems – a car parking disaster – the area is prone to flooding – who could possibly think of this!

Whose idea was it to cut off access to pasture Lane and redirect traffic from a main road out of Malton onto a new housing development? Ridiculous! The other access road to this car park is a very tight corner!!!

Depends on RDC's decision on Ryedale House.

Cutting trees down, in cemetery – these reduce the pollution in the town. Also provide habitat for owls, birds. A lot of fires lit – causing smoke fumes. Also the new development 'Copperfields' has caused a lot of odour pollution – raw sewerage being moved – this is awful. Also traffic build up on Shawfield Lane.

Retail in Cattle Market as per original plan.

Despite Fitzwilliam Estate's objections, the Helmsley side of town desperately needs a supermarket. All the houses being built and still we are all forced down into Castlegate for supermarket shopping. The traffic problems say it all!!! The promise of a supermarket on cattle market didn't materialise and doesn't seem likely.

CONCLUSIONS

- 'Remain the same as a car park with improvements' is the most preferred potential use, registering the highest score (746) and the highest number of indicated first preferences, by a significant margin, i.e. 55 – 39 more than the next highest.
- 'Hotel with car park' is the most preferred alternative potential use, registering a score of 661, but with only 16 indicated first preferences. This option also attracted 15 definite 'no' comments.
- 'Retail' emerged as the next most favoured alternative potential use, with a score of 559 and 9 indicated first preferences. This option also attracted 20 definite 'no' comments.
- 10 comments were made regarding suggested car park improvements.
- 8 comments were made regarding the management of car parking, i.e. in relation to hours, charging, concessions etc.
- 1 comment was made regarding future use of the cattle market site.

RECOMMENDATIONS

Consider the development of a policy protecting all/part of the site in its current public car parking use.

Consider including a further aspirational policy element, encouraging/supporting development for hotel with public car parking on the upper deck, within the context of adopted Local Plan Strategy Policy SP7 (Town Centres and Retailing) and the identified 'Northern Arc'.

Include reference to car park improvements within the policy, drawing on consultation suggestions.

Input comments regarding car parking management to current RDC car parking strategy work.

POLICY M2: PEDESTRIANISATION OF MALTON MARKET PLACE

Q. WHICH OF THE FOLLOWING OPTIONS WOULD YOU PREFER, ORDERING YOUR PREFERENCES NUMERICALLY STARTING WITH ONE AS YOUR MOST PREFERRED OPTION

Answered: 221 Not Answered: 2

ANSWER CHOICES/ PREFERENCES	1 (6)	2 (5)	3 (4)	4 (3)	5 (2)	6 (1)	TOTAL SCORE	YES	NO
Remain as is	708	120	48	36	10	1	879	10	1
Permanent pedestrianisation	96	60	48	36	70	4	314	0	21
Pedestrianised certain times	228	165	108	51	6	0	558	5	11
Social & Leisure/Fixed Facilities	90	230	148	54	6	1	529	6	11
More Blue Badges	78	130	80	66	46	3	403	7	13
Other	36	25	8	3	4	3	66	3	8

Notes

1. TOTAL SCORE – obtained by multiplying the number in brackets for each preference by the number of ‘votes’ for each preference.
2. YES/NO – where a response clearly indicates a definite ‘yes’ or ‘no’ for an option instead of a numerical preference.

COMMENTS

Remain As Is

Just leave as it is.

Keep the town alive! A busy town with cars is a thriving town.

Really important to keep local shops accessible with good parking. If you are carrying food shopping, e.g. from greengrocers you need car nearby!

So handy for local shopping especially disabled.

Market should remain as is but maintaining flexibility when hosting festivals et al. The economy of the town needs this space to be available, especially to those who have disabilities.

For parking local and visitors.

Make some parking 3 hours so people can attend shows at the Milton Rooms, with probably a concession badge to display given out when purchasing tickets.

Why change – the town needs improvements but need parking and current shops filling.

No parking in Market Place would sound death knell for shops and cinema etc.

As some extra feedback regarding the pedestrianisation of the market place I have speaking with a local from Harrogate who is business orientated. She said that the pedestrianisation that took place in Harrogate had a significant effect on local businesses in the area due to the extra traffic problems (a one way system was introduced around the area) and problems with parking close to the businesses. This resulted in a lot of the smaller businesses, especially the independent ones, suffering financially and closing. I agree with this outlook. The cars may not look pretty but they bring the public close to the shops and cafes, etc. in the market place. Just look at the positive impact that making the parking free had on the market place. If it is made difficult for cars and the public to access the market place then I feel this will have a knock on effect of less people and therefore less income for the businesses in the area, especially during the quieter times and bad weather.

With the only post office in town in the Market Place, how could anyone consider making into a pedestrian area. How could disabled people etc. use it? Another really bad idea. Who thinks these ideas up!

Parking is the lifeblood of our holiday and residents' town, providing convenience and attracting people from outside of Malton who will find it easy to find parking that is convenient, plentiful and available at all times. The other options are liable to increase anti-social behaviour.

Blue badge spaces remain vacant while drivers go round and round looking for a space.

Unless parking (free) is provided nearby, it is not feasible to remove cars from the equation.

Blue badge spaces should be without time restrictions and free.

Short term parking – half an hour.

There is so much history in the town.

Would cause more parking issues for current Malton residents if this was changed.

Not all of us are young and fit. We NEED parking near post office and Market Place shops.

Pedestrianised would cause shop closures.

Not enough parking places already. Pedestrianisation or similar would take even more people away from Market Place area.

Parking in the Market Place encourages visitors. If it was pedestrian only, it would be empty!

Permanent Pedestrianisation

This would create extra traffic chaos in the town.

And where would visitors park with no Wentworth Street car park.

No good for shopping – carrying is impossible for many.

Pedestrianised Certain Times

In conjunction with 'Social & Leisure Activities/Fixed Facilities'.

Only on festival days.

Already is at food festivals.

Certain time of year only. X3

Already done for specific times in year.

Car parking needs to be considered elsewhere in town if pedestrianised. With parking elsewhere, Market Place would be ideal area to pedestrianize.

Social & Leisure Activities/Fixed Facilities

In conjunction with 'Pedestrianised Certain Times'.

No – do this as required but do not lose parking spaces for this.

Not needed.

Already done for specific times in year.

On top side of car park.

No parking on the top end of the market place. Convert it into a plaza.

Increased Blue Badge Spaces

Are there any?

Quite a lot already.

And then reduce normal parking.

Other

Pedestrianised but with disabled parking.

Pedestrianised with 15 minute pick up area and blue badge parking.

Move the Saturday market.

The central area of any market town is a place for 'special events'. We need, from time to time, to be able to create a 'buzz' and therefore we need this space for the same.

Do not lose the atmosphere.

Pedestrianised during the day with parking at night. The area by the toilets made for disabled parking.

Partly pedestrianised.

Small parts could be pedestrianised but it is VERY necessary for parking for evening events – cinema/Milton Rooms, restaurants etc. The church is used during the day at all times and needs access and parking for funerals, weddings etc.

Pedestrianisation with link to Wentworth St Car Park.

Half of Market Place as parking with maximum 1 hour and policed. Other half pedestrianised with limited hours delivery for businesses.

Does 'Market Place' include Milton Rooms area and cinema entrance area?

Mixture of everything suggested.

Small trees in big planters would soften edges.

Better lighting/environment.

More seating.X2

Need mother and child parking spaces – there are none. Very difficult if you have children getting them out of cars. Spaces very tight.

Add some greenery.

Enforce parking on double yellows (including blue badges).

Information board directing to new improved Wentworth St Car Park!!

Could we have a bandstand.

Part pedestrianize Milton Rooms area and outside St Michael's Church.

General

RDC - The pedestrianisation of the Market Place would alter traffic distribution in the central road network and North Yorkshire County Council as Highway Authority should be closely consulted on this matter if any of the proposals are to be considered further. The County Council will be undertaking highway modelling of the local network in the coming months. If, following the consultation, the Town Councils are keen to promote the pedestrianisation of the market place in the Neighbourhood Plan, it is suggested that this should be brought to the attention of NYCC in order that the implications for the movement/displacement of traffic can be assessed as part of this modelling. The proposal is also likely to impact upon car parking and will have implications for the car parking strategy that the District Council is currently undertaking.

Concern over amount of parking if both Wentworth St and Market Place lost to alternative.

Serious consideration should be given to a town centre one-way scheme – as adopted successfully in other small towns.

Norton – if they follow through with Beverley Rd plans, the estate needs a surgery, bank, petrol station in the mix of things. Each house needs parking for at least 2 cars.

I couldn't place these in order as they may run together.

There is not enough parking space in centre of town. Many elderly visitors have difficulties in walking distances. We need to do all we can to encourage visitors and provide adequate parking. Failing that a park and ride might be worth considering.

Increase blue badge spaces in town not Market Place.

An improved Norton Bus Station – appalling. Sheltered, better seating, display timetables etc. Could link with railway station.

I'm really not sure but do not get rid of too much parking or no one will pop in hardly.

Tackle the problem of traffic flow through the town and face the real problems.

If there is less/no parking in the Market Place, then double the spaces at Wentworth – retail with basement parking. Give 2 hours free parking as in Market Place.

Move livestock market to create more space/opportunities.

Cattle market into car park. Or shuttle bus service from Wentworth Car Park if pedestrianised.

Parking relocated to farmers' cattle market site asap.

To make informed decisions, we need clarification on 1) RDC move to WSCP; 2) Cattle market move and future of current plot.

The cattle market area would make an ideal location for pedestrianisation with a large central area of open space for use of public and new location for improved food market etc – a multi-use 'market place' with new business units/residential flats above surrounding.

The best place for the market and installation of quality uniform marquees in a long term plan would be in the cattle market area when this relocates. This area when developed could have a large pedestrianised area in the centre far more suitable as part of a long term plan for the town centre.

CONCLUSIONS

- 'Remain as is' is the preferred option, registering by far the highest score (923) and, again by far, the highest number of indicated first preferences – i.e. 118 – 80 more than the next highest (NB against 1 definite 'no' vote).
- 'Pedestrianisation at certain times' is the preferred alternative option, registering a score of 558 (with 38 indicated first preferences against 11 definite 'no' votes), closely followed by 'social and leisure activities with fixed structures', with a score of 529 (15 indicated first preferences against 11 definite 'no' votes).
- The potentially 'stand-alone' option of 'increased blue badge spaces' registered a score of 403 with 13 indicated first preferences, and 13 definite 'no' votes.
- 8 comments were made regarding suggested Market Place improvements.
- 3 comments were made regarding the management of car parking, i.e. in relation to hours, charging, concessions etc.
- 6 comments were made regarding possible uses of the livestock market site once made available.

RECOMMENDATIONS

Consider the development of a policy protecting all/part of the Market Place in its current public car parking use.

Include reference to car park improvements within any policy, drawing on consultation suggestions.

Input comments regarding car parking management to current RDC car parking strategy work.

APPENDIX 11A: REGULATION 14 CONSULTATION NDP SUMMARY DOCUMENT



NEIGHBOURHOOD PLAN FOR MALTON AND NORTON

PRE-SUBMISSION PLAN FOR CONSULTATION

PLAN SUMMARY FEBRUARY 2021



Introduction

Welcome to this summary of our Pre-Submission Neighbourhood Plan for Malton and Norton. Here we set out our vision for the future of our two towns, our objectives for this plan and a summary of the plan's policies. The policies are specifically designed to answer the community's key concerns and to achieve the plan's objectives.

To view the full Neighbourhood Plan, supporting documents, and an online response form for your comments, please go to www.nortononderwent.co.uk/neighbourhood-plan/ and www.malton-tc.gov.uk/malton-norton-neighbourhood-plan/. A hard copy response form is available on request, although we strongly encourage you to use the online form as this makes it easier for us to process your responses.

During the February-March consultation period, you can discuss the plan and ask questions at a series of online drop-ins, and it will also be available to view at public locations around the town. Online drop ins will be Tuesday 2nd March at 2pm, Saturday 6th March at 10am and Tuesday 15th March at 6pm.

You can view a hard copy of the plan at the following locations:

- Malton Town Council, The Wesley Centre, Saville Street, Malton, YO17 7LL
- Norton on Derwent Town Council, 84b Commercial Street, Norton, YO17 9ES
- Malton Library, St Michaels Street, Malton
- Norton Library (The Hive), Commercial Street, Norton.

The consultation will run from Friday 12th February to Friday 26th March.

Vision Statement

Malton and Norton boast a rich heritage and culture, from their historical origins and archaeological and architectural legacy to their surviving traditional horse racing and food-based industries. These are the bedrocks on which our future vision for the towns are based.

As such, by the end of the plan period in 2027, our three conservation areas will be better understood, their assets better protected as a result, and their appearance and character enhanced by new development and other improvements in keeping with their key elements and features. This enlightened approach to development and design will also be reflected in the wider Neighbourhood Area.

The local food and horse-racing industries which are so much a part of the towns and their hinterland will be confirmed in their status and have developed further within a climate of promotion and encouragement.

The tourism which is vital to our towns will have continued to grow powered by the twin engines of heritage and culture.

The River Derwent, separating the two towns and running through the heart of the area is the other jewel in our crown but also the potential thorn in our sides! It is rich ecologically, and acknowledged as such by a European wildlife designation, while providing an important leisure resource for all. Conversely, it carries an ever present flood risk, acts as a barrier to movement between the towns and through the very thing that makes it so special (its wildlife) poses challenges to more productive and positive use. The town councils' vision is of a Derwent that floods less (or not at all), remains ecologically rich but which yields up its potential for sympathetic riverside enhancements and the positive use of under-utilised riverside land. The hope too is that new river crossings will have been created, allowing for much improved road, cycling and pedestrian links between Malton and Norton and, through them and other highway improvements, the alleviation of traffic congestion and air pollution in our town centres.

At root, we want the people in our towns to be able to freely enjoy an abundance of simple pleasures in a well-supported and fully serviced community. We aspire to culturally rich and vibrant leisure opportunities, including improvement of existing services and the development of new facilities and wellness activities.

We look forward to enjoying two towns which have enjoyed appropriate housing and employment growth and opportunity, within the context of an even higher quality environment, consistent with their status as Ryedale's principal towns.

Objectives

- To protect and improve the local environment and particularly the ecological quality of the river corridor.
- To cut congestion and improve air quality.
- To improve connectivity between Malton and Norton.
- To improve access to the river for the community.
- To build upon local distinctiveness in order to enhance the visual quality and appearance of the towns.
- To protect heritage assets.
- To encourage regeneration and redevelopment of vacant plots.
- To capitalise on the history and culture of Malton and Norton to develop the tourism industry.
- To build upon the economic strengths of the towns and address deficiencies in the economy.
- To protect and improve community services and facilities.
- To encourage housing provision that meets local needs.

TRANSPORT AND MOVEMENT

YOU TOLD US:-

- You want cycle lanes and cycle parking
- You want a new footbridge across the River Derwent
- You think developers should be asked to contribute financially to these key infrastructure improvements
- You support strategic highway improvements to A64 junctions and to connect Scarborough Road and Beverley Road
- You support the banning of HGVs at the County Bridge Level Crossing because of traffic management issues there
- You want a new road across the River Derwent
- You have general and specific concerns about traffic management and traffic calming across the 2 towns

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Expect new development to safeguard, enhance and extend pedestrian, cycling and bridleway provision in Malton and Norton, including improvements at 7 specified locations (TM1)
- Resist development at 3 specified locations which would prevent new pedestrian and cycle crossings of the River Derwent and York/Scarborough Railway Line (TM2)
- Resist development at 2 specified locations which would prevent new vehicular river/road crossings, in order to relieve pressure on the County Bridge Level Crossing (TM3)
- Resist development at 5 specified locations which would prevent highway improvements, including to A64 junctions, to relieve traffic congestion in Malton and Norton, while also expecting new transport infrastructure to be provided in support of new development and/or to rectify existing deficiencies, where necessary (TM4)
- Support highway management improvements at the County Bridge Level Crossing (TM5)
- Support provision of a Traffic Management Plan by developers as part of any planning application for major development (TM6)

THE RIVER CORRIDOR

YOU TOLD US:-

- You support recreational and leisure use of the riverside corridor
- You support protection and management of the river for wildlife
- You support the development of sites prone to flooding



THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support recreational enhancement works, improved access along the river frontage and provision of café/refreshment facilities, subject to fully satisfying conservation, flood risk and landscape requirements (RC1)
- Support regeneration of the land north and south of County Bridge, subject to fully satisfying conservation, flood risk and other specified requirements (RC2)

THE ENVIRONMENT

YOU TOLD US:-

- Which sites you wanted to protect as Local Green Space
- New children's play areas, open space parks were needed
- You think developers should be asked to contribute financially to these new facilities
- Thought should be given to linking up isolated green sites via green corridors, to provide connectivity for wildlife and people

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Identify 7 sites as Local Green Space, which in effect gives them Green Belt status and protection (E1)
- Support enhancement of Local Green Space sites and other protected green space (E2)
- Support the provision of new equipped children's play areas and public open space as part of any new residential development (E3)
- Protect the two towns' local green links and corridors, such as the river corridor, disused railway and Mill Beck corridor, so they are not severed or harmed, while encouraging enhancement and extension (E4)
- Protect 'gateway location' views on the main highway routes into/out of Malton and Norton (E5)
- Protect air quality in the Malton Air Quality Management Area (AQMA) (E6)



COMMUNITY FACILITIES

YOU TOLD US:-

- Money should be spent on additional and new health facilities
- Money should be spent on new sports facilities, including a swimming pool were need
- Money should be spent on new community centre facilities, including libraries
- New development should contribute to this expenditure

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support development to upgrade provision at Norton Swimming Pool, including additional off-road parking (CF1)
- Support development to upgrade provision at Malton Community Sports Centre (CF2)
- Support development of a new doctors' surgery or medical centre (CF3)

TOURISM & CULTURE

YOU TOLD US:-

- You would like to see the two towns' many historic artefacts more prominently displayed
- More should be done to promote the towns as tourist/visitor destinations
- Developer contributions should be brought to bear on 'the arts' in order to improve provision
- You support the development of a 'Roman Museum' at Orchard Fields
- You support limited hotel development on the 'upper deck' of Wentworth Street Car Park

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support the development of new museums and visitor facilities (TC1)
- Support the sympathetic development of new visitor facilities at Orchard Fields, subject to full protection of the site's archaeological importance (TC2)
- Support new hotel provision either along the A64 or at a central location (TC3)
- Support a new hotel with public car parking capacity on the 'upper deck' of Wentworth Street Car Park (TC4)

THE HORSE RACING INDUSTRY

YOU TOLD US:-

- You support the idea of a racing museum

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Safeguard existing horse racing stables (HRI1)
- Identify and protect identified 'horse racing zones', covering stables, gallops and horse walking routes around stables, against adverse development (HRI2)
- Support improved pedestrian, cycleway and bridleway accessibility in the vicinity of horse racing stables (HRI3)
- Support the development of a horse racing museum (HR14)



HERITAGE & DESIGN

YOU TOLD US:-

- The towns' conservation areas require full and up-to-date assessment as the basis of detailed policy approaches
- You support town centre refurbishment and that developers should contribute to this financially

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Guide design and development within the towns' 3 conservation areas so they reflect and take account of the areas' special historic and architectural features (HD1)
- Guide design and development outside the conservation areas so they respect local distinctiveness and reflect good design principles (HD2)
- Guide design and development in relation to shop fronts in order to uplift the appearance of town centres/retail areas and present an attractive face to visitors and the local community alike (HD3)
- Support conservation area enhancements, and public realm improvements throughout the Neighbourhood Area (HD4-HD10)
- Ensure that the two towns' archaeological remains are taken full and appropriate account of in any new development (HD11)

HOUSING

YOU TOLD US:-

- Bungalows are the most needed type of new home
- You support specialist accommodation for the elderly
- You support semi-detached housing
- Owner-occupation is the most needed tenure type
- You support non-private rented accommodation provision
- 2-bedroom properties are the most needed size for new homes
- You also support 3-bedroom property provision

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support a housing mix reflective of what you told us on larger housing sites (0.4ha or more) and site providing 10 or more dwellings (H1)



EMPLOYMENT

YOU TOLD US:-

- You support the promotion of growth in strong local sectors such as retail, horse racing, tourism and local food production
- You want more specialist shops and national chains, plus discount stores and restaurants
- Retention of the towns' identities is key

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support development proposals for employment generating uses in the food industry, tourism, horse racing and retail (EM1)

MALTON-SPECIFIC POLICIES

YOU TOLD US:-

- You want to see Wentworth Street Car Park retained in car parking use, plus both environmental and operational improvements
- You want to see car parking at Malton Market Place retained, plus both environmental and operational improvements

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Protects car parking capacity at Wentworth Street Car Park and supports environmental and operational improvements (M1)
- Protects car parking capacity at Malton Market Place and supports environmental and operational improvements (M2)

NORTON-SPECIFIC POLICIES

THE NEIGHBOURHOOD PLAN'S POLICIES:-

- Support regeneration of Land to the Rear of Commercial Street, specifically for public car parking with rear service access to commercial properties. Residential and other uses vulnerable to flooding are not supported (N1)

**APPENDIX 11B:
REGULATION 14
CONSULTATION PRE-
SUBMISSION NDP
QUESTIONNAIRE**

MALTON & NORTON NEIGHBOURHOOD DEVELOPMENT PLAN 2020-27

PRE-SUBMISSION DRAFT PLAN – REGULATION 14 CONSULTATION QUESTIONNAIRE

**Please circle your answer, add comments if you wish and
continue in the space at the end if necessary**

VISION STATEMENT & OBJECTIVES

Do you agree with our Vision Statement?

Yes

No

Don't Know

Comments

What do you think of our 11 objectives? Please indicate any that you DON'T agree with and tell us why.

TRANSPORT & MOVEMENT

Do you agree with Policy TM1?

Yes

No

Don't Know

Comments

Do you agree with Policy TM2?

Yes

No

Don't Know

Comments

Do you agree with Policy TM3?

Yes

No

Don't Know

Comments

Do you agree with Policy TM4?

Yes

No

Don't Know

Comments

Do you agree with Policy TM5?

Yes

No

Don't Know

Comments

Do you agree with Policy TM6?

Yes

No

Don't Know

Comments

THE RIVER CORRIDOR

Do you agree with Policy RC1?

Yes

No

Don't Know

Comments

Do you agree with Policy RC2?

Yes

No

Don't Know

Comments

THE ENVIRONMENT

Do you agree with Policy E1?

Yes

No

Don't Know

Comments

Do you agree with Policy E2?

Yes

No

Don't Know

Comments

Do you agree with Policy E3?

Yes

No

Don't Know

Comments

Do you agree with Policy E4?

Yes

No

Don't Know

Comments

Do you agree with Policy E5?

Yes

No

Don't Know

Comments

Do you agree with Policy E6?

Yes

No

Don't Know

Comments

COMMUNITY FACILITIES

Do you agree with Policy CF1?

Yes

No

Don't Know

Comments

Do you agree with Policy CF2?

Yes

No

Don't Know

Comments

Do you agree with Policy CF3?

Yes

No

Don't Know

Comments

TOURISM & CULTURE

Do you agree with Policy TC1?

Yes

No

Don't Know

Comments

Do you agree with Policy TC2?

Yes

No

Don't Know

Comments

Do you agree with Policy TC3?

Yes

No

Don't Know

Comments

Do you agree with Policy TC4?

Yes

No

Don't Know

Comments

THE HORSE RACING INDUSTRY

Do you agree with Policy HRI1?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI2?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI3?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI4?

Yes

No

Don't Know

Comments

HERITAGE & DESIGN

Do you agree with Policy HD1?

Yes

No

Don't Know

Comments

Do you agree with Policy HD2?

Yes

No

Don't Know

Comments

Do you agree with Policy HD3?

Yes

No

Don't Know

Comments

Do you agree with Policy HD4?

Yes

No

Don't Know

Comments

Do you agree with Policy HD5?

Yes

No

Don't Know

Comments

Do you agree with Policy HD6?

Yes

No

Don't Know

Comments

Do you agree with Policy HD7?

Yes

No

Don't Know

Comments

Do you agree with Policy HD8?

Yes

No

Don't Know

Comments

Do you agree with Policy HD9?

Yes

No

Don't Know

Comments

Do you agree with Policy HD10?

Yes

No

Don't Know

Comments

Do you agree with Policy HD11?

Yes

No

Don't Know

Comments

HOUSING

Do you agree with Policy H1?

Yes

No

Don't Know

Comments

EMPLOYMENT

Do you agree with Policy EM1?

Yes

No

Don't Know

Comments

MALTON-SPECIFIC POLICIES

Do you agree with Policy M1?

Yes

No

Don't Know

Comments

Do you agree with Policy M2?

Yes

No

Don't Know

Comments

NORTON-SPECIFIC POLICIES

Do you agree with Policy N1?

Yes

No

Don't Know

Comments

COMMUNITY ACTIONS (see Neighbourhood Plan P52-56 & P59-61)

Do you have any comments about any of the proposed Community Actions?

THANK YOU FOR YOUR TIME AND CONTRIBUTIONS – THEY ARE GREATLY APPRECIATED
QUESTIONNAIRES MUST BE COMPLETED AND SUBMITTED
TO EITHER MALTON TOWN COUNCIL OR NORTON TOWN COUNCIL BY
FRIDAY 26TH MARCH 2021

FORMS MAY ALSO BE COMPLETED USING THE SURVEY MONKEY LINK AT
(NB Tim – link to be inserted)

ADDITIONAL COMMENTS

APPENDIX 12A: REGULATION 14 SUMMARY REPORT

NEIGHBOURHOOD PLAN FOR MALTON AND NORTON 2019-2027

REGULATION 14 CONSULTATION

SUMMARY OF CONSULTATION AND RESULTS

Overview

The consultation ran from Friday 12th February 2021, for a 6 week statutory period until Friday 26th March 2021.

A Neighbourhood Plan summary was distributed to all addresses within the 2 parishes and to additional addresses outside the parishes.

A list of statutory and non-statutory bodies were consulted via either e-mail or by post.

The plan and supporting documents were posted on town council and district council websites, and made available at town council offices and the towns' libraries.

Three online drop-in events were organised at different times of the day and week.

The consultation was promoted via local press media and social media.

Overall response/breakdown

The consultation attracted 57 separate responses, with 31 made via online Survey Monkey or hard copy questionnaire and a further 26 by e-mail in writing, broken down as follows:-

- Survey Monkey/Questionnaire (individual and group completions) – 31
- Individual Residents – 10
- Cllr S Thackery
- West Malton Residents Group (on behalf of 9 undersigned)
- The Coal Authority
- CPRE North Yorkshire
- Crossley Grand Children's Trust
- Fitzwilliam Malton Estate
- Habton Parish Council
- Highways England
- Historic England
- Malton Museum
- North Cotes Farm Limited
- North Yorkshire County Council
- Ryedale District Council
- Ryedale Independent Group (on behalf of 5 local councillors)
- Woodhams Stone Collection
- Yorkshire Wildlife Trust

Results

The limited sample provided by the Survey Monkey questionnaire indicates clear majority support for the vision statement and for all policies, with support levels ranging from a high of some 96% to a low of some 55%, with the majority of policies attracting between 70% and 90% support.

The detailed written comments made by both Survey Monkey and other respondents support the indications of the questionnaire and show no significant levels of objection in respect of any aspect of the plan.

All detailed written comments are set out verbatim in the Consultation Response Grid, together with responses and action on plan amendments as necessary.

APPENDIX 12B: REGULATION 14 CONSULTATION RESULTS GRID

ASPECT OF PLAN COMMENTED UPON	COMMENT MADE	RECOMMENDED RESPONSE	PROPOSED ACTION
Introduction	RDC Independent Group - The background (pp7-9) needs to be updated to take in the matters referred to in the first two sections above (i.e. it needs strengthening and clarifying to address some of the key issues affecting both towns in regard to housing, employment, highways (especially HGV traffic) and retail (<i>NB particularly the likely rebalancing of housing and employment in Malton and Norton in the new Local Plan now in preparation</i>). During the course of the preparation of the plan, there have been changes of circumstances and so in some respects the plan needs updating.)	DISAGREE – the background as set out in P7-9 is a factual account of the plan preparation process, together with a section on the plan’s structure. The updating suggested would be entirely inappropriate within these pages. It is possible that the comment is quoting page numbers in error and is in fact referencing either P5 (Foreword) or P10-11 (Malton & Norton – Yesterday & Today). Appropriate updating in either location would be acceptable, however the updating suggested is considered speculative and premature given the very early stages of the new Local Plan and the absence of any published plan documentation in the public domain.	NO ACTION
Malton & Norton – Yesterday & Today	RDC - It is the intention that the plan progresses to the stage at which it becomes part of the development plan for the area. In this respect, it is helpful if, consequently the development plan is aligned as a whole. The penultimate paragraph of Chapter two makes reference to recent ‘rapid growth, weak development planning and a lack of traffic management presenting a threat to Malton and Norton’s heritage’. The Neighbourhood Plan should include evidence and further explanation to support this assertion. In the District Councils view, the statement does not bear scrutiny and is unduly negative and unhelpful in the context of a shared aspiration to include the Neighbourhood Plan as part of the development plan.	AGREE – the paragraph would benefit from evidence and explanation to support the statement or amendment in the interests of alignment with the Local Plan. Experience elsewhere indicates that examiners are likely to recommend deletion of unduly negative or critical statements in respect of local planning authorities and/or their plans.	ACTION – amend paragraph so it does not read as a statement of fact or suggest any criticism of RDC/NYCC.

	<p>FME - It is suggested that the following additional paragraph be included in the section titled 'Malton and Norton – Yesterday & Today' on page 11 to follow the existing text relating to FME: "In 2011 the Malton Amenity Community Interest Company (CIC) was established to provide free limited-time parking in the town centre, organise events such as food festivals and promote the town more widely. The CIC initially established the brand We Love Malton and has more recently adopted Visit Malton as its trading name. A range of events is now delivered by the CIC including the annual Malton Food Lovers Festival, monthly food markets including the Harvest Food Festival and a Christmas Market, a weekly stall market, the Marathon du Malton and in 2019 the first music festival in the grounds of The Talbot. A number of other organisations also arrange events in the Market Place".</p> <p>Yorkshire Wildlife Trust (YWT) - River Derwent Special Area of Conservation (also a Site of Special Scientific Interest) is given particular focus within the plan and we feel it's inclusion within Section 2 of the plan (Yesterday and Today) could be expanded to include 'the river and its importance for nature'.</p>	<p>AGREE – this is a reasonable suggestion which would provide useful additional information.</p> <p>AGREE – it is considered that a short section on the river as suggested would be a useful addition to the chapter.</p>	<p>ACTION – add paragraph as suggested.</p> <p>ACTION – add section on the river as suggested.</p>
Vision	<p>CPRENY - The vision presents as a commentary rather than as a clear 'vision' of the town in 2027 but CPRENY acknowledge the essence of what is aspired to. The paragraphs under the 'vision' heading currently read more as a textual justification typically found under planning policies than as clear vision for the towns, although elements are there throughout the paragraphs. It is considered, however, that the wording of the paragraph beginning 'the River Derwent' should be reworded to remove negative connotations, albeit CPRENY understand the reasoning behind this.</p>	<p>DISAGREE – it is considered that the vision reads very largely as a vision, painting a picture of how the community wishes the towns to be by 2027 – NP visions written in this style invariably find favour with examiners. It is also considered that the paragraph on the River Derwent is a fair and accurate reflection of how the community views the river, balancing its pros (its ecological richness well to the fore here) with its challenges and that it requires no rewording.</p>	<p>NO ACTION</p>

	<p>Fitzwilliam Malton Estate (FME) - Firstly, FME wish to place on record that they are supportive of the general vision and objectives of the plan, taken as a whole.</p> <p>FME - FME generally support the proposed vision and objectives of the Neighbourhood Plan but would suggest that the importance of agriculture as an industry to Malton and Norton should be recognised alongside local food and horse racing.</p> <p>RDC Independent Group - Page 12 para 4: delete “new development” – the conservation areas owe part of their character to the development surrounding them. There should be no need for “new” development except in the Livestock Market area after the Livestock Market has moved.</p> <p>The vision should be seen in the context of a wider area.</p> <p>Disagree with route of new river crossing</p> <p>In principle, yes</p> <p>It must also include creating an environment for new business and economic growth, not just relying on heritage and culture as will decline.</p>	<p>NOTED</p> <p>AGREE – a reference to the importance of the towns’ agricultural hinterland and importance would be useful.</p> <p>NOTED – new development is inevitable within the towns’ 3 conservation areas and their status does not preclude it. It is however recognised that the phrase ‘new development’ could give an inaccurate impression of its scale and that improved wording could be found.</p> <p>NOTED – it is unclear what is intended here, i.e. what wider area is meant and what exactly that context then is. The vision can only relate to the area which the plan covers.</p> <p>NOTED – the vision does not refer to any river crossing route.</p> <p>NOTED</p> <p>NOTED – it is considered that the vision already talks positively about development of the horse racing, food and tourism sectors (paras 3 &</p>	<p>NO ACTION</p> <p>ACTION – add agriculture reference as suggested.</p> <p>ACTION – reword the paragraph in order to better reflect the likely scale of any new development in the conservation areas.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>There is no mention of climate change which, together with nature and biodiversity loss is the single most pressing issue of our time. The Paris Agreement needs to be taken on board.</p>	<p>4) and about employment growth and opportunity (final para).</p> <p>NOTED – the vision, indeed the whole plan, reflects the issues and concerns thus far raised by the community – climate change and biodiversity have not been foremost amongst them up to this point. While acknowledging the crucial importance of the Paris Agreement, it should also be noted that the NP is essentially a planning document which must be written within the context of national planning policy and the Local Plan. As such it is limited in terms of what it can currently say on climate change matters and must not duplicate what is already said elsewhere, in policy terms, on biodiversity. NPs are additionally limited by not being able to include policies/standards/requirements relating to the construction, internal layout or performance of new dwellings, including on the sustainability of new homes. That said, these issues are raised by a number of respondents and it is considered that they should be further investigated to determine whether and if so how the plan could more effectively address them and reflect growing concerns.</p>	<p>ACTION – investigate the feasibility of addressing the issues raised within the plan and amend plan if/as considered feasible/necessary. Following investigation, agreed to amend introduction to 'Environment' section.</p>
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	<p>On the whole I agree - but the comment I have referred to at the end of this answer shows a complete misunderstanding of flood risk, we shouldn't be expecting a natural feature like a river to flood less - its us who has build too close meaning that when it does flood it is an inconvenience - this comment shows a complete lack of understanding of natural processes. Instead it should be framed around working with the flood risk in the town to ensure no further development is built in areas at risk, and opportunities taken to claim back land to give the river space to flood in areas we are less concerned about, such as parks, gardens etc. Lets not see the river as 'evil' if we are wanting to enhance it for peoples enjoyment. This is the comment I am referring to 'The town councils' vision is of a Derwent that floods less (or not at all)'</p> <p>Town centre congestion and parking violations are a concern</p> <p>Commercial development of the Towns appear to be limited to local food, horse racing and tourism.acing,</p> <p>It looks great and wide reaching</p>	<p>NOTED – it is considered that the plan and its policies have a very good understanding of flood risk and are written within this context. The plan’s SEA report assesses this aspect of the policies and concurs. That said, it is accepted that the wording referred to in para 5 of the vision is loose and suggests a lack of understanding. It is agreed that this wording should be revised.</p> <p>NOTED – town centre congestion concerns are reflected in the vision’s statement regarding new crossings and improved Malton-Norton road links. Parking violations are not sufficiently strategic to warrant mention in the vision and are not considered sufficient an issue to address elsewhere in the plan.</p> <p>DISAGREE – the final para of the vision also talks about employment growth and opportunity more generally. Policy EM1 additionally references retail. It must also be remembered that the NP needs to be read within the context of the Local Plan employment policies and should not duplicate those.</p> <p>NOTED</p>	<p>ACTION – revise the wording quoted.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Generally yes</p> <p>This plan is a great start - but I feel like it could be a bit more forward thinking in places, a bit more ambitious. Developers need to contribute more either financially or in kind. I think Beverley would be a good case study town to aspire to - it has links with horse racing, it has a beautiful greenspace as well as a historical centre and market place which attracts a wide variety of shops and restaurants. Change will take time - but I think we need to start by being clear with our vision and ambitious with how we will get there, whilst putting the environment at the core.</p>	<p>NOTED</p> <p>NOTED – it is considered that the NP vision is sufficiently ambitious for its 2027 time horizon. It is felt that the environment – both natural and built – are well to the fore in the plan and that the role of developer contributions is well-reflected in many of its policies.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Objectives	<p>FME - Firstly, FME wish to place on record that they are supportive of the general vision and objectives of the plan, taken as a whole.</p> <p>FME - FME generally support the proposed vision and objectives of the Neighbourhood Plan but would suggest that the importance of agriculture as an industry to Malton and Norton should be recognised alongside local food and horse racing.</p> <p>YWT - We strongly support that the objective regarding the river is not just to protect but also to improve the local environment and particularly the ecological quality of the river corridor. We also support improving access to the river for the community.</p> <p>Bullet 7 - Development needs careful consideration</p> <p>They are sufficiently broad brush as to be hard to disagree with.</p>	<p>NOTED</p> <p>NOTED – while it is considered appropriate to recognise the role of agriculture in the vision (see ‘Vision’ section), it is felt that this would not be appropriate for the objectives, given that the NP is silent on agriculture within its policies and community actions.</p> <p>NOTED</p> <p>NOTED – any redevelopment of vacant plots would beset within the context of all relevant NP policies and those of the Local Plan.</p> <p>NOTED – objectives by their very nature tend to be broad brush – the</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Good objectives</p> <p>I would like to see the plan support more growth in retail space, mixed housing developments and new employment sites.</p> <p>Yes #2 should include air quality related to over capacity sewer issues.</p> <p>Yes agree with them all. I would like to see additionally -1) creates town environment and services that attract new business and expansion and 2) proactively encourages and facilitates net zero carbon towns</p> <p>I agree mostly with the Vision Statement and Objectives. But 'To build upon the economic strengths of the towns and address deficiencies in the economy' needs the addition of 'within planetary boundaries'.</p>	<p>detail is provided through follow-on policies and community actions.</p> <p>NOTED</p> <p>NOTED – NP Policy EM1 specifically supports new retail development. Policy H1 specifically supports a mix of housing to meet local needs. The NP deliberately avoids site allocation, leaving it instead to the Local Plan, the LPA being better placed to carry out the required site filtering and assessment.</p> <p>NOTED – this is considered too specific to reference in an objective. Any air quality issues are covered by the generic air quality reference.</p> <p>NOTED – it is considered that the existing objectives already sufficiently encompass the issues raised under 1). It is considered that the objective of a net zero carbon town, while laudable, is strategic in nature and beyond the policies/ actions of a NP to deliver, written as it must be within the context of existing national planning policies and Local Plan strategic policies.</p> <p>NOTED – it is considered that such an addition is too vague to be interpreted in any meaningful way.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Agree with many but not enough support for new retail space and attracting larger employers. Housing provision shouldn't just be for locals.</p> <p>I'm not sure whether it's the appropriate place to do it - but I wondered if you could go further on improving connectivity/reducing congestion - around a commitment to more cycle ways/one way systems/ and creation of public rights of way? Also I wondered if there is anything you can do here to tie developers in to contributing to the improved community facilities - or whether this is to be done solely through the CIL? Could there also be an objective around no development in flood plain, or perhaps taking opportunities to remove derelict buildings for example from floodplain and then creating new pocket parks that could flood in their place?</p>	<p>NOTED – Policy EM1 specifically supports new retail development within the context of the wider objective. The housing objective encourages the meeting of local needs and Policy H1 reflects this, but neither preclude (as they cannot) the meeting of wider needs as provided for in the Local Plan of which the NP will ultimately form part.</p> <p>NOTED – there are 3 separate issues here:-</p> <p>1) Re connectivity etc. – objectives are necessarily generic by their nature – it is the plan's policies and community actions which already address the detailed matters raised.</p> <p>2) Re developer contributions – the plan's policies variously address the issue of provision of facilities and other green and social infrastructure via development.</p> <p>3) Re the flood plain – flood plain development must be assessed as a matter of course in accordance with both national and Local Plan policy the NP cannot add to or be in conflict with this. Where flood risk is an issue in relation to any of the NP policies e.g. its 2 riverside corridor policies RC1 & 2), this has already been assessed in the separate SEA report accompanying the plan and its policies adjusted and caveated accordingly.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p>fully agree</p> <p>Agree with them all but some are much higher priority than others.</p> <p>Agree with all</p> <p>Agreeable objectives, particularly tackle town congestion. "Air quality" does not seem to be a priority issue in this rural environment. Articulated HGV's are not welcome in the town centre and I have witnessed some incredulous incidents with articulated lorries trying to negotiate the town and with HGV's and large vans parking on pavements and blocking roads.</p> <p>1) Objectives 1 and 4 in conflict. In the 1970s there were efforts to open the river to pleasure craft as far as Malton. Lost opportunity to develop tourism. 2) On 7 include relocation of inappropriately sited industrial units like Bright Steels, the Cattle Market and Taylor Brown.</p> <p>I agree with the stated objectives.</p> <p>They adequately represent the breadth of our community needs.</p> <p>It looks great and wide reaching</p>	<p>NOTED</p> <p>NOTED – accepted that this may be the case. The quantity and weight of policies flowing from the objectives reflects this to some extent.</p> <p>NOTED</p> <p>NOTED – the NP's policies and community action seek to address these issues as far as they are able within the context set for them by national and local Plan policies.</p> <p>1) DISAGREE – it is considered that there is no conflict between 1 & 4 – policies RC1 & 2 clearly set out how the 2 can be reconciled. 2) DISAGREE – there is no evidence that the specified units are inappropriately located. Even if they were, the NP has no powers through either its planning policies or community actions to bring about such relocations.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>I agree broadly with the 11 objectives and will comment in more detail later</p> <p>Excellent</p> <p>i agree with a lot of the objectives but don't want the plan to restrict the growth of the community.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – the physical growth of the towns/community is largely determined by the adopted Local Plan. The NP policies seek to shape that growth in a way beneficial to the community.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
4.1 Transport & Movement - General	<p>YWT - We support the push for sustainable transport including walking cycling.</p> <p>RDC Independent Group – <i>P1-3 of representation: various Highways issues flowing from the Jacobs Strategic Transport Assessment referenced on P16 of NP.</i></p> <p>We are appalled that the only contact we've had has been a single leaflet through the letterbox (which we had missed completely) when it turns out that the "plan" contemplates building a major road across our own land, and our own quiet residential garden. That's pretty shameful.</p>	<p>NOTED</p> <p>NOTED – as none of the highways issues raised are related to any NP policies, actions or other text/maps, there is no response to make.</p> <p>NOTED – all addresses within the 2 parishes were contacted in exactly the same way – a major undertaking in itself given the circumstances of Covid – with a ‘leaflet’ setting out a summary of the NP and clear links to where the full plan could be viewed. Given the size of the full plan/map, it was totally impractical to distribute full details to all addresses. It is unclear from the comment exactly which location is affected by the plan, however all contemplated highway improvements detailed in policies are couched in terms of seeking to safeguard broad swathes</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	Improved infrastructure, including new roads and junctions are very important to protect our town centres.	of land within which improvements could potentially take place, from other development which could prevent such improvements. The policies in no way constitute hard and fast proposals for development on any land. NOTED	NO ACTION
Policy TM1	<p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p> <p>NYCC - The existing Whitewall Quarry access is onto Welham Road and therefore is relevant (together with site allocations MJP12 and MJP13) with respect to Neighbourhood Plan Policy TM1-7. <i>(NB The Minerals & Waste Joint Plan (MWJP) site MJP12 is Land at Whitewall Quarry - to be an allocation with respect of Policy M09 Meeting crushed rock requirements. MJP13 is Whitewall Quarry Near Norton - to be an allocation with respect of Policy W05: Meeting waste management capacity requirements – Construction, Demolition, and excavation waste (including hazardous CD&E waste).</i></p> <p>NYCC - There is a waste safeguarded site (the Malton/Norton HWRC) that is adjacent to the proposed route of TM1-1 which would be a consideration if this route were proposed to be developed. The relevant policies are Policy S03: Waste management facility</p>	<p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – Policy TM1 as it relates to location TM1-7 is not considered to be in any way incompatible with either the existing quarry access or the identified site allocations – the respondent makes no objection to the policy.</p> <p>NOTED - Policy TM1 as it relates to location TM1-1 is not considered to be in any way incompatible with either the safeguarded site or the identified policies – the respondent</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>safeguarding and Policy S06: Consideration of applications in Consultation Areas.</p> <p>RDC Independent Group - Policy TM1 – page 15 – Please add the words <i>“and provided such development accords with the other policies in this plan”</i> at the end of the sentence: “The acceptability of such development is subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation”. If these additional words are not added, it will be possible to construe the policy as allowing a development miles away, if the developer promises money for cycle tracks etc.</p> <p>Yes - in support of additional railway line crossings</p> <p>Emphatically!</p> <p>Yes but we must ensure open spaces in Norton and Malton continue to be upheld</p> <p>1) My only concern with TM1 is it seems to focus around what is already there - its not anything ground breaking, the other TM policies don't seem to cover new cycleways or footways either - unless I have misunderstood?? 2) There are so many opportunities for new cycleways/footways for example... Welham Road would benefit from a cycle way to join it in with the Menethorpe road, so people could do a loop back round to where the new cycle way is on the A64. Also an orbital loop in town would be amazing - so many cross town journeys are made by car but could so easily be done by bike or by foot. And we are not encouraging future generations to cycle because it simply is not safe - cycleways would really help. 3) Is there an option to create any more PROWs? Its been great to see so many people walking in the</p>	<p>makes no objection to the policy. Any implications would be addressed should a planning application come forward.</p> <p>AGREE – some such wording would strengthen the policy.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – the plan’s Environment policies are designed to give protection to many open spaces in the plan area.</p> <p>1) DISAGREE – para 2 of the policy encourages additions to the network, while para 4 expects qualifying development to contribute to new provision. The policies covers all aspects of cycle ways and footways so there is no ned for other policies to duplicate. 2) NOTED – it is considered that existing NP policies are sufficiently encouraging of any new cycleway proposals that might come forward. The suggested loop lies 40% outside</p>	<p>ACTION – amend wording to reflect the concern raised – final wording subject to further consideration.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION 3) ACTION – add new community action as indicated.</p>
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	<p>lockdown but there are not many connecting PROWs around the town?</p> <p>support extra derwent crossing to ease level crossing condestion</p> <p>Area - disagreement - The primary objective, where the potential demand exists, to re-establish rail routes with a view to decreasing traffic. Alternative uses should be seen as a second best.</p> <p>Cycling is very important to many in Malton and Norton.</p> <p>Couldn't find Neighbourhood Plan Proposals Map to understand TM1-1 to 7 need</p>	<p>of the Neighbourhood Area so could not be promoted through the plan. 3) NOTED – the policy sets out some such options, but must as a planning policy, link those to new development requiring planning permission. There is however merit in adding a new community action re seeking to establish new PROW independent of new development.</p> <p>NOTED</p> <p>NOTED – it is assumed that this comment relates specifically to TM1-1. As such, there is no reason why parallel rail and footpath/cycle routes could not be compatible should the prospect of a reinstated rail route be a possibility. However no such prospect appears to exist at the present time.</p> <p>AGREE</p> <p>NOTED – summary document P1/para 2 clearly references link to full plan which includes map.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy TM2	<p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p>	<p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of</p>	<p>NO ACTION</p>

	<p>TM2-3 opposed to this. As could use the land replacing existing buildings could rejuvenate the area and be a real focal for Norton eg an Innovation hub. Yes to keep the green area by the river.</p> <p>i would like to see some development on the land at Woolgrowers however I feel this would need massive investment in infrastructure and can only see this happening if we have a slip road from the A 64</p> <p>Agreement subject to there being no possibility of reinstating the railway at Orchard Fields</p> <p>Vital that pedestrian and cycle routes over the river and to some extent the railway, are increased and enhanced in order that connectivity between the towns is maintained.</p> <p>Disagree with route of new river crossing</p>	<p>what it can require of new developments.</p> <p>DISAGREE – it is considered that the land take on the Norton side of the river would be small and the benefit of a new crossing would far outweigh any new development here.</p> <p>NOTED – this is a large site – a new crossing would not necessarily preclude new associated development.</p> <p>NOTED – no such prospect exists at the present time.</p> <p>AGREE</p> <p>NOTED – 3 potential crossings are identified in the policy – it is unclear to which one(s) the comment relates.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
<p>Policies TM3-5 – Supporting Text</p>	<p>RDC Independent Group - Additionally, para 5 of p.16 should be revised to read: <i>“As such, Neighbourhood Plan policy aims to encourage traffic that does not need to pass through the towns out onto the A 64 bypass. Ideally, to do this, the plan aspires to selected A 64 junction improvements, in order to increase capacity at Broughton Road and York Road, by creating four-way junctions instead of two-way slip roads. However, in reality, it is recognised that it is unlikely that funding will be available for such projects within the foreseeable future, and so all new development which accords with this plan in all other respects (other than brown land development) will be directed to areas which have direct access to the A64,”</i></p>	<p>NOTED – the content of all but the last 3 lines of the suggested text, commencing “and so all...”, is already covered by the existing text. In order to have any practical import, those last 3 lines would need to be embodied in NP planning policy (NB such a policy could not be applied to development sites already allocated in the adopted Local Plan as this would be contrary to NP basic</p>	<p>ACTION – draft new policy as suggested for further consideration.</p>

	<p>RDC Independent Group - The narrative on the section on Highway Improvements (pp16 and 17) should be expanded to take into account the notes on highways set out above. I would suggest the following text is inserted at the beginning of this section: <i>“Highways was considered by Ryedale during the preparation of the Ryedale Plan. Jacobs produced a report in 2010 called a “Strategic Transport Assessment.” This was challenged at the Local Plans examination, and has since been overtaken by events.</i></p> <p><i>The Jacobs assessment recommended Option 4(a), which stated that Malton/Norton could take 2165 new homes without unacceptable impact on the local highways network. This projected increase meant an expansion of the settlement by almost one third. This was subject to some recommended mitigation measures and highways improvements, of which only a few have been completed. In 2011, permission was granted for a large estate at Broughton Manor. This was after the Report and before the adoption of the Ryedale Plan.</i></p>	<p>conditions). It is considered that this could be achieved via a ‘Development on Unallocated Sites’ policy (‘TM6’) – an approach which has met favour with examiners when included in other NPs. Such a policy would however need to be carefully worded so as not to be interpreted as a ‘green light’ for new unallocated development. The scale of development covered also needs to be considered together with the scope for encouraging sustainable transport to discourage town centre trips by car. The supporting text to the policy would need amending accordingly (see Policies TM3-5 Supporting Text below).</p> <p>DISAGREE – on being ‘made’ (i.e. adopted), the NP becomes part of the Development Plan for the area, alongside the adopted Local Plan. As such, it is important that the 2 plans are aligned. The adopted Local Plan is predicated on the Jacobs report which was accepted at Local Plan inquiry. The insertion of the suggested text would cast the report in a negative light at odds with the Local Plan. Experience elsewhere indicates that examiners are likely to recommend deletion of unduly negative or critical statements in respect of local planning authorities and/or their plans. The suggested</p>	<p>ACTION – in the event of a new Policy ‘TM6’ being added to the plan, amend supporting text as indicated.</p>
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	<p><i>The Ryedale Plan was adopted in September 2013. It has a retrospective start date for development of 1st April 2012. It prescribes 1500 new houses for Malton/Norton during the plan period, and in Table 2 of Policy SP10 prescribes “critical improvements to physical infrastructure” required to enable new development to take place. These were the conversion of an existing three way road intersection at Brambling Fields into a four way intersection and related measures including an HGV ban over the Level Crossing. The conversion of the intersection was completed before the plan was adopted. The HGV ban was not imposed until 5 years after the adoption of the plan, and the result has been to move some traffic issues to High field Road, whilst leaving other serious issues at Butchers Corner and the Level Crossing unresolved; few (if any) of the other “critical” improvements have been carried out, and some of them have been dismissed as unworkable.</i></p> <p><i>Since the adoption of the Ryedale Plan, some seven hundred or so new houses have been built in Malton and Norton. This includes the development of the Visually Important Open Area known as the “Show Ground” at Pasture Lane, Malton.”</i></p>	<p>text asserts that the report has been overtaken by events and explains the thinking behind it, but presents no evidence. Whatever the merits of the suggested text, it is considered that it add nothing in terms of an understanding or explanation of Policies TM3-5 which follow. That said, if a new ‘TM6’ policy is agreed (see immediately above), the supporting text to Policies TM3, 4, 5 and new Policy TM6 will need amending to include a justification for TM6 – this would allow pertinent material (excluding text in conflict with the Local Plan) from the suggested text to be incorporated.</p>	
<p>Policy TM3</p>	<p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p> <p>FME – 1) FME own land to the south of York Road and where the suggested route of the new road crossing is shown (TM3-1). It is intended that this land will be promoted as an extension to the adjacent industrial estate for employment uses as part of the forthcoming Ryedale Local Plan. FME have no issue in principle with</p>	<p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>1) NOTED 2) NOTED – it is considered that some clarification would be beneficial, in terms of both purpose (i.e. to relieve the County Level</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – add text and possibly graphic to provide clarification indicated.</p>

	<p>the proposed crossing and would be happy to ensure that the delivery of any future link is not prejudiced by the development of their land to the south of York Road. 2) In terms of the TM3-2, it is difficult to understand how there could be a new crossing of the river and railway which would benefit from policy TM3-2 to the South of Norton road. If there is something specific in mind it would be helpful to clarify that in the supporting text.</p> <p>NYCC - We note that the Plan seeks to safeguard land for a future vehicular crossing of the river (Policy TN3), although the crossing itself does not form part of the proposals. Due to the protected status of the River Derwent, any such crossing would require comprehensive ecological assessment under the Conservation of Habitats & Species Regulations 2017.</p> <p>NYCC - There is a site allocation proposed in Policy M15: Continuity of supply of building stone located to the north of York Road on the western side of Malton, at Brows Quarry (MJP63) and its location can be viewed on the Interactive Policies Map. MJP63 is within the Green Infrastructure Space near to the York Road 'gateway' locations identified within Policy E5 of the Neighbourhood Plan, and the Vehicular River/Railway Crossing TM3-1 Land North-East of York Road Industrial Estate.</p> <p>1) Indicated route of TM3 (also) interferes with potential for river enhancement along south side of river (more could be made of the existing footpath along the south side, with significant potential for enhancement which could be naturally sympathetic to the environment and nature, yet offering significant opportunity for pleasure along the river side to residents and tourists) and also SSSI on the banks. 2) Negative impact on local conservational value of historical houses on York Road which are an existing heritage asset of Malton - a series of buildings in local stone built from 1840 onwards – part of the history of Malton and visual from main rail route into Malton.</p>	<p>Crossing bottleneck) and envisaged logistics (i.e. rail crossing only, bridge/level crossing, connections to highway network).</p> <p>NOTED – this is accepted.</p> <p>NOTED - Policy TM3 as it relates to location TM3-1 is not considered to be in any way incompatible with either the policy or the site allocation – the respondent makes no objection to the policy. Any implications would be addressed should a planning application come forward.</p> <p>1) NOTED – the policy seeks to prevent development which would preclude the creation of a new crossing rather than itself proposing a crossing. Any development of a crossing would present opportunities for riverside enhancement – proposals would have to be subject to there being no adverse effects on the integrity of the River Derwent Special Area of Conservation/SSSI.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) NO ACTION</p>
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	<p>Not sure about creating more road space as it tends to fill up with cars</p> <p>Although nycc is the major stake holder regarding roads I feel we need to look at slip roads off the road to Hovingham on to the A64 to get the HGVs out of town. I would also like the same eg for a slip road to be built just past Broughton Mannor to the left to join the A64 so traffic did not need to come through town from the estate to get on to the A64</p> <p>Disagree with route of new river crossing</p>	<p>2) NOTED – while the buildings identified are not listed and fall outside the conservation area, they may well have potential interest as non-designated heritage assets. Any impact upon these buildings and their settings would be taken full account of should any proposals come forward.</p> <p>NOTED – it is considered that the benefits for Malton & Norton centres of creating a new river/rail crossing and resultant new road would far outweigh any such objection.</p> <p>NOTED – this is already addressed in Policy TM4.</p> <p>NOTED – 3 potential crossings are identified in the policy – it is unclear to which one(s) the comment relates.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy TM4	<p>RDC – 1) Traffic and transport matters have a high profile in the document and the District Council understands the desire for road infrastructure improvements that will help to alleviate traffic congestion in the central road network. Whilst some of the improvements referred to will help to alleviate road congestion, they are not required to support planned growth at the towns to 2027. The adopted development plan and the evidence base supporting the plan is clear on the strategic transport improvements that are</p>	<p>1) AGREE – supporting text should clarify the matter raised in the comment in highlighted text.</p> <p>2) AGREE – some evidence/ justification would be beneficial to underpin the specified improvement aspired to.</p>	<p>1) ACTION – amend text as indicated.</p> <p>2) ACTION – amend text to provide evidence/justification in line with comment.</p>

	<p>necessary to support planned growth. To avoid any confusion or ambiguity, this should be made clearer in the supporting text.</p> <p>2) Furthermore, a number of the improvements referred to have not previously been evidenced as being highway improvements which would reduce congestion. An A64/Castle Howard road junction (TM4-2) and a Castle Howard Road/Broughton Road link road (TM4-5) are examples. Without evidence that these further improvements would result in network improvements these should not be referred to in the plan, even in an aspirational sense.</p> <p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p> <p>FME own a significant amount of land on the western edge of Malton including where TM4 - 4 and TM4 – 5 are shown indicatively on the draft Neighbourhood Plan Proposals Map. The Estate will be promoting these areas of land for residential development of an appropriate scale as part of the forthcoming Ryedale Local Plan subject to further detailed masterplanning. The allocation of land for residential development on the western side of Malton would not prejudice the delivery of such routes coming forward and in fact would enable the delivery of a link between Middlecave Road, Castle Howard Road and York Road as part of the development(s). The ability to deliver such links which are already aspirations of the neighbourhood plan make the land to the west of Malton the most appropriate location for future housing development in the forthcoming Ryedale Local Plan and FME would welcome the opportunity to work with all parties to develop a masterplan that would benefit Malton.</p>	<p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – although with no commitment or otherwise to the idea of residential development in the locations identified.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Habton PC - To prevent unnecessary traffic in Habton, there should be a 4 way intersection in Broughton Road.</p> <p>Habton PC - Public transport links to the Town and the rural villages should be improved to improve connectivity between the villages that use the town's services.</p> <p>NYCC - There is a site allocation proposed in Policy M15: Continuity of supply of building stone located to the north of York Road on the western side of Malton, at Brows Quarry (MJP63) and its location can be viewed on the Interactive Policies Map. MJP63 is within the Green Infrastructure Space near to the York Road 'gateway' locations identified within Policy E5 of the Neighbourhood Plan, and also the Highway Improvement Scheme TM4-4 Southern (Norton) By-pass referred to in Policy TM4 of the Neighbourhood Plan.</p> <p>NYCC - NYCC is presently undertaking feasibility work to look at movements throughout Malton and Norton which will identify any reductions in trips through the towns that could be made. The outcomes of this work are not yet known at the time of writing.</p> <p>NYCC - Traffic management- NYCC is presently looking at options for the removal of speed humps on Pasture Lane One Way System. NYCC is proposing to implement a 6 month experimental order which will see a one way system on Norton Road in 2021.</p>	<p>NOTED – this is already indicated in the supporting text – P16/para 5.</p> <p>AGREE – a community action to this effect should be added to the plan.</p> <p>NOTED – in light of this and other comments, it is considered that the policy should be amended so that it still reflects the Southern By-pass aspiration (TM4-4) between the current start and end points, but that no indicative line should be shown on the Proposals Map. Further, in line with this, similar amendments will be made in respect of TM4-2 & TM4-5. In respect of TM4-3 (Scarborough Road-Beverley road Link Road), as this is already provided for in adopted Local Plan policy, the Proposals Map will show an indicative line consistent with that already proposed.</p> <p>NOTED – the NP could be updated to take account of the outcomes should they be available at the time of updating, relative to NP submission timetable.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>ACTION – add new community action as indicated.</p> <p>ACTION – amend plan policy, supporting text and Proposals Map as indicated/necessary.</p> <p>ACTION – update NP with outcomes if possible prior to submission.</p> <p>NO ACTION</p>
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	<p>YWT - Malton bypass cuttings LWS which is designated on the basis of old established neutral and calcareous grassland could potentially affected by Highways Improvement Schemes under Policy TM4.</p> <p>RDC Independent Group - It should be clear from the above (<i>i.e. previously made comments</i>) that the current level of development as recommended in the Ryedale plan is unsustainable in terms of congestion and pollution. The Neighbourhood Plan recognises this in calling for the improvement of the intersections onto the A 64 at Broughton Road and York Road. Unfortunately, it is well known that neither County nor Ryedale has sufficient funds available to implement either of these schemes.</p> <p>RDC Independent Group - The Neighbourhood Plan is also right to have the policy aim of encouraging traffic that does not need to pass through the towns out onto the A 64 bypass. However, it should be made clear that this should be achieved in regard to all new development – regardless as to whether or not the above two intersections are converted into four way intersections.</p> <p>The link road TM4-5 looks completely unnecessary. There really isn't a problem about traffic getting from Castle Howard Road to Broughton Road and this new road slices across the school playing field. Really cannot see how this could be justified. Then there's a really awkward-looking connection to the proposed road from Castle Howard Road to Norton. It's as though RDC wants to build a ring road round north Malton. There already is one, right alongside!</p> <p>I believe that resisting developments at as many as 5 locations in order to allow space for new or widened roads (including A64 junctions) is</p>	<p>NOTED – any potential impacts could be addressed at detailed proposals stage should schemes come forward.</p> <p>NOTED – this is acknowledged on P16/para 8.</p> <p>NOTED - it is considered that this could be achieved via a 'Development on Unallocated Sites' policy (NB not in respect of already allocated sites as this would be contrary to NP basic conditions) – an approach which has met favour with examiners when included in other NPs. The supporting text to the policy would need amending accordingly (see Policies TM3-5 Supporting Text above).</p> <p>NOTED – as a matter of fact, this is not an RDC aspiration. RDC in its comments has made it clear that without evidence of need, TM4-5 should be removed from the NP.</p> <p>NOTED – it is considered that this is proportionate given the aim of taking</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – draft new policy as suggested for further consideration.</p> <p>ACTION – amend text to provide evidence/justification.</p> <p>NO ACTION</p>
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	<p>giving undue space to accommodating vehicles, when we should be aiming for fewer vehicles.</p> <p>Any improvements should have cycleways incorporated within them, even if there are no cycleways to connect at present then we can slowly bit by bit increase our web of cycle routes.</p> <p>The proposed route for a southern bypass is awful. It appears to come very close to many houses whose occupants will be affected by the noise, it cuts through areas of natural beauty which are used and appreciated by many people, it comes close to the groundwater source protection zone around the reservoir close to Langton Road, it is close to a at least 2 racing stables as far as I can see. The environmental impact would be awful, I cannot agree with this in any way. It also surely conflicts completely with E1-6, E2 & HR12.</p> <p>Route far too close to residential area for no possible good reason. Leaving York Road it could run close to the industrial estate which would be far more appropriate. Instead it is shown as running right outside our neighbour's house then slicing across the bottom of our garden. We don't pay council tax to have our interests so willfully trampled on. The road line then proceeds in a really awkward dog-leg round the golf club. It really looks uncomfortably as though one of the planning team is a member of the golf club and that avoiding its entire site is the one overriding factor behind the whole route from York Road round to the Norton road system. Outrageous.</p> <p>Route should touch commercial curtailage, rather than domestic curtailage as indicated route – could be moved to the industrialised zone to wrap around the industrial estate away from proximity of housing and residents. This would lighten the impact on pollution - air</p>	<p>traffic out of Malton & Norton centres in order to address the serious congestion and pollution problems. The final number of locations for the submission plan is still to be determined.</p> <p>NOTED – this is covered by Policy TM1. Details would be addressed should highway scheme proposals come forward.</p> <p>NOTED – in light of this and other comments, it is considered that the policy should be amended so that it still reflects the Southern By-pass aspiration between the current start and end points, but that no indicative line should be shown on the Proposals Map.</p> <p>NOTED – in light of this and other comments, it is considered that the policy should be amended so that it still reflects the Southern By-pass aspiration between the current start and end points, but that no indicative line should be shown on the Proposals Map.</p> <p>NOTED – in light of this and other comments, it is considered that the policy should be amended so that it still reflects the Southern By-pass</p>	<p>NO ACTION</p> <p>ACTION – amend plan policy and Proposals Map as indicated.</p> <p>ACTION – amend plan policy and Proposals Map as indicated.</p> <p>ACTION – amend plan policy and Proposals Map as indicated.</p>
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	and noise. Significant light pollution of all ring roads could be damaging.	aspiration between the current start and end points, but that no indicative line should be shown on the Proposals Map.	
Policy TM5	<p>RDC - Policy TM5 would benefit from being clearer in respect of the revised road priorities sought in order to avoid ambiguity. In order to assist the implementation of this policy and to allow the application of the development plan as a whole. In the absence of evidence that all of the measures are appropriate, the policy would benefit by being tempered with a statement to ensure that they are supported if it can be evidenced that they are appropriate in terms of highway safety, air quality and congestion.</p> <p>NYCC - NYCC is to go out to consultation on options for a package of level crossing improvements later this month (<i>NB March 2021</i>).</p> <p>RDC Independent Group – (<i>Re the AQMA</i>) This is included in the conservation area, but is in a shocking state. We set out below some comments we have received from a local resident of the Castlegate area. <i>“From first glance the one thing that stands out and you allude to it, is that having twice as many trains is going to create extra queuing traffic. This should never have been allowed within an existing AQMA. What is actually being proposed to mitigate this?”</i></p> <p>traffic lights are essential at the level crossing.</p> <p>Far too little information about this (can't even see TM5 on the map), but it sounds like a very good idea and a high priority spend. A lot of the problem with traffic flow over the bridge and railway line is due to the pitifully poor junctions with side roads immediately beyond both sides of the railway line. How can the Council think of the enormous</p>	<p>NOTED – policy wording would benefit from suggested ‘tempering statement’. Ditto clarification on revised road priorities, but this to take account of March 2021 NYCC consultations on options for level crossing improvements.</p> <p>NOTED - the NP could be updated to take account of the outcome of the consultation should it be available at the time of updating, relative to NP submission timetable.</p> <p>NOTED – Policy TM5 seeks to address the issues at the County Bridge Level Crossing in so far as NP planning policy allows. NYCC is to go out to consultation on options for a package of level crossing improvements later this month (<i>NB March 2021</i>).</p> <p>NOTED</p> <p>NOTED – TM5 is not shown on the map as the policy itself clearly identifies the policy’s focus, i.e. County Bridge Level Crossing. Inexpensive adjustments to the</p>	<p>ACTION – amend policy wording as suggested re tempering statement. Amendment re revised road priorities contingent on NYCC consultation outcome.</p> <p>ACTION – update NP with outcomes if possible prior to submission.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>cost of a new link road over the river when the existing road is so very poorly served, in ways which could be put right at a small fraction of the cost?</p> <p>Yes - as long as it support the relief/bypass road to Industrial Estate</p> <p>Some short term measures will be put in place during 2021 however I feel Castlegate is the neglected part of town and this should be considered more in the plan</p> <p>I feel like this goes someway to improving things, I'm unclear what 'revised priorities' is inferring - one way system??</p> <p>The current road layout is chaotic and does not reflect traffic flows. In the short term the layout should revert to priority being given to traffic entering/leaving Church St.</p> <p>The sooner the better</p> <p>Prevent any further development in that area which would increase traffic volumes. Like shops and filling stations. traffic</p>	<p>existing roads will not address the fundamental blockages of the railway line/river whereas a new crossing point will.</p> <p>NOTED</p> <p>NOTED – Castlegate already figures quite significantly within the NP in various ways. Without more detail as to how it should be further considered, it is not possible to respond meaningfully to this comment.</p> <p>NOTED – clarification on revised road priorities to take account of March 2021 NYCC consultations on options for level crossing improvements.</p> <p>NOTED – clarification on revised road priorities to take account of March 2021 NYCC consultations on options for level crossing improvements.</p> <p>NOTED</p> <p>NOTED – it is not within the NP's power/gift to impose this type of blanket ban. It is considered, however, that this intent could be achieved via a 'Development on Unallocated Sites' policy ('TM6') – an approach which has met favour with examiners when included in other NPs. Such a policy would however</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION - Amendment re revised road priorities contingent on NYCC consultation outcome.</p> <p>ACTION - Amendment re revised road priorities contingent on NYCC consultation outcome.</p> <p>NO ACTION</p> <p>ACTION – draft new policy as suggested for further consideration.</p>
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	<p>It would seem that simply preventing vehicles turning right out of Church street towards the bridge and instead forcing them to turn left and implementing a small roundabout outside of Lidl would resolve a significant number of the current issues?</p> <p>Only parts of this policy. I would prefer traffic lights with a pedestrian phase included and a refuge for pedestrians.</p>	<p>need to be carefully worded so as not to be interpreted as a 'green light' for new unallocated development. The scale of development covered also needs to be considered together with the scope for encouraging sustainable transport to discourage town centre trips by car. The supporting text to the policy would need amending accordingly (see Policies TM3-5 Supporting Text above).</p> <p>NOTED – clarification on revised road priorities to take account of March 2021 NYCC consultations on options for level crossing improvements.</p> <p>DISAGREE – it is considered that all suggested measures have a potential part to play.</p>	<p>ACTION - Amendment re revised road priorities contingent on NYCC consultation outcome.</p> <p>NO ACTION</p>
Policy TM6 – supporting text	RDC - The reference to the Ryedale Local Plan Sites Document on Page 17 should refer to it being adopted rather than submitted.	AGREE – Local Plan reference needs to be updated.	ACTION – update reference as indicated.
Policy TM6	<p>There's no explanation of what this means.</p> <p>absolutely</p> <p>Needs to take account of the Paris Agreement on climate change</p>	<p>DISAGREE – the supporting text to the policy (P17-18 of NP) explains the policy.</p> <p>NOTED</p> <p>NOTED – it is unclear how the policy should specifically take account of the Paris Agreement. As such it is not possible to respond meaningfully to the comment.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Any significant planning application brings traffic management issues at various locations around the town, therefore all possible situations need to be taken into account, not just in the immediate vicinity</p> <p>In principal yes, as long as money is not wasted on external reports if it can be done in house</p>	<p>NOTED – the policy wording allows both for local and wider traffic management implications.</p> <p>NOTED – the plans specified in the policy would be the developer’s responsibility to produce/pay for.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
4.2 The River Corridor - General	<p>RDC - The plan places significant emphasis on improving and maximising opportunities associated with the river. The proposed policies make it clear that the aspirations are subject to there being no adverse effects on the integrity of the River Derwent SAC and subject to flood risk. This is appropriate and will assist the implementation of this policy. The District Council is aware that a Habitat Regulation Assessment has been prepared to support the plan and that the application of the assessment has informed the plan as it is now drafted.</p> <p>YWT - The Yorkshire Derwent Catchment Partnership (YDCP) is one of over 100 catchment partnerships who follow the Catchment Based Approach. This initiative was launched by Defra in 2012 to encourage and facilitate collaborative working at a river catchment scale to help to protect our water environment. Our Catchment Based Approach partnership has been fully established since 2016. Our partnership is made up of environmental NGOs, local authorities, government agencies, landowner representatives and farmer representative bodies and is hosted by us at Yorkshire Wildlife Trust. We work together to deliver a wide range of projects across the catchment to meet our vision and our key aims. The vision of the Yorkshire Derwent Catchment Partnership is for a thriving river with a catchment abundant in wildlife, providing a better quality environment for people to live, work and visit. This is a vision which we hope the Neighbourhood Plan will share.</p>	<p>NOTED</p> <p>NOTED – the town councils are happy to reflect this vision within the NP.</p>	<p>NO ACTION</p> <p>ACTION – add wording indicating support for YDCP and its vision.</p>

Policy RC1	<p>Local Council Award Scheme Foundation - I am working on a new town tour with Margaret Mackinder, to cover the history of the road, river and railway in relation to Malton trade. We thought it a good idea to have an answer ready for any possible question on the use of the river today, which I think we will simply express like this: /The river corridor between Malton and Norton has the possibility for enhancement (picnic areas, seating, footpath, cycleway, bridleway, refreshment facilities) but it is constrained, not only by flood risk but particularly because of its designation as a Special Area of Conservation./</p>	NOTED	NO ACTION
	<p>CPRENY - CPRENY welcomes and supports the initiative of the Councils to promote the River Derwent in the creation of opportunities for visual, environmental and access improvements to the benefit of the community whilst preserving conservation designations. This approach will aid the regeneration of this area whilst promoting the principles found in the NPPF in terms of improving biodiversity and making a more effective use of land. This is also in general conformity with the Ryedale Local Plan Strategy which seeks to improve the built fabric of the towns by the redevelopment of the underused river corridor subject to appropriate flood risk mitigation and ensuring that elsewhere ‘downstream’ does not become liable to flooding as a result of development.</p>	NOTED	NO ACTION
	<p>FME - It is difficult to establish from the draft proposals map where this relates to. As such, FME would ask for further clarification as they own land between the River and Norton Road, and it is not clear whether the land is affected by the proposed designation.</p>	NOTED – it is considered that the proposals map, (aided by the County Bridge/Norton Road inset in respect of land between the river and Norton Road), make the extent of the area covered by RC1 sufficiently clear, particularly when magnified online. The town councils would however be happy to provide further clarification.	ACTION – provide further clarification to FME re the area in question.
	<p>But what about the river running out of Malton to the west? It's very popular with walkers on the Norton side, teeming with wildlife and a</p>	NOTED – the entirety of the river corridor west of the area covered by	NO ACTION

	<p>huge environmental asset. Oh, hold on, you don't want anyone to care about its destruction by a new link road.</p> <p>This is not extensive enough. Lockdowns and Covid has shown us how much green space is needed</p>	<p>Policy RC1 is covered by NP Policy E4 (Green Infrastructure). Policies TM3 & TM4, in respect of potential new river crossing and link road would, should actual proposals come forward, affect only a limited stretch of the river and be subject to adopted Local Plan Strategy Policy SP14 in respect of adverse effects on the River Derwent SAC. Any such proposals would be expected to include opportunities for associated river corridor enhancement, both for biodiversity and access.</p> <p>NOTED – it is not clear from the comment in what way the policy is not extensive enough, i.e. in terms of area of river corridor covered, type of provision covered? As such it is not possible to respond in any meaningful way. It should be noted that the entirety of the river corridor both east and west of the area covered by Policy RC1 is covered by NP Policy E4 (Green Infrastructure) as well as Policy E1-1 and E2 east of the town centres. The NP's Environment policies (E1-6) address green space more widely. It should also be noted that the NP was finalised for consultation purposes before the full extent of Covid impacts could've been known.</p>	<p>NO ACTION</p>
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	<p>Yes - provision of a new cycle route on north bank from Watergate (<i>NB Water Lane</i>) CP (<i>NB Car Park</i>) to York Road Industrial Estate to avoid York Road.</p> <p>The riverside corridor is certainly worthy of protection for wildlife and appropriate leisure use. Sites prone to flooding, I believe, should not be developed. Flooded properties cause too much anxiety, disruption and expense.</p> <p>I would like to see more inclusive walks and cycle paths along the river corridor</p> <p>1) As well as enhancements - could you also include something along the lines of taking opportunities to 'remove' inappropriate development from floodplain as opportunities arise? There are many developments that are at a high flood risk, and if opportunities are taken over time to change the use of them in to more flood compatible uses then the impact flood risk has upon the town will become less and less - it might not help this generation or the next one - but it shows we are thinking about the long term direction of this town - and instead of flood risk been as you put it the 'thorn in our sides' we show we have adapted and can live with water - especially with the impacts of climate change getting worse. 2) I also think something around education on flood risk and the river - because clearly if almost 200 people think its worth developing property within floodplain then obviously people do not understand! 3) The council</p>	<p>NOTED – a cycle route already exists along York Road for much of the route suggested. A north bank river route is unlikely to be feasible at the Malton end due to private property interests. Such a route is also likely to be deemed to have adverse effects on the River Derwent Special Area of Conservation and to not therefore be acceptable.</p> <p>NOTED – the policy specifically states that any development is subject to the satisfaction of flood risk requirements, including sequential testing, as directed by the Environment Agency.</p> <p>NOTED – Policy TM1 would cover any proposal for walks/paths along the river.</p> <p>1) NOTED – it is considered that this is already, and more appropriately, covered by the more generic policies and aspirations of the adopted Local Plan. 2) NOTED – the issue of education cannot be addressed within NP planning policy but a community action can be added. 3) DISAGREE – it is not the function of the NP to needlessly duplicate what is already set out in the NPPF. Where NP policies specifically support development in areas of flood risk,</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – add a new community action re river/ flood risk education. 3) NO ACTION</p>
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	<p>should be clear within this plan that they do not think it is appropriate to develop floodplain areas in line with the NPPF</p> <p>Please mend public footpath signs.</p> <p>This is a significantly under-utilised resource in Malton/Norton.</p>	<p>the flood risk requirement is clearly set out, in line with NPPF.</p> <p>NOTED – this is not a NP planning policy issue but a community action could be added covering assessment of public footpath signs and action to repair where necessary.</p> <p>AGREE – hence it being addressed in the NP.</p>	<p>ACTION – add new community action as indicated.</p> <p>NO ACTION</p>
Policy RC2	<p>FME - FME support the regeneration of land north and south of county bridge. 1) As with draft policy RC1, it would be helpful if a more detailed inset map could be provided for the area affected by the proposed in order to identify the land clearly. 2) FME would also support the extension of the proposed designation to include land to the east (south of Sheepfoot Hill) which is also predominantly in the ownership of the Estate. 3) However, FME would question why policy RC2 seems to be restrict potential residential uses in this location. The draft policy states: “No residential or other vulnerable use (in terms of flood risk) coming forward on this land and subject to development meeting the sequential test and where applicable the exceptions test in line with national policy”. It is noted that the majority of the area is located within Flood Zone 3 but with the benefit of flood defences as are large parts of the centre of Malton, it is considered that the policy should not rule out residential development entirely given the sustainable brownfield nature of the site where the sequential and exceptions tests could be readily passed. The way the policy is currently worded is therefore not consistent with NPPF.</p>	<p>1) NOTED - it is considered that the proposals map, (aided by the County Bridge/Norton Road inset in respect of land between the river and Norton Road), make the extent of the area covered by RC1 sufficiently clear, particularly when magnified online. The town councils would however be happy to provide further clarification.</p> <p>2) NOTED – it is considered that the site should be extended to include the land specified and that a map showing new intended boundary should be requested.</p> <p>3) NOTED – the exclusion of residential uses on the site is as stipulated by the HRA report. The flooding restriction relating to residential or other vulnerable uses was inserted into the policy as recommended by the SEA report. Both reports were required following the screening in of the policy.</p>	<p>1) ACTION – provide further clarification to FME re the area in question.</p> <p>2) ACTION – amend site boundary in line with map to be requested from FME.</p> <p>3) NO ACTION</p>

	<p>Good idea</p> <p>The proximity to the river and indefinite need to maintain flood defences for reddevelopments would suggest that a softer landscaping approach to this area would be more appropriate. This would also align with RC1</p> <p>These sites are clearly at high flood risk, so the type of development that is going to be acceptable here is quite restricted. I'm not sure on ownership etc - but are there options for land swaps in town, so that the council could take ownership of this area and open up as a riverside park area/ community space? Or could the CIL be used to specifically fund a park in this location?</p> <p>Please mend public footpath signs</p> <p>Include a link to the Neighbourhood Proposals Map.</p>	<p>NOTED</p> <p>DISAGREE – it is considered that this land is currently under-utilised with potential for productive development – this would not preclude measures to enhance the riverside environment and provide access.</p> <p>NOTED - it is considered that this land is currently under-utilised with potential for productive development. Policy RC1 identifies significant stretches of the river to the west and east for recreational purposes. The owners have indicated support for the policy.</p> <p>NOTED – this is not a NP planning policy issue but a community action could be added covering assessment of public footpath signs and action to repair where necessary.</p> <p>NOTED – it is unclear exactly to what the comment relates, i.e. a link from where to the map? If the policy itself is being referred to, then no such link is necessary as the map is freely available to view on the website.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – add new community action as indicated.</p> <p>NO ACTION</p>
<p>4.3 The Environment - General</p>	<p>CPRENY - It is considered, however, that the NP could be made stronger by the inclusion of a requirement for the provision of appropriate Sustainable Drainage Systems and native species planting within landscaping schemes along the river corridor. Similarly, a proposal that all new developments include the retention</p>	<p>NOTED – all biodiversity measures suggested are already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on 'adoption'.</p>	<p>NO ACTION</p>

	<p>of existing hedgerows and incorporate significant tree planting on site or throughout an enhancement area would have been welcomed. This would not only aid climate change mitigation and improve biodiversity across new developments but also within existing centres in need of enhancement. CPRE campaign for the retention and expansion of greenspaces both nationally and locally, recognising their intrinsic roles providing both amenity value for residents and visitors to the countryside alongside facilitating wildlife habitats.</p> <p>CPRENY - National Planning Policy is clear, however, that proposals should demonstrate a measurable net gain in biodiversity (paragraph 175d) and the forthcoming Environment Bill is expected to set out a requirement for all proposals to achieve a net gain of 10% in biodiversity, which is already being rolled out as good practice across the country. It is considered that the draft policies and supporting text within the NP could be made stronger by reference to the need to deliver a net gain for biodiversity which could have pre-empted this requirement and ensured conformity with the NPPF as well as highlighting the implicit role the environment must play in the fight against the detrimental impacts of climate change in line with paragraph 149 of the NPPF.</p> <p>NYCC - these policies encourage development of Green Infrastructure and the multi-functional benefits attached to it and are supported.</p> <p>NYCC - We would recommend that policies in the Plan are more clearly linked to strategic policies set out in the NPPF for conserving and enhancing natural environment including landscapes and green infrastructure; enabling and supporting healthy lifestyles; maintaining and enhancing networks of habitat and natural capital; reducing risks from climate change; improving air quality; reducing flood risk. There is a useful definition of Green Infrastructure in the NPPF.</p>	<p>SUDs are similarly covered in SP17. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED – the net gain requirement is already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on ‘adoption’. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED</p> <p>DISAGREE – the supporting text of policies already makes good reference to the NPPF. The Basic Conditions Statement which will accompany the submission plan will include full detail, as required, on how the plan’s policies have regard to national planning policies.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>YWT - We would like to see a greater focus on Local Wildlife Sites in the plan. Specifically, we would like to see the protected wildlife sites, including SINC or LWS included on the proposals map. We note that Lady Spring Wood LWS is mentioned within the plan and assessed to be designated as Local Green Space. However, a number of other SINC sites are not given consideration within the plan e.g Broughton Lane, Bazeley's Lane.</p> <p>YWT - Opportunities to implement buffer zones around Local Wildlife Sites to minimise the impacts of development should be explored through the plan.</p> <p>YWT – re Biodiversity Net gain - Even in areas allocated for development, nature can benefit. In accordance with NPPF para 175d, proposals should demonstrate a 'measurable' net gain in biodiversity. The emerging Environment Bill which is expected to put a requirement for all proposals to achieve a 10% net gain in biodiversity; whilst not yet formally released, this level is already being implemented as good practice across the country. We would therefore welcome the inclusion of a commitment to development requiring net gain as part of the Neighbourhood Plan.</p> <p>YWT - Yorkshire Wildlife Trust would also recommend inclusion of details of the 'Building with Nature' initiative within the Neighbourhood Plan. Building with Nature is a framework that enables developers to integrate high-quality multifunctional green</p>	<p>NOTED – this is considered to be a reasonable suggestion. The NP should reference SINC/LWS sites where relevant to policies and be shown for information on the Proposals Map.</p> <p>NOTED – in general terms, this is considered unnecessary given that adopted Local Plan Strategy Policy SP14 already protects LWS from developments which would result in significant harm – this would encompass developments outside of the actual sites. It is not the role of NPs to duplicate existing Local Plan policy provisions. That said, where NP policies have potential impacts on LWS, the possibility of buffer zones could be considered.</p> <p>NOTED – the net gain requirement is already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on 'adoption'. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED – while clearly a laudable initiative, it is not considered appropriate to promote to</p>	<p>ACTION – incorporate Local Wildlife Sites into the plan as suggested.</p> <p>ACTION – consider LWS buffer zones where NP policies have potential impacts. NB no changes following consideration.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>infrastructure to create places in which people and nature can flourish. Building with Nature sets out standards to provide a benchmark to be used in addition to the Biodiversity Net Gain metric, in order to provide a qualitative assessment of a proposed development site. The Building with Nature (BwN) key themes are:</p> <p>Core – Distinguishing green infrastructure from a more conventional approach to provision of open and green space. • Wildlife – to protect and enhance wildlife, creating networks where nature can thrive, and supporting the creation of development which more effectively delivers a net gain for wildlife. • Water – a commitment to improving water quality, on site and in the wider area: reducing the risk of flooding and managing water naturally for maximum benefit. • Wellbeing – to deliver health and wellbeing benefits through the green features on site, making sure they can be easily accessed by people close to where they live.</p> <p>YWT - Any planting should ensure the right trees (or other planting) in the right place. Unless there is good evidence to suggest otherwise, this usually means locally native trees of local provenance and in keeping with the surrounding natural habitat.</p> <p>YWT - Development can incorporate measures for wildlife simply in the following ways: bird and bat boxes, using native plants in landscaping schemes, using climbing plants on walls, adding green roofs to buildings, using Sustainable Urban Drainage Schemes (SUDS), inclusion of ponds.</p> <p>RDC Independent Group – 1) <i>(NB suggested new policy)</i> E7 All new development in Malton/Norton will be expected to provide electric vehicle charging infrastructure in any parking spaces (including</p>	<p>developers a set of voluntary, non-statutory standards in NP policy.</p> <p>NOTED – it is considered that this is already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on ‘adoption’. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED – all biodiversity measures suggested are already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on ‘adoption’. SUDs are similarly covered in SP17. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>1) NOTED – Local Plans and NPs are increasingly including policies in relation to electric vehicle charging</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>1) ACTION – develop electric vehicle charging infrastructure policy as suggested.</p>
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	domestic garages) 2) and other low emission measures such as the provision of green infrastructure.	<p>infrastructure in parking spaces. It is considered that a suitably worded policy could be developed for inclusion, but within the Transport & Movement rather than Environment section.</p> <p>2) NOTED - It is felt that the provision of green infrastructure is already well covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on 'adoption'. It is not the role of NPs to duplicate existing Local Plan policy provisions. NP Policy E4 also already addresses new provision in relation to the existing network.</p>	2) NO ACTION
Policy E1	<p>RDC - The Plan seeks to designate a number of areas of land as local greenspace. The District Council considers that the Neighbourhood Plan is the most appropriate way in which to designate these sites which are considered to be of significant value to local communities.</p> <p>CPRENY - The NP seeks to allocate 8 sites as 'Local Green Spaces'. CPRENY fully support all of these potential allocations through draft policy E1 and the emphasis on enhancement including to biodiversity to these spaces via draft policy E2. The attention afforded to the need to protect and preserve existing green spaces and create new spaces within the plan is commendable and the whole section supported.</p> <p>Crossley Grand Children's Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>FME - FME own the land identified as E1-4 Norton Road Riverside which is currently a picnic area. The land is also identified in the Ryedale Local Plan Strategy as open space under policy SP11. However, draft policy E1 introduces a very special circumstances test for the redevelopment of such sites, this is inconsistent with policy SP11 of the Ryedale Local Plan which provides a series of criteria which the redevelopment of such sites would need to meet. As such, it is considered that draft E1 is not in general conformity with the strategic policies in the Ryedale Local Plan Strategy and should be amended accordingly.</p> <p>At the discussion on the Local Plan please consider adding High Malton as a Green Space. The housing development was turned down there in order to protect the setting of the AONB from "significant and demonstrable harm", and the "natural beauty and intrinsic character" of this attractive approach to Malton. Castle Howard Rd has tree preservation orders on many of its lovely trees and it would be fitting if a green space further up the road complimented that. Further up there is the riding Gallops which again would benefit from having a green space rather than trucks thundering down past it.</p>	<p>policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – it is acknowledged that there is a potential conflict here, which hinges on the interpretation of ‘general conformity’. On the one hand it could be argued that as both policies seek to protect open space, there is general conformity. On the other hand, the circumstances in which development would be permitted differ between the 2 policies. It is considered on balance that the proposed LGS designation should remain and that an examiner should determine the conformity or otherwise. It should be noted that RDC have not objected to the proposed designation.</p> <p>NOTED – the site’s landscape significance was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria. In view, however, of clear evidence as to the value which the local community place upon the site (see comments below in this section), it is considered that the site should be reassessed for designation.</p>	<p>NO ACTION</p> <p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as ‘extensive tract of land’ – ref national planning policy and guidance.</p>
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	<p>I am writing to support Cllr. Paul Andrews concerns regarding the Malton and Norton Neighbourhood Plan. In particular, the inclusion of "High Malton" as part of that plan. I would also like to associate myself with the WEST MALTON RESIDENTS' GROUP, who went to great lengths to resist the development of this site. I fully agree with their concerns about the pollution, traffic congestion, and the visual harm that this development would cause. I urge you to campaign for the removal of High Malton from the Plan.</p> <p>I was concerned to read in this weeks Gazette that the High Malton site has not been given Green Space status in the draft Malton and Norton Neighbourhood Plan. I would be grateful if this matter could be reviewed as its incredibly important and special site to me and my family.</p> <p>Like the authors of the letter from West Malton Residents Group (Gazette & Herald 17 March) my wife and I were surprised to read that the 'High Malton' proposed site on Castle Howard road was not considered "special" in the draft Neighbourhood Plan. There were several hundred signatories to the petition against this development at the time on environmental grounds (proximity to AONB) and on safety grounds (increased traffic congestion). It may well be that this and similar future development proposals go ahead due to sheer population pressure but the supporting arguments should at least be based on honesty and fact.</p>	<p>NOTED – the comment seems to misunderstand the status (or lack of status) of the High Malton site within the NP. It is not included for any kind of development and therefore cannot be removed.</p> <p>NOTED - in view of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria. It should be noted that prevention of development and any associated safety concerns pertaining to development are not qualifying criteria for LGS designation. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p>	<p>NO ACTION</p> <p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p> <p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p>
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	<p>We are writing to express our concern that the High Malton site, west of Malton, has not been given Green Space status in the draft Malton and Norton Neighbourhood Plan and to request that this is reconsidered, and the site protected from development, without delay and as a matter of high priority. Such a significant development would adversely affect air pollution, associated volume of traffic, local infrastructure and the local character of the site, appreciated by so many residents, not least during the Covid-19 pandemic when the beneficial effects of outside rural exercise on mental health and general wellbeing have been highlighted. The approach to a recognised AONB, with wonderful open views, should be preserved for current and future generations of local residents, not destroyed.</p> <p>We are writing with regards to a particular part of this plan which greatly concerns us. Section E1.10 High Malton - has not been designated as a Local Green Space. The comments within the Summary Assessment /Basis for Recommendations that - " it demonstrates no particular significance to that community " and " It is not demonstrably special to the local community" are at best ill judged and at worst ignorant of and insulting to the local community. And the comment in the Wildlife Richness category simply stating - "No ". shows a real lack of knowledge of this area. This area is currently highly productive farmland and has been for many years. It contains a number of trees and hedgerows which provide valuable habitats for a range of wildlife. It is situated at the western approach to Malton and provides a natural , rural setting to the town and so makes for a very pleasant , harmonious and appropriate entrance and welcome to our rural market town and "food capital" .</p>	<p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria, including its recreational value (NB only the site's bordering public footpaths are officially available for exercise not the site itself). It should be noted that prevention of development and any associated pollution or other concerns pertaining to development are not qualifying criteria for LGS designation. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria, including its recreational value (NB only the site's bordering public footpaths are officially available for public access not the site itself) and wildlife value (NB neither the site or any of its constituent habitats are recognised as demonstrably special for wildlife). In view, however, of clear evidence</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p> <p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p>
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	<p>It is also the setting for the Howardian Hills AONB and therefore very visually important that this setting is maintained - indeed in late 2015 a planning application for a 500 homes and mixed use development on this site was unanimously rejected because of the severe harm development would do to this natural area and the setting for the AONB - and it is noteworthy that not only was there a large number of local objections to this application, but when the planning committee refused permission, the applicant did not appeal! This area has always been regularly used by the local community for walking, dog walking and cycling in particular. During the last year because of lockdowns this area has become increasingly popular and hugely beneficial to the wider local community for outdoor recreation/exercise with easy access to the wider network of footpaths of the Howardian Hills AONB and to be able to enjoy the rural aspect of this area, to enjoy exercise, to enjoy the outside "classroom" for children, and to enjoy watching the wildlife - which includes hares, buzzards, owls, bats, deer and a wide variety of birdlife. It can surely be seen just how important this area is to the local community and therefore just how important it is to designate this area as a Local Green Space. We would encourage this designation to happen as soon as possible.</p> <p>I would like to state my support of the letter by the West Malton Residents Group that appeared in the Gazette regarding High Malton. There is massive local area opposition to this plan, which would turn one of the few peaceful and semi-rural areas of Malton into more urban sprawl. Having seen the level of objection to the plans when they were submitted I am quite amazed that it has not been protected from development in the current plans and that local objections have not been recognized. The area to the north and south of Castle Howard Road and at the end of Middlecave Road is only small, but it is greatly loved and highly used by hundreds of local residents, and I really do hope it is protected for future generations' benefit. This is a peaceful area that has public footpaths and roads accessible for walking and cycling, and for allotment-holding. Residents obtain health and wellbeing benefits from this direct access to the area. This has always been the case, but particularly in the last</p>	<p>as to the value which the local community place upon the site and indications of its wildlife value, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria, including its recreational value (NB only the site's bordering public footpaths are officially available for public access not the site itself) and wildlife value (NB neither the site or any of its constituent habitats are recognised as demonstrably special for wildlife). It should be noted that the NP in no</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p>
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	<p>12 months. It is also an area containing a wealth of wildlife, including foxes and barn owls, in addition to garden birds, rooks, migrating birds, rabbits and other small mammals. I have personally seen all these animals in this area. I walk in this area every day, and can confirm it is well used and loved. As it is mostly level access it is regularly used by young families, and elderly and infirm people, who are able to gain particular benefit from this safe and accessible area without getting into a car to drive there. Malton has no parkland of its own, and this particular area is the nearest we have to it. The trees and wide verges of Castle Howard Road allow people of all ages, from young families (with children on bikes and buggies, or walking) to quite elderly residents to access the countryside safely and easily. They also provide a great deal of amenity through just looking beautiful. The stunning views across to the Wolds, on one side, and the North York Moors, on the other from Castle Howard Road are awe-inspiring and beautiful, creating a dramatic approach and exit for the town. The hay meadows/paddocks at the top of Middlecave Road are quite unusual in the immediate area, being the only large area of grassland. It provides habitat for barn owls and small mammals, and looks very attractive with its large trees and hedge borders. It would be a great disservice to future generations if this area of accessible countryside were lost to the residents of Malton, for the benefit of a small number of people with vested interests.</p> <p>We would like to comment on the Malton & Norton Neighbourhood Plan in relation to the High Malton site. This site DOES have a great significance to the residential community. This has been particularly noticeable during the pandemic. This area has provided a space to walk, run and cycle for all the people of Malton and immediate area, away from the traffic, pollution and noise of the town. It is particularly busy at weekends with family groups enjoying the countryside. Indeed the benefits to physical and mental health must be enormous. We therefore consider that it is essential that the area known as High Malton should be designated as a local green space. We understood from the consultation of 2014/15 that this would be kept as a place of natural beauty and gateway to the AONB of the</p>	<p>way promotes the development of High Malton. In view, however, of clear evidence as to the value which the local community place upon the site and indications of its wildlife value, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria, including its recreational value (NB only the site's bordering public footpaths are officially available for public access not the site itself). It should be noted that the NP in no way promotes the</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p>
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	<p>Howardian Hills. As far as we know High Malton area was not included in the Ryedale Plan for housing development which ultimately received Government approval. We do not understand why this position should be altered.</p> <p>We would like to comment on the Malton and Norton Neighbourhood Plan in relation to the High Malton site. This site DOES have a great significance to the residential community. This area has provided a space to walk, run, and cycle for all the people of Malton and immediate area, away from the traffic, pollution and noise of the town. It is particularly popular at weekends when family groups enjoy the countryside. The benefit to Physical and Mental Health being invaluable. We therefore consider that it is essential that the area known as High Malton should be designated as a local green space. We understood from the consultation of 2014/15 that this would be kept as a place of natural beauty and a gateway to the AONB of the Howardian hills. As far as we know High Malton was not included in the Ryedale Plan for housing development which ultimately received Government approval. We do not know why this position should have been altered.</p> <p>West Malton Residents Group - The comments in the Neighbourhood Plan concerning the High Malton site in the Consultation Document are not correct: the site DOES demonstrate particular significance to the residential community beyond the visual amenity: the traffic and noise of any residential development would significantly impact on these walking routes in the setting of, and into, the Howardian Hills AONB. It is also demonstrably special to the local community, as evidenced by the huge petition to protect it in the High Malton Housing Application of 2014-2015 (over 500 signatures) and over 100 individual objectors to development on the site, many of whom cited</p>	<p>development of High Malton. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria, including its recreational value (NB only the site's bordering public footpaths are officially available for public access not the site itself). It should be noted that the NP in no way promotes the development of High Malton. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p> <p>NOTED - the site's landscape significance in relation to the AONB and local residents was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria including recreational value (NB only the site's bordering public footpaths are</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p> <p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as 'extensive tract of land' – ref national planning policy and guidance.</p>
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	<p>its importance to enjoying the walk along the boundary. There was also significant objections from West Malton Residents Group at the time, with a significant number of signatories to it. The local character of the area is what attracts so many walkers, and this section needs amending too.</p> <p>We would like the High Malton site to be designated a Green Space for the following reasons:</p> <p>1 Development of this site would result in harm to the setting and enjoyment of the Howardian Hills Area of Outstanding Natural Beauty. As such it would fundamentally conflict with the requirement in national planning policy that “great weight” should be given to the conservation of this landscape.</p> <p>Development on this site would significantly reduce the gap between the edge of the built-up area of Malton and the Area of Outstanding Natural Beauty. This would harm the setting of this designated landscape and impact upon the enjoyment of those using the public footpath network along its eastern edge.</p> <p>2 The loss of this area of farmland and its subsequent development would have an adverse effect upon the landscape setting of Malton and the approach to the town from the west.</p> <p>A large urban extension on this site would radically change the rural setting of Malton.</p> <p>The upgrading of Castle Howard Road which would be required as a result of development (including new roundabout, street-lighting, kerbing etc) would result in significant change in the approach to the town from the open countryside to the west, totally destroying the rural character of this route.</p> <p>There is no guarantee that a new roundabout on Castle Howard Road would not also require the removal of a large number of trees further harming the approach to and setting of the town.</p> <p>the site in its current form makes a vital contribution to the landscape setting of the town: the impact of the loss of this area would be huge, and its subsequent development would irrevocably damage the</p>	<p>officially available for public access (not the site itself). It should be noted that prevention of development and any knock-on implications such as traffic generation are not qualifying criteria for LGS designation. It should also be noted that the NP in no way promotes the development of High Malton. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p>	
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	<p>character of the approaches to Malton from the east along Castle Howard Road.</p> <p>the creation of a new roundabout on Castle Howard Road would urbanise the area of what is, to the west of its junction with Castle Howard Drive, a gently curving rural road, changing its rural character.</p> <p>–the landscape character of the town would suffer an acceptable degree of harm due to the impact of development on the landscape setting of this part of Malton</p> <p>In addition to the harm which development of this site would be likely to cause to the enjoyment of those using the AONB, any proposed new development along the Middlecave Road frontage would radically alter the character of the Bridleway at the western end of Middlecave Road and result in harm to the enjoyment experienced by those currently using this route to access the public footpath network to the west of the A64.</p> <p>The area is extremely popular with walkers from Malton, being the most popular route to the countryside and the Howardian Hills AONB from Malton, becoming even more popular during lockdown. Since the new estates at Broughton Manor and Showfield Lane have been built, it has seen a significant increase in people walking in the area as it is easily accessible from footpaths from Outgang Lane to Broughton Woods and the AONB "Plantation" walk to form circular walks with the Middlecave Road and/or Castle Howard Road back to Malton completing the circuit. Many people in West Malton walk a circular route from Middlecave Road to Castle Howard Road and vice versa via the AONB along the northern and southern boundary of the High Malton and close to the western boundary where the High Malton site forms the setting for the AONB with the edge of Malton barely visible in the distance. There are also open views from the AONB to the Wolds which would be interrupted by development of this site.</p> <p>The amenity value of this site to Malton as a whole is huge, being well-walked and viewed, the green space around the footpaths on the southern and northern edge greatly enhance their amenity value which would be lost in any development that would require access that would</p>		
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	<p>destroy the character of these popular footpaths. This area is also the only significantly large area of green space in West Malton.</p> <p>In summary: the High Malton site needs to be designated a Green Space to protect the setting of the AONB from significant and demonstrable harm, and to protect the natural beauty and intrinsic character of this attractive approach to Malton. These two specific reasons were also used to reject the last housing application on this land in 2015 by Ryedale District Council, and are still true today.</p> <p>RDC Independent Group - The second site is known locally as the “High Malton” site and is situated on the Northern side of Malton and to the East of Castle Howard Road. It has direct views across to the Howardian Hills. The landscape is so formed that the cutting with the A64, which passes through it, is hidden from view.</p> <p>There was an application for 500 new houses on this land. The proposal included no direct access to the A 64, with the result that all traffic would have had to use either Middlecave Road or Castle Howard Road and, if travelling North on the A64, would have had to pass through Malton Town Centre. The application was highly controversial and a public hall had to be hired to include all the public interested in the matter when it came forward for decision in October 2015. My recollection is that neither Malton TC nor Norton TC objected in spite of the high level of public concern. The application was refused on the ground of the unacceptable impact of the proposed development of the site on the setting of the AONB. There was no appeal.</p> <p>It is therefore profoundly disappointing to see this area of land excluded from being designated as a Local Green Space (Page 68). The reasons given are strongly disputed.</p> <p>In my view, this land not only satisfies all the requirements of the Neighbourhood Plan’s Local Green Space policy, but also comes within the Gateways Policy (E5 – p.25) and this should be made clear.</p>	<p>NOTED - the site’s landscape significance in relation to the AONB and local residents was acknowledged in the assessment of the site for LGS designation – see NP Appendix 1. This was however outweighed by its failure to meet other qualifying criteria. It should be noted that prevention of development and any knock-on implications such as traffic generation are not qualifying criteria for LGS designation. It should also be noted that the test for designation is not satisfying the requirements of the policy, but rather meeting the qualifying LGS criteria as laid down in the NPPF, which it was adjudged as not doing. It should further be noted that the NP in no way promotes the development of High Malton. In view, however, of clear evidence as to the value which the local community place upon the site, it is considered that the site should be reassessed for designation.</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as ‘extensive tract of land’ – ref national planning policy and guidance.</p>
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	<p>RDC Independent Group - Policy E1 (page 23) should be amended by the addition of “<i>E1-9 Land at High Malton</i>”. Incidentally I have checked with Ryedale. This is a matter of local discretion and there is no planning reason to prevent this land being included, and the high level of public concern in regard to the 2015 refusal should be respected.</p> <p>This is very limited. There is a missed opportunity by not including land to the immediate south of the River Derwent stretching towards Huttons Ambo. This is beautiful walk, full of nature and could be used much more as open green space, much needed, for residents of both Norton and Malton.</p> <p>i would like to see a footbridge over the river, between Ladyspring Wood and Norton.</p> <p>Yes - creation of an extensive Public Park between Orchard Fields and Jack Berry House combining exposure of Roman evidence, Cafe, parking, play area, picnic facilities, shrub and planting beds. Linking a walking route from Orchard Fields to Old Malton. Then a new pedestrian/cycle bridge just north of Old Malton car park back to the Norton side to create a circular path.</p>	<p>NOTED – see immediately above.</p> <p>NOTED – all sites put forward for designation were duly assessed and those adjudged to sufficiently meet the qualifying criteria were proposed for designation. The site in question was not put forward until now. Although no map is supplied delineating the land in question, the description suggests that this is a large tract of land which would normally exclude it from LGS designation. That said, it is considered that the land proposed should be formally assessed against the criteria.</p> <p>NOTED – this is already covered in Policy TM1-1.</p> <p>NOTED – while considered desirable, this is not considered feasible as much of the land specified is in private ownership. A significant area of this land is however already in recreational use and this plan proposes to designate Local Green Spaces at ‘Lady Spring Wood and</p>	<p>ACTION – reassess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as ‘extensive tract of land’ – ref national planning policy and guidance.</p> <p>ACTION – assess site against qualifying criteria and propose for designation if found to qualify. NB found to be ineligible as ‘extensive tract of land’ – ref national planning policy and guidance.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Would like to see Plantation also protected</p> <p>More green spaces</p> <p>The Mill Beck corridor (E1-8) needs extending - this is a 'corridor' along its entire length at present, by only protecting part of it with the designated status it, it will be at risk of becoming developed and therefore not acting as a corridor, and meaning the wildlife that travels along it at present will no doubt reduce or disappear. In addition, a designation along its length will also link in with flood risk, ensuring this area is not developed will allow the land to function naturally and absorb rainfall, which will contribute to the status quo of flooding in the town.</p> <p>vital to restrict loss to building.</p> <p>public access to Norton Grove/Scarborough Road needs to be improved as does access to Mill Beck corridor.</p>	<p>river Walk to Old Malton, Castle Garden and Orchard Fields.</p> <p>NOTED – it is considered that the land proposed should be formally assessed against the criteria.</p> <p>NOTED – this aspiration is covered by NP Policy E3.</p> <p>NOTED – it is unclear how/in which direction(s) the site should be extended – the wider 'corridor' is already within Green Infrastructure and a Visually Important Undeveloped Area in the adopted Local Plan. As such, it is hard to respond in any more meaningful way.</p> <p>NOTED</p> <p>NOTED – Norton Grove/Scarborough Road access is considered to be fine as it is. Mill Beck Corridor access is subject to imminent improvement as a condition of a recent residential planning permission.</p>	<p>ACTION – assess site against qualifying criteria and propose for designation if found to qualify. NB found to qualify.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy E2	Crossley Grand Children's Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.	NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP	NO ACTION

	<p>This is too limited. There is a missed opportunity to include more green space in this. Lockdown and Covid has reemphasised an increased need for this for wellbeing and recreation.</p> <p>"appropriate enhancement" needs some qualification</p> <p>more green spaces</p> <p>In essence I agree, but any increase in biodiversity should be focussed solely on native species.</p> <p>it seems too open to interpretation.</p>	<p>policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – the policy embraces all protected green space in the parish. NP Policy E4 additionally expects enhancement of all identified green infrastructure (GI) in the parish to accompany any GI-related development, thus covering huge swathes of other green space.</p> <p>NOTED – the intent is enhancement appropriate to the qualities/functions of the individual green space in question – it is acknowledged that could be made clearer in the policy wording.</p> <p>NOTED – this aspiration is covered by NP Policy E3.</p> <p>NOTED – by the definition of biodiversity, this would be the case.</p> <p>NOTED - it is acknowledged that the policy wording would benefit from greater clarity.</p>	<p>NO ACTION</p> <p>ACTION – amend policy wording to clarify the meaning of 'appropriate'.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend policy wording to clarify the meaning of 'appropriate'.</p>
Policy E3	Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.	NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP	NO ACTION

	<p>YWT - We are pleased to see a focus on new green space.</p> <p>RDC Independent Group - Rephrase as follows: <i>“Proposals for new residential development will be expected to include the provision of equipped children’s play areas and public open space , in order to provide individual and interesting places for recreation”</i></p> <p>particularly the provision of equipment which would cater to a range of ages.</p> <p>Would like the green space as part of any development to be more imaginative than play area eg for older people, nature too</p> <p>play areas should also incorporate facilities for children with a variety of disabilities.</p>	<p>policies is constrained in terms of what it can require of new developments.</p> <p>NOTED</p> <p>NOTED – while the rewording is generally considered to be acceptable/a slight improvement, an expectation of the provision of equipped children’s play areas in respect of all residential development would not be in general conformity with the strategic policies of the Local Plan, as Local Plan Strategy Policy SP11 states only that such provision will be sought and then only on sites of 50 dwellings or more – as such the policy would not meet basic conditions. As a result the policy must remain as a supportive policy only in respect of play areas.</p> <p>NOTED – this is already specified in the supporting text – P23/para 3.</p> <p>NOTED – this is implicit in the phrase ‘public open space’ within the policy, but could be expanded on in the supporting text.</p> <p>NOTED – this could be included in the supporting text.</p>	<p>NO ACTION</p> <p>ACTION – amend policy in line with the suggestion while retaining its supportive intent.</p> <p>NO ACTION</p> <p>ACTION – amend supporting text to reflect comment made.</p> <p>ACTION – amend supporting text to reflect comment made.</p>
Policy E4	North Cotes Farm Ltd - These representations have been made on behalf of North Cotes Farm Limited who farm the land edged red and	DISAGREE – the reasons for the identification of the land in question	NO ACTION

	<p>green on the plan included with this letter. The land is located off Welham Road in Norton. The land is 12.3 hectares in size and is well located in respect of the existing built-up area of Norton. Directly to the north of the land are the cul-de-sacs of Hunters Way and Leat Close which contain 2-storey homes in relatively dense linear layouts. Immediately to the west are predominately 2-storey detached homes along Welham Road. To the south is a boundary with the road known as Whitewall. There is a line of homes along the southern edge of this road. The land is divided into fields which are used for grazing. The edges of the fields contain hedges and trees, inside the field boundaries there are no features except for a wood in the north east corner. We object to the classification of the land as Green Infrastructure. It is not clear why our client's land is included in the Green Infrastructure area. At present, the Site makes little contribution to the settlement viewed either from publicly accessible viewpoints within the settlement or from approach roads or paths. There are no outstanding views. The main view into the Site from Whitewall is already marred by suburban development and domestic clutter of the rear gardens of properties along Welham Road. There have been no heritage assessments produced to suggest that the Site contributes to the setting of the listed buildings Whitewall House and Whitewall Cottages which are to the south of the site. The connection between the listed buildings and the Site is severed by Whitewall. There are no public views across the Site or from within the Site which link to the listed buildings. The horse racing industry, paddocks and stables are a common feature in the surrounding countryside and the overall landscape character would not be changed by the loss of fields on the Site. Modern development immediately east of Whitewall has affected the setting of the listed buildings. In the wider landscape, the Site is generally well contained to the north by the urban edge of Norton, to the west by existing housing along Welham Road and to the south by the rising wooded slopes of Scott's Hill. The Site does not provide a public vista/viewpoint into the surrounding countryside. The Site comprises 3 fields which are used for grazing and there are no distinctive landscape features that contribute to the character of the space. The rural character of Bazeley's Lane (hedgerows, woodland on</p>	<p>as green infrastructure is made clear in NP Appendix 2 – The Mill Beck Corridor. Significant in the reasoning is the land's designation as Visually Important Undeveloped Area in the adopted Local Plan. It is considered that both the policy and the inclusion of this land under the policy do meet the basic conditions and no clear evidence as to why they do not/ which basic condition(s) are not met is advanced in the comments made.</p>	
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	<p>Scott's Hill and individual hedgerow trees) lies further east from the Site. Views from Whitewall across the Site towards Malton and Norton are mostly screened by built development and vegetation, due the flat, low lying topography. Only part of the mature trees along Mill Beck can be viewed from Whitewall across the Site. Vantage points to Malton and Norton are from higher ground to the south and the Site does not contribute to these views. This policy to include the Site as Green Infrastructure does not satisfy the basic conditions required for a Neighbourhood Plan to be made. It is an appropriate strategy based on proportionate evidence and therefore does not accord with National Policy. Our clients land should be removed from the Green Infrastructure policy.</p> <p>YWT - opportunities to create corridors between sites should be explored through the plan. Corridors can include hedgerows, areas of scrub, drains, wildflower margins and unmown grass strips.</p> <p>YWT - We are pleased to see a strong focus on the network which is already in place. We support the approach to define in detail, in map form, the area and boundaries of the already identified 'green infrastructure network' within the Neighbourhood Area and welcome the inclusion of a Community Action to 'work with partners to develop a 'Green Infrastructure Strategy', including action plan, in order to coordinate the aspirations, actions, activity and investment of relevant agencies and the local community'. It is essential that the Neighbourhood Plan and the Green Infrastructure Strategy do not operate in isolation, but work collaboratively with neighbouring Plans</p>	<p>NOTED – such opportunities are already encompassed within the policy's requirement for GI-related development to extend the existing identified network. The more general sort of provision suggested in the comment is already well covered by adopted Local Plan Strategy Policy SP15 (Green Infrastructure Networks). It is not the role of NPs to duplicate Local Plan policy provisions.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p>to maintain connectivity of habitats across the landscape, beyond the Plan or Planning Authority boundaries.</p> <p>YWT - Creating corridors of tree planting to increase amenity should be extended to include other appropriate habitats.</p> <p>It's all good. But the "Derwent Corridor" has been defined to exclude the stretch of river which you happen to feel like putting a road over. Which makes your posturing about protecting green spaces look like empty guff. It's that which we disagree with.</p> <p>Not wide enough</p> <p>Yes - work with Sustrans to create this network and position Malton & Norton well for cycle tourism and accommodation.</p>	<p>NOTED – such opportunities are already encompassed within the policy’s requirement for GI-related development to extend the existing identified network. The more general sort of provision suggested in the comment is already well covered by adopted Local Plan Strategy Policy SP15 (Green Infrastructure Networks). It is not the role of NPs to duplicate Local Plan policy provisions.</p> <p>DISAGREE – the boundaries of the corridor are based on those identified over 10 years ago in the Natural England/NYCC/RDC Yorkshire & Humber Green Infrastructure Mapping Project as stated in the policy’s supporting text. The NP Proposals Map shows clearly that the stretch of river in question falls within the defined corridor not outside as asserted.</p> <p>NOTED – the vagueness of the comment makes it impossible to respond in any meaningful way.</p> <p>NOTED – as a matter of fact, the green network already exists. However, Sustrans are clearly a key partner in terms of working on the</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>There may be opportunities for green business development and especially community energy schemes so strongly opposed to limitations here - ok if exceptions for these could be built into policy</p> <p>Recent reports on the state of nature show that we cannot backslide on conservation efforts</p> <p>I find this one a little hard to fully understand - i think its saying that 'green infrastructure' will be allowed in these areas? Again its worth reiterating my comments to policy E1 - please see my answer to this in relation to Mill Beck. In addition - has any thought been given to blue/green corridors - so ensuring we take into account our water environment too?</p> <p>important to enhance access</p> <p>In essence I agree, but any viable proposal for the re-establishment of the Drifffield-Thirsk railway should be supported.</p>	<p>associated cycle network, particularly relevant to NP Policy TM1.</p> <p>NOTED – the policy is sufficiently flexibly worded so as not to preclude appropriate development, which may well include the types of development highlighted.</p> <p>NOTED – hence this and other environmental policies in the plan.</p> <p>NOTED – no, the policy is identifying an existing green open space network, protecting it and supporting opportunities to enhance and extend it. The role of watercourses/bodies is implicit in the generally accepted definition of 'green infrastructure'. That said, recent Local Plans are now adopting the term 'green & blue infrastructure' in recognition of that role. The section/policy headings could usefully be amended in line with this trend.</p> <p>NOTED – this is implicit in the policy's reference to enhancement.</p> <p>NOTED - the policy is sufficiently flexibly worded so as not to preclude appropriate development, which may well include the type of development highlighted.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend policy/ section headings to read 'Green & Blue Infrastructure'.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>There seems to huge untapped potential here.</p> <p>see comments re access to Mill Beck above, this should also apply to Priorpot Beck corridor and the Driffield/Thirsk disused railway line.</p>	<p>NOTED – the vagueness of the comment makes it impossible to respond in any meaningful way.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy E5	<p>RDC - It is not clear how the Town Councils expect Policy E5 to be implemented or what the policy is seeking to achieve. Given the position of Malton and Norton in the landscape, distanced views of surrounding landscape character types are achieved from many vantage points. Is the policy aimed at protecting the setting of these landscapes or to protect views of them? If it is the latter then in order to provide clarity and assist implementation, the Neighbourhood Plan should make it clear which views it considers to be of importance and support this with evidence and further justification.</p> <p>FME - FME would question whether this policy is necessary given that the considerations it outlines would form the basis of any assessment of a site allocation or planning application.</p> <p>NYCC - There is a site allocation proposed in Policy M15: Continuity of supply of building stone located to the north of York Road on the western side of Malton, at Brows Quarry (MJP63) and its location can be viewed on the Interactive Policies Map. MJP63 is within the Green Infrastructure Space near to the York Road 'gateway' locations identified within Policy E5 of the Neighbourhood Plan.</p> <p>NYCC - The MWJP sites MJP12 (<i>Land at Whitewall Quarry - to be an allocation with respect of Policy M09 Meeting crushed rock requirements</i>) and MJP13 (<i>Whitewall Quarry Near Norton - to be an</i></p>	<p>NOTED – the intention is to protect views. It is accepted that the policy would be strengthened and its implementation facilitated by the clear identification and evidencing of key views.</p> <p>NOTED – the policy is considered necessary but would be strengthened by the clear identification and evidencing of key views which could then be taken account of in any development proposals.</p> <p>NOTED – Policy E5 is not considered to be in any way incompatible with either the existing quarry access or the identified site allocation – the respondent makes no objection to the policy. Any detailed implications would be considered at the time of any planning application.</p> <p>NOTED – Policy E5 is not considered to be in any way incompatible with the identified site allocations – the</p>	<p>ACTION – identify and map key views and support with reference to photographic and descriptive evidence.</p> <p>ACTION – identify and map key views and support with reference to photographic and descriptive evidence.</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p><i>allocation with respect of Policy W05: Meeting waste management capacity requirements – Construction, Demolition, and excavation waste (including hazardous CD&E waste))</i> are located just to the south of the ‘gateway’ on Welham Road proposed in Policy E5 of the Neighbourhood Plan.</p> <p>RDC Independent Group - In my view, this land (<i>NB High Malton</i>) not only satisfies all the requirements of the Neighbourhood Plan’s Local Green Space policy, but also comes within the Gateways Policy (E5 – p.25) and this should be made clear.</p> <p>RDC Independent Group - Delete the word “<i>main</i>”. The copy I have of the Proposals Plan is too small for me. I need to see which are the routes referred to, but in my view, all highway routes out of Malton/Norton which face either the AONB or the Yorkshire Wolds should be subject to this policy.</p> <p>I agree. But do you? Building a six storey high bridge over the railway line to carry a new link road over the river will utterly destroy one of the key landscape views which Malton enjoys (including the main scenic view from the Talbot).</p>	<p>respondent makes no objection to the policy. Any detailed implications would be considered at the time of any planning application.</p> <p>NOTED – the NP Proposals Map makes it clear that there are 2 gateway locations relevant to the High Malton site. This should be highlighted in the reassessment of the site for LGS designation purposes.</p> <p>DISAGREE – as the 9 gateway route locations all relate to ‘main’ routes into/out of the towns, it is not considered reasonable to delete the word ‘main’ as suggested. The online map can be enlarged in order to view all locations adequately.</p> <p>DISAGREE – there is a balance to be struck between the value of a view and the benefits of relieving serious congestion and pollution in the 2 town centres. Should a proposal come forward for a new river/rail crossing and associated road, the impact on views would be addressed as part of any assessment and mitigation measures put in place to try to compensate for any loss of view.</p>	<p>ACTION – include proximity of 2 gateway locations in LGS reassessment.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Not wide enough - this should include more visuals en route into Malton</p> <p>Visual consideration but not preventative</p> <p>No development should be allowed at gateways into the two towns.</p>	<p>NOTED – without the detail of which additional routes/locations should be encompassed by the policy, it is impossible to respond in any meaningful way.</p> <p>NOTED – the weight placed by the planning system nationally on the importance of views does not allow NP policy to impose a ban on development which affects views in the identified locations. Individual views would be assessed on their merits should any planning application come forward. To aid in this, the policy is to be strengthened by the clear identification and evidencing of key views which could then be taken account of in any development proposals.</p>	<p>NO ACTION</p> <p>ACTION – identify and map key views and support with reference to photographic and descriptive evidence.</p>
Policy E6 – supporting text	RDC - The Plan would benefit from reference to recent evidence and trends in air quality in the AQMA. The District Council will forward further information relating to this issue.	AGREE – this information would strengthen the underpinning of the policy.	ACTION – incorporate the information to be provided by RDC into the supporting text.
Policy E6	<p>NYCC - All the (<i>Highways</i>) proposals being progressed in the towns seek to mitigate the air quality issues around Butcher Corner. NYCC will continue to work proactively to reduce vehicle trips and stationary traffic in the Air Quality Management Zone.</p> <p>RDC Independent Group – (<i>Re the AQMA</i>) This is included in the conservation area, but is in a shocking state. We set out below some comments we have received from a local resident of the Castlegate area.</p> <p><i>“From first glance the one thing that stands out and you allude to it, is that having twice as many trains is going to create extra queuing</i></p>	<p>NOTED</p> <p>NOTED – Policy TM5 seeks to address the issues at the County Bridge Level Crossing in so far as NP planning policy allows. NYCC is to go out to consultation on options for a package</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p><i>traffic. This should never have been allowed within an existing AQMA. What is actually being proposed to mitigate this?"</i></p> <p>RDC Independent Group - Reword this as follows: <i>"Proposals for new development in or around Malton/Norton will be required to demonstrate that mechanisms are in place to prevent any potential adverse impacts on the Malton AQMA and to provide improvements in air quality there.</i></p> <p>Yes - needs to include the sewer affects on air quality.</p> <p>I dont think Castlegate is given enough help to omit or do different things to increase better air quality. Also The Hgv ban works in some respects over Covid no checks have taken place we need to work hard the come to a sensible solution to get traffic out of town and if traffic is in town we need to mitigate emissions</p> <p>Any development should be required to not have an impact on air quality, but should also show that it would not impact on air quality in other locations. not allow for air quality to be</p>	<p>of level crossing improvements later this month (NB March 2021).</p> <p>NOTED – it is considered that the suggested rewording in respect of ‘preventing’ potential adverse effects, while desirable, would not be in general conformity with strategic policy SP17 of the adopted Local Plan Strategy and would therefore not meet the basic conditions tests for NPs. Similarly, the suggested requirement for development to provide improvements in air quality. The reference to electric vehicle charging and green infrastructure as examples of mitigating measures is considered to be a useful element of the policy.</p> <p>NOTED – existing problems emanating from the sewage system cannot be addressed via this or any other planning policy as this is not a planning matter.</p> <p>NOTED – Policy E6 and community actions should work to address this.</p> <p>NOTED – it is not possible for the NP policy to require this – to do so would contravene one of the basic conditions tests for NPs.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Depends on what this would involve and how it is intended to achieve this. Environmentalist solutions that litter the landscape with huge windmills or solar panel farms makes us cautious.</p> <p>1) Prevent development in these areas likely to cause an increase in traffic volumes. 2) Include particulate monitoring as well as NOx.</p> <p>Although compared to other towns of this size EV charging infrastructure is good it can still be improved and should be available to all drivers using a contactless card.</p>	<p>NOTED – such measures within the town centre AQMA are highly unlikely.</p> <p>1) NOTED – in light of this and other comments, it is considered that this can be addressed for a new ‘Development on Unallocated Sites’ policy (TM6) in the Transport & Movement’ chapter. 2) NOTED – the monitoring of particulates to be clarified via RDC.</p> <p>NOTED – planning policy cannot stipulate payment methods.</p>	<p>NO ACTION</p> <p>1) ACTION – draft new policy as suggested for further consideration. 2) ACTION – particulate monitoring in the AQMA to be clarified by RDC. NB Advised by RDC that not done/necessary.</p> <p>NO ACTION</p>
Policies CF1 & CF2 – supporting text	RDC - The plan refers to community facilities that are lacking in Malton and Norton but is unclear about what these are.	NOTED – this relates to those facilities listed in para 4 (P28) and subsequently covered by the plan’s CF policies – this could perhaps be clarified.	ACTION – clarify 1 st para in line with comment.
Policy CF1	<p>RDC - The proposed improvements to existing facilities are clear.</p> <p>Yes to developing facilities but NO to car parking as aim is to reduce traffic numbers</p> <p>People can mostly walk or cycle to the swimming pool, at least if they live in Malton or Norton. Providing additional car-parking would merely encourage more car journeys</p> <p>Support subject to appropriate archaeological mitigation of any development involving ground disturbance</p>	<p>NOTED</p> <p>NOTED – policy makes it clear this would be based on a consideration of need rather than a requirement.</p> <p>NOTED – policy makes it clear this would be based on a consideration of need rather than a requirement.</p> <p>NOTED – this consideration is covered by NP Policy HD11.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	Definitely and enforce general parking restrictions in the area of Norton swimming pool.	NOTED – there is no perceived parking/enforcement issue here.	NO ACTION
Policy CF2	<p>RDC - The proposed improvements to existing facilities are clear.</p> <p>1) Yes - needs a swimming pool, even if only small. 2) Needs a public footpath from Middlecave Road through the Malton School grounds, to allow residents to access without a significant route down Middlecave and back up Broughton Roads, that would enable walking as opposed to driving.</p> <p>Can't comment as don't know what might be in the pipeline. I would not support additional car parking for reasons given in</p> <p>Add proviso for link to A64.</p>	<p>NOTED</p> <p>1) NOTED 2) AGREE – the suggested footpath route is considered desirable to improve leisure centre accessibility.</p> <p>NOTED – car parking is not an element in this policy.</p> <p>DISAGREE – this is not considered to be a reasonable requirement to place on this scale of development. The road improvement aspiration for the A64/Broughton Road junction is addressed in Policy TM4.</p>	<p>NO ACTION</p> <p>1) NO ACTION 2) ACTION – add suggested route to Policy TM1 and to list of community actions.</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy CF3	<p>RDC - The plan includes an aspiration for a new doctor's surgery to serve the Towns. Whilst it is appreciated that the proposed policy is aspirational and serves to provide policy support in the event of proposals for a new surgery, the plan should avoid raising expectations in the local community. It is considered that the extent to which a new surgery is required or realistic should be discussed with the existing surgery and CCG and the position reflected in the plan.</p> <p>Also I would like to make it known that the river is the boundary and the surgery ie medical center is in Norton not Malton.</p>	<p>NOTED – taking account of the recent Derwent Surgery expansion plans, it is agreed that the surgery/CCG be contacted in order to ascertain their current and likely future capacity, in order to gauge the likely need/ realism for a new medical centre. Findings to inform any policy amendment.</p> <p>NOTED – the river boundary issue is not considered relevant in this context. The need for a new centre in Norton/at all is being reviewed in</p>	<p>ACTION – clerk to contact surgery/CCG. Policy to be amended if/as necessary.</p> <p>ACTION – Policy to be amended if/as necessary informed by consultation findings.</p>

	<p>Derwent Surgery is already accessible to the community, has car parking and is on several bus routes.</p> <p>Potentially as a second health centre as opposed to one large one</p> <p>Walk in centre too?? Improving provision at Malton Hospital to serve the growing population rather than having to travel out to urgent care, or to give birth</p> <p>More housing development needs more infrastructure.</p> <p>Should definitely be in Norton.</p>	<p>consultation with Derwent Surgery/ CCG.</p> <p>NOTED</p> <p>NOTED</p> <p>DISAGREE – Malton Hospital already has a walk-in centre and urgent care provision. Maternity is adequately covered in York.</p> <p>NOTED</p> <p>NOTED - the need for a new centre in Norton/at all is being reviewed in consultation with Derwent Surgery/ CCG.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – Policy to be amended if/as necessary informed by consultation findings.</p>
Policy TC1	<p>As for the malton museum they had which I believe is in store, A Wharram Piercy display that was made by a company called Scenic Route , And by the look of things it looks like Fitzwilliam shut the museum down in the market place for financial gain not tourism,</p> <p>Culture and arts venues need to work together to give the best possible cultural experience.</p> <p>Not at the limitation of business development and other visitor attractions</p>	<p>NOTED</p> <p>NOTED – existing community action to be extended to include this coordination role for the town councils.</p> <p>NOTED – the policy is even-handed in supporting any/all museums/facilities in their extension or new build plans. Business development matters are not relevant to planning policy.</p>	<p>NO ACTION</p> <p>ACTION – extend community action as indicated.</p> <p>NO ACTION</p>

	<p>Not in the form expressed. I support further development of the Museum provision in Malton/Norton, but would oppose proposals to develop separate Roman or Horse-Racing Museums given that operating more facilities would be more costly, require more volunteers and/or paid staff than a single facility. Better to seek a single location, incorporating adequate storage facilities for the Museum Archives, covering all aspects of the areas history and archaeology.</p> <p>Lacking in Malton.</p> <p>Each development would have different concerns so it is impossible to give blanket agreement</p> <p>Extension of existing rather than new.</p> <p>Woodhams Stone Collection - As a Trustee of both the Woodhams Stone Collection and Malton Museum I can see the advantages of 'grouping together' the museums and the racing history of the area under one roof. Volunteer resources are inevitable limited and shared facilities would reduce the resources required for reception and day to day running like cleaning and servicing. Pooled resources of both day-to-day management and volunteers are far more likely to bring about more cost-effective long-term management and most importantly sustainability. However, the Woodhams Stone Collection is a very different Museum to most. The collection comprises a vast social history assemblage of objects and paper ephemera from the last two centuries. We are currently housed in Norton-on-Derwent with a shop front property on Commercial Street and a Victorian warehouse to the rear. It is our hope that we can secure grant funding to refurbish the warehouse and bring it into use to house the collection and provide space for researchers. We had only just opened our display area in the shop area a few days before lockdown, however those who managed to get to see it were very enthusiastic. We have a popular Facebook site with nearly 4000 members who post their own pictures as well as</p>	<p>NOTED – the policy is deliberately worded to be flexible enough to support whatever development options are favoured by the towns' museums.</p> <p>NOTED</p> <p>NOTED – the policy is deliberately worded to be flexible enough to support whatever development options are favoured by the towns' museums.</p> <p>NOTED – it is considered that the existing policy as worded encompasses the museum's aspirations.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>those from the collection and this generates much public engagement, evoking memories and engaging the communities of Malton & Norton in telling their stories. The situation of the shop and the warehouse are well placed for footfall, local businesses are supportive of having an attraction in Norton as there is a perceived bias towards Malton. The newly named 'Malton and Norton Heritage Centre' which houses the Woodhams Stone Collection could be seen to put Norton on the map as a visitor attraction. To launch in Community History Month (May) we are in the process of establishing a heritage trail around the shops in the two towns looking at their past uses in that will help raise the profile of the wealth of 'everyday history' that surrounds us. We would be happy to collaborate with future discussions about the direction of the museum offer in the area.</p> <p>Malton Museum - The Trustees of Malton Museum welcome the renewed effort to refine, improve and implement the provisions of the draft Neighbourhood Plan (NP), and on this basis wish to offer the following on the document as circulated.</p> <p>General Points:</p> <ul style="list-style-type: none"> • Malton Museum welcomes the acknowledgement of Malton and Norton's nationally important cultural heritage from prehistoric and Roman times and from more recent centuries, and we would urge that the final document recognise this more fully, not only in terms of the sites and landscapes preserved beneath and around the towns, but also in terms of the collections of artefacts cared for and exhibited by Malton Museum. • We would be glad to see further emphasis on the value already placed on the cultural heritage by both communities, as represented by their enthusiastic response to the outreach work already carried out by Malton Museum on a voluntary basis for local schools and for the wider community. • We would be glad to see the further development of these initiatives included as an objective of the NP, for the benefit 	<p>NOTED – it is not clear how/in what way it is envisaged the plan should recognise the towns' history/heritage more fully. As such, it is difficult to respond in a meaningful way. (NB it is intended that the plan says more about the towns' listed buildings and scheduled ancient monuments in the community actions section – see below)</p> <p>NOTED – while the initiatives are considered laudable, such an</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p>of young and old in terms of skills development and volunteering opportunities, and more broadly to enhance wellbeing in the local communities.</p> <ul style="list-style-type: none"> • We would be glad to see greater emphasis on the way in which Malton and Norton’s cultural heritage can support the economic welfare of the towns, by adding value to the visitor experience through the provision of exhibitions and events. • We believe that more emphasis should be placed on the nationally important and extensive collections of prehistoric and Roman artefacts currently curated by Malton Museum, and that the NP should recognise the urgent need to re-house these collections in more secure and environmentally stable accommodation, so as to preserve them for future generations and to ensure they can continue to be housed locally. <p>Areas of concern: Currently the Malton Museum Collections covers the whole span of both prehistory and historical periods and is complimented by the social history collections held by the Woodhams Stone Collection. The NP raises the possibility of developing separate Roman and Horse Racing Museums which would cover two important topics of the history of the area. While we recognise that this suggestion derives, at least in part, from consultation with the local community we believe that it raises a number of issues:</p> <ul style="list-style-type: none"> • Greatly increased costs of obtaining, maintaining and staffing two facilities • Volunteer resources are inevitable limited and shared facilities would reduce the resources required for reception and day to day running like cleaning and servicing. • Pooled resources of both day-to-day management and volunteers are far more likely to bring about more cost-effective long-term management and most importantly sustainability. 	<p>objective is not considered to be appropriate in what is essentially a land use planning document.</p> <p>NOTED – while exhibitions/events are considered valuable, their greater emphasis is not considered to be appropriate in what is essentially a land use planning document.</p> <p>NOTED – the existing policy as worded would support such re-housing.</p> <p>NOTED – the existing policy as worded would support whatever development solution(s) the various interest consider most appropriate. The supporting text reference to exploring opportunities for a specifically Roman-themed museum should be amended to ‘exploring all opportunities for appropriately housing Roman artefacts and to support all efforts to find the most sustainable solution to providing museum facilities in the towns’.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend supporting text as indicated.</p>
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	<ul style="list-style-type: none"> • It might be better to engage with the racing community and see if there is potential for developing a museum which caters not only for Roman and Racing interests, but also the wider history of the area (as Malton Museum does at present) under one roof and/or as a single entity. • Obtaining/keeping Accreditation with Arts Council England (ACE), a status that is essential for obtaining most 'Museum sector' grants/support, would be easier for a single institution rather than a series of smaller, probably inadequately resourced, bodies. <p>What might such a building accommodate:</p> <ul style="list-style-type: none"> • Such a building might house permanent exhibition space for key material covering all areas of interest • Space for special exhibitions • Space for collections storage, including environmentally stable/controlled storage (would be required for ACE accreditation given the nature of the Collection) • Space for Researchers • Necessary service facilities, including office space • Perhaps a small café area. • Perhaps office space for Racing Welfare who are the current guardians of what racing history and memorabilia has been collected together so far. <p>This could also result in a modern more sustainable building that takes in all the new low energy performance requirement, resulting in lower running costs.</p> <p>Location: Proximity to the Orchard Field area would be good for both Racing and Romans. It is near Jack Berry House which has in recent years become an important hub for the local Racing Community and wider racing</p>		
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	<p>interests, and for a while in the late 19th Century there was also a racecourse somewhere on Orchard Field. Malton Museum obviously has a strong connection with the Roman fort through the collection. Obviously, as Orchard Field is a Scheduled Ancient Monument development on the site would be a non-starter.</p> <p>A location close to Orchard Field has other benefits in that it would be close to the town and, in terms of access, its proximity to the bypass is an obvious benefit.</p> <p>To this end we wonder of it would be useful to talk to the Racing community and see if there is any potential for developing a museum which caters for both interests under one roof. The Museum has made good connections with the Racing community over the last year or so which we intend to re-kindle this year. There are already trainers who are interested in finding museum space for racing materials in the longer term.</p> <p>Another possible location would be premises in the town centre, although identifying premises could be an issue. It needs to be recognised that any development of a Museum (or Museums) would be heavily reliant on grant funding, probably from (amongst others) the National Lottery Heritage Lottery Fund who would expect (insist on!) a long-term lease, if the Museum were not going to own the building.</p>		
Policy TC2	<p>FME - FME is wholly supportive of finding ways in which visitors can be attracted to the town but financial realities need to be considered. In the current financial climate securing funding for such projects will be challenging unless they are commercially viable. FME consider that policy TC2 should be reworded as it is not a function of the Neighbourhood Plan to 'require' developers to submit any specific documents as this is the remit the local authority when considering any development proposals. As such, FME would suggest the policy wording is amended as follows: "Such development will be supported providing: • Any such development demonstrates a full understanding of any known or potential archaeological remains, and; • The application is accompanied by a heritage statement assessing the significance of remains, the impact of proposals and mitigation</p>	<p>DISAGREE – once made, i.e. 'adopted', the NP will form part of the statutory development plan for the area. As such, NPs have the same status as Local Plans and it is as much a function of a NP as of a Local Plan to require something through its policies if such requirements meet the basic conditions. Given that Orchard Fields is a scheduled ancient monument, a heritage statement is considered to be a reasonable requirement. RDC have raised no</p>	NO ACTION

	<p>measures and; • Prior to commencement of work on site, agreement is reached as to appropriate actions”</p> <p>the Roman fort in Orchard Fields as I believe that about 20yrs ago this was muted and a company called PLB Designs was asked to do some work on this and set up an office in the maltings never to be heard of again untill now.</p> <p>Orchard Fields is a Scheduled Ancient Monument so would not be suitable for any development. Derventio is an outdated name for the Roman Fort it is generally accepted to be Delgovicia.</p> <p>Yes - see answer to TC1. Development needs to be more extensive than just Orchard Fields.</p> <p>like to see this developed as visitor attraction</p> <p>Visitor facilities implies car parking - which would be inappropriate in this location (and it plentiful elsewhere in the two towns - the plan should encourage physical mobility)</p>	<p>objection to and made no comment on this policy.</p> <p>NOTED</p> <p>NOTED – hence the requirement in paragraph 2 of the policy for a heritage statement. Historic England have no objection to and made no comment on this policy. It would of course be fully involved in any proposals. The out-of-date name needs to be updated in in the text.</p> <p>NOTED</p> <p>NOTED</p> <p>DISAGREE – this is not necessarily the case and the policy makes no reference to car parking (NB as NP policies elsewhere do when it is considered important). Any proposals would be subject to the submission of a heritage statement. Historic England have no objection to and made no comment on this policy. It would of course be fully involved in any proposals.</p>	<p>NO ACTION</p> <p>ACTION – update name in supporting text.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>As well as protecting the archaeology, any development should be respectful of the existing trees and the natural beauty and biodiversity of this site.</p> <p>However, I think this also needs to go further and request the provision of proper footway across the site - this is a lovely walk yet its difficult to access for those with limited mobility as well as pushchairs</p> <p>Even if this just entails improved signage</p> <p>Yes BUT it would have to be a very well designed solution that didn't overly restrict local access to the site in any negative way.</p> <p>I cannot support a visitor centre here, but far more explanation by way of boards etc should be erected and more made of Orchard Fields in any enhanced museum provision in the town itself.</p> <p>Yes - visitor facilities needed at Orchard Fields - see comments about a Public Park between Orchard Fields and Jack Berry House.</p> <p>Malton Museum - We recognise the support shown in the initial public consultation for better visitor facilities at the Roman Fort site in Orchard Field, and for museum collections and displays relating to the horse racing community. We ask that an NP objective should be for</p>	<p>NOTED – these considerations are already covered by policies in the adopted Development Plan (Local Plan Strategy Policies SP13, 14, 16), which this NP will become part of on ‘adoption’. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED – there is no perceived access issue here that needs addressing.</p> <p>NOTED – signage for the site is already covered under community actions</p> <p>NOTED – hence the use of the word ‘sympathetic’ in the policy. Any development would also be subject to the NP’s heritage & design policies, notably HD1, 2, 4 & 5.</p> <p>NOTED – the policy makes no mention of a visitor centre. The types of measures envisaged are listed in the community actions section.</p> <p>NOTED</p> <p>NOTED – an objective of this nature would be inappropriate for what is essentially a land use planning document. It is considered that these matters should be reflected in either</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – reflect the joint working aspiration in the plan as indicated.</p>
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	the local Councils and Malton Museum to work together to achieve feasible outcomes for these aspirations.	policy supporting text or under community actions as most appropriate.	
Policy TC3	<p>A new hotel would not be in keeping with the towns, both of which have a wide selection of visitor accommodation.</p> <p>Depends very much on location.</p> <p>I prefer a Hotel, and amenities such as Petrol Station at Eden Camp, A64 Pickering Road junction.</p> <p>Close to the A64 - putting it in the town will only lead to more congestion. Plus more people are likely to visit a hotel with parking out of town, than have to arrive without a car just to stay in town.</p> <p>Development should be within the towns - an out of town hotel could operate as a self-contained island and bring minimal benefit to the towns proper.</p> <p>Preferably in town to support the shops</p>	<p>DISAGREE – results from both this and past consultations show good community support for a new hotel.</p> <p>NOTED – general locations are specified in the policy, while Policy TC4 specifically supports a development at Wentworth Street.</p> <p>NOTED – the policy’s ‘along the A64’ specification would support such a preference, subject of course to other NP and Local Plan policies being met.</p> <p>NOTED – this is an assertion which may or may not be true but is not backed up by evidence. The size of hotel envisaged is unlikely to impact greatly on congestion levels.</p> <p>NOTED – this may or may not be so – the policy is worded flexibly in order to allow for either possibility. Policy TC4 specifically supports a town centre option.</p> <p>NOTED - the policy is worded flexibly in order to allow for either possibility. Policy TC4 specifically supports a town centre option.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>I believe that it would be better to support the existing hotels and regenerate existing buildings (green man for example) before considering new provision.</p> <p>in principle, yes, but without more details it is impossible to say</p> <p>As long as it of the 'budget/chain' type, we already have expensive hotels, cheaper pubs and expensive B and B's.</p> <p>a budget hotel is needed to encourage both short and longer stay visitors.</p>	<p>NOTED – results from both this and past consultations show good community support for a new hotel. Policy in no way precludes new hotel development within an existing building as suggested.</p> <p>NOTED – the policy offers in principle support only in respect of certain general locations. The acceptability of any development would be subject to detailed proposals.</p> <p>NOTED – planning policy cannot express this type of preference.</p> <p>NOTED – planning policy cannot express this type of preference.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy TC4	<p>see 22</p> <p>A hotel there? Nice views of the cemetery perhaps. Would only work as part of a major upgrading of that whole area - which doesn't seem to be on the cards.</p> <p>This site would be suitable for a new supermarket. Such town centre investment has acted as a magnet in other market towns, supporting smaller retail businesses (eg see Beccles in Suffolk). This would also serve the growing Copperfields and associated developments</p> <p>I would only want a hotel on the top of the car not the main area</p>	<p>NOTED</p> <p>NOTED – the idea of a hotel in this location was well supported in the 2019 NP consultation. NP Policy M1 supports the overall improvement of the car park environment.</p> <p>DISAGREE – a hotel on this site was well-supported in this consultation. It also received greater support than a supermarket in the 2019 NP consultation.</p> <p>NOTED – policy specifies the car park's upper deck.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Wrong place - get a hotel on the edge of town</p> <p>Depends if it is likely to cause further town centre congestion considering the location.</p> <p>Need car parking space to support food festivals etc</p> <p>again, probably yes but more detail would be needed</p> <p>see comments to TC3.</p>	<p>NOTED – a hotel in this location is well-supported in community consultations. NP Policy TC3 would however also support A64 locations.</p> <p>NOTED – it is unlikely that the size of hotel envisaged would impact significantly on town centre congestion.</p> <p>NOTED – the policy specifies a hotel with public car parking capacity. Policies M1 & M2 safeguard parking capacity on the remainder of the Wentworth Street site and Malton Market Place.</p> <p>NOTED – the policy offers in principle support only. The acceptability of any development would be subject to detailed proposals.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy HRI1	<p>You don't help horse racing at all by putting a potential millstone round the neck of any stables which for whatever reason finds that it cannot continue. You'll just regulate the industry into finding it harder to borrow on the security of the land - because if it had to foreclose the lender might be unable to sell, or might be forced to sell to the only buyer willing to commit to horse racing. I can only see downsides from such a policy. What are the upsides? Surely people can always seek planning permission to convert local agricultural land for horse racing anyway?</p> <p>Protection measures may have adverse effect on the industry.</p>	<p>NOTED – the policy does include built-in 'tests' that would allow re-development away from horse racing/riding stables if met. The perceived upside is the safeguarding of a local industry that is seen as key to the local economy and tourism development. It is acknowledged that new development of agricultural land for horse racing is possible but considered that protection of existing specialist infrastructure is preferable</p>	<p>ACTION – undertake a bespoke targeted consultation with local stables and other local industry reps. NB policy wording amended as a result.</p>

	<p>We need to make more of our race horse significance</p> <p>But keep in good repair.</p>	<p>to new development from scratch. That said, if these are local industry views, they need to be taken seriously. It is considered necessary to carry out a targeted consultation with local stables and industry reps before proceeding to submission with this policy.</p> <p>NOTED</p> <p>NOTED – not a planning policy issue. There is no perceived issue here.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy HRI2	<p>RDC - It is unclear how the policy HR12 is to be implemented. The policy requires further clarity regarding its intent.</p> <p>NYCC - The Proposed Policy HRI2: Horse Racing Zones and Development is noted and the importance of the horse racing industry to tourism in the area is acknowledged, however if development is to be undertaken on land within the Neighbourhood Area, then the MWJP emerging policies will also need to be taken into account (with weight appropriate to the progress of the MWJP, currently at examination).</p> <p>Any objections to developments/ initiatives must be evidenced so not simply spurious objections</p> <p>can integrity of zones withstand pressure from building and traffic?</p>	<p>NOTED – the policy would benefit from clarification.</p> <p>NOTED – Policy HRI2 is not considered to be incompatible with emerging MWJP policies as all specified issues of safety would be addressed as a matter of course should detailed minerals/waste development proposals come forward on land within the identified zones – the respondent makes no objection to the policy.</p> <p>NOTED – the policy would benefit from clarification which would aid in this regard.</p> <p>NOTED – this will only be known once the policy has been applied in practice.</p>	<p>ACTION – clarify policy in line with suggestion.</p> <p>NO ACTION</p> <p>ACTION – clarify policy in line with suggestion.</p> <p>NO ACTION</p>

	Link to plan?	NOTED – the NP Proposals Map is available to view on both town council and RDC websites, as referenced in the NP summary document.	NO ACTION
Policy HRI3	<p>NYCC - The existing Whitewall Quarry access is onto Welham Road and therefore is relevant (together with site allocations MJP12 and MJP13) with respect to Neighbourhood Plan Policy HRI13 'Improved Accessibility to the Horse Racing Industry' in terms of HRI13-7 (the National Cycle Route 166).</p> <p>Great idea to utilise the vast expanses of land the horse racing industry needs - small paths round the edges to create PROWs will improve connectivity across the towns</p> <p>strongly agree with keeping routes open to horses but many already forced to resort to 'bussing' due to exponential vehicle growth, much illegal. Please note no longer a bridle way although it should be. Also note historical correct spelling - Bazley's Laney</p> <p>Link to plan?</p>	<p>NOTED – Policy HRI3 is not considered to be incompatible with emerging allocations – the respondent makes no objection to the policy.</p> <p>NOTED</p> <p>NOTED – it is unclear which route is no longer a bridleway (Whitewall/ Bazeley's Lane?). This needs to be checked. Ditto correct spelling.</p> <p>NOTED – the NP Proposals Map is available to view on both town council and RDC websites, as referenced in the NP summary document.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – check status of specified route and spelling of 'Bazeley's' and amend if/as necessary.</p> <p>NO ACTION</p>
Policy HRI4	<p>A separate horse racing museum may not be advisable, it would be better to share facilities with other museums in the area to increase sustainability. See below.</p> <p>Yes - as long as it considers the needs, or combines with Malton Museum - maybe in a new venue at/near Orchard Fields.</p> <p>Providing it doesn't detract from existing museum provision</p>	<p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert with other museum facilities.</p> <p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert with other museum facilities.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>I would prefer a larger (than that currently existing in the Subscription Rooms) museum which could incorporate a permanent horse racing display</p> <p>Museum facilities should be concentrated on a single site to reduce overheads and maximise the benefits of volunteer input. Any facility should include temporary exhibition space to allow different aspects of the reserve collections to be exhibited. Adequate resourcing would be essential.</p> <p>Malton Museum - We recognise the support shown in the initial public consultation for better visitor facilities at the Roman Fort site in Orchard Field, and for museum collections and displays relating to the horse racing community. We ask that an NP objective should be for the local Councils and Malton Museum to work together to achieve feasible outcomes for these aspirations.</p>	<p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert with other museum facilities.</p> <p>NOTED - the policy wording is sufficiently flexible to allow for any solutions appropriate to the interests concerned.</p> <p>NOTED – an objective of this nature would be inappropriate for what is essentially a land use planning document. It is considered that these matters should be reflected in either policy supporting text or under community actions as most appropriate.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – reflect the joint working aspiration in the plan as indicated.</p>
4.7 Heritage & Design - General	<p>Historic England – we note that the Neighbourhood Plan incorporates Heritage and Heritage Asset policies. These policies should be worded in a way which will help to protect these sites and their settings, to address Heritage at Risk and ensure that any change is managed appropriately.</p> <p>Historic England – we would suggest that a schedule of, and policies relating to, Local Non-Designated Heritage Assets are drawn up, utilising the guidance set out in Historic England Advice Note 7.</p>	<p>NOTED – it is considered that the plan’s policies in respect of the 3 conservation areas are worded appropriately. Heritage at Risk Register includes the Grade II* listed ‘Screen Wall NW of Malton Lodge’ – the policy implications of this need to be investigated.</p> <p>NOTED – this is already addressed via a community action. Given the advanced nature of the NP and the amount of new work that would be involved in assessing candidate sites and compiling a schedule as</p>	<p>ACTION – investigate policy implications as indicated and amend policies if/as necessary.</p> <p>NO ACTION</p>

	<p>YWT - Any planting should ensure the right trees (or other planting) in the right place. Unless there is good evidence to suggest otherwise, this usually means locally native trees of local provenance and in keeping with the surrounding natural habitat.</p> <p>RDC Independent Group - We set out below some comments we have received from a local resident of the Castlegate area. <i>"I continue to be angered by the ongoing degradation to the fabric of areas of our towns. Some streets have been subject to virtual abandonment. In the case of Castlegate, RDC has granted planning permission for HMOs here because landlords had no interest in investing in properties that flood. RDC even managed (badly) their own HMO here until they realised it was not fit for purpose. So we have been left with poor quality housing stock that people with limited resources have to accept as homes. The landlords will not invest. Either this area is a conservation area or it's not. Fitzwilliam estate and other landlords and shopkeepers have stated responsibilities what they have to do to maintain properties within a conservation area. Otherwise we continue in this farcical situation where I have to inform RDC of any work I do on my property, whilst other properties are allowed to slide into dereliction. I do genuinely fear it may be too late for Castlegate, but let it be a warning to what lies ahead for other areas of the town. There is a distinct "them and us" feeling creeping in. Local people must have agency in their lives and environment. We are not asking for special treatment here, just a level playing field.</i></p>	<p>suggested, together with existing Local Plan policy (Local Plan Strategy Policy SP12) protecting non-designated heritage assets, it is considered that this is not feasible or necessary for inclusion in the NP.</p> <p>NOTED - it is considered that this is already covered in the adopted Development Plan (Local Plan Strategy Policy SP14), which this NP will become part of on 'adoption'. It is not the role of NPs to duplicate existing Local Plan policy provisions.</p> <p>NOTED – NP conservation area policies HD1, 2, 3, 4, 5 and 10 variously address the degradation and dereliction issues highlighted. They are supported by a list of community actions.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p><i>This street that was once the proud industrial centre for brewing and other smaller industry for Malton and Norton with some amazing period architecture, has sadly been ignored. We can't even get heritage street lighting and paving in a conservation area. A community cut in half by a busy road, whilst in the background, sparkly new magpie developments throw up hundreds of houses in a year or two, creating further pollution as everyone comes to shop at Morrison's."</i></p>		
Policy HD1	<p>FME - FME are concerned that the draft policy is very prescriptive and does not allow for more alternative innovative design approaches or variety. Whilst it is acknowledged that planning policies setting out broad design principles are appropriate, the level of detail proposed in draft policy HD1 goes beyond what is considered necessary and would limit the decision makers ability to consider each site and proposal on its 'own merits'. It is therefore considered that the draft policy as currently worded is not in generally conformity with NPPF and, in particular, paragraph 127 which states: "Planning policies and decisions should ensure that developments:are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)" Moreover, FME would welcome provision within the policy (or a separate policy) to support the reuse of upper floors in the town centre. Innovative design solutions may enable new uses and greater vibrancy within the town centre.</p> <p>new carbon neutral materials are already available and we should encourage these, also solar panels on roofs etc. We might have opportunity for green new builds so mustn't limit</p>	<p>DISAGREE – given that the policy is couched in terms of developments 'having regard to' rather than 'being required to adhere to' it's provisions, it is considered that it is not 'very prescriptive' but rather offers sufficient flexibility for bespoke site solutions to be arrived at, guided by the stated principles. As such, it is considered that the policy 'has regard to national policy' (NB it is not required to be in general conformity with NPPF as asserted) and meets the basic conditions. Discussion with RDC indicates that there is no perceived planning issue surrounding the reuse of upper floors in the town centre.</p> <p>NOTED – solar panel installation is often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. More</p>	<p>NO ACTION</p> <p>ACTION – investigate the feasibility of addressing the issues raised within the plan and amend plan if/as considered feasible/necessary. Following investigation, introduction to</p>

	<p>We need to recognise to promote high spec conservation areas this costs money and this can be very expensive for owner !However in Norton on Commercial street the conservation area is completely at odds with the overall concept some shop frontages just let the town down and the town needs to be promoting a much higher standard of shop fronts</p> <p>Perhaps worth checking how some of this may link in to flood risk requirements for those sites at flood risk - just in case the requirements are at odds with each other</p>	<p>generally, NPs are limited by not being able to include policies/ standards/requirements relating to the construction, internal layout or performance of new dwellings, including on the sustainability of new homes. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction. All that that said, these issues are raised on a few occasions, and it is considered that they should be further investigated to determine whether and if so how the plan could more effectively address them and reflect growing concerns.</p> <p>NOTED – acknowledged, but conservation areas are prized statutory heritage assets to which development must be sensitive – it should be noted that the policy promotes good principles but does not require them. Specific provision is made re the Norton on Derwent Conservation Area (NP Policies HD1, 6 & 7) and shop fronts (Policy HD3).</p> <p>NOTED – the plan and its policies have been thoroughly checked re flood risk via a SEA (Strategic Environment Assessment) Screening report available on the town council websites.</p>	<p>'Environment' section amended.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p> <p>Allowance should be made for the provision of solar panels in locations where they are only visible from neighbouring properties and not from the public highway. There needs to be a balance between preserving the features of the historical environment and a more sustainable energy policy.</p>	<p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p>	<p>NO ACTION</p>
<p>Policy HD2</p>	<p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p> <p>New housing estates need to have greater distinctiveness - get away from the bog standard boxes piled on top of one another</p> <p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p>	<p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – the policy is designed to achieve this.</p> <p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	But see comments on HD1.	<p>areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p> <p>NOTED</p>	NO ACTION
Policy HD3	new carbon neutral materials are already available and we should encourage these, also solar panels on roofs etc. We might have opportunity for green new builds so mustn't limit	<p>NOTED – solar panel installation is often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. More generally, NPs are limited by not being able to include policies/standards/requirements relating to the construction, internal layout or performance of new dwellings, including on the sustainability of new homes. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction. All that said, these issues are raised on a few occasions, and it is considered that they should be further investigated to determine whether and if so how the plan could more effectively address them and reflect growing concerns.</p>	<p>ACTION – investigate the feasibility of addressing the issues raised within the plan and amend plan if/as considered feasible/necessary. Following investigation, introduction to 'Environment' section amended.</p>

	<p>Maintaining the historic flavour of the buildings and architecture.</p> <p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p>	<p>NOTED</p> <p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy HD4	<p>Consider removing structures in Area 3 and landscaping this area instead (to improve flood resilience, amenity value and river access)</p> <p>Include redevelopment of the Cattle Market.</p>	<p>NOTED – NP Policy RC1 provides for recreational enhancement of significant stretches of the riverside. It is considered that a balance needs to be struck between this and encouraging new/productive uses of riverside sites/buildings.</p> <p>NOTED – this is already addressed in both RDC’s adopted Local Plan Strategy (Policy SP7) and Local Plan Sites Document (Policy SD14). It is not the function of NPs to duplicate policies in the Development of which it will form part once made.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.	NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.	NO ACTION
Policy HD5	This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.	NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.	NO ACTION
Policy HD6	What about the area of land near Lakeside and the snickets that has been up for development before - could this be turned in to community greenspace, pocket park or community orchard?	NOTED – on the assumption that the comment relates to land adjacent Lakeside Way, this land is already	NO ACTION

	<p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p>	<p>proposed for designation as Local Green Space in this plan (Policy E1).</p> <p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p>	<p>NO ACTION</p>
<p>Policy HD7</p>	<p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p>	<p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p>	<p>NO ACTION</p>

Policy HD8	This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.	NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.	NO ACTION
Policy HD9	This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.	NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.	NO ACTION
Policy HD10	Crossley Grand Children's Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.	NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any	NO ACTION

	<p>Again - open up to modern eco-friendly, carbon neutral materials</p> <p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p>	<p>meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>NOTED – NPs are limited by not being able to include policies/standards/requirements relating to the construction, internal layout or performance of new dwellings, including on the sustainability of new homes. All that said, these issues are raised on a few occasions, and it is considered that they should be further investigated to determine whether and if so how the plan could more effectively address them and reflect growing concerns.</p> <p>NOTED - solar panel and double glazing installation are often permitted development (i.e. no planning application needed so no planning policy assessment). Rather the problem lies with insensitive installation within conservation areas, hence the Article 4 provision under community actions. NP Policy HD2 however does seek maximisation of opportunities for energy/resource conservation through construction and no NP conservation area policies prohibit such technology.</p>	<p>ACTION – investigate the feasibility of addressing the issues raised within the plan and amend plan if/as considered feasible/necessary. Following investigation, introduction to 'Environment' section amended.</p> <p>NO ACTION</p>
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	see earlier comments re solar panels, other small renewable energy facilities should be viewed favourably.	NOTED	NO ACTION
Policy HD11	<p>FME - As outlined in relation to draft policy TC2, it is considered a matter for the Local Planning Authority to determine the level of information that would need to support any planning application. Moreover, the suggested requirements for the policy are overly onerous as there may be circumstances where archaeology is of low significance/value and therefore does not need to be excavated or fully recorded. There are also instances where following a geophysical survey the significance of any likely archaeology is low and any field excavation can be controlled by condition and undertaken after the development has been approved. As such, FME would question the need for draft policy HD11 as these matters are already dealt with as part any planning application.</p> <p>NYCC - The plan is very aspirational with regards to the historic environment rather than taking the most usual approach of just preserving what is there. This is extremely good to see and we support the principles of re-establishing a museum and providing visitor facilities and interpretation at the Roman fort at Orchard Fields. Draft policy HD11: The phrase 'Where physical preservation is not possible...' could be strengthened to 'Where physical preservation is not required...'</p> <p>An archaeological investigation clause should be included on any new developments as there is likely to be some impact on this archaeologically rich area.</p>	<p>DISAGREE – once made, i.e. 'adopted', the NP will form part of the statutory development plan for the area. As such, NPs have the same status as Local Plans and it is as much a function of a NP as of a Local Plan to require something through its policies if such requirements meet the basic conditions. Given the extent and importance of archaeological remains in the area (ref NP Appendix 3), the policy's expectation is considered to be a reasonable requirement. RDC have raised no objection to and made no comment on this policy. NYCC have supported it, indeed suggested wording that would strengthen it.</p> <p>AGREE – the suggestion re strengthening the wording of the policy is considered to be feasible and warranted.</p> <p>NOTED – this is effectively what the policy already includes.</p>	<p>NO ACTION</p> <p>ACTION – strengthen policy wording as suggested.</p> <p>NO ACTION</p>

	<p>The public's interest in archaeology has been growing in recent years as evidenced by popularity of tv programmes connected with it. It's our heritage.</p> <p>This should not be at the expense of homes/businesses being able to implement eco-friendly technology in the form of upgrading to double glazing or considering solar panels.</p> <p>it seems lacking</p> <p>If possible some remains may be able to be incorporated into new buildings, especially those with public access, eg a hotel.</p>	<p>NOTED</p> <p>NOTED – the relevance of the comment to this policy is unclear.</p> <p>NOTED – it is not clear how/in what way the policy is thought to be lacking. As such, it is not possible to respond in any meaningful way.</p> <p>NOTED – this is covered by the 'physical preservation' element of the policy.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
<p>4.8 Housing – General & supporting text to H1</p>	<p>RDC Independent Group - The Current Ryedale Local Plan has its foundation on the concept that new development in Ryedale should be concentrated in the five market towns. 50% of all new housing (<i>and 90% of all new employment development</i>) is to be in Malton and Norton. This concept was largely the result of Nimbyism in the country areas which resisted development within villages, resulting in an adamant refusal to look at enlarging village envelopes, which have remained unchanged for almost 30 years. It is now recognised by the District Council that this unbalanced concept is unsustainable and has damaged Malton and Norton, and the District Council has commenced a review of the Ryedale Plan, which includes looking at the housing distribution policies of that plan. The Neighbourhood Plan therefore provides an opportunity to inform and influence the revision of the Ryedale Plan and the Neighbourhood Plan should be updated accordingly.</p> <p>RDC Independent Group - The Neighbourhood Plan is therefore right not to make any recommendations regarding site allocations for housing. However, this does not go far enough. In my view, there</p>	<p>NOTED – the NP will be examined against the adopted Local Plan at the time of examination, not against the new emerging plan – it is highly unlikely that this will be adopted before the examination. As such, the policies of the NP have to be written in the context of and be in general conformity with the strategic policies of the adopted Local Plan. The updating suggested is speculative and premature, given the very early stages of the new Local Plan and absence of any published plan documentation in the public domain.</p> <p>DISAGREE – such a policy statement (NB it would have to be policy to carry any weight) would not be in</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>should be a clear statement that no new development (apart from Beverley Road – see below) should be permitted until there are a four way intersections at Broughton Road and York Road, whether land is allocated or not.</p> <p>RDC Independent Group:- Beverley Road site in Norton. This is anticipated to include 600 or so new houses. This is land which has been allocated by the Ryedale Plan and is therefore available for development. The intention is that the developer will be required to extend the spine road through the adjacent industrial estate to the Beverley Road. This is to enable traffic coming from the direction of Beverley to access the A64 at Brambling Fields without having to drive through Norton Town Centre. The development of the site will therefore achieve substantial planning gain at no cost to the public. Development on this site will have direct access onto the A64 without residential traffic having to drive across the Level Crossing and through Malton/Norton town centres in order to access the A64 to North or South. Ryedale’s Planning Department have been requested to provide detailed information in regard to the number of dwellings which have been built since 25th October 2010 (the date of the Jacobs report), and the anticipated number which can be built on land which has been made available, by permissions, appeal decisions and existing land allocations. It is clear, on the basis of figures provided by Ryedale that the development of the Beverley Road site will complete the allocation of houses required for Malton and Norton by the Ryedale Plan. It is understood that this has been under discussion with a developer for many years, but no planning application has been submitted. It is important that this site is retained, and that no other site in Malton and Norton is brought forward either as a substitute for it or as an additional allocation.</p>	<p>general conformity with the strategic policies of the adopted Local Plan (Local Plan Strategy SP2 and sites allocated in accordance with that policy) and as such would not meet basic conditions.</p> <p>NOTED – the NP is silent on this site and on housing allocations generally.</p>	<p>NO ACTION</p>
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	<p>RDC Independent Group - Section 4.8 on p.45 is not strong enough. As mentioned above, my understanding is that land has already been allocated by the Ryedale Plan for all of the 2,000 houses which Jacobs reckoned the towns could take without unacceptable harm. Of the houses to be built on these sites, all but 600 or so have already either got planning permission or have been built. The remaining 600 are scheduled for the Beverley Road site which has been allocated, but not yet received planning permission.</p> <p>Our concerns about the flawed nature of the Jacobs Strategy document have already been stated. It has also been overtaken by events – ie the intention to run more trains.</p> <p>However, if the view is still taken that the Jacobs document should still be regarded as credible in any way, one has to respect its conclusion which was that 2,165 new dwellings was the number of new houses which could be built with an acceptable impact on the local highways network, subject to mitigation measures and some highways improvements, some of which have not been carried out. <u>It follows that the Report acknowledges that more than 2165 houses could have an unacceptable impact on the local highways network. So Malton and Norton have already reached their limit and this should be clearly set out in this document.</u></p> <p>Please therefore rewrite the third para. as follows: <i>“The Ryedale Sites Allocation Local Plan has allocated sites to fully accommodate the requirements of the Ryedale Plan, and with the exception of the Beverley Road site, all of these sites have either been developed or have planning permission. The Jacobs Strategic Transport Assessment of 2010 concluded that 2165 new dwellings could be accommodated without having an unacceptable impact on the local highways network. Since 2010, this number has been accommodated by planning permissions or development – again with the exception of the Beverley Road site.</i></p> <p><i>The Beverley Road site is expected to provide positive planning gain in terms of a spine road between the adjacent industrial estate and the Beverley Road, thus enabling traffic from Beverley to have direct access</i></p>	<p>DISAGREE – it is considered that this adds nothing material to the NP, the 2nd suggested paragraph particularly so.</p>	<p>NO ACTION</p>
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	<p>to the A 64 at Brambling Fields. without passing through Norton Town Centre.”</p> <p>RDC Independent Group – (NB re new suggested policies) insert the following policy as H1 on page 45 at the end of the section headed: “Introduction”:</p> <p>1) H1: “No further land should be considered for allocation for residential development in Malton/Norton until and unless the York Road intersection with the A64 is made four-way and a new four-way intersection with the A64 is built at Broughton Road, and other substantial highways improvements are made, which are ancillary to these and also those which complete the recommendations of the Jacobs Strategic Transport Assessment 2010, and any subsequent recommendations arising out of the increased use of the railway”.</p> <p>2) H2: The development of the allocated Beverley Road site will be expected to provide a new spine road to connect the Beverley Road with the main spine road of the adjoining industrial estate so as to provide direct access to the A64 at Brambling Fields for traffic from the Beverley Road”</p> <p>3) So, please also renumber Policy H1 on page 46 as H3.</p>	<p>1) DISAGREE/NOTED – such a ‘ban’ on residential allocations would not meet the basic conditions test in respect of NPs having regard to national planning policy – it would be contrary to various provisions of section 5 “Delivering a Sufficient Supply of Homes”. It is considered, however, that the intent of this suggested policy (i.e. to direct any unallocated development to areas with direct A64 access and out of the town centres) could be achieved via a ‘Development on Unallocated Sites’ policy – an approach which has met favour with examiners when included in other NPs. Such a policy would however need to be carefully worded so as not to be interpreted as a ‘green light’ for new unallocated development. The scale of development covered also needs to be considered together with the scope for encouraging sustainable transport to discourage town centre trips by car. The supporting text to the policy would need amending accordingly (see Policies TM3-5 Supporting Text above).</p> <p>2) DISAGREE – this is already addressed in RDC’s adopted Local Plan Sites Document (Policy SD3). It is not the function of NPs to duplicate</p>	<p>1) ACTION – draft new policy as suggested for further consideration.</p> <p>2) NO ACTION</p> <p>3) NO ACTION</p>
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		<p>policies in the Development Plan of which it will itself become a part on being made.</p> <p>3) DISAGREE – if policy suggestion in 1) above is accepted, there would be no new policy in this section.</p>	
Policy H1 – supporting text	RDC - the plan itself would benefit from the inclusion of reference to key pieces of evidence to support policy proposals. For example, the Strategic Housing Market Assessment includes information that will help to support the Plan’s housing policy.	NOTED – it is considered that the plan would benefit from the inclusion of such references.	ACTION – include references as suggested.
Policy H1	<p>RDC - It is ambitious to expect sites of 10 dwellings to reflect the mix outlined. Whilst the District Council does not dispute the intent of the policy, it would benefit from some revision to its wording to assist implementation.</p> <p>Crossley Grand Children’s Trust - perhaps could be more ambitious in its steering of wording for importance and relevance.</p> <p>FME - FME are concerned by the limited evidence base which seems to support draft policy H1 and the lack of any professional assessment of housing needs. Indeed, it is considered that such matters are better dealt within the Ryedale Local Plan which will be informed by an appropriate evidence base including an up-to-date Strategic Housing Market Assessment.</p>	<p>AGREE – it is suggested that the substitution of the wording ‘which provides a housing mix with the following particular emphases’ with ‘which contributes to the provision of the following housing mix’ would reflect the intent of the comment.</p> <p>NOTED – it is unclear how much more ambitious and in what way(s) it is felt the policy could be. As such, it is not possible to consider any meaningful amendments. It should be noted that the wording of NP policies is constrained in terms of what it can require of new developments.</p> <p>DISAGREE – it is acknowledged that the evidence base does not include a professionally conducted local housing needs assessment. However, it fully reflects a community consultation involving over 300 local</p>	<p>ACTION – amend the policy wording as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Additional volume of traffic needs to be considered impact</p> <p>Affordable housing should be part of any planned development and enforced so that builders cannot wriggle out of this responsibility.</p> <p>Seems unduly prescriptive. We need adequate starter homes in the mix. Apart from that, why not let developers go with what they think will sell? Why would the planners think they know better? And why would I want to insist on homes having mostly two bedrooms (and, it seems, never four bedrooms)?</p> <p>Mix should be determined for individual applications depending on the site and the local housing needs at the time.</p>	<p>people, the findings of which reflect those of RDC’s Strategic Housing Market Assessment (NB as pointed out by RDC in its comments – supporting text is to be amended to make this point). RDC have not objected to the policy. Further, experience shows that NP examiners find such policies in line with basic conditions, particularly as they are couched in terms of support for a particular mix rather than requiring that mix.</p> <p>DISAGREE – this is not relevant to a policy which is not proposing any new housing or allocating any new housing sites.</p> <p>NOTED – provision for and requirements in respect of affordable housing are already included in RDC’s adopted Local Plan Strategy (Policy SP3). It is not the function of NPs to duplicate such provision.</p> <p>DISAGREE – the policy is not prescriptive – it is couched in terms of supporting a specified mix rather than requiring it and then only on small sites. The mix specified fully reflects the findings from a community survey of over 300 local households as clearly stated in supporting text.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>I would like to see a large mixed housing development to the west of Malton with contributions from the developers towards a new link road onto the A64, i.e. from Broughton Road,</p> <p>Would like to see the west side of Malton developed for housing and contributions made by developers towards a new junction onto the A64.</p> <p>Bungalows are an appalling use of land as a resource. Much more consideration as to proximity of target populations to facilities and / or use of alternatives to private cars should be given. Car parking on pavements in Copperfields is already a blight</p> <p>Need to take account of an ageing population and their needs</p> <p>But should add after elderly, people with a range of disabilities</p>	<p>NOTED – the town councils do not see the NP as an appropriate vehicle for housing allocation. This is seen as an RDC function and any suggestions for new sites should be directed to RDC to consider as part of its Local Plan review work.</p> <p>NOTED – bungalows were very popular in the community survey of over 300 local people on which the policy is based, with over 50% support. The NPs transport & movement policies emphasise walking and cycle use. Housing site allocation is seen as an RDC planning function. There is no perceived parking/enforcement issue in Copperfields.</p> <p>NOTED – this is one of the things the policy specifically seeks to address.</p> <p>NOTED – policy is based on community survey findings which did not indicate this particular priority. Disabled needs are however already addressed in adopted RDC Local Plan Strategy Policy SP4.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
4.9 Employment - General	RDC Independent Group - The Current Ryedale Local Plan has its foundation on the concept that new development in Ryedale should be concentrated in the five market towns. <i>(50% of all new housing and)</i> 90% of all new employment development is to be in Malton and Norton. Updating is (also) required in regard to employment development. The Ryedale Plan prescribes 80% of new employment	NOTED	NO ACTION

	<p>development at Malton/Norton. (I think this was increased to 90% before adoption of the plan). However, the Council has only a few weeks ago approved a major extension of the Thornton Road Industrial Estate at Pickering and resolved to invest over £2M of the Council's own money in developing it.</p> <p>RDC Independent Group – <i>various employment issues raised relating to the Eden Road site, the Livestock Market and the Thornton Road Industrial Estate, Pickering, concluding that “as there appears to be so little demand for new industrial land in the local area, there should be no expectation of the allocation of more land in Malton/Norton for employment purposes and no consideration for this should be given until there is clear evidence of demand – evidenced by real enquiries and not by wishful thinking, fancy statistical projections or hypothetical opinions in Consultants’ reports.”</i></p> <p>RDC Independent Group - It is not understood why the Neighbourhood Plan does not clearly support retail development within the existing Cattle Market Area, particularly as there is an extant planning permission for this.</p>	<p>NOTED – the NP includes no employment allocations and alludes to no such allocations.</p> <p>NOTED – the retail development of this site/area is already specifically covered by an allocation (SD14) in the adopted Development Plan (i.e. RDC’s adopted Local Plan Sites Document). It is not the function of NPs to duplicate policies in a plan which it will itself form part of on being made. Also, as stated, there is already an extant planning permission. As such any new policy would be redundant/after the fact.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy EM1 – supporting text	RDC Independent Group - Page 47 – Employment – Am I right in thinking that the “Manor Farm Business Park” is the one at Eden Road?	NOTED –the correct name of the business park in question is Eden Business Park. Text should be amended accordingly.	ACTION – amend text as indicated.

	<p>RDC Independent Group - Page 47. Please bring the “introduction” up to date by inserting the following after the para: “ The employment section addresses the vision’s desirewith the principal town’s status. The words which should be added are: “As regards the allocation of new land for employment, this is covered by Policy SP6 of the Ryedale Plan. Malton/Norton were expected to take 80% of all new employment development. Land has accordingly been allocated and given planning permission at Eden Road, and the greater part of this site remains undeveloped. The view is taken that there is no need to allocate further land for employment purposes in this plan”.</p> <p>Please add the following words at the bottom of the narrative on p.48: “It is expected that the Livestock Market in Malton Town centre will move to a site at the Eden Road Business Park shortly, as Ryedale has ring fenced £1.5M to enable the move to take place, subject to submission of plans, including a business plan. This will make the present Livestock Area available for retail use.”</p> <p>RDC Independent Group - Please add new policy EM2 on p.48: “The Livestock Market area in Malton shall be allocated for retail purposes”.</p>	<p>NOTED – it is considered appropriate to add the majority of the suggested wording or similar, after the bullet point list of existing employment sites (P47) as this would provide useful factual information. The last suggested sentence is however, as stated, ‘a view’ not based on any presented evidence/professional assessment. It is not for the NP, which will become part of the Development Plan, to assert that there is no need for a reviewed Local Plan to allocate further employment land – this would be contrary to NPPF section 6 and basic conditions. As such, it is not considered appropriate to include this sentence.</p> <p>DISAGREE – the retail development of the livestock market is already specifically covered by an allocation (SD14) in the adopted Development Plan (i.e. RDC’s adopted Local Plan Sites Document). It is not the function of NPs to duplicate policies in a plan which it will itself form part of on being made. Without a new policy the suggested preamble is of no material value within the NP.</p>	<p>ACTION – add suggested wording or similar as indicated.</p> <p>NO ACTION</p>
Policy EM1	<p>FME - FME support the draft policy EM1 and do not have any comments to make on the policy itself. They would however request that a number of minor tweaks to the supporting text are made for clarity. On page 48, it is requested that changes to the final paragraph before Policy EM1 as follows (changes underlined): First sentence:</p>	<p>AGREE – it is considered that such clarifications would be beneficial.</p>	<p>ACTION – amend text as suggested.</p>

	<p>“With reference to the food industry, in 2011 the Fitzwilliam Malton Estate set about looking for opportunities” Third sentence: “Consequently Visit Malton developed the Malton Food Lovers Festival, an annual event that is used</p> <p>Until roads are improved for additional traffic from extra housing</p> <p>We need to attract employers that pay higher wages and this means not restricting land for employment sites.</p> <p>Yes - greater tourism accommodation support. Unlike Pickering there are virtually no B&B's or short rental accomdation. There are some AirBnB developments, but not enough to support opportunity. One particular area of opportunity is overnight or short term cycle tourism that often prefer group accommodation and secure storage.</p> <p>Future industries should not be excluded. Increasing artisan producers alongside food are evident. Green industries are set to exponentially grow and our towns are well placed to take advantage - include green industries in the list</p>	<p>DISAGREE – it is not considered appropriate to add such a caveat to a policy which merely supports particular types of development in general terms – which may or may not impact on existing roads.</p> <p>NOTED – the policy does not restrict land for employment site.</p> <p>NOTED</p> <p>NOTED – although there is no particular Local Plan evidence highlighting green industries as a potential growth sector, neither are they excluded. Reference is however made in the Local Plan Strategy to renewable energy and new economic uses for the wider countryside. It is considered that specific support/ encouragement for green industries would be in keeping with general ‘green’ concerns highlighted in the consultation. It is also considered that the word ‘particularly’ should be</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend policy wording as indicated.</p>
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	<p>Anything to do with local food whether providing or selling it is to be preferred to non-local which incurs transport emissions including CO2. Local shop owners are more likely to remain even in difficult trading times than a national chain and be more supportive of the community eg arrange deliveries for customers and other help in Covid timese</p> <p>Larger employers in both retail and office space should be encouraged.</p> <p>If in the right places</p> <p>Too specific all suitable employment should be encouraged.</p> <p>To enhance the Food Capital status we need more variety of restaurants and other food outlets.</p>	<p>inserted into the policy, thereby not excluding other unspecified sectors.</p> <p>NOTED</p> <p>NOTED – the policy already covers retail. There is no particular Local Plan evidence highlighting offices as a potential growth sector. As a generic sector not particularly characteristic to the towns, it is not considered necessary to specifically highlight it within the policy. Final policy wording will not specifically exclude support from uses other than those specified.</p> <p>NOTED – other employment uses are already covered by the RDC adopted Local Plan.</p> <p>NOTED – the policy encourages and supports both the food industry and retail sectors.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy M1	<p>FME - FME is fully supportive of policy M1 to retain Wentworth Street Car Park for this purpose.</p> <p>Wentworth Street car park is almost never packed. Suggests that some flexibility on this is possible.</p>	<p>NOTED</p> <p>NOTED – NP Policy TC4 if implemented will result in some loss of car parking capacity.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>Wentworth Street is an ideal site for a much needed budget hotel and possible retail space,</p> <p>Yes - either at Wentworth CP or on a new site over the railway opposite Malton Train Station, as facility for overnight Motorhome parking. We are lagging behind Helmsley and Pickering in lacking these important tourism facilities.</p> <p>As indicated previously, consideration should be given to use of this site for retail. Alternatively, it could be retained if the Market Place car park was closed</p> <p>Wentworth St car park is very large and i'm not aware of insufficient parking spaces. Environmental improvements if this means more trees and planting - yes</p> <p>Would like to see a hotel and retail space on parts of Wentworth Street car park.</p> <p>Car parking and more particularly delivery/courier van parking is a blight in Malton with these vehicles parking wherever they like, usually on the pavement, crossing zig-zags, double yellow lines etc.</p>	<p>NOTED – a hotel is proposed under NP Policy TC4. Retail emerged as a less popular option in this location during public consultation.</p> <p>NOTED – it is considered that provision for overnight motorhome parking at Wentworth St Car Park would support local tourism and that a new community action could be added to this effect, subject to discussion with RDC re current parking regulations and Helmsley/ Pickering provision.</p> <p>NOTED – retail was less popular than a hotel in public consultation. The policy retains most of the site in car parking use.</p> <p>NOTED – NP Policy TC4 if implemented will result in some loss of car parking capacity. Trees/ planting would be covered under the environmental improvement umbrella.</p> <p>NOTED – a hotel is proposed under NP Policy TC4. Retail emerged as a less popular option in this location during public consultation.</p> <p>NOTED – the addressing of such issues is not within the NDP’s policy remit.</p>	<p>NO ACTION</p> <p>ACTION – discussion with RDC as indicated prior to final decision re a new community action. Following discussion, deemed not feasible.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Is this in conflict with suggestions to build a hotel on the site. The hotel will want reserved parking for its residents and any functions it promotes.</p>	<p>NOTED – there is no conflict as only the upper deck of the car park is identified for a hotel development, including public use of associated car parking area.</p>	<p>NO ACTION</p>
<p>Policy M2</p>	<p>FME - FME is supportive of draft policy M2 albeit that there should be some flexibility over the location of any compensatory parking as opportunities arise to deliver improvements in the town centre.</p> <p>I would like to see pedestrianisation of part of the Market Place. This should link in with a redeveloped livestock market site.</p> <p>There may be opportunities to transform the market place and alternative car parking space can be created nearby eg cattle market</p> <p>Yes - change CP in front of the church to a public space with a permanent Band Stand and use of Malton in Bloom planters.</p> <p>Car parking in this area is a blight. The plan should encourage walking and discourage private car use within such a small town</p> <p>Too much traffic and need more pedestrian space.</p> <p>Enhancement of the streetscene is required to get away from it being just a car park - the work of In Bloom is a big help</p> <p>Car parking at Malton Market Place is excellent, accessible car parking is vital for the town to prosper, I used to live near Wetherby which has excellent parking facilities in town and it is very popular and successful.</p>	<p>NOTED – policy wording allows for the suggested flexibility.</p> <p>DISAGREE – a community survey responded to by over 200 people clearly indicated a preference for continued car parking over any pedestrianisation.</p> <p>DISAGREE – the policy does not provide for this. Continued car parking reflects community expressed wishes.</p> <p>DISAGREE – a community survey responded to by over 200 people clearly indicated a preference for continued car parking over any pedestrianisation.</p> <p>NOTED – the policy provides for environmental improvement.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>No map</p> <p>The market square should be pedestrianised and vehicular access only allowed for market stall holders, if air quality is to be improved then the circling of the square by drivers looking for a parking space should be stopped.</p>	<p>NOTED – the NP Proposals Map is available on both town council websites and in both offices, as clearly referenced from the NP summary leaflet.</p> <p>DISAGREE – a community survey responded to by over 200 people clearly indicated a preference for continued car parking over any pedestrianisation.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy N1	<p>If residential space needed, don't preclude this but can insist on flood resilient development</p> <p>I agree with not supporting residential and other uses vulnerable to flooding.</p> <p>I own the land at the back of Commercial Street and I notice on the plan it should be car parking. The authors of the plan cannot expect a resident to provide carp space at a cost to the land owner? I feel regeneration of this area should be developed I fell the authors should take in to account that the ATS land has planning permission on this land now and a lawful commencement has actually started I also feel it should be noted that if this build in not forthcoming the land should be supported for retail as we need more retail on Commercial Street</p> <p>has i have stated before, as the property owner of the land in N1 i would like it to be used for shops I.E, a small Precinct or something similar or maybe light industry possably housing but with a name of commercil street i think it says it all, Plus if you arnt prepared to fund this development which is what you have said then why are you dictating what it should be used for</p>	<p>DISAGREE – preclusion of residential is in line with recommendation of Strategic Environmental Assessment report.</p> <p>NOTED</p> <p>NOTED – the policy states that the land should be regenerated, including car parking, not exclusively for car parking. Uses such as retail and light industry, less vulnerable in flood risk terms, would be acceptable in this location and could be included in the policy. In line with the recommendation of the Strategic Environmental Assessment (SEA) report, residential use is excluded for flood risk reasons (NB site is Flood Zone 3) and the planning permission cited does not apply to site N1. That said, there may be scope to soften the policy approach to residential</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – amend policy to support retail and light industrial uses. Investigate scope for softening policy approach to residential development and amend if/as feasible. Following investigation, no amendment as would be clearly contrary to HRA and SEA.</p>

	<p>Rear access to commercial properties is vital and necessary.</p> <p>No map</p> <p>as long as there are green spaces and possibly a small children's play area.</p>	<p>use, subject to further consideration of the SEA & HRA reports and discussion with RDC.</p> <p>NOTED</p> <p>NOTED – the NP Proposals Map is available on both town council websites and in both offices, as clearly referenced from the NP summary leaflet.</p> <p>DISAGREE – not considered appropriate in this location.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Community Actions	<p>FME - On page 52, FME suggest that the list of matters to be addressed would benefit from the addition of: 1) • Coach parking • Overnight parking for motorhomes with provision of utilities. 2) In addition, FME suggest that there should be reference within this section of the Neighbourhood Plan to finding solutions to the viability of the Milton Rooms, a much underused resource.</p>	<p>1) NOTED – it is considered that provision for coaches/overnight motorhome parking would support local tourism and that a new community action could be added to this effect, subject to discussion with RDC re current parking regulations at Wentworth St and Helmsley/ Pickering provision.</p> <p>2) NOTED – now under new management and with the benefit of new RDC funding and possibly more to come, it is considered that solutions are already being found. That said, the town councils are keen to see the facility's future secured. A new supportive community action will be added as suggested.</p>	<p>1) ACTION – discussion with RDC as indicated prior to final decision re a new community action. Following discussion, deemed not feasible.</p> <p>2) ACTION – add new community action re working to secure future viable use for the Milton Rooms.</p>

	<p>Habton PC - Ryton Rigg Road should have an HGV ban (with the exception for local farm vehicles and local deliveries), as it is not suitable for larger vehicles trying to access the Eden Camp development.</p> <p>Habton PC - To prevent unnecessary traffic in Habton, there should be a 4 way intersection in Broughton Road.</p> <p>Habton PC - Public transport links to the Town and the rural villages should be improved to improve connectivity between the villages that use the town's services.</p> <p>Historic England – The Malton and Norton on Derwent Plan area contains 2 Grade 1, 14 Grade II* and 243 Grade II Listed Buildings, 1 of which, the Grade II* listed 'Screen Wall North West of Malton Lodge' is on the heritage at Risk Register 2020. It is also home to 4 Scheduled Monuments.....It will also contain many Local Non-Designated Heritage Assets.</p> <p>Historic England – if you have not already done so, we would recommend that you speak to the staffs at the North Yorkshire Archaeology Advisory Service who look after the North Yorkshire Historic Environment Record/Sites and Monuments Record. They should be able to provide details of not only any designated heritage assets but also locally important buildings, archaeological remains and landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway. It may also be useful to involve local voluntary groups such as the local Civic Society or local historic groups in the production of your Neighbourhood Plan.</p> <p>NYCC - The proposal to create a local list of non-designated heritage assets is supported.</p>	<p>NOTED – suggestion to be passed on to the Highways Authority (NYCC) for its consideration.</p> <p>NOTED – this is already indicated in the supporting text – P16/para 5. It is considered that lobbying for such provision could also be usefully added to community actions.</p> <p>AGREE – a community action to this effect should be added to the plan.</p> <p>NOTED – this information could usefully be added as a preamble to the action on non-designated heritage assets (P56).</p> <p>NOTED – this is helpful advice in respect of the community action on non-designated heritage assets and could usefully be added to the text (P56). The Historic Environment Record has already been approached to provide the information in Appendix 3.</p> <p>NOTED</p>	<p>ACTION – refer suggestion on to NYCC.</p> <p>ACTION – add new lobbying action to community actions as indicated.</p> <p>ACTION – add new community action as indicated.</p> <p>ACTION – add information as presented by HE.</p> <p>ACTION – add information as supplied by HE.</p> <p>NO ACTION</p>
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	<p>NYCC - Not sure whether this merits inclusion but any public transport measures to improve connectivity between Malton and Norton and/or more sustainable movements between Malton and Norton would require substantial funding.</p> <p>YWT - Quarrying of local stone is mentioned as a possible mechanism to source stone to match the existing built infrastructure. Restored quarries, if designed and managed appropriately, offer great potential for habitat restoration. YWT has been involved with a number of quarry restorations and manages a number of reserves which were originally or are still part of quarry sites and would be pleased to offer advice if this idea is pursued.</p> <p>RDC Independent Group – (<i>Re the AQMA</i>) This is included in the conservation area, but is in a shocking state. We set out below some comments we have received from a local resident of the Castlegate area. <i>“Equally concerning after years of trying to get the HGV ban over the level crossing it is being ignored and not enforced. No signage near the bridges or at Butcher corner and no enforcement.”</i></p> <p>RDC Independent Group – We set out below some comments we have received from a local resident of the Castlegate area. <i>“A part of the plan should be to incorporate a scheduled and audited cleaning programme for the historic buildings whose fabric is being eroded by pollution. I would contend that the pollution is well documented and as a result of inaction the buildings are getting coated in NO2 and harmful carbon deposits. It is now the responsibility in my opinion for those who are not being effective in improving air quality within the AQMA to take some responsibility. Using low pressure high heat listed building approved washers to remove the</i></p>	<p>NOTED – as the plan currently contains no reference to public transport measures, this is not currently considered to be relevant. Should the submission version plan include any such measures, the comment will be considered for inclusion.</p> <p>NOTED</p> <p>AGREE – action re signage issue and HGV ban enforcement to be added as community actions.</p> <p>AGREE – Malton TC already beginning to address this issue. Grant scheme to support cleaning a possibility to be considered. New community action to be added reflecting the suggestion.</p>	<p>ACTION – consider reflecting funding information should public transport measures feature in submission version plan. NB considered but not included.</p> <p>NO ACTION</p> <p>ACTION – add new community actions as indicated.</p> <p>ACTION – add new community action as indicated.</p>
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<p><i>dangerous carbon from the buildings. You only have to look at the roofs. The street sides are filthy and the other pitches are clean."</i></p> <p>Keep public regularly informed of progress and chances to consult.</p> <p>They don't include anything specific about York Road. True, it's not of great scenic value but it is the most important gateway into Malton and surely it deserves better than piecemeal light industrial development, road-building etc. without any over-arching policy objectives to preserve its character and quality? Especially so as it's also a major pedestrian route, mostly for people working on the York Road Industrial estate, who have poor pavement facilities, no cycle facilities worth the name and very poor policing of road traffic speed limits.</p> <p>RDC has a commitment to over 5,000 sq metres of retail space to 2027. I would like to see the neighbourhood plan encourage the council to bring this to fruition, i.e. livestock market site, Wentworth Street CP.</p> <p>No</p>	<p>NOTED – town councils responses to consultation to be posted on their websites once finalised, together with next steps. Next opportunity for consultation will be at Regulation 16 stage – this will be organised by RDC.</p> <p>NOTED – the plan includes a 'Gateway' location on York Road (Policy E5). York Road also forms the northern boundary to an area of 'Green Infrastructure' (Policy E4) and is therefore subject to its provisions regarding enhancement. That said, it is agreed that the pedestrian and cycleway connections to the estate are poor, and while noting an existing programme for pavement renewal, it is considered that new community actions in respect of addressing unpaved sections and pedestrian /cycle separation would be beneficial. Speeding is not however perceived to be a particular problem.</p> <p>NOTED – there is already a clear Local Plan policy in respect of the livestock market to which the NDP cannot usefully add anything.</p> <p>NOTED</p>	<p>ACTION – update websites with consultation responses and next steps at appropriate times.</p> <p>ACTION – add new community actions as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Good suggestions. Missing is specific support for carbon neutral new housing developments; preferential support for green based business or developments and for community energy initiatives. Would also like to see more initiatives for youth provision - places to go eg developing the 2 sports centres.</p> <p>Removing solar panels from permitted developments in the conservation areas would be a retrograde step. While it may be important to retain the essential character of historic areas, lack of 21st century infrastructure is inexcusable. The lack of double (or triple) glazing in historic buildings would be considered a joke in some other parts of N Europe</p> <p>No</p> <p>The Neighbourhood plan shouldn't restrict the future growth of Malton and Norton.</p> <p>Orchard Fields - include a path across the site to improve access to all.</p> <p>Heritage trail (<i>NB under Horse Racing Industry</i>) - how about a 5k running/walking route - things like this will really appeal to the younger people and those who have moved in to the town, and will improve the health of those who live here.</p>	<p>NOTED – NP Policies CF1 and CF2 specifically address the 2 sports centres. Specific support for green-based businesses is to be added to Policy EM1. A new community action re lobbying/support for more youth provision to be added, while noting that new proposals/plans are currently being considered by the TCs. The feasibility of support for carbon neutral new housing and community energy initiatives in the plan to be investigated further.</p> <p>NOTED – it is considered that the comment highlights the need for a wider review of the community action re Article 4 Direction as it is stated – this to cover the accuracy of the bullet point list (i.e. what is/isn't permitted development) and the relevance of each entry relative to each of the 3 conservation areas.</p> <p>NOTED</p> <p>NOTED – not considered that it does.</p> <p>NOTED – there is no perceived access issue here that needs addressing.</p> <p>NOTED – this is covered in general terms by the provisions of Policy TM1. As no route is suggested in the comment, it is not possible to be</p>	<p>ACTION – amend Policy EM1 and add new community action as indicated. Further investigations to be undertaken as indicated and plan amended if/as considered feasible/necessary. Following investigations, amendment made to introduction to 'Environment' section.</p> <p>ACTION – review community action as indicated in liaison with RDC. Following review, action amended to 'exploring scope for' a more nuanced approach, appropriate to individual uses in individual conservation areas, reflective of their character and issues.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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		more specific within the policy or to consider adding a new community action.	
	Public Realm - how about the incorporation of Sustainable Urban Drainage into some of the improvements - then they have a dual functions.	NOTED – SUDS are already covered in the adopted Development Plan (Local Plan Strategy Policy SP17), which this NP will become part of on ‘adoption’. It is not the role of NPs to duplicate existing Local Plan policy provisions.	NO ACTION
	Can the CIL be used towards improving medical provision?	NOTED – the scale of CIL funding likely to be available to the TCs would not be sufficient to address medical provision.	NO ACTION
	What about cyclepaths as well as cycle parking?	NOTED – NP Policy TM1 addresses both cycle paths and covered parking facilities. In addition, cycle racks within car parks are specifically addressed as a community action.	NO ACTION
	Please improve the public walk signs, they look very tatty now.	NOTED – a community action could be added covering assessment of public footpath signs and action to repair where necessary.	ACTION – add new community action as indicated.
	Generally approve	NOTED	NO ACTION
	The towns suffer from a poor road link between them. Recent flooding events show again how easily this breaks and vehicle movements are greatly affected.	NOTED – this is addressed in policies in the NP’s Transport & Movement section.	NO ACTION
	I agree that parking charges would have a negative effect on the towns prosperity but street furniture to prevent illegal and inconsiderate	NOTED – it is considered that further street furniture would add to already	NO ACTION

	<p>parking along with support from the local police or parking enforcement would be worthy of consideration.</p> <p>I agree with a permanent ban of HGV's and its enforcement.</p> <p>I like, agree and support the content of the proposed Community actions.</p> <p>no</p> <p>Policy to limit further development of Whitewall Quarry after planning permission expires in 2023?</p> <p>I am in favour of improvements to Castle Gardens and Orchard Fields.</p> <p>I am strongly opposed to the removal of permitted development rights in particular where this causes a negative impact on peoples homes. For example preventing roof lights and upgrading doors and windows to improve sound proofing and energy efficiency. In my opinion there are a significant number of properties that are deteriorating rapidly simply because of the existing planning restrictions.</p> <p>I am very much in favour of supporting Malton in Bloom, they have been making significant positive improvements throughout the town.</p> <p>Nil</p> <p>I do not agree with the Direction 4 comments, buildings cannot be left in aspic, sensitively done some changes will enhance a conservation area, also see my earlier comments re solar panels.</p>	<p>excessive amounts of 'furniture clutter'.</p> <p>AGREE – action re HGV ban enforcement to be added as community action.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – minerals planning policy is an excluded matter for NPs.</p> <p>NOTED</p> <p>NOTED – it is considered that the comment highlights the need for a wider review of the community action re Article 4 Direction as it is stated – this to cover the accuracy of the bullet point list (i.e. what is/isn't permitted development) and the relevance of each entry relative to each of the 3 conservation areas.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – it is considered that the comment highlights the need for a wider review of the community action re Article 4 Direction as it is</p>	<p>ACTION – add new community action as indicated.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – review community action as indicated in liaison with RDC. Following review, action amended to 'exploring scope for' a more nuanced approach, appropriate to individual uses in individual conservation areas, reflective of their character and issues.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>ACTION – review community action as indicated in liaison with RDC. Following review, action amended to 'exploring</p>
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	I would very much support the ideas re Castle Garden, a much underused and publicised facility and Orchard Fields.	<p>stated – this to cover the accuracy of the bullet point list (i.e. what is/isn't permitted development) and the relevance of each entry relative to each of the 3 conservation areas.</p> <p>NOTED</p>	<p>scope for' a more nuanced approach, appropriate to individual uses in individual conservation areas, reflective of their character and issues.</p> <p>NO ACTION</p>
Monitoring, Review & Implementation	<p>RDC - the implementation section requires some revision to ensure clarity around infrastructure delivery in order to avoid expectations being raised within the local communities. This is expanded upon in more detail below.</p> <p>RDC - The implementation section (also) includes references to Ryedale CIL being used to fund these wider strategic highway improvements. This will raise expectations in the local community that these improvements can or will be delivered. The use of CIL is aligned to the infrastructure required to support planned growth. Its use to fund further strategic transport improvements will be considered if this is required to support further growth in the longer term beyond 2027. In the meantime, the references to the use of CIL to fund improvements which are not required in the current plan period should not be included in the plan.</p> <p>RDC - The inclusion of the list of projects/ areas that the Town Councils will prioritise CIL expenditure is welcomed and is consistent with national advice in relation to the content of neighbourhood plans. The plan also includes a list of infrastructure types/projects which the Town Councils would like the District Council to address with CIL receipts. The Ryedale Plan makes it clear what types of infrastructure are required to support planned growth for the plan period. A necessary improvement is the provision of a new primary school for Norton and this should be included on this list. The Plan should also make it clear that the extent to which projects that are not required to support planned growth to 2027 are funded by CIL will be dependent</p>	<p>NOTED</p> <p>AGREE – it is agreed that misleading text should be amended or deleted if necessary.</p> <p>AGREE - it is agreed that misleading text should be amended or deleted if necessary.</p>	<p>NO ACTION</p> <p>ACTION – amend or delete text in line with comment.</p> <p>ACTION – amend or delete text in line with comment.</p>

	<p>on future growth strategies and choices beyond the plan period. In addition , the plan should make it clear that the Ryedale CIL is required to support infrastructure improvements across the whole of Ryedale and that the money does need to be prioritised as it is a limited source of funding and will not be sufficient to deliver all required or desired infrastructure improvements. Clarity on these matters will avoid expectations being raised over the deliverability of infrastructure – especially strategic highway improvements. As outlined above, the Project Delivery Plan should not include infrastructure projects that are not are required to support planned growth over the plan period. The District Council will be happy to discuss the necessary revisions to this list and the evidence base which supports such a list.</p> <p>NYCC - Section 6 concerns deliver and Community Infrastructure Levy. Areas with an adopted neighbourhood plan receive 25% of the Community Infrastructure Levy (CIL) contributions generated within their areas. In times of increasing pressure on the County Council’s own budgets, the use of CIL received by the Parish to deliver identified improvements and projects would be supported. It would therefore be helpful for the plan to set out how the Parish council proposes to use the Developer Contributions received to support the objectives of the Neighbourhood Development Plan.</p>	<p>NOTED – it is considered premature for the town councils to set this out at this stage. Neither is this a requirement of NPs.</p>	<p>NO ACTION</p>
<p>Appendix 1 – LGS Assessments</p>	<p>RDC Independent Group - requires revision so as to include High Malton as a local green space.</p> <p>Malton Museum - Matters of Fact to be corrected in the final document p64 (NB E1.2): Yes - this land has a 2 000 year history, starting with the Roman Fort of Derventio <i>Delgovicia</i>¹ around AD 71, through to a Norman Castle and Elizabethan House. The site still holds a great deal of interest for archaeologists and has been listed by English Heritage Historic England² as a Scheduled Ancient Monument. The first excavations began in the 1930s by Philip Corder and John Kirk, commemorated by</p>	<p>DISAGREE – any revision as to the LGS status of High Malton rests on the outcome of the proposed reassessment.</p> <p>AGREE – incorrect text needs to be amended.</p>	<p>ACTION – dependent on outcome of reassessment.</p> <p>ACTION – amend incorrect text as indicated.</p>

	<p>a standing stone and plaque in adjacent Orchard Fields Field, and many of the finds can still be found in the Malton Dickens Museum on Chancery Lane³. Since then, it has played host to other on-going⁴ investigations, including Channel 4's Time Team, as well as The Defence Archaeology Group's <i>Project Nightingale</i>. Archaeologists from the University of York are currently mapping have surveyed⁵ the site using Geophysics. Further information at:- http://www.maltoncastlegarden.org.uk/history</p> <ol style="list-style-type: none"> 1. The Roman name for Malton/Norton is now generally considered to be <i>Delgovicia</i> (see P Wilson 'Derventio, Delgovicia and Praetorio: Some Roman-period Place-names of Eastern Yorkshire Revisited', <i>Britannia</i> 48 (2017), 305-308 doi:10.1017/S0068113X17000058) 2. Historic England is the body responsible for Scheduled Monuments 3. Orchard Field is correct 4. In the past Malton Museum stored material at Dickens House but had to move out when the building was required for the Dickens Museum – they now store all material themselves 5. There is currently no active fieldwork in Orchard Field 6. Geophysical Survey is not current 		
Habitat Regulations Assessment	<p>RDC - The Habitat Regulation Assessment would benefit from an addendum to update the document in the light of revisions to emerging policy that were identified as part of the assessment.</p> <p>NYCC - Although some of the urban section of the River Derwent is not designated, the river upstream and downstream is a Special Area of Conservation (SAC), a habitat of European OFFICIAL importance for nature conservation. Because of this designation, any plan or project likely to affect the ecology of the river needs to be assessed under the Conservation of Habitats & Species Regulations 2017; this is known as a Habitats Regulations Assessment (HRA). We have reviewed the HRA produced by Fleming Ecology on behalf of the Town Councils. While</p>	<p>NOTED – this will be carried out once the submission plan is finalised.</p> <p>NOTED – the HRA has been 'signed-off' by RDC - the competent authority in this case. Natural England have been involved as a statutory consultee in the development of the HRA and in respect of the NP. They have raised no objection to or made any comment on the HRA</p>	<p>ACTION – amend HRA once submission plan finalised.</p> <p>NO ACTION</p>

	<p>we do have some minor queries, the HRA is rigorous and comprehensive and we broadly agree with its conclusions. The HRA is a complex procedural document and it is important that its findings are considered fully and inform the Neighbourhood Development Plan. The key section is Section 4. In essence, the HRA concludes that the Plan policies are compatible with the conservation of the River Derwent SAC but changes to wording were needed for Policies RC1 (to remove references to fishing pegs and boat moorings), RC2 (to exclude residential development) and N1 (again to exclude residential development). We note that the Pre-submission Draft of the Plan appears to have adopted the recommendations of the HRA. Apart from some minor issues of clarity and wording, our main concern would be that the HRA provides little information on the status of SAC features in the vicinity of Malton and Nortonon-Derwent. The features for which the river is designated do not occur throughout the river and it would have been useful to summarise which are relevant to this section. For example, Sea Lamprey only enters the river in very small numbers and is unlikely to be a relevant consideration but River Lamprey is known to occur at least as far upstream as Rye Mouth, while Bullhead occurs mainly in riffles such as below County Bridge. We have some concerns regarding the assessment of the original Policy RC1 in the HRA. However, subsequent changes to the wording of the policy mean these are no longer important.</p>	<p>accompanying the NP. As such, it is considered that there is no need to revise the document in line with the comment. The HRA will be revised to reflect the final submission version of the NP.</p>	
NP Proposals Map	<p>NYCC - The Proposals Map accompanying the plan includes Non-Neighbourhood Plan designations such as Conservation Area boundaries and the Malton Air Quality Management Area boundary. It may be prudent to include designated nature conservation sites as these impose significant constraints on land use. These include the River Derwent Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) and Sites of Importance for Nature Conservation (SINCs) at Lady Spring Wood and Malton Bypass Cutting. Details of SINCs, including GIS files of their boundaries, can be obtained from North & East Yorkshire Ecological Data Centre.</p>	<p>NOTED – this is considered to be a reasonable suggestion. The NP should reference SAC, SSSI and SINC/LWS sites where relevant to policies and be shown for information on the Proposals Map.</p>	<p>ACTION – incorporate Local Wildlife Sites into the plan as suggested and show all referenced sites on Proposals Map.</p>

General – Layout/Presentation	FME - It would be helpful for referencing text if, in the submission version, all paragraphs were numbered.	AGREE – it is considered that this would aid referencing.	ACTION – add paragraph numbering to submission plan version.
General – Climate Change	<p>CPRENY - It is considered that the Steering Group could strengthen the NP through incorporating mitigation measures for climate change throughout the document, for example, within design policies requiring the generation of on-site energy production and zero-carbon dwellings and for proposed new built development to incorporate suitable electric car charging points as standard to future proof the plan.</p> <p>CPRENY - Many NPs and Local Plans now incorporate plan policies dedicated to the reduction of greenhouse gas emissions and the requirement to combat climate change. It is felt that such a policy is missing from the plan. The inclusion of such a policy would ensure all types of future developments regardless of location (including horse racing, hotel provision, those within conservation areas, river corridor enhancements and new employment/residential developments) play their part to protect residents, the countryside and biodiversity from the harmful effects of climate change.</p>	NOTED - NPs are limited by not being able to include policies/standards/ requirements relating to the construction, internal layout or performance of new dwellings, including on the sustainability of new homes. Moreover, it would be contrary to basic conditions (NPPF) to place requirements on development as suggested. It should be noted that NP policies do already address these matters where considered most relevant and in appropriate terms, i.e. Policy HD2 and E6. Electric vehicle charging is also referenced in community actions under ‘car parking strategy’. All that said, these issues are raised on a few occasions, begging the question re whether the NP should be saying something more about them.	ACTION – investigate the feasibility of addressing the issues raised within the plan and amend plan if/as considered feasible/necessary. Following investigation, introduction to ‘Environment’ section amended.
General – Minerals & Waste	NYCC - The ‘Neighbourhood Area’ shown on the Neighbourhood Plan Proposals Map includes land outside the current built up areas of this locality. The whole area is within a Mineral Safeguarding Area/Mineral Consultation Area within the emerging Minerals and Waste Joint Plan (MWJP) being produced by North Yorkshire County Council, City of York Council and North York Moors National Park Authority. The relevant policies in this case are Policy S02: 5 Developments proposed within Minerals Safeguarding Areas and Policy S06: Consideration of applications in Consultation Areas.	NOTED – the NP’s policies are considered to be compatible with the proposed MWJP designation and the respondent raises no specific objections to any NP policies.	NO ACTION

General – Flood Risk Management	NYCC - NYCC continues to work with Risk Management Authorities to manage the flood risk in Malton and Norton. NYCC is presently leading on the delivery of a scheme which makes pumping operations more robust and provide property level resilience to those buildings at highest risk. NYCC is working to look at other options that may be developed to further reduce the risk in the towns. NYCC looks forward to working with the town councils on this work as it progresses.	NOTED	NO ACTION
General – New Town & Strategic Road Improvements	<p>Cllr S Thackery - Recommendations to resolve flooding issues, reduce traffic volume and congestion in Malton and Norton, and also improve air quality and overall quality of life for both residents and visitors.</p> <p>Important: my recommendations assume the permanent implementation and enforcement of the HGV restriction over Norton level crossing.</p> <p>‘Objectives’:</p> <p><i>1. To protect and improve the local environment [and particularly the ecological quality of the river corridor].</i></p> <p>In brief, I propose the following:</p> <p>The development of a new town / large village On a new island in the middle of a new lake (In the vicinity of Brambling Fields). The construction of slip roads on/off the A64 at the B1257 Broughton Road. The construction of a new roundabout on/off the A64 at Musley Bank.</p> <p>Proposal explained:</p> <p>The new lake (name tbc) would be both a recreational destination and reservoir and be created in the vicinity of Howe Bridge, Espersykes and Brambling Fields, on natural flood plain. The new lake would receive, and temporarily store, water from the River Derwent in times of heavy rainfall.</p>	NOTED – the recommendations are strategic in nature and contrary to the adopted development plan. They also relate substantially to land outside the Neighbourhood Area. As such, they cannot be entertained within the NP, being contrary to basic conditions.	NO ACTION

	<p>The scheme is an adaptation and expansion of the successful ‘Slowing The Flow’ project in Pickering, and the newly approved Environment Agency River Foss Flood Alleviation Scheme, which will be <u>built on farmland in Ryedale</u> (between Sheriff Hutton and Strensall) <u>to protect houses in York</u> from flooding by the River Foss. This scheme was recently approved by the Ryedale District Council Planning Committee.</p> <p>The new ‘Lake Ryedale’ (aka reservoir and settlement) will provide safe temporary storage of water and a mechanism with which to regulate its flow through the towns of Malton and Norton. This scheme is specifically designed to rid the towns of the disruptive and ultimately unworkable flood defence strategy currently being employed. This scheme will utilise the natural environment of the River Derwent flood plain to alleviate the increasingly damaging effects of flooding caused by climate change.</p> <p>The new town/village will be the ‘go-to’ and sought-after location for Ryedale’s first new all-carbon-neutral homes, and connect to the existing towns by tram, dual-carriageway cycle path and, in the summer months, by river taxi to Norton and Malton bus and railway stations. The island will connect to the A64 via a new Bridge (the ‘Briar’?) at Brambling Fields. Yet again, this idea is simply an adaptation and reworking of an already proven and successful idea, based on the example of the island of IJburg, Amsterdam, which is a new and colourful town built on a newly constructed island. The drainage system in IJburg works because it is new.</p> <p><i>2. To cut congestion and improve air quality.</i> <i>3. To improve connectivity between Malton and Norton [and vice versa].</i> <i>4. To improve access to the river for the community.</i></p> <p>The creation of the new (self-generating, all-electric) town with its direct connection to the A64, coupled with the proper implementation of the HGV restriction over Norton level crossing and restriction on</p>		
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	<p>further development within the existing towns, would cut (reduce) traffic congestion and improve air quality. However, the removal of HGV traffic from the towns will result in the biggest improvement to the built environment and air quality, and thereby the biggest improvement to the quality of life of residents and visitors alike.</p> <p>The fulfilment of Objectives 2 and 3 depend on the construction of slip roads on/off the A64 at the B1257 Broughton Road, and construction of a new roundabout at Musley Bank.</p>		
General	<p>RDC - As a general observation, it is considered that the draft plan is very light touch in its references to the evidence which underpins its proposals. Whilst it is accepted that the evidence base will be collated to support the plan through examination, the plan itself would benefit from the inclusion of reference to key pieces of evidence to support policy proposals.</p> <p>RDC - The North-East Yorkshire Strategic Flood Risk Assessment and Environment Agency Flood maps will assist the implementation of proposals in areas of the towns at risk of flooding. Reference to evidence would also help to support some of the statements included in parts of the supporting text, which without a 'root' in evidence could be regarded as assertions rather than statements. The Local Planning Authority would be happy to discuss how the evidence base used to support the Ryedale Plan can be used to explicitly support the Neighbourhood Plan.</p> <p>RDC - National guidance makes it clear that plans and policies should be drafted to be clear and unambiguous. Many of the policies in the document act to provide general policy support for specific matters or are aspirational in their intent. On the whole they are drafted clearly and (with limited exceptions) are not ambiguous. However, as many of the policies are supportive and aspirational in nature, the plan should take every opportunity to make this clear in order to ensure that expectations are not raised.</p>	<p>NOTED – specific examples of this are raised in more detailed RDC comments and are responded to positively above.</p> <p>NOTED – more detailed guidance on this from RDC would be appreciated.</p> <p>NOTED - specific examples of this are raised in more detailed RDC comments and are responded to positively above. Generally, it is considered that policies are sufficiently clear in their intent – experience indicates that NP examiners express no concerns</p>	<p>NO ACTION</p> <p>ACTION – seek detailed guidance from RDC on the matter raised. While acknowledging in light of guidance received that more detailed evidence references would improve the plan, it was agreed that such changes were not critical to the plan, so no changes made.</p> <p>NO ACTION</p>

	<p>Crossley Grand Children’s Trust - The trust whole heartedly supports and indeed look forward to the neighbourhood plan implementation. It will be advantageous to have a clear complementary strategy in place, running at a home-grown level, along with the local plan. The neighbourhood plan is strong in its aspiration and set out in a way which is useful to understand for users and development harmonisation with good aims and policy approach.</p> <p>Crossley Grand Children’s Trust - The emphasis is strong around the fundamental ideals of the town councils, protection of the river corridor, the food and farm heritage, horseracing, heritage (buildings and archaeology), the railway, and most importantly, green spaces and the traffic connection improvements.</p> <p>Crossley Grand Children’s Trust - The pandemic and the future shift towards home working, has made it clear that access to good quality environment, the outdoors footpaths bridleways and green spaces and the reduction of traffic and pollution and the avoidance of concentration of congestion should be a high priority. The importance of this is the link to good transport routes and the opportunities to link areas and relieve pressure and traffic through the town centre, which we all know cannot be over stated and the chance to provide what Malton and Norton has needed for some time and delivered through the successful development of other available areas within the town boundaries.</p> <p>Crossley Grand Children’s Trust - Finally land swap options to create the facilities required in better locations should be embellished to get viable uses in better locations encouraged and for possibilities to be explored through discussion with the town councils and Ryedale forward planning and pre-application consultation.</p>	<p>regarding these sorts of policies and any expectations they might raise.</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED</p> <p>NOTED – it is unclear how this relates to anything specific within the NP’s policies/community actions. As such, it is not possible to respond in any meaningful way.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>FME - It is (however) considered that the plan could go further in acknowledging and developing policies to support the vibrancy of the town, which has a high proportion of independent owner managed businesses, and its many facilities.</p> <p>FME - Whist it is regrettable that the plan has been so long in the making with implications both as to its current accuracy and its duration, FME welcome that it is now progressing with a draft Neighbourhood Plan out for consultation.</p> <p>FME - Indeed, FME would support the plan period being extended subject to factual information being updated and the comments made in these representations.</p> <p>FME - FME would very much welcome being involved in the development of the Plan and would be happy to assist the Neighbourhood Plan group wherever possible. If it is considered beneficial, we would be happy to arrange a meeting to discuss these representations and how FME may assist going forward at a time of the group's convenience.</p> <p>NYCC - The council supports and welcomes the preparation of the neighbourhood plan and considers this as one way that communities in North Yorkshire can have greater collective control of their own</p>	<p>NOTED – it is unclear in exactly what ways/in what respects the plan could go further to achieve what is suggested, other than the specific instances identified in more detailed comments which are responded to above.</p> <p>NOTED – the reasons for the plan's long gestation are adequately explained in chapter 1. Its duration is determined by the time horizon of the adopted Local Plan. With the exception of detailed amendments proposed in the above, the plan is considered to be sufficiently accurate.</p> <p>DISAGREE – the plan's time horizon is determined by the adopted Local Plan. There is scope for future NP revision to reflect the time horizon of the emerging new Local Plan. The imperative now is to move the plan to 'adoption' asap.</p> <p>NOTED - The immediate imperative now is to amend the plan to reflect the changes agreed in this document and to move swiftly to submission. Thereafter to support RDC in moving the plan to 'adoption' asap.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>well-being, as promoted by the Council’s Stronger Community Programme.</p> <p>Seeing as there is very little in this for Norton why should we be putting finances into Malton especially when they wont put finances into the skate park or is it as we have had allways been told we are the poor relations but have to help Malton everytime, because by what i have heard the neighbourhood plan the cost is horrendous.norton.tc</p> <p>RDC Independent Group - We welcome the plan, but feel it needs strengthening and clarifying to address some of the key issues affecting both towns in regard to housing, employment, highways (especially HGV traffic) and retail. During the course of the preparation of the plan, there have been changes of circumstances and so in some respects the plan needs updating.</p> <p>RDC Independent Group - In February 2021, the Secretary of State commenced a consultation on the reorganisation of local government in North Yorkshire with two options, either for a unitary county or an East/West split. It is important that Malton and Norton have a robust neighbourhood Plan in place before Ryedale District Council is merged in a new authority.</p> <p>It would have been much easier to fill this form in if the questions had been after each section, instead of having to go back and forwards between tabs, it took twice as long as it need have done.</p>	<p>DISAGREE – 30 of the 40 NP policies, not to mention its community actions, have clear implications for Norton, while 18 of the 30 specifically include proposals directly affecting Norton. The NP work has been significantly supported by outside grant aid.</p> <p>NOTED - specific issues raised by RDC Independent Group are responded to above.</p> <p>NOTED – the current intention is for the town councils to submit the plan to RDC in September 2021. It is anticipated that it could then take a further 12 months before the plan is ‘made’, but the exact post-submission timescale is in the gift of RDC not the town councils.</p> <p>NOTED – the fact that this is the only complaint received suggests that the questionnaire was largely well-received.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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APPENDIX 13: LIST OF NEIGHBOURHOOD PLAN CONSULTEES

MALTON & NORTON NEIGHBOURHOOD DEVELOPMENT PLAN

REGULATION 14 CONSULTEES CONTACT LIST (2023)

Statutory Consultees

Ryedale District Council

North Yorkshire County Council – Head of Planning Services

Broughton Parish Council

Huttons Ambo Parish Council

Settrington Parish Council

Scagglethorpe Parish Council

Rillington Parish Council

Kirby Misperton Parish Council

Habton Parish Council

Kevin Hollinrake MP

District ward councillors - Keane Duncan, Paul Andrews, Dinah Keal, Lindsay Burr

All Malton Town Councillors, all Norton Town Councillors

The Coal Authority

The Homes and Communities Agency

Natural England

The Environment Agency

The Historic Buildings and Monuments Commission for England (Historic England)

Highways England

British Telecom

Mobile telephone operators – EE, 3, Vodafone, O2

Northern Gas Networks

The National Grid Company North East

Yorkshire Water

Voluntary Bodies

Community First Yorkshire

Encephalitis Society

Ryedale YMCA

Horton Housing Association

Next Steps Ryedale

Camphill Village Trust

Injured Jockeys Fund

Sight Support Ryedale

Ryedale Special Families

Acorn Community Care

Wild Ward Trust

Diocesan Type Offices

York Diocese Church of England

Yorkshire Baptist Association

Yorkshire Methodists

Catholic Diocese

Non-Statutory Consultees

AONB office

National Farmers Union

Country Landowners Association

Disability Action Yorkshire

The Fitzwilliam Malton Estate The Fitzwilliam Trust Corporation

Sustrans

Network Rail

Welcome to Yorkshire

David Harrison Builders

Karro Foods

Neaco Metals

Cranswick Foods

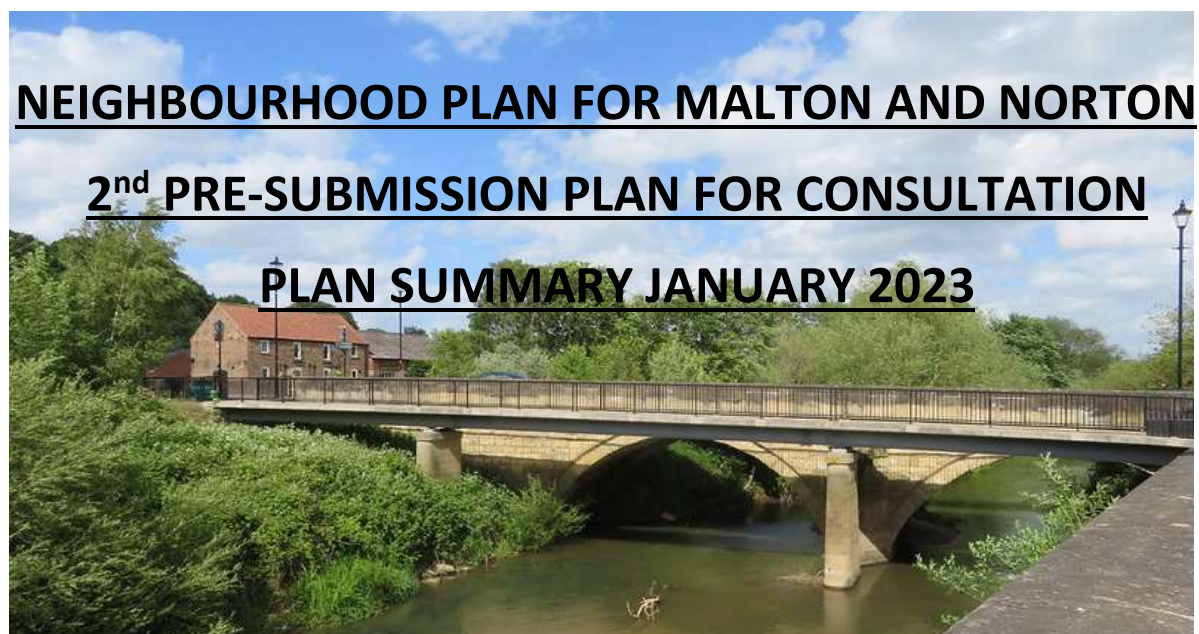
S Harrison Developments

Broadacres Housing Association
Yorkshire Housing Association
Local Clinical Commissioning Group NHS
Bus service providers, Transdev and Coastliner
North Yorkshire Police
Punch Taverns
Yorkshire Wildlife Trust
Woodhams-Stone Museum
Malton Museum
National Trainers Federation

Other Consultees

Ryedale Bowls Club
Taylor Wimpey
Malton School
Appledorn Developments
Derwent Riverside Project
Luida Tatham
Malton and Norton Railway Club
Timberland
Jason Aldrich
Mr C Brack
Richard Fahey Racing
Fitzgerald Racing
Mark Champion Racing
Ollie Pears Racing
Brian Ellison Racing
Richard Jones
Rodney Brewiss

**APPENDIX 14A:
REGULATION 14
CONSULTATION – NDP
SUMMARY DOCUMENT
(2023)**



INTRODUCTION

Welcome to this summary of our 2nd Pre-Submission Neighbourhood Plan for Malton and Norton.

This is the second version of the Neighbourhood Plan issued for public consultation. The first version has been updated following decisions by Malton and Norton Town Councils to withdraw the previously submitted plan and propose certain amendments. This leaflet explains these changes and the policies included in the plan.

The underlying Vision and Objectives of the Neighbourhood Plan have not changed. These are based on Malton and Norton boasting a rich heritage and culture, from their historical origins and archaeological and architectural legacy to their surviving traditional horse racing and food-based industries. These are the bedrocks on which our future vision for the towns are based. We look forward to enjoying two towns which have enjoyed appropriate housing and employment growth and opportunity, within the context of an even higher quality environment, consistent with their status as Ryedale's principal towns.

WE WOULD LIKE TO HEAR FROM YOU WITH YOUR COMMENTS ON THE PROPOSED AMENDMENTS, BUT ALSO ON THE WHOLE PLAN AS WELL IF YOU DO HAVE ANY COMMENTS ON ITS UNCHANGED POLICIES.

Following the consultation, the plan will be amended in the light of comments received. The amended plan will then be re-submitted to RDC or its successor local planning authority, North Yorkshire Council (NYC), for a six-week Regulation 16 publicity period, accompanied by updated supporting documents. There will then follow an independent examination. Subject to a successful outcome and any amendments as required by the examiner, the plan will then proceed to a community referendum of all registered voters on the electoral role within the Neighbourhood Area. If a majority are in favour, the Neighbourhood Plan will then be 'made' (i.e., adopted) by NYC as part of the statutory

development plan for the area. From that point onwards, it will become the starting point for deciding on planning applications within the Malton and Norton Neighbourhood Area.

To view the full Neighbourhood Plan, supporting documents, and an online response form for your comments, please go to www.nortononderwent.co.uk/malton-norton-neighbourhood-plan/ and www.malton-tc.gov.uk/malton-norton-neighbourhood-plan/. A hard copy response form is available on request, although we strongly encourage you to use the Survey Monkey online form as this makes it easier for us to process your responses.

The plan will also be available to view at the following public locations around the town:

- Malton Town Council, The Wesley Centre, Saville Street, Malton, YO17 7LL
- Norton on Derwent Town Council, 84b Commercial Street, Norton, YO17 9ES
- Malton Library, St Michaels Street, Malton
- Norton Library (The Hive), Commercial Street, Norton.

The consultation will run for 6 weeks from Friday 27th January to Friday 10th March.

PROPOSED POLICY AMENDMENTS

In this version of the plan certain policies have been amended to offer greater protection against large scale unsustainable development along with other environmental protections. The changes from the first version are summarised below.

1. Removal of a pedestrian, cycleway and bridleway improvement route from Middlecave Road-Malton Community Sports Centre (via Malton School Grounds) (TM1). REASON: Objections from the school on safeguarding grounds.
2. Strengthening policies relating to the provision of cycle parking (TM1). REASON: There are currently insufficient places to securely park cycles. Active Travel is encouraged and there is increasing demand from cyclists visiting the area.
3. Removal of a proposed vehicular junction at Braygate Road/Castle Howard Road and the A64 (TM3). REASON: There is no technical evidence provided to support this proposal in terms of design, cost, land take or its impact on the AONB. It is not evidenced as a realistic or deliverable proposal.
4. Amending the policy relating to a potential Southern By-pass. The new policy states this is supported, subject to further technical assessment (TM3). REASON: it has not been possible yet to identify a route for a Southern By-pass and until this has been done, the previous policy, which looked to prevent development which would prejudice the achievement of a by-pass, is considered to be unimplementable.
5. An additional Local Green Space Designation for the area to the west of Malton, known as High Malton (land between Castle Howard Road, Middlecave Road, and the A64) (E1 and Appendix 1). REASON: Additional protections against development are to be sought through a Local Green Space designation for this area reflecting its location as part of the setting for the Howardian Hills AONB, it is high amenity value and the high value placed on it by the local and wider community as a special open space resource.
6. Strengthening policies relating to the Malton Air Quality Management Area (AQMA) (E6). REASON: increasing concerns over the health risks linked to pollution arising from congestion and the need to ensure the impact of new development is mitigated.
7. Amending the policy relating to Castle Gardens to provide protection against the removal of trees (HD4). REASON: Loss of trees would harm this much loved recreational area which is a haven for wildlife and biodiversity.

UNCHANGED PLAN POLICIES

TRANSPORT AND MOVEMENT

- Expect new development to safeguard, enhance and extend pedestrian, cycling and bridleway provision in Malton and Norton, including improvements at 7 specified locations (TM1)
- Resist development at 3 specified locations which would prevent new pedestrian and cycle crossings of the River Derwent and York/Scarborough Railway Line (TM2)
- Resist development at 2 specified locations which would present opportunities for highway improvements in order to relieve congestion through Malton and Norton and support a Southern By-pass (subject to technical assessment), (TM3)
- Support highway management improvements at the County Bridge Level Crossing (TM4)
- Resist development at 2 specified locations which would prevent the creation of a new road crossing of the River Derwent and/or the York/Scarborough Railway Line (TM5)
- Require an assessment of transport impacts for larger sites ((TM6), require electrical vehicle charging infrastructure (TM7) and support provision of a Traffic Management Plan by developers as part of any planning application for major development (TM8)

THE RIVER CORRIDOR

- Support recreational enhancement works, improved access along the river frontage and provision of café/refreshment facilities, subject to fully satisfying conservation, flood risk and landscape requirements (RC1)
- Support regeneration of the land north and south of County Bridge, subject to fully satisfying conservation, flood risk and other specified requirements (RC2)



THE ENVIRONMENT

- Identify 9 sites as Local Green Space, which in effect gives them Green Belt status and protection (E1)
- Support enhancement of Local Green Space sites and other protected green space (E2)
- Support the provision of new equipped children's play areas and public open space as part of any new residential development (E3)
- Protect the two towns' local green links and corridors, such as the river corridor, disused railway, and Mill Beck corridor, so they are not severed or harmed, while encouraging enhancement and extension (E4)
- Protect 'gateway location' views on the main highway routes into/out of Malton and Norton (E5)
- Protect air quality in the Malton Air Quality Management Area (AQMA) (E6)



COMMUNITY FACILITIES

- Support development to upgrade provision at Norton Swimming Pool, including additional off-road parking (CF1)
- Support development to upgrade provision at Malton Community Sports Centre (CF2)
- Support development of a new and increased capacity at doctors' surgery or medical centre (CF3)

TOURISM & CULTURE

- Support the development of new and extensions to museums and visitor facilities (TC1)
- Support the sympathetic development of new visitor facilities at Orchard Fields, subject to full protection of the site's archaeological importance (TC2)
- Support new hotel provision either along the A64 or at a central location (TC3)
- Support a new hotel with public car parking capacity on the 'upper deck' of Wentworth Street Car Park (TC4)

THE HORSE RACING INDUSTRY

- Safeguard existing horse racing stables (HRI1)
- Identify and protect identified 'horse racing zones', covering stables, gallops, and horse walking routes around stables, against adverse development (HRI2)
- Support improved pedestrian, cycleway and bridleway accessibility in the vicinity of horse racing stables (HRI3)
- Support the development of a horse racing museum (HR14)



HERITAGE & DESIGN

- Guide design and development within the towns' 3 conservation areas so they reflect and take account of the areas' special historic and architectural features (HD1)
- Guide design and development outside the conservation areas so they respect local distinctiveness and reflect good design principles (HD2)
- Guide design and development in relation to shop fronts in order to uplift the appearance of town centres/retail areas and present an attractive face to visitors and the local community alike (HD3)
- Support conservation area enhancements, and public realm improvements throughout the Neighbourhood Area (HD4-HD10)
- Ensure that the two towns' archaeological remains are taken full and appropriate account of in any new development (HD11)

HOUSING

- Support a housing mix reflective of what you told us (bungalows, specialist accommodation for the elderly, a mix of smaller homes for owner occupation and non-private rented) on larger housing sites (0.4ha or more) and site providing 10 or more dwellings (H1)

EMPLOYMENT

- Support development proposals for employment generating uses in the food industry, tourism, horse racing, retail and green industries (EM1)

MALTON-SPECIFIC POLICIES

- Protects car parking capacity at Wentworth Street Car Park and supports environmental and operational improvements (M1)
- Protects car parking capacity at Malton Market Place and supports environmental and operational improvements (M2)

NORTON-SPECIFIC POLICY

- Support regeneration of land to the rear of Commercial Street, specifically for retail, light industrial uses and public car parking with rear service access to commercial properties. Residential and other uses vulnerable to flooding are not supported (N1)

**APPENDIX 14B:
REGULATION 14
CONSULTATION – PRE-
SUBMISSION NDP
QUESTIONNAIRE**

MALTON & NORTON NEIGHBOURHOOD DEVELOPMENT PLAN 2020-27

2ND PRE-SUBMISSION DRAFT PLAN (Following Withdrawal of Previously Submitted Plan)

REGULATION 14 CONSULTATION QUESTIONNAIRE

**Please circle your answer, add comments if you wish and
continue in the space at the end if necessary**

VISION STATEMENT & OBJECTIVES

Do you agree with our Vision Statement?

Yes

No

Don't Know

Comments

What do you think of our 11 objectives? Please indicate any that you DON'T agree with and tell us why.

TRANSPORT & MOVEMENT

Do you agree with Policy TM1?

Yes

No

Don't Know

Comments

Do you agree with Policy TM2?

Yes

No

Don't Know

Comments

Do you agree with Policy TM3?

Yes

No

Don't Know

Comments

Do you agree with Policy TM4?

Yes

No

Don't Know

Comments

Do you agree with Policy TM5?

Yes

No

Don't Know

Comments

Do you agree with Policy TM6?

Yes

No

Don't Know

Comments

Do you agree with Policy TM7?

Yes

No

Don't Know

Comments

Do you agree with Policy TM8?

Yes

No

Don't Know

Comments

THE RIVER CORRIDOR

Do you agree with Policy RC1?

Yes

No

Don't Know

Comments

Do you agree with Policy RC2?

Yes

No

Don't Know

Comments

THE ENVIRONMENT

Do you agree with Policy E1?

Yes

No

Don't Know

Comments

Do you agree with Policy E2?

Yes

No

Don't Know

Comments

Do you agree with Policy E3?

Yes

No

Don't Know

Comments

Do you agree with Policy E4?

Yes

No

Don't Know

Comments

Do you agree with Policy E5?

Yes

No

Don't Know

Comments

Do you agree with Policy E6?

Yes

No

Don't Know

Comments

COMMUNITY FACILITIES

Do you agree with Policy CF1?

Yes

No

Don't Know

Comments

Do you agree with Policy CF2?

Yes

No

Don't Know

Comments

Do you agree with Policy CF3?

Yes

No

Don't Know

Comments

TOURISM & CULTURE

Do you agree with Policy TC1?

Yes

No

Don't Know

Comments

Do you agree with Policy TC2?

Yes

No

Don't Know

Comments

Do you agree with Policy TC3?

Yes

No

Don't Know

Comments

Do you agree with Policy TC4?

Yes

No

Don't Know

Comments

THE HORSE RACING INDUSTRY

Do you agree with Policy HRI1?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI2?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI3?

Yes

No

Don't Know

Comments

Do you agree with Policy HRI4?

Yes

No

Don't Know

Comments

HERITAGE & DESIGN

Do you agree with Policy HD1?

Yes

No

Don't Know

Comments

Do you agree with Policy HD2?

Yes

No

Don't Know

Comments

Do you agree with Policy HD3?

Yes

No

Don't Know

Comments

Do you agree with Policy HD4?

Yes

No

Don't Know

Comments

Do you agree with Policy HD5?

Yes

No

Don't Know

Comments

Do you agree with Policy HD6?

Yes

No

Don't Know

Comments

Do you agree with Policy HD7?

Yes

No

Don't Know

Comments

Do you agree with Policy HD8?

Yes

No

Don't Know

Comments

Do you agree with Policy HD9?

Yes

No

Don't Know

Comments

Do you agree with Policy HD10?

Yes

No

Don't Know

Comments

Do you agree with Policy HD11?

Yes

No

Don't Know

Comments

HOUSING

Do you agree with Policy H1?

Yes

No

Don't Know

Comments

EMPLOYMENT

Do you agree with Policy EM1?

Yes

No

Don't Know

Comments

MALTON-SPECIFIC POLICIES

Do you agree with Policy M1?

Yes

No

Don't Know

Comments

Do you agree with Policy M2?

Yes

No

Don't Know

Comments

NORTON-SPECIFIC POLICIES

Do you agree with Policy N1?

Yes

No

Don't Know

Comments

COMMUNITY ACTIONS (see Neighbourhood Plan P56-61 & P63-66)

Do you have any comments about any of the proposed Community Actions?

ADDITIONAL COMMENTS

THANK YOU FOR YOUR TIME AND CONTRIBUTIONS – THEY ARE GREATLY APPRECIATED

QUESTIONNAIRES MUST BE COMPLETED AND SUBMITTED

TO EITHER MALTON TOWN COUNCIL OR NORTON TOWN COUNCIL BY

FRIDAY 10TH MARCH 2023

FORMS MAY ALSO BE COMPLETED USING THE SURVEY MONKEY LINK AT

(NB Gail – link to be inserted)

APPENDIX 15A: SECOND REGULATION 14 SUMMARY REPORT

NEIGHBOURHOOD PLAN FOR MALTON AND NORTON 2019-2027

2ND REGULATION 14 CONSULTATION

SUMMARY OF CONSULTATION AND RESULTS

Overview

The consultation ran from 27 January , for a 6 week statutory period until 10 March 2023.

A Neighbourhood Plan summary was distributed to all addresses within the 2 parishes and to additional addresses outside the parishes.

A list of statutory and non-statutory bodies were consulted via either e-mail or by post.

The plan and supporting documents were posted on town council and district council websites and made available at town council offices and the towns' libraries.

The consultation was promoted via local press media.

Overall response/breakdown

The consultation attracted 33 separate responses, with 21 made via online Survey Monkey or hard copy questionnaire and a further 12 by e-mail in writing, broken down as follows:-

- Survey Monkey/Questionnaire (individual and group completions) – 21
- Individual Residents – 3
- North Cotes Farm Limited
- W Clifford Watts Limited
- Fitzwilliam Malton Estate
- Historic England
- Sport England
- Natural England
- Environment Agency
- Ryedale District Council
- Settrington Parish Council

Results

The limited sample provided by the Survey Monkey questionnaire indicates clear majority support for the vision statement and for all policies, with support levels ranging from a high of some 90% to a low of some 55%, with the majority of policies attracting between 60% and 80% support.

The detailed written comments made by both Survey Monkey and other respondents support the indications of the questionnaire and show no significant levels of objection in respect of any aspect of the plan.

All detailed written comments are set out verbatim in the Consultation Response Grid, together with responses and action on plan amendments as necessary.

APPENDIX 15B: REGULATION 14 CONSULTATION RESULTS GRID (2023)

ASPECT OF PLAN COMMENTED UPON	COMMENT MADE	RECOMMENDED RESPONSE	PROPOSED ACTION
Introduction	<p>Ryedale District Council (RDC) - Page 6- new paragraph 1.3 – It is noted by the District Council the planning context in which this neighbourhood plan will operate. A decision is yet to be made as to whether there will be a formal review of the Ryedale Plan is continued or is subsuming into the new local plan for North Yorkshire Council. That being said, the strategic development will need to have regard to the Neighbourhood Plan with regard to any local/site specific considerations.</p> <p>RDC - Page 8- new paragraphs 1.19 and 1.20. The Local Planning Authority acknowledges that when a Neighbourhood Plan is ‘made’ it forms part of the Development Plan, but it does not become the ‘starting point’ for the deciding of planning applications. Both the Local Plan and the neighbourhood plan are read concurrently, on the basis that the neighbourhood plan, in order to meet the ‘basic conditions’ requirements of being in accordance with the strategic policies of the Development Plan.</p> <p>Fitzwilliam Malton Estate (FME) - FME are one of the main landowners in Malton and are therefore uniquely placed to assist and support the development of the Neighbourhood Plan. Firstly, (1) FME wish to place on record that they are supportive of the general vision and objectives of the plan, taken as a whole, notwithstanding the comments that follow. (2) It is however considered that the plan could go further in acknowledging and developing policies to support the vibrancy of the town, which has a high proportion of independent owner managed businesses, and its many facilities.</p>	<p>NOTED</p> <p>AGREE – once adopted neighbourhood plan policies will become a material consideration in the determination of planning applications rather than the ‘starting point’</p> <p>(1) NOTED</p> <p>(2) NOTED – the number and variety of independent shops and restaurants is acknowledged as unique strength to</p>	<p>NO ACTION</p> <p>ACTION - amend para 1.20 by removing ‘will become the starting point for deciding on planning applications’ and replace with ‘Both the Local Plan and the neighbourhood plan are read concurrently and the neighbourhood plan policies will form a material consideration in the determination of planning policies’</p> <p>(1) NO ACTION</p> <p>(2) ACTION – include text to describe the vibrancy of the town and the high proportion</p>

		Malton town centre's offer and it is agreed that plan text could reflect this. Re policies however, it is considered that the Local Plan Strategy already includes a comprehensive policy (SP7) which NP could not strengthen and must not duplicate. Plus the NP already includes policies on key facilities such as the swimming pool, sports centre, medical centre and museums.	of independently managed shops and restaurants.
Malton & Norton – Yesterday & Today	<p>FME - welcome the changes made to section of the neighbourhood plan to include reference to the setting up of the Malton Amenity Community Interest Company (CIC) to provide free limited-time parking in the town centre, organise events such as food festivals and promote the town more widely.</p> <p>W Clifford Watts (WCW) - We wish to preface our remarks with observations about the history of the quarrying industry in Malton and Norton. Whitewall Quarry has been in existence since at least the middle of the 19th century and very possibly for much longer before that. This would make it one of the longest lived industries in the plan area being 150-200 years old. Since the NP makes comments about the history of the towns and their heritage, we thought it appropriate to ask if mention could be made of the long history of quarrying in the area and its contribution to the local economy and to the viability of the towns. This is not to take away from the fact that specific responsibility for minerals planning lies in a dedicated Minerals and Waste Local Plan</p>	<p>NOTED</p> <p>AGREE – it is acknowledged quarrying has been an important local industry</p>	<p>NO ACTION</p> <p>ACTION – refer to history of quarrying in text</p>
Vision	FME - generally support the proposed vision and objectives of the Neighbourhood Plan but would suggest that the importance of agriculture as an industry to Malton and Norton should be recognised alongside local food and horse racing.	NOTED – the importance of food production and the horse racing industry to the area is stated in Key Employment Sectors (4.9.7) and section 4.6 of the plan provides	NO ACTION

	<p>WCW - We also support the objective “To build upon the economic strengths of the towns and address deficiencies in the economy”. We therefore suggest a minor amendment to the vision statement as follows (deletions in strikethrough; additions in bold)</p> <p>The local food and horse-racing and other important local industries which are so much a part of the towns and their hinterland will be confirmed in their status and have developed further within a climate of promotion and encouragement.</p> <p>The over emphasis on food and horse racing industries could be at the expense of the Town seeming over protective and even dismissive of other sectors which could drive growth in the coming years – change isn’t always bad. Given that the plan is focussed on planning and development the wording of the statement gives an isolationist and anti-development [read anti new residents] feeling with no recognition of how the prospect of new residents to the area might actually enhance and invigorate the society we all live in. [and bring some well needed diversity].</p> <p>Not sure if the proposed policy amendments affect the proposed new junction between A64 and Braygate Road, which I support</p> <p>It lacks ambition for the town to grow and move forward as a thriving community. There seems to be an emphasis on ‘preventing development’</p>	<p>policies relating to the horse racing industry</p> <p>DISAGREE – the importance of quarrying to the local economy is acknowledged however the purpose of highlighting food and horse racing industries in the vision is to emphasise that these have been promoted and encouraged. It is not the role of the neighbourhood plan to address planning for quarrying which falls to the Waste and Minerals Plan</p> <p>NOTED – the vision talks about ‘appropriate housing and employment growth and opportunity, within the context of an even higher quality environment, consistent with their status as Ryedale’s principal towns’. This is not anti-development, but is realistic in the context of the constraints imposed by infrastructure capacity</p> <p>NOTED – this is dealt with in the Transportation section, the previously proposed A64/Braygate junction has been removed</p> <p>DISAGREE – the plan envisages growth in local food, horse racing industries, tourism and appropriate levels of housing and employment,</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>I can see no reference to a Vision Statement. Is that deliberate?</p> <p>I am a qualified architect with 25 years experience of planning submissions and report documents. However, I find this consultation documentation very difficult to follow. There are proposed policy amendments and unchanged policies that have the same reference and are dealt with in vague or oblique language. There are so many versions of 'The Plan' and keeping track of the referencing is too difficult. I really don't believe that an average member of the public can meaningfully follow this, let alone comment meaningfully.</p>	<p>but is realistic in the context of the constraints imposed by infrastructure capacity.</p> <p>NOTED – the Vision Statement is on Page 12 of the plan</p> <p>NOTED – the Council's web page makes clear the current version of the Plan and also lists the previous versions along with all of the evidence upon which the plan is based. It is acknowledged there is a weight of information and that it can be difficult to navigate. Council Officers and Members have made themselves available to help consultees who are having difficulties. The volume and form of the documents are however prescribed by the relevant statutory processes and are outside the control of the councils.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Objectives	<p>We generally support the objectives set out in the Plan subject to more detailed comments below.</p> <p>In general agreement other than my two later comments.</p> <p>I disagree with one policy amendment, no 5 (or 25?)</p> <p>Think they say everything needed</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – we assumed bullet 5, but no explanation provided as to why the consultee disagrees</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	They are a bit parochial and don't seem very forward looking or accepting of change.	NOTED – the objectives reflect the challenges and future opportunities identified through the plan formulation process, these are inevitably local in nature	NO ACTION
	I'd like safer routes to school	AGREE – the plan contains policies for footpaths and cycleway provision in Section 4, but it is accepted specific mention could be made of safer routes to schools	ACTION – add new community action to address safer routes to school issue.
	Agree	NOTED	NO ACTION
	Agree with all of them	NOTED	NO ACTION
	Focused and apposite.	NOTED	NO ACTION
	agree all	NOTED	NO ACTION
	Designating the green space to the west of Malton IF it means not providing the proposed new junction between Braygate and A64.	NOTED – but it is not considered appropriate to include this as an objective of the plan as these are of a more strategic nature	NO ACTION
	The initial submission was sufficient. This subsequent submission has been made for the benefit of certain MTC Councillors.	DISAGREE – this comment does not relate to the objectives. The reasons for the changes being sought by both Malton and Norton Town Councils are clearly set out in the summary document, these are intended to be for the benefit of the whole community	NO ACTION
	In agreement	NOTED	NO ACTION

	<p>The objectives are largely sound, but (1) a specific objective around improving the pedestrian experience around the town would have been helpful, incorporating safer crossings, better footpaths, a pedestrian/cycle river bridge, pavement quality, etc. Malton and Norton are difficult and frequently unpleasant places to walk around as so much priority is given to traffic. As for cycling in Malton and Norton, that is a non starter on safety grounds. (2) I do not agree with housing for local needs' only. The town needs to grow and be welcoming to incomers. I disagree with the insular drawbridge approach. Recent large scale housing developments have brought in a range of people who contribute so much to the town. (3) The railway station facilities and capacity are poor. Does the plan show sufficient ambition for enhancements in this respect?</p> <p>They are ok</p> <p>HORSE RACING INDUSTRY - horse racing museum. Existing Malton Museum and Woodhams Stone need greater support. How can another museum be viable? HOUSING. The towns' infrastructure and health/education provision must come first. MALTON SPECIFIC POLICIES. Car parking spaces in Malton Market Place are to the detriment of pedestrians and 'cafe culture' eg immediately outside the New Malton / Chapter Two. We need a market place for people, not cars. HOUSING. Infrastructure needs to be in place before any new houses are built. Empty properties should be developed first.</p> <p>I very much support improvements and connection to the A64 from Broughton Road. This is essential to avoid traffic congestion, noise, pollution, and improve safety by redirecting traffic from the centre of Malton.</p> <p>ok</p>	<p>(1) AGREE – Section 4.1 of the plan addresses the issues and provides policies to support walking and cycling</p> <p>(2) NOTED - Section 4.8 of the plan describes the rationale for the housing policy and the rationale for this objective. Ultimately it will be the upper tier (RDC/NYC) authority's role to identify housing requirements and site allocations.</p> <p>(3) NOTED – however, this point has not been highlighted as an issue consultees feel strongly about</p> <p>NOTED</p> <p>NOTED – these points do not relate to the plan's Objectives, but have been addressed under the relevant policies later in this document</p> <p>NOTED – this point does not relate to the plan's Objectives and has been addressed under the relevant policies later in this document</p> <p>NOTED</p>	<p>(1) NO ACTION</p> <p>(2) NO ACTION</p> <p>(3) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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4.1 Transport & Movement - General	RDC - Page 14- insertion of new paragraph. The District Council acknowledges the need to support the delivery of active travel, the inserted paragraph acknowledges the practical issues of this but does not offer solutions or sites which would be seen to be capable and deliverable in addressing such an issue, and the Neighbourhood Plan is an ideal vehicle to identify such sites (subject to their delivery).	NOTED – the narrative highlights the lack of cycle parking and storage in Malton and in particular Market Place and policy TM1 provides a general requirement to provide safe, secure and covered cycle parking. Other location specific requirements for cycle parking are not known so it is not possible to offer site specific solutions at this stage.	NO ACTION
Policy TM1	<p>RDC - Page 15- Policy TM1- (TM1-8) concerning the removal of footpath within the grounds of Malton School. This raised safeguarding issues during the consultation on the previous plan, and its removal is justified.</p> <p>RDC - Page 15- TM1 Policy TM1 Replace with “Providing an appropriate amount of safe, secure and covered cycle parking to promote cycling, particularly as part of all new development which includes provision of parking spaces”. Is this in relation to non-housing developments, and it is necessary to specifically refer to sites with provision of parking spaces?</p> <p>RDC - Pages 16 and 17-</p> <ul style="list-style-type: none"> • Additional paragraph 4.1.13 concerning “potentially linking to a southern bypass connecting York Road, Welham Road, Beverley Road and Scarborough Road, although this has yet to be examined through a technical feasibility study”. • Para 4.1.14 Amend to “As such, Neighbourhood Plan policy aims to encourage traffic that does not need to 3 bypass. In order to do this, the plan aspires to selected A64 junction improvements, in order to increase junction capacity at Broughton Road, by creating four-way junctions instead of two way slip roads and creating a new junction with the A64 at Castle Howard Road/Braygate Street.” pass through the towns, out onto the A64 bypass. In order to do this, the plan aspires to selected A64 junction improvements, by creating a new 	<p>NOTED</p> <p>NOTED – the intention is to promote cycling and to promote cycle parking/storage etc in all forms of new development.</p> <p>AGREE – (1) para 4.1.9 already references the evidences the transport evidence base, supporting the local plan, but the point about proposals to support planned growth to 2027 being in place can be emphasised.</p> <p>(2) The 2nd pre-submission draft removes previous policies which were not supported by evidence, specifically these were the previously</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>(1) ACTION – add to end of para 4.1.9, ‘The adopted development plan and the evidence base supporting the plan is clear on the strategic transport improvements that are necessary to support planned growth to 2027.’</p> <p>(2) NO ACTION</p>

	<p>junction with the A64 at Broughton Road (B1257) and exploring the potential for other improvements including a 4 way junction at Musley Bank.”</p> <ul style="list-style-type: none"> • Policy TM3, delete “A64/Braygate Street Junction” and delete “TM3-4 Southern Bypass Castle Howard Road – Beverley Road” • insert text “The potential provision of a Southern Bypass, connecting York Road with Welham Road, Beverley Road and Scarborough Road, in order to further relieve congestion, is also supported, subject to further technical assessment.” <p>The District Council made comments on the previous plan iteration about the references to strategic infrastructure proposals which are not formally planned for. “Traffic and transport matters have a high profile in the document and the District Council understands the desire for road infrastructure improvements that will help to alleviate traffic congestion in the central road network. (1) Whilst some of the improvements referred to will help to alleviate road congestion, they are not required to support planned growth at the towns to 2027. The adopted development plan and the evidence base supporting the plan is clear on the strategic transport improvements that are necessary to support planned growth. To avoid any confusion or ambiguity, this should be made clearer in the supporting text. (2) Furthermore, a number of the improvements referred to have not previously been evidenced as being highway improvements which would reduce congestion. An A64/Castle Howard road junction and a Castle Howard Road- Broughton Road link road are examples. Without evidence that these further improvements would result in network improvements these should not be referred to in the plan, even in an aspirational sense.” It is noted that instead of being identified as a policy consideration, the provision of a southern bypass is now a policy aspiration is supported subject to technical assessment. The comments made previously are therefore still relevant.</p> <p>RDC - It is noted that instead of being identified as a policy consideration, the provision of a southern bypass is now a policy aspiration is supported subject to technical assessment. The comments made previously are therefore still relevant.</p>	<p>proposed A64/Castle Howard road junction The Castle Howard Road-Broughton Road link road was removed from the previous submission version, so this comment is not relevant.</p> <p>NOTED</p>	<p>ACTION - make it clear in text that technical assessment includes assessment of</p>
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	<p>WCW - We support the intention of this policy to improve access for cyclists, particularly on Welham Rd because any action to reduce conflict between different road users is to be welcomed.</p> <p>I do not agree with. We need safer crossing along Highfield Road at certain points. Zebra crossing at junction of Rainbow Lane onto Highfield Road. 20mph all along Highfield Road as the limit for 20 is very short.</p> <p>I object to the reference to only 7 No specific routes in relation to future development proposals. It seems other significant routes have been omitted where improvements to non-motorised modes of travel are equally relevant; either remove the reference to the specific 7 No routes and engender a 'general' approach across the Neighbourhood Plan area (not limiting options) or add the following roads – Old Malton Road, Castle Howard Road, York Road and Middlecave Road.</p> <p>I'd like zebra crossings on Pasture Lane by the cemetery gate, Showfield Lane and Rainbow Lane</p> <p>approve amendments</p> <p>Any initiatives which make it easier and safer to walk and cycle must be prioritised.</p>	<p>NOTED</p> <p>AGREE – It is not clear which part of the policy is not agreed with, however the point about safer crossings is a recurring theme in the Reg 14 consultation and should be referenced in the plan</p> <p>NOTED – The wording of the policy is that improvements to the network will be encouraged/ supported 'including' the 7 routes which have been identified. However it is accepted that this is not a comprehensive list and that there will be others, but the policy as worded allows for this.</p> <p>NOTED – safer crossings have featured consistently in feedback. The precise locations and form of crossing will need to be agreed with NYC, but the principle is supported.</p> <p>NOTED</p> <p>AGREE – encouraging more walking and cycling is a strong theme with the plan discussed in para 4.1.4 and elsewhere. There has been feedback</p>	<p>network improvements that would result</p> <p>NO ACTION</p> <p>ACTION - Add new community action in respect of the location highlighted</p> <p>NO ACTION</p> <p>ACTION - Add new community action in respect of the 3 locations highlighted</p> <p>NO ACTION</p> <p>ACTION - Add new community actions in respect of the 3 crossing locations highlighted</p>
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	<p>more development to make pedestrians and cyclists safer the better (comment made under TM 2)</p> <p>We must encourage walking and cycling (comment made under TM 2)</p> <p>New cycle racks of sufficient height to lock the bike frame to are required to comply with insurance requirements.</p> <p>A considerable of money has been spent on the cycleway from Malton to Pickering. However at the Malton end there is a section through the woods and after the woods leading to the tarmac section to Windmill Farm which is in a very poor state with large potholes and thick mud making it impossible to ride. Please would the Council address this issue.</p>	<p>on a need for safer crossings and routes to school which the NP will seek to address</p> <p>AGREE - encouraging more walking and cycling is a strong theme with the plan discussed in para 4.1.4 and elsewhere. There has been feedback on a need for safer crossings and routes to school which the NP will seek to address</p> <p>NOTED – Policy TM1 promotes safe, secure and covered cycle parking which is considered sufficient for the purposes of the plan.</p> <p>NOTED – however this is outside the plan boundary - it is possible the Town Council can take up this issue direct with those responsible</p>	<p>in other comments and re safer routes to school</p> <p>ACTION - Add new community actions in respect of the 3 crossing locations highlighted in other comments and re safer routes to school</p> <p>NO ACTION</p> <p>ACTION – refer the matter to the Town Council to raise with responsible agency, but no changes to the plan.</p>
Policy TM2	the text in the plan is difficult to fathom. I would support a new pedestrian /cycle crossing	NOTED – it is not clear which text is difficult to understand	NO ACTION
Policy TM3	<p>WCW - We also support the provision of a new southern bypass (TM3-4). However, we would like to see changes to parts of this policy where it relates to developer contributions. We suggest the following text:</p> <p>Developers will be expected to make reasonable on-site provision and/or off-site provision of transport infrastructure, where it can be demonstrated that it is necessary to support new development will result in significant additional traffic and/or to rectify existing</p>	AGREE – amend policy wording as suggested while also clarifying reach of final paragraph	ACTION - amend policy wording as suggested, but also make clear that this final paragraph relates to all development by inserting 'In all development,' at start of paragraph, and not just to Southern By-pass as wording of comment suggests

	<p>evidenced deficiencies in such infrastructure (for example, in relation to highway safety or traffic calming measures).</p> <p>Assuming it still promotes the Braygate - A64 junction (comment made under TM1)</p> <p>Broughton Road to A64 connection is vital (comment made under TM1)</p> <p>It is vital that a proposed route for the southern by-pass is reflected in the Plan. Allowing building to be carried out in a potential By-Pass corridor will be totally stupid. Please include a positive line for the By-Pass.</p> <p>(1)The removal of the A64/Braygate Street junction compromises the feasibility of the current 2nd pre-submission document as compared to the original submission in so far as the southern bypass can no longer connect to Castle Howard Road previously shown as TM4-4. For the record I did not support the A64/Braygate Street junction as the beginning/end of the southern bypass simply due to the nature of the adjoining local roads. I do object to the removal of the remaining length of the potential southern bypass between Beverley Road, Welham Road and York Road: The document says that the route is</p>	<p>AGREE – policy TM3-1 includes A64/B1257 Broughton Road Junction Improvements</p> <p>NOTED</p> <p>DISAGREE – it is not possible to show a route for a southern by pass as feasibility work and a technical assessment and has not been undertaken. To show a route without an evidence base to support it would risk blighting the affected area. It is considered that the proposal is presented in a positive light as policy TM3 states ‘The potential provision of a Southern Bypass, connecting York Road with Welham Road, Beverley Road and Scarborough Road, in order to further relieve congestion, is also supported, subject to further technical assessment.’</p> <p>(1)DISAGREE – The previously proposed A64/Braygate Street junction has been removed as there is no technical evidence provided to support this proposal in terms of design, cost, land take or its impact on the AONB. It is not evidenced as a realistic or deliverable proposal. It is not necessary for a southern bypass</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>supported but subject to a further technical assessment – this is not reason enough to remove the indicative route from the plan. In Para1.5 on Page 6 the plan itself says “The Plans do not need to be comprehensive but can concentrate on issues that are seen to be locally important” – why not then retain the indicative route of the southern bypass between Beverley Road and York Road? This would also link up with TM5-1 that sits in isolation on the plan.</p> <p>(2)Furthermore, the removal of the A64/BraygateStreet junction puts more emphasis on the Musley bank interchange that sits outside the Neighbourhood Plan area and policies i.e. outside the influence of the plan. A full 4-way interchange is sorely needed at Musley Bank to take account of growth of the York Road Industrial Park and also as a means of limited through traffic in Malton.</p> <p>I agree with the removal of the proposal for a junction at Braygate Road/Castle Howard Road: This road is not needed. Building it would destroy valuable local footpaths that many people use daily. I 'don't know' about the southern bypass.</p> <p>Strongly agree with amendments</p> <p>(1)A64 to York Road should be improved for addition of all direction access. (2)Consideration of access to A64 bypass York direction side, directly from the far end of Showfield Lane.</p>	<p>to connect to Castle Howard Road which is a local/rural access road, a southern bypass can connect York Road with Welham Road, Beverley Road and Scarborough Road, but this is subject to a technical assessment</p> <p>(2)AGREE – a 4 way junction at Musley Bank is widely seen as a necessary strategic transport improvement. It is acknowledged this is outside the town boundaries, but this is not a reason in itself to promote an alternative transport scheme. Instead local stakeholders should be lobbying the relevant agencies/authorities to invest in these improvements</p> <p>NOTED</p> <p>NOTED</p> <p>(1)NOTED – it is assumed this comment related to the potential for a 4 way junction at the intersection of the A64 and York Road which is widely seen as a necessary strategic transport improvement, albeit outside the plan boundary. An action will be included in the Community Action section to lobby for this.</p>	<p>ACTION – add an action under the Community Action section to lobby for improvements to the Musley Bank road junction</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>(1)ACTION - add an action under the Community Action section to lobby for improvements to the Musley Bank road junction</p>
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	<p>There is little chance that Highways England will build a grade separated junction on the A64 where the B1257 crosses it. The best solution to reduce town centre congestion is to have a link road to the west of the town linking the B1257 to Castle Howard Road and York Road. The current idea of routing HGVs through the Peasy Hills estate and past two primary schools is dangerous and irresponsible.</p> <p>A new road junction with the A64 would alleviate traffic issues at the junction of Castle Howard Road and Yorkersgate</p> <p>Thank you for consulting with local businesses in relation to the Malton and Norton Neighbourhood Development Plan ('Plan').</p>	<p>(2) this has not previously been assessed through a transport assessment but is an option that could be explored next time the NYC transport assessment is updated. There is no evidence to draw upon for it to be included in the Neighbourhood Plan.</p> <p>DISAGREE - The previously proposed A64/Braygate Street junction and link to the B1257 has been removed as there is no technical evidence provided to support this proposal in terms of design, cost, land take or its impact on the AONB. It is not evidenced as a realistic or deliverable proposal. On the other hand a junction for the A64 and B1257 has been tested in the 2010 Transport Assessment. The comments on the likelihood of Highways England approval are however noted</p> <p>DISAGREE - The previously proposed A64/Braygate Street junction and link to the B1257 has been removed as there is no technical evidence provided to support this proposal in terms of design, cost, land take or its impact on the AONB. It is not evidenced as a realistic or deliverable proposal.</p> <p>(1) NOTED – this is a matter for the local planning authority to consider</p>	<p>(2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>(1) NO ACTION</p>
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	<p>Karro Food Limited ('Karro') is a major local employer located (and headquartered) at Norton Grove Industrial Estate, and one of the UK's leading pork processors.</p> <p>Karro is aware of the link road scheme referred to at TM3-3 in the draft Plan, and the Ryedale Local Plan allocation for residential development on land adjacent to the Karro site (presently subject to a planning application). (1)As part of this consultation we wanted to ensure you were aware that we have made formal representations objecting to this planning application. The application presently before Ryedale District Council will impact adversely on the operation of our business. We want to ensure that proper allowance and measures are incorporated in the application so that Karro can continue to operate and thrive.</p> <p>Karro is inextricably connected to local agriculture and the area's rich agricultural heritage. Local farmers felt so passionate about marketing high quality pork they had to petition Parliament in the 1930's so that the Karro site could be built, and the site has been integral to the area's ongoing prosperity over the last 90 years.</p> <p>We agree with the statements in the draft Neighbourhood Development Plan that food production has always played an important part in the surrounding area, and that local employment sectors need to be encouraged. (2)However, the statement (at 4.9.2) that the "majority of jobs are provided by small local firms employing less than 25 staff" does not acknowledge the contribution of industrial employers. Surely this statement cannot be correct given that the Norton Town Council website itself states that Karro is the "town's largest employer" and "provides over 2000 jobs" – something that we feel needs to be reflected in the Plan.</p> <p>I very much support improvements and connection to the A64 from Broughton Road. This is essential to avoid traffic congestion, noise, pollution, and improve safety by redirecting traffic from the centre of Malton.</p>	<p>in assessing the planning application, however in broad terms, as is highlighted, the neighbourhood plan is supportive of employment in the food sector</p> <p>(2)NOTED – the employment data is correct. However, the point made about the importance of some major employees is also correct and this can be noted in the plan</p> <p>NOTED</p>	<p>(2)ACTION – amend text in 4.9.2 to acknowledge the importance of major employees to the area and its economy</p> <p>NO ACTION</p>
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<p>Policy TM4</p>	<p>I am generally supportive of this policy but would recommend that the list of highway management improvements should also refer to a dedicated pedestrian/cycle bridge not necessarily close to County Bridge [potentially associated with TM2-1 or elsewhere].</p> <p>Consideration of a pedestrian bridge from rear area of Lidl to the Railway Station would give a(safer) alternative crossing point.</p> <p>This crossing is unsafe for pedestrians.</p> <p>Particularly TM4-1</p>	<p>AGREE – this point has been raised by a number of consultees and can be included within the policy TM4</p> <p>AGREE – this point has been raised by a number of consultees and can be included within the policy TM4</p> <p>NOTED – the issues around the crossing and the junction have been highlighted in the text and policies in TM2 and TM4 are aimed to address this point</p> <p>NOTED – it is not clear what this comment relates to as there is no policy TM4 -1, but it appears to be a point of emphasis</p>	<p>ACTION – add a further bullet to TM4 re pedestrian/cycle bridge</p> <p>ACTION – add a further bullet to TM4 re pedestrian/cycle bridge</p> <p>NO ACTION</p> <p>NO ACTION</p>
<p>Policy TM5</p>	<p>FME - own land to the south of York Road and where the suggested route of the new road crossing is shown (TM5-1). This land is being promoted (site ref: 137) as an extension to the adjacent industrial estate for employment uses as part of the Ryedale Local Plan Review. FME have no issue in principle with the proposed crossing and would be happy to ensure that the delivery of any future link is not prejudiced by the development of their land to the south of York Road. Indeed, the development of the land for employment related uses would enable the delivery of appropriate road infrastructure to the edge of the site as part of any development.</p> <p>FME - In terms of the TM5-2, FME also own land which would be affected by the proposed designation at Barks Knott Terrace. This land is being promoted for residential development as part of the Ryedale Local Plan Review (site 139). FME have no issue in principle with the</p>	<p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>proposed crossing and would be happy to ensure that the delivery of any future link is not prejudiced by the development of their land. As with the land off York Road, the development of the land for residential development would enable the delivery of appropriate road infrastructure to the edge of the site as part of any development.</p> <p>Generally supportive of the policy but not sure that the policy should refer to specific sites rather than simply being generic. (1)I object to the inclusion of proposal TM5-2 as the pressure on Church Street/Welham Road/level crossing will remain and it will also increase pressure on the Railway Street/ Yorkersgate junction with the effects not clearly understood. Surely encouraging multi-modal transport rather than pandering to motorists is the answer – (2)a fway/cycleway bridge crossing the railway at the same/similar point as the bridge proposed inTM5-2?</p> <p>Definitely see comment to TM4</p>	<p>(1)DISAGREE – the two potential crossing points are those that have been identified through the plan formulation process so it is considered to be appropriate to reference these. More generally the plan through section 4 gives substantial weight to encouraging supporting cycling and walking.</p> <p>(2)AGREE – a number of consultees have raised this and it is proposed to add a potential footway/cycleway bridge to policy TM4</p> <p>NOTED</p>	<p>(1)NO ACTION</p> <p>(2)ACTION – add a further bullet to TM4 re pedestrian/cycle bridge</p> <p>NO ACTION</p>
Policy TM6	<p>FME - object to the wording of draft policy TM6 as it does not have appropriate regard to national policy and therefore does not meet the basic conditions. In particular, (1) it proposes a significantly more onerous test when considering the highways impacts of a development proposal. It requires proposals to demonstrate that they do not exceed the cumulative capacity of transport infrastructure. The test set out in national planning policy is at paragraph 111 of NPPF and states:</p> <p>“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.</p> <p>Clearly the proposed test set out in draft policy TM6 is not in line with national policy and therefore does not meet the basic conditions.</p>	<p>(1) NOTED</p>	<p>(1) ACTION Amend wording of policy TM6 by replacing ‘demonstrates that it does not exceed the cumulative capacity of transport infrastructure’ With; ‘demonstrates that it does not cause an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe’</p>

	<p>(2) Whilst FME fully acknowledge the issues around air quality in Malton and the need to ensure that developments mitigate their impacts, the wording of the proposed test in draft policy TM6 is not in line with national policy which at paragraph 174e) suggests that policies should prevent unacceptable levels of air pollution. It does not say that development should be prevented which may worsen air quality.</p> <p>I agree in principle to the policy but fail to see how any significant development can meet the requirement to NOT result in any measurable worsening of air quality in or around the Malton AQMA: This statement is vague as it doesn't quantify 'measurable worsening' and it could easily be used to prevent any development in the area. I object to this statement and suggest it be removed unless it is quantified/defined better.</p> <p>Baffling</p>	<p>2) DISAGREE – there is already an unacceptable level of poor air quality in Malton.</p> <p>DISAGREE – there are well established methods of measuring air quality and these are applied to the monitoring undertaken within the AQMA. The risks to human health are considered to be so significant that this should be an overriding issue and its inclusion should encourage mitigation measures.</p> <p>DISAGREE – it is not clear from the comment what is baffling</p>	<p>(2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
TM7	<p>can't find it</p> <p>It seems obvious to me that the Malton AQMA is affected more by traffic generated outside the AQMA than within so why does the Plan state that proposals for new development in or adjacent to the AQMA will be 'encouraged' to provide charging infrastructure in excess on the minimum standard? I can understand the use of the term 'supported' but encouraged implies pressure will be brought to bear which could in-turn actually discourage potential [and worthy]development in this area. When it comes to the AQMA the aim should be to reduce through traffic, that results in long traffic queues and stationary/slow moving vehicles, by placing more emphasis on links to the A64.</p>	<p>NOTED – Policy TM7 is on page 20 of the plan.</p> <p>NOTED – it is both through traffic and new traffic generated by development which affect air quality. The provision for enhanced levels of electric vehicle charging in or adjacent to the AQMA is intended to deal with part of the causes. Other measures in Section 4 promote strategic road improvements to alleviated through traffic.</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	Can't find it in the plan	NOTED - Policy TM7 is on page 20 of the plan	NO ACTION
TM8	<p>We suggest this policy duplicates national Planning Policy (NPPF para 113 & Ryedale Policy SP20). It should be deleted.</p> <p>Can't find it</p> <p>That's common sense</p>	<p>DISAGREE – both NPPF para 113 and Ryedale Local Plan Strategy Policy SP20 refer to 'Travel Plans' as distinct from 'Traffic Management Plans' within the context of a Construction Management Plan. As such there is no duplication. RDC have at no point indicated there is any duplication. NB Stephen – duplication is to be avoided just as much as conflict</p> <p>NOTED – Policy TM8 is on page 20 of the plan</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy RC1	<p>FME - ME raised concerns as part of the consultation on the previous submission draft of the plan on the legibility of the proposals map. Following further discussions with Norton Town Council, it was confirmed that the area to which this policy relates is highlighted in brown and also by brown hatching on the proposals map. It however still remains difficult to establish from the draft proposals map the boundaries of this designation against physical features on the ground. It is unclear whether the area includes land which is in FME's ownership (outside the existing picnic area) as shown on the plan at Appendix B. If there is any encroachment into this area the proposal map should be amended to ensure that it excludes any land in FME's ownership shown on the plan as this area is previously developed former industrial land which is inappropriate for inclusion in the designation.</p> <p>This Policy should be strengthened by adding reference to opportunities to provide interpretation panels explaining the historic</p>	<p>NOTED – important that any boundary disputes are resolved.</p> <p>AGREED – this suggestion provides an important link with the tourism</p>	<p>ACTION – boundary to be checked/amended as necessary/agreed with FME</p> <p>ACTION – add following wording to policy RC1:</p>

	<p>significance of the River in terms of the historic and Roman settlement of Malton and its significance for the commercial development of both Malton and Norton and linked to a wider visitor trail of interpretation panels ;</p> <p>Yes please - definitely agree and want this to happen.</p>	<p>proposals 'interpretation panels explaining the historic significance of the River in terms of the historic and Roman settlement of Malton and its significance for the commercial development of both Malton and Norton and linked to a wider visitor trail of interpretation panels'</p> <p>NOTED</p>	<p>'provide river history interpretation panels'. Add new community action.</p> <p>NO ACTION</p>
Policy RC2	<p>FME support the regeneration of land north and south of county bridge and welcome the extension of the proposed designation to include land to the east (south of Sheepfoot Hill) which is also predominantly in the ownership of the Estate. However, FME remain concerned that draft policy RC2 seems to restrict potential residential uses in this location. The draft policy states:</p> <p>"No residential or other vulnerable use (in terms of flood risk) coming forward on this land and subject to development meeting the sequential test and where applicable the exceptions test in line with national policy".</p> <p>It is noted that the majority of the area is located within Flood Zone 3 but with the benefit of flood defences as are large parts of the centre of Malton, it is considered that the policy should not rule out residential development entirely given the sustainable brownfield nature of the site where the sequential and exceptions tests could be readily passed. The way the policy is currently worded is therefore not consistent with NPPF and does not meet the basic conditions.</p> <p>The policy is supported subject to development contributing to the provision of interpretation panels</p>	<p>DISAGREE – this policy clause and its wording flows directly from the Habitat Regulations Assessment and cannot be amended. Amendment will result in a revised HRA which will rule that adverse effects on the integrity of the SAC cannot be ruled out. As such, the amended policy/plan could not progress</p> <p>NOTED – developer contributions policy will be set by NYC, Policy RC1 will be amended to support/encourage interpretation panels, this can be a basis to lobby NYC</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>Supportive of this policy but object to the inclusion of the condition to retain the on-site public conveniences. This will hinder any potential development of what is a poor quality area when we should rather be encouraging it.</p> <p>These areas are eyesores.</p>	<p>DISAGREE – the policy includes ‘replacement’ as well as ‘retention’. Feedback has been to support the provision of public WC’s and provision should not hinder redevelopment of what is a substantial land area</p> <p>AGREE – this is the reason the policy has been included</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy E1	<p>(1) RDC - Page 25- Policy E1 add ‘High Malton’ to a list of Local Green Spaces E1-9. The justification of this commences on Page 72 and continues onto 73:</p> <p>Local Green Space is defined in National Planning Policy within the section on Open Space and Recreation as: <i>101. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period. 102. The Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land. 103. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.</i></p> <p>The District Council has significant concerns with the inclusion of the land identified as High Malton as an area of Local Green Space. The land identified as High Malton is land to the North of Castle Howard</p>	<p>(1) DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p>	<p>(1) NO ACTION</p>

	<p>Road, which was the subject of planning application which named the site 'High Malton'. (1) The analysis which has been undertaken to justify the inclusion of the site does not provide a clear documented evidence that the land meets the definition of Local Green Space within National Planning Policy definition as set out above. The above table does not demonstrate that the site is capable of being designated a Local Green Space for the following reasons:</p> <ul style="list-style-type: none"> • It is acknowledged to be an 'extensive tract of land'. • The land is in private ownership with no means of public access across the site. The existing routes and pathways are either next to the site along established roads or footpath to the north and south or on the other side of the A64 and distanced from the site. The site itself is not used or accessed. • There is no identified heritage consideration. • The trees are a key feature of the setting of this part of the entrance to the town Some of the trees are protected by Tree Preservation Order. • It does contribute to the setting of the AONB. • The land itself is used for growing crops and pasture and as such has no demonstrable ecological significance which is different to that of other tree lined fields in the locality; There is a local SINC site, but it is outside of the field boundaries and is the cutting of the A64. <p>The District Council supports the delivery of the neighbourhood plan, and recognises that there are spaces of significant importance to the local community, and that a neighbourhood plan is a natural place to identify such areas of open space. But the inclusion of this land 'High Malton' as a Local Green Space, in the view of the Local Planning Authority does not meet national policy and as such would fail the basic conditions test.</p> <ul style="list-style-type: none"> • (2)Being "demonstrably special" to the local community a crucial justification. The justification provided in the assessment specifically refers to "cherished visual amenity to bordering properties along its eastern edge, which back onto the space". This is seeking the protection of a private view, which is not a material planning 	<p>(2) AGREE</p>	<p>(2)ACTION - Remove part of the justification in the assessment of the area being 'demonstrably special' to the local community because it provides a "cherished visual</p>
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	<p>consideration, and therefore cannot be judged as a justification for the identification of Local Green Space.</p> <p>(3) Reference is also made to the extensive responses to the planning application. These are not demonstrably reflecting the justification of the Local Green Space designation, because they have not resulted from the neighbourhood plan consultation process. Instead, they represented the strength of feeling in the locality towards a planning application which was for 500 homes. They are not, in the view of the Council, interchangeable forms of evidence.</p> <p>(4) There is open farmland of similar use and appearance around the settlements of Malton and Norton, and would bring similar amenity values to the local residents; it is (appropriately) not identified as Local Green Space. Further to this, there is land to the south of Castle Howard Road, which is publically accessible by means of a public right of way, provides allotments and is used by the local community as a recreational resource for walking as it affords sweeping views of the Wolds and south eastern Howardian Hills AONB. This is not mentioned or identified in the document at all, as a proposed Local Green Space or indeed why it was discounted. Why is this land, where it has a greater recreational value, not been considered for such a designation?</p> <p>(5) It is very much recognised by the District Council that this parcel of land has acknowledged sensitivities which were identified during the course of the planning application's consideration. It contributes to the Castle Howard Road gateway into the town and has strong landscape intervisibility due to its elevation relative to other landscapes. It contributes to the setting of the adjacent AONB,</p>	<p>amenity to bordering properties along its eastern edge, which back onto the space"</p> <p>(3) DISAGREE – this is legitimate evidence of the site being demonstrably special to the local community. The fact that it is evidence that has not been generated directly by NP consultation is irrelevant. Regulation 14 consultation provided extensive complementary evidence to this effect.</p> <p>(4) DISAGREE – there is no evidence to suggest that these areas are demonstrably special to any community within Malton or Norton.</p> <p>(5) NOTED – alongside designation of High Malton as a Local Green Space (but not as an alternative) it is accepted there are strong grounds to strengthen other policies in the Neighbourhood Plan to recognise the</p>	<p>(3) NO ACTION</p> <p>(4) NO ACTION</p> <p>(5) ACTION - consider other policy options for the NP, including VIUA (Visually Important Undeveloped Area) mechanism to strengthen recognition of the importance</p>
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	<p>providing a transitional landscape setting, but these are not in themselves justification to include land as Local Green Space. The District Council would seek, as an alternative approach, that the landscape sensitivity context of this land should be strengthened through other policies in the Neighbourhood Plan to recognise the importance of the land to the setting of this part of Malton, as a gateway to the town, and the setting of the AONB.</p> <p>RDC - The footnote1 is also not correctly attributed to the relevant consideration (proximity to the AONB).</p> <p>RDC - The District Council welcome the reference to the provision of green infrastructure, but notes that this will be challenging in some parts of the built up areas to deliver. But from November 2023 it will be mandatory to demonstrate quantifiable net gain in biodiversity, and green Infrastructure will be an integral part of delivery of that requirement.</p> <p>FME - FME own the land identified as E1-3 Norton Road Riverside which is currently a picnic area and an adjacent area of previously developed land which is currently used as a skatepark. The two areas are identified on the plan at Appendix B.</p> <p>The land which is the picnic area is also identified in the Ryedale Local Plan Strategy as open space under policy SP11. However, draft policy E1 introduces a very special circumstances test for the redevelopment of such sites, this is inconsistent with policy SP11 of the Ryedale Local Plan which provides a series of criteria which the redevelopment of such sites would need to meet.</p> <p>The land which is currently used as a skatepark is not identified as open space in the Ryedale Local Plan Strategy as under policy SP11. FME therefore object to its proposed designation as Local Green Space under draft policy E1 of the Neighbourhood Plan. The land is a previously developed former industrial site and does not function or have the attributes of local green space. It is clearly different from the</p>	<p>importance of the land to the setting of this part of Malton, as a gateway to the town, and the setting of the AONB.</p> <p>DISAGREE – footnote 1 is a reference to the Landscape significance of the High Malton Area and is considered to be correctly attributed.</p> <p>NOTED</p> <p>DISAGREE – the land currently used as a skateboard park meets the criteria for Local Green Space. It is acknowledged that there is a potential conflict here between policies, which hinges on the interpretation of ‘general conformity’. On the one hand it could be argued that as both policies seek to protect open space, there is general conformity. On the other hand, the circumstances in which development would be permitted differ between the 2 policies. It is considered on balance that the proposed LGS designation should</p>	<p>of the land to the setting of this part of Malton, as a gateway to the town, and the setting of the AONB.</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>land around it and that designated as open space through policy SP11 of the Ryedale Local Plan Strategy. For these reasons, the land which is currently occupied by the skatepark (see plan at Appendix B) should be excluded from the proposed local green space allocation under draft policy E1.</p> <p>FME - E1-9 High Malton, FME strongly object to the inclusion of land at High Malton as Local Green Space as it is entirely unjustified and unsupported by planning guidance and policy. Paragraph 101 of NPPF states, "the designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period" (Our Emphasis).</p> <p>Notwithstanding the assessment below against the tests at paragraph 102 of NPPF, the proposed allocation of the land at High Malton as Local Green Space is clearly inconsistent with sustainable development and investment in sufficient homes, jobs and other essential services. The western side of Malton provides the only suitable location for further housing development in the town and potential growth in this location should not be constrained by an unjustified designation for the reasons set out below.</p> <p>The designation of the area of land suggested as Local Green Space would clearly contrary to paragraph 102 of NPPF which states: "The Local Green Space designation should only be used where the green space is:</p> <ul style="list-style-type: none"> a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local <p>significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</p>	<p>remain and it should be noted that RDC have not objected to the proposed designation.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p>	<p>NO ACTION</p>
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	<p>c) local in character and is not an extensive tract of land".</p> <p>Paragraph 013 (reference ID: 37-013-20140306) of PPG provides guidance on what types of green area can be identified as Local Green Space. It states:</p> <p>"The green area will need to meet the criteria set out in paragraph 100 of the National Planning Policy Framework. Whether to designate land is a matter for local discretion. For example, green areas could include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis"</p> <p>Whilst the guidance advises that whether to designate land is a matter for local discretion the examples it provides are clearly typologies of land (green spaces) which are accessible and usable by the public. When this is read alongside criteria C of paragraph 102 of NPPF which confirms that the green space should not be an extensive tract of land, it is clear that the policy is not intended to apply to privately owned agricultural land which offers no recreational value and is not in any event green space.</p> <p>Appendix 1 of the 2nd Pre-Submission Neighbourhood Plan provides the Neighbourhood Plan Groups assessment of the High Malton site against the tests set out at paragraph 102 of NPPF. The assessment is provided in Table 1 below with FME's response to each criteria in red (NB commentary on FME comments in the Table is covered in the next column).</p> <p>It is abundantly clear from the guidance in NPPF and PPG that the Local Green Space designation should not be used to allocate large tracts of land and blanket designation of open countryside adjacent to settlements will not be appropriate. In particular, the designation should not be proposed as a 'back door' way to try to achieve what would amount to a new area of Green Belt by another name. This is precisely what the Neighbourhood Plan Group are trying to achieve with this designation and it clearly fails to meet the requirements of NPPF and therefore the basic conditions.</p> <p>For the reasons outlined above, it is considered that draft E1 is not in general conformity with the strategic policies in the Ryedale Local Plan</p>		
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	<p>Strategy or the NPPF. Area E1 – 3 Norton Road Riverside and should be amended accordingly and E1-9 High Malton should be removed entirely for the clear reasons provided.</p> <p>WCW - We suggest that the designation of lands as Green Space if they already have a local nature conservation designation such as SINC, are incompatible. Although it is possible for recreation and nature conservation to co-exist, we suggest that in the case of Scott's Hill (E1-5) designation as a Green Space will increase pressure on the calcareous grassland for which the site is designated, and increase bare areas devoid of vegetation caused as a result of overuse for public recreation. We ask that you reconsider this site for the proposed designation on the grounds it might cause the nature conservation value to decline.</p> <p>The policy is supported subject to examine the potential to provide interpretations panels relating to the history of the area (where appropriate)</p> <p>I refer to the area known as High Malton and the land between Castle Howard Road and Middlecave Road. This area is clearly an infill location between the main town and the A64 By-Pass, and does not affect in any way the Howardian Hills ANOB. National Planning rules and guidelines would not accept the move to make the area Green Space . This particular amendment proposal indicates a form of 'Not in My Back Yard' attitude and will not work within Planning law.</p>	<p>DISAGREE – wildlife value is a key component of the assessment of LGS eligibility so not incompatible with it – Scott's Hill scores positively against this criterion. Recreation value is also an assessment criterion – here Scott's Hill also scores positively, but only on the basis of the permissive access allowed. LGS status in no way signifies or encourages any increase in recreational use/access over and above that already allowed. It seeks only to protect what is already there against any kind of future development.</p> <p>NOTED — not possible to respond in policy terms because unclear to what area comment relates. A community action could be added re considering panels on history where LGS/other sites have acknowledged historic interest.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p>	<p>NO ACTION</p> <p>ACTION – add new community action re investigating which LGS/historic sites warrant interpretation panels, in cooperation with Malton Museum's existing initiative.</p> <p>NO ACTION</p>
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	<p>I disagree with the inclusion of High Malton as designate local green space</p> <p>I object to the inclusion of E1-9 High Malton to the list of sites. (1)The proposal does not meet the definition 'to provide special protection against development for green areas of particular importance to local communities' whereas the other proposals do and most essentially to the wider community. This proposal has clearly been put forward in the self-interest of residents living in this quarter of Malton, predominantly wealthy, privileged and resistant to change (of any sort): The classic NIMBY. (2)Stating that the area is 'part of the setting for the Howardian Hills AONB' is disingenuous [at best] and raises the question what other communities close to the border of the AONB should share this status/benefit - for example, Fryton, Slingsy, Barton-le-Street, Appleton-le-Street, Amotherby, Swinton and Broughton? To go ahead with the designation is to discriminate against other areas of Malton and Norton. This land should not be given any special status for which it simply does not deserve. The [potential] development of this land could support other transport improvements in the Town, most notably a full 4-way intersection at Broughton Road with this development feasibly including provision of an access road south of the A64 between it and Broughton Road [shown as part of TM4-5 in the original version of the plan]. (3)The aim of the Neighbourhood Plan should not be to 'preserve the Towns in aspic' but rather it should be accepting of change and work with potential developers to encourage growth and prosperity for the benefit of ALL residents.</p>	<p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p> <p>(1) DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p> <p>(2)DISAGREE - it is not relevant to conflate High Malton with other areas outside the plan area - High Malton is of landscape significance in that it provides views to the AONB immediately to the west, previous proposals for 500 homes were turned down there, according to RDC's planning officers report, in order to protect the setting of the AONB which from "significant and demonstrable harm", and the "natural beauty and intrinsic character" of this attractive approach to Malton.</p> <p>(3)AGREE – the plan seeks to promote and encourage 'sustainable'</p>	<p>NO ACTION</p> <p>(1) NO ACTION</p> <p>(2) NO ACTION</p> <p>(3) NO ACTION</p>
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	<p>I regard this as extremely important</p> <p>Green Party Policies</p> <p>The High Malton site is privately owned with no public access so it is not reasonable to categorise it as 'local green space'. The land to the north and south of Castle Howard Road is the only area within the bypass for Malton to grow. The area is flood free and within walking distance of the town centre, so is ideal for future housing. However future development in this area should require a link to York Road</p> <p>I do not agree with the Local Green Space for the area known as High Malton. I believe that the land should be available for development in the future to provide much needed housing</p> <p>I live on Castle Howard Road in Malton. (irstly, you state that you wish to protect the area concerned as "part of the setting for the Howardian Hills AONB". I think I'm correct in saying that the AONB actually starts the other side of the A64 and hence this land does not fall within it. At ground level you cannot even see the land concerned from the sign indicating the start of the AONB.</p>	<p>levels of growth and leverage infrastructure proposals from developers.</p> <p>NOTED</p> <p>DISAGREE – politics have nothing to do with the justification for this policy.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation. While the AONB</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>You also claim that you wish to preserve the "high amenity value" of the area and the "high value placed on it by the local and wider community as a special open space resource". As a local resident of over 30 years I find it hard to understand exactly what "amenity" you are talking about or how the land is a "resource" to the community as it is all in private hands and has no public right of way over it! The only amenity that could possibly exist is that of the view it affords to those who live adjacent to it. I suppose the rest of us could stand and look over the hedge occasionally and marvel at the ploughed fields over which we have no right to roam!</p> <p>My views on the possible development of the site, whether as considered in the "High Malton" proposal or otherwise are neutral. Any proposals for the future use of the land should be considered on their own merits and not prevented by the adoption of a policy based on such flimsy and possibly erroneous arguments as used in your document. It seems to me that the suggested change is merely for the benefit of the few who live adjacent to the land and not the "local and wider community" on whom you partly rely to justify your argument.</p>	<p>is outside the plan area, there is no reason why it's setting cannot and indeed does fall within the plan area.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p> <p>DISAGREE - The town councils stand by the conclusion of the LGS assessment of the site, namely that it meets the majority of the eligibility criteria, crucially the landscape and community significance/value criteria, and that as such it is eligible for LGS designation.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy E2	<p>Supported subject to the caveat set out in our comments on E2</p> <p>see comment on no 14</p> <p>High priority</p> <p>Green Party Policies</p>	<p>NOTED</p> <p>NOTED – the reference to no 14 is not understood</p> <p>NOTED</p> <p>DISAGREE – this is not a political policy</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy E3	<p>Please see comments relating to Policies E1 and 2</p>	<p>NOTED</p>	<p>NO ACTION</p>

	<p>see comment on no 14</p> <p>strongly support this</p> <p>much needed</p> <p>Green Party Policies</p>	<p>NOTED – the reference to no 14 is not understood</p> <p>NOTED</p> <p>AGREE</p> <p>DISAGREE – this is not a political policy</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy E4	<p>FME - Whilst FME support the principle of this policy, they have concerns over the extent of the proposed designation in a number of areas. The extent of this designation includes large areas of the centre of Malton which are built up including FME’s land at Sheepfoot Hill (within the area designated under draft policy RC1) and an area of land off Norton Road adjacent to the proposed E1-3 local green space designation which is occupied by a garden machinery shop. Clearly these areas are not part of a multifunctional wildlife, amenity and recreational network as suggested by the policy and therefore should be removed from the designation.</p> <p>It is also unclear why some areas of the neighbourhood plan area have been excluded from this designation when the majority of the land outside of the built-up area of Malton and Norton are included. The majority of the land identified including land under FME’s control does not contribute towards the objectives of the policy and, as such, the extent of the designation should be considered further and amended.</p> <p>Northcote Farms (NCF) – These representations have been made on behalf of North Cotes Farm Limited who farm the land edged red and green on the plan included with this letter. The land is located off Welham Road in Norton. The</p>	<p>NOTED – the reasons for the identification of the land in question as green and blue infrastructure is made clear in para 4.3.12 to 4.3.14 and Appendix 2 and is based on the interpretation of both previous mapping work by Natural England and existing Local Plan designations such as VIUA (Visually Important Undeveloped Area). It should be noted that identified areas of green and blue infrastructure, as identified by Natural England in the mapping work which refers and by local authorities generally (e.g. Leeds City Council/Strategic Green Infrastructure/Core Strategy), commonly cover built-up areas. It should also be noted that the relevant policy provision does not preclude development.</p> <p>DISAGREE – the reasons for the identification of the land in question as part of the Mill Beck Corridor as green infrastructure is made clear in</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>land is 12.07 hectares in size and is well located in respect of the existing built-up area of Norton. Directly to the north of the land are the cul-de-sacs of Hunters Way and Leat Close which contain 2-storey homes in relatively dense linear layouts. Immediately to the west are predominately 2-storey detached homes along Welham Road. To the south is a boundary with the road known as Whitewall. There is a line of homes along the southern edge of this road. The land is divided into fields which are used for grazing. The edges of the fields contain hedges and trees, inside the field boundaries there are no features except for a wood in the north east corner. We object to the classification of the land as Green Infrastructure. It is not clear why our client's land is included in the Green Infrastructure area. At present, the Site makes little contribution to the settlement viewed either from publicly accessible viewpoints within the settlement or from approach roads or paths. There are no outstanding views. The main view into the Site from Whitewall is already marred by suburban development and domestic clutter of the rear gardens of properties along Welham Road. There have been no heritage assessments produced to suggest that the Site contributes to the setting of the listed buildings Whitewall House and Whitewall Cottages which are to the south of the Site. The connection between the listed buildings and the Site is severed by Whitewall. There are no public views across the Site or from within the Site which link to the listed buildings. The horse racing industry, paddocks and stables are a common feature in the surrounding countryside and the overall landscape character would not be changed by the loss of fields on the Site. Modern development immediately east of Whitewall has affected the setting of the listed buildings. In the wider landscape, the Site is generally well contained to the north by the urban edge of Norton, to the west by existing housing along Welham Road and to the south by the rising wooded slopes of Scott's Hill. The Site does not provide a public vista/viewpoint into the surrounding countryside. The Site comprises 3 fields which are used for grazing and there are no distinctive landscape features that contribute to the character of the space. The rural character of Bazeley's Lane (hedgerows, woodland on Scott's Hill and individual hedgerow trees) lies further east from the Site. Views from</p>	<p>in para 4.3.12 to 4.3.14 and Appendix 2, including its existing designation as Visually Important Undeveloped Area in the Ryedale Local Plan Strategy].</p>	
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	<p>Whitewall across the Site towards Malton and Norton are mostly screened by built development and vegetation, due the flat, low lying topography. Only part of the mature trees along Mill Beck can be viewed from Whitewall across the Site. Vantage points to Malton and Norton are from higher ground to the south and the Site does not contribute to these views. Our client has engaged Decimus Designs who are Landscape Architects to carry out a Landscape and Visual Assessment of our client’s Site. The have made following observations: ‘The Site has a stronger relationship with the urban edge of Norton than other areas classified as Green Infrastructure. Its character has more suburban influences than the other areas. In the wider landscape, the Site is generally well contained to the north by the urban edge of Norton, to the west by existing housing along Welham Road and to the south by the rising wooded slopes of Scott’s Hill. The Site is well screened from Welham Road, a local approach road to Norton, by existing built development. The space makes little contribution to the settlement other than being a monoculture of grazing land with a view which is already marred by suburban development and domestic clutter of the rear gardens of properties along Welham Road. There are no outstanding views or special landscape features, apart from boundary hedges and trees along Mill Beck, which would be retained whatever happens to the land. The classification of the site as Green Infrastructure is not supported by the evidence.’ This policy to include the Site as Green Infrastructure does not satisfy the basic conditions required for a Neighbourhood Plan to be made. It is an appropriate strategy based on proportionate evidence and therefore does not accord with National Policy. Our clients land should be removed from the Green Infrastructure policy.</p> <p>see comment on no 14</p> <p>Whilst I support the general policy/proposal I specifically object to the inclusion of The Howardian Hills being given Green and Blue Infrastructure status. Similar to policy E1 the other sites are</p>	<p>NOTED – the reference to no 14 is not understood</p> <p>DISAGREE – NP policy/map only relates to Howardian Hills corridor within plan area not outside it. The whole point of the GBI designation is</p>	<p>NO ACTION</p> <p>NO ACTION</p>
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	<p>appropriate and meet the test but with the inclusion of The Howardian Hills huge tracts of land are affected that can't be justified.</p> <p>Important community assets</p> <p>Agree strongly</p> <p>Green Party Policies</p>	<p>to safeguard the openness and connectivity of huge tracts of land</p> <p>AGREE</p> <p>NOTED</p> <p>DISAGREE – this is not a political policy</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy E5	<p>FME - object to policy E5 as the considerations it outlines would form the basis of any assessment of a site allocation in a strategic plan or planning application. It is not the place of a Neighbourhood Plan to consider strategic matters as clearly set out in national guidance. Further development on the edge of Malton in the locality of the proposed gateways which would be in keeping and even enhance the approaches to the town.</p> <p>see comment on no 14</p> <p>Whilst I object to elements of E1 and E4 I do support this well worded policy.</p> <p>High priority</p> <p>Part of Malton and Norton's special character is the way it lies in a hollow and the countryroads lead into it, creating some beautiful views of the towns.</p> <p>Strong agreement</p> <p>Green Party Policies</p>	<p>DISAGREE – paras 4.3.16 – 4.3.18 provide the justification for this policy. The policy addresses detailed design/layout not strategic matters. The other matters raised do not preclude the inclusion of the policy within a NP</p> <p>NOTED – the reference to no 14 is not understood</p> <p>NOTED</p> <p>AGREE</p> <p>AGREE</p> <p>NOTED</p> <p>DISAGREE – this is not a political policy</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	I don't understand 'gateway locations'.	NOTED – the policy explains that there are ‘Development at edge of settlement ‘gateway locations’ on the main highway routes into/out of Malton and Norton, as shown on the Neighbourhood Plan Proposals Map	NO ACTION
Policy E6	<p>RDC - Revised Policy E6</p> <p><i>“Proposals for any new development within the Neighbourhood Area should contribute towards and sustain compliance with relevant limit values or national objectives for pollutants within the Malton AQMA, as shown on the Neighbourhood Plan Proposals Map.</i></p> <p><i>Developers promoting development which would result in an impact on air quality will be required to take into account cumulative impacts and demonstrate that the impact is acceptable and that mechanisms are in place to mitigate any adverse impacts. Such mechanisms could include the provision of green infrastructure.”</i></p> <p>Visitors to our Museum which is currently located in Yorkesgate frequently suffer the adverse effects of noise and fumes from vehicles travelling queuing on the road</p> <p>see comment on no 14</p> <p>(1)Support, however I feel that (2)the reference to AQMA in T7 should be removed as this policy covers the issue sufficiently well.</p> <p>Public health issue</p> <p>Very important.</p>	<p>NOTED – this is just a restatement of the revised policy</p> <p>NOTED</p> <p>NOTED – the reference to no 14 is not understood</p> <p>(1)NOTED (2)DISAGREE – it is assumed the reference is to TM7 not T7, this is consistent with E6 and reinforces/adds to the policy</p> <p>AGREE</p> <p>AGREE</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>(1) NO ACTION (2) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	Green Party Policies	DISAGREE – this is not a political policy	NO ACTION
Policy CF1	Valuable local resource for health and wellbeing	AGREE	NO ACTION
Policy CF2	Object due to the current wording. The policy should make reference to the provision of sufficient off road parking to service any future upgrade/ extension. Currently car parking capacity is overwhelmed during promoted sporting events leading to traffic backing up onto the B1257 causing congestion and safety concerns. Often of late parking spills over onto residential streets at the end of the school days caused by large numbers of parents waiting to pick up their children in cars (mostly SUVs). The growth of this facility must be balanced with the expected increased generation of motorised traffic.	AGREE – the policy should be amended to ensure adequate parking is provided alongside additional capacity or improved leisure facilities	ACTION – consider new policy wording to address concern.
Policy CF3	Support so long as the development of Derwent Surgery does not lead to increases in motorised traffic: Why encourage more traffic into the core of Malton and within the AQMA? Urgent - required NOW It seems obvious that if hundreds of new houses have been built, medical provision will need to be expanded. Required without delay This is long overdue.	NOTED – any development proposals would be subject to other policies in the plan and Local Plan relating to no worsening of air quality and mitigation of transport impacts NOTED – NHS N Yorks CCG advised during previous consultation that redevelopment/reconfiguration of Derwent Surgery is most viable option, but timing is dependant on NHS England/CIL funding. NOTED – NHS N Yorks CCG advised during previous consultation that redevelopment/reconfiguration of Derwent Surgery is most viable option, but timing is dependant on NHS England/CIL funding	NO ACTION NO ACTION NO ACTION

<p>Policy TC1</p>	<p>This is consistent with the Museums desire to find a new home in the town so that it can play a stronger role in attracting visitors to the town and the well being of local residents. We are in the early stages of seeking funding for a feasibility study for a new museum which will provide more space to display our nationally significant collections</p> <p>We need to look after what we already have before developing new facilities.</p> <p>HORSE RACING INDUSTRY - horse racing museum. Existing Malton Museum and Woodhams Stone need greater support. How can another museum be viable?</p>	<p>NOTED</p> <p>NOTED – the policy is deliberately worded to be flexible enough to support whatever development options are favoured by the towns’ museums.</p> <p>NOTED – the policy is deliberately worded to be flexible enough to support whatever development options are favoured by the towns’ museums.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
<p>Policy TC2</p>	<p>FME is wholly supportive of finding ways in which visitors can be attracted to the town but financial realities need to be considered. In the current financial climate securing funding for such projects will be challenging unless they are commercially viable.</p> <p>FME consider that draft policy TC2 should be reworded as it is not a function of the Neighbourhood Plan to ‘require’ developers to submit any specific documents as this is the remit the local authority when considering any development proposals and a matter for the validation list. As such, FME would suggest the policy wording is amended as follows “Such development will be supported providing:</p> <ul style="list-style-type: none"> • Any such development demonstrates a full understanding of any known or potential archaeological remains, and; • The application is accompanied by a heritage statement assessing the significance of remains, the impact of proposals and mitigation measures and; • Prior to commencement of work on site, agreement is reached as to appropriate actions” 	<p>DISAGREE – once made, i.e. ‘adopted’, the NP will form part of the statutory development plan for the area. As such, NPs have the same status as Local Plans and it is as much a function of a NP as of a Local Plan to require something through its policies if such requirements meet the basic conditions. Given that Orchard Fields is a scheduled ancient monument, a heritage statement is considered to be a reasonable requirement. RDC have raised no objection to and made no comment on this policy.</p>	<p>NO ACTION</p>

	<p>Historically important site</p> <p>Development at Orchard Fields should be very carefully limited. The walk around Lady Spring Woods has already been negatively affected by the introduction of plastic footways. Urbanisation of this area should be avoided.</p> <p>Of major historic interest</p> <p>I think this would be an enhanced facility if the development extended the full area from Orchard Fields to the Jack Berry House, creating public space, formal garden planting (MiBloom), additional parking (for Malton Events), Cafe option. The two cultivated fields in this area probably are not significantly economic when compared to the enhanced TC opportunity.</p>	<p>NOTED</p> <p>NOTED - Any proposals would be subject to the submission of a heritage statement. Historic England have no objection to and made no comment on this policy. It would of course be fully involved in any proposals.</p> <p>NOTED</p> <p>NOTED – neither the policy nor other policies in this plan pertaining to this land in question would preclude a proposal of this nature</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
<p>Policy TC3</p>	<p>Support but seems to be at odds with E4 and E5</p> <p>Too many visitors are not good for local communities. Don't turn Malton into a food and holiday theme park or it and the local villages will be hollowed out by modern tourism - AirBnB, endless 'food fairs', day trippers, 'theme park' countryside. Keep the area a working town.</p> <p>Will require sensitive planning to ensure in keeping with town.</p>	<p>DISAGREE – the locations have been widely drawn across areas not affected by E4 and E5, if it were in one of these locations it would need to comply but neither preclude development</p> <p>DISAGREE – results from both this and past consultations show good community support for a new hotel.</p> <p>NOTED - the policy offers in principle support only in respect of certain general locations. The acceptability of any development would be subject to detailed proposals.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

Policy TC4	<p>FME - is fully supportive of policy M1 to retain Wentworth Street Car Park for this purpose as ensuring that a significant proportion of the car park continues to provide long stay public car parking is important to the functionality of the town.</p> <p>Object to due to increased generation of traffic within the core of Malton and like as not through the AQMA</p> <p>Wentworth Street development should include Motor Home parking for overnight. See good examples from places such as Skipton.</p>	<p>NOTED</p> <p>DISAGREE – any proposal would need to satisfy transport and air quality requirements.</p> <p>NOTED – not a planning matter. Was discussed with RDC who reported that local bye-laws would preclude such use as things stand</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy HRI1	<p>We acknowledge the importance of the horse racing industry as a major employer and because of its historic significance . The Museum and the Industry have a record of collaboration which we wish to continue to mutual benefit . One option could be a combined Museum</p> <p>Horse racing and farming should be key industries in Malton/Norton, as they always were. They give the towns what character it has remaining.</p> <p>I do think the longer term societal view of horse racing will diminish as more in society see it as animal exploitation and cruelty.</p>	<p>NOTED – policy TC1 is deliberately worded to be flexible enough to support whatever development options are favoured by the towns’ museums.</p> <p>NOTED</p> <p>NOTED – that may be the case, but currently horse racing is widely recognised as a key economic driver with the local area</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy HRI2	<p>Object. The area of the horse racing zones appears to include normal agricultural land and as such should be redrawn to the confines of the industry use.</p>	<p>DISAGREE – the area/boundaries were defined widely on the basis that development adjacent to/near to spaces used by stables could generate traffic that would then use roads/tracks etc used by horses.</p>	<p>NO ACTION</p>

	<p>Development should enable diversification and transition of the Horse Racing industry to other functions in line with societal changes towards horse racing.</p> <p>WCW - Our comments are directed to the proposed horse racing zone at Whitewall. The designation of horse racing zones is presumably justified on the basis that it has some connection with the industry. The paddocks at the back of Whitewall shown on the proposals map are part of a restored mineral working and in the main, used for horse grazing. However, we understand that is as far as the connection with the horse racing industry goes. The paddocks are used for recreational horse grazing, not for the industry, and on that basis we question the designation. This is confirmed by the observation that such land is not included as a buffer to all racing stables in the plan area.</p>	<p>NOTED – this point is addressed under policy HR1 which would allow change of use should horse racing activities become unviable</p> <p>DISAGREE – the zones are based on routes identified by the steering group as those used by the industry for either exercise or moving horses to from exercise areas. The area/boundaries were defined widely on the basis that development adjacent to/near to spaces used by stables could generate traffic that would then use roads/tracks etc used by horses.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy HRI3	See comments above	NOTED – above comments do not relate to this policies concerns re footpath/bridleway improvements.	NO ACTION
Policy HRI4	<p>Please see above re Policy HR11, viz; We acknowledge the importance of the horse racing industry as a major employer and because of its historic significance . The Museum and the Industry have a record of collaboration which we wish to continue to mutual benefit . One option could be a combined Museum</p> <p>A racing museum in Malton (which is very important) should be part of Malton museum, not separate</p> <p>Excellent idea</p>	<p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert with other museum facilities.</p> <p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert or separate from with other museum facilities.</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Yes to preserve the history in line with above comments as the societal view and support of horse racing declines.</p> <p>Incorporate with MM and Woodhams Stone. Funding is very hard to achieve - where will the money come from?</p>	<p>NOTED</p> <p>NOTED – the policy wording is sufficiently flexible to allow for the development of a museum in concert or separate from with other museum facilities. The funding challenges are acknowledged but this is not a planning matter for the Neighbourhood Plan.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy HD1	<p>FME are concerned that (1) the draft policy is very prescriptive and does not allow for more alternative innovative design approaches or variety. Whilst it is acknowledged that planning policies setting out broad design principles are appropriate, the level of detail proposed in draft policy HD1 goes beyond what is considered necessary and would limit the decision makers ability to consider each site and proposal on its 'own merits'. It is therefore considered that the draft policy as currently worded is not in generally conformity with NPPF and, in particular, paragraph 127 which states:</p> <p><i>.....are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)"</i></p> <p>(2) Moreover, FME would welcome provision within the policy (or a separate policy) to support the reuse of upper floors in the town centre. Innovative design solutions may enable new uses and greater</p>	<p>(1)DISAGREE – given that the policy is couched in terms of developments 'having regard to' rather than 'being required to adhere to' it's provisions, it is considered that it is not 'very prescriptive' but rather offers sufficient flexibility for bespoke site solutions to be arrived at, guided by the stated principles. As such, it is considered that the policy 'has regard to national policy' (NB it is not required to be in general conformity with NPPF as asserted) in particular NPPF paras 127-129 with their increased emphasis on the role of NPs in local design, design guides and codes (NB the comment quotes from NPPF para 130 c) not as stated), and meets the basic conditions.</p> <p>(2) NOTED – Local Plan Strategy Policy SP7 (Town Centres and Retailing) already addresses these issues. As such, any Neighbourhood</p>	<p>(1)NO ACTION</p> <p>(2) NO ACTION</p>

	<p>vibrancy within the town centre which is a policy that would be supported by NPPF.</p> <p>I feel strongly that the architecture, street planning and trees etc of the conservation areas should be protected.</p>	<p>Plan policy would be duplication. Given also that SP7 is a strategic policy, the NP must be in general conformity so it could not include a policy which conflicts with or seeks to go beyond its provisions.</p> <p>NOTED – this is what the policy aims to achieve</p>	NO ACTION
Policy HD2	<p>WCW - HD2: Development and Design – Area-wide Principles</p> <p>We consider that this policy duplicates the content of the Ryedale Local Plan Strategy, particularly policy SP16. The policy should be edited to remove those parts which are redundant, should concentrate on purely matters of local importance and should mention that further advice is available in the Local Plan.</p>	<p>DISAGREE - it is considered that policy adds detail to SP16 rather than duplicates. RDC have raised no objection throughout, nor commented on any duplication.</p>	NO ACTION
Policy HD3	<p>The focus should be on local residents, though, not on visitors. The character of Malton and Norton should be preserved to improve the lives of those who live here, not to draw in day trippers.</p>	<p>NOTED – the text explains one of the purposes of the policy is to be welcoming and attractive to <u>both</u> the community and visitors and is consistent with other policies which recognise the importance of the visitor economy</p>	NO ACTION
Policy HD4	<p>Strongly support</p>	<p>NOTED</p>	NO ACTION
Policy HD8	<p>The proposed path along the east side of the village and extension of the path northwards to the Doodales, allowing a return path to the village along Lascelles Lane as shown on the Neighbourhood Plan Proposals Map (second pre-submission version) passes directly behind our home. We feel it is inappropriate to locate a public footpath in this area for the following reasons. The route proposed would have an impact on our privacy and security. It would also impact the quiet natural environment of The Doodales and would disturb the nesting birds etc. The Council must be satisfied that it is expedient that a way</p>	<p>NOTED – this proposal came through the conservation area appraisal for Old Malton. A number of objections have been raised and it is proposed to remove the proposal for a path.</p>	<p>ACTION – remove last bullet point from policy HD8</p>

	<p>should be created, having regard to the extent to which it would add to the convenience or enjoyment of a substantial section of the public, or to the convenience of persons resident in the area, and the effect that creation would have on rights of persons interested in the land. We do not believe these criteria can be met with the proposed route in accordance with S.26 of the Highways Act 1980.</p> <p>The proposed path along the east side of the village and extension of the path northwards to the Doodales, allowing a return path to the village along Lascelles Lane as shown on the Neighbourhood Plan Proposals Map (second pre-submission version) passes through our fields that are used for grazing cattle, and across our track that is regularly used for movements of Tractors and Farm Animals. We feel it is inappropriate to locate a public footpath in this area for the following reasons. It creates a health and safety hazard for anyone crossing a field full of cattle and their calves. Dog walkers would be at particular risk of serious incident particularly when the cows have calves. Dogs can host Neospora which is excreted in their faeces and can cause cows to abort their calves. The public footpath would have a significant impact on our farming activities as we would not be able to put cattle in a field with a public right of way as there have been many instances of injuries to public and these would not be manageable. The fields are not suitable for other farming activities and so would become unproductive. The proposed route would have a significant detrimental impact to the privacy of the residents to the east of Lascelles Lane. The Council must be satisfied that it is expedient that a way should be created, having regard to the extent to which it would add to the convenience or enjoyment of a substantial section of the public, or to the convenience of persons resident in the area, and the effect that creation would have on rights of persons interested in the land. We do not believe these criteria can be met with the proposed route in accordance with S.26 of the Highways Act 1980.</p>	<p>NOTED – this proposal came through the conservation area appraisal for Old Malton. A number of objections have been raised and it is proposed to remove the proposal for a path</p>	<p>ACTION – remove last bullet point from policy HD8</p>
<p>Policy HD11</p>	<p>FME - As outlined in relation to draft policy TC2, it is considered a matter for the Local Planning Authority to determine the level of information that would need to support any planning application.</p>	<p>DISAGREE – once made, i.e. ‘adopted’, the NP will form part of the statutory development plan for</p>	<p>ACTION – minor rewording, largely to reflect new administrative reality</p>

	<p>Moreover, the suggested requirements for the policy are overly onerous as there may be circumstances where archaeology is of low significance/value and therefore does not need to be excavated or fully recorded. There are also instances where following a geophysical survey the significance of any likely archaeology is low and any field excavation can be controlled by condition and undertaken after the development has been approved.</p> <p>As such, FME would question the need for draft policy HD11 as these matters are already dealt with as part any planning application.</p> <p>WCW - This policy also duplicates large parts of national policy (NPPF paras 194-208) and the Ryedale Local Plan Strategy (policy SP12) and the policy should be deleted.</p> <p>Policy supported subject to the provision of interpretation panels where appropriate . All such sites lie within the Museum collections area and there are opportunities to preserve and display the results of the excavations in the Museum</p>	<p>the area. As such, NPs have the same status as Local Plans and it is as much a function of a NP as of a Local Plan to require something through its policies if such requirements meet the basic conditions. Given the extent and importance of archaeological remains in the area (ref NP Appendix 3), the policy is not overly onerous as asserted. The policy does not, as stated in the comment require excavation or full recording of sites where archaeology is of low significance/value but rather a desk top survey and then only a field evaluation if warranted. Neither does the policy require any field excavation before approval as asserted, but rather agreement as to what that field evaluation should entail before approval.</p> <p>DISAGREE - policy builds on and adds to NPPF para 194. Disagree that it duplicates large swathes of NPPF as asserted. Disagree that it duplicates SP12. RDC have raised no objection/made no comment re duplication)</p> <p>AGREE – where appropriate, provision of interpretation panels should be made</p>	<p>NO ACTION</p> <p>ACTION – add new community action re investigating which LGS/historic sites warrant interpretation panels, in cooperation with Malton Museum’s existing initiative</p>
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	<p>We think the policy should be strengthened to include reference to the potential to provide further interpretation panels relating to the history of the area and supplementing those already erected at Orchard Fields and those soon to be provided by the Museum at Brooklyn House School</p>	<p>AGREE – where appropriate, provision of interpretation panels should be made</p>	<p>ACTION – add new community action re investigating which LGS/historic sites warrant interpretation panels, in cooperation with Malton Museum’s existing initiative.</p>
<p>Policy H1</p>	<p>FME - concerned by the limited evidence base which seems to support draft policy H1 and the lack of any professional assessment of housing needs. Indeed, it is considered that such matters should be dealt with by the Ryedale Local Plan (strategic plan) which will be informed by an appropriate evidence base including an up-to-date Strategic Housing Market Assessment. The Strategic Housing Market Assessment reference is from 2010 and is therefore over 10 years old. It is unlikely to be reflective of current housing needs and moreover developments need to provide a mix if housing is to meet all needs.</p> <p>Given the priority to maintain wildlife and nature habitat, it is unfortunate that further loss to new housing development is planned. Notably, that envisaged for the Beverly Road. There are, I am aware, both government and regional imposed quotas and we must accordingly take our share of the burden. Please therefore reject as far as possible all policy that seeks to build more peripheral housing on green land. Not only does this blight the landscape but also creates</p>	<p>DISAGREE – it is acknowledged that the evidence base does not include a professionally conducted local housing needs assessment. However, it fully reflects a community consultation involving over 300 local people, the findings of which reflect those of RDC’s Strategic Housing Market Assessment (NB as pointed out by RDC in its comments – supporting text is to be amended to make this point). RDC have not objected to the policy. Further, experience shows that NP examiners find such policies in line with basic conditions, particularly as they are couched in terms of support for a particular mix rather than requiring that mix.</p> <p>NOTED – the allocation of additional sites for housing will be undertaken by NYC as part of its site allocation process. It was decided that the neighbourhood plan would not allocate land for housing due to a lot of local concern regarding the</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>congestion, pollution, noise. Unwelcome social issues may also follow from those moving in who work far afield.</p> <p>But guard against overdevelopment</p> <p>But guard against overdevelopment in general.</p> <p>Need to increase single person accommodation, in particular for young people. Predominantly 2 bed accommodation available only and thus single people are affected by single room rate for benefits. Needs within private rented sector and social housing, less so in owner-occupation. Source data perhaps affected by lack of engagement in the planning process from young people. If housing is not available, there will be a significant outward migration of young people from the area to York and Scarborough</p>	<p>housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings</p> <p>AGREE – this one of the reasons it had been decided not to allocate land for housing in particular due to a lot of local concern regarding the housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings</p> <p>AGREE – this one of the reasons it had been decided not to allocate land for housing in particular due to a lot of local concern regarding the housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings</p> <p>NOTED – the policy is not prescriptive – it is couched in terms of supporting a specified mix rather than requiring it and then only on small sites. The mix specified fully reflects the findings from a community survey of over 300 local households as stated in supporting text.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>Provided the infrastructure and amenities are in place.</p> <p>HOUSING. The towns' infrastructure and health/education provision must come first.</p> <p>Infrastructure needs to be in place before any new houses are built. Empty properties should be developed first.</p>	<p>DISAGREE – this is not relevant to a policy which is not proposing any new housing or allocating any new housing sites.</p> <p>AGREE – this one of the reasons it had been decided not to allocate land for housing in particular due to a lot of local concern regarding the housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings</p> <p>AGREE – this one of the reasons it had been decided not to allocate land for housing in particular due to a lot of local concern regarding the housing requirement and the impact of building new homes in Malton and Norton. In particular, the potential impact on the road network and the river crossings</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
Policy EM1	<p>Subject the addition of the words "culture and heritage"</p> <p>Please reduce the stress on food industries. They are smelly (my house smells every morning from one of the food factories). They create low</p>	<p>DISAGREE – culture and heritage are not recognised employment sectors in themselves. Their importance is well recognised throughout the plan but it is not considered appropriate to reference in the employment policy</p> <p>DISAGREE –the local food industry embraces a diverse community of businesses and jobs. It is a key sector</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>wage and insecure jobs. They take money out of the area in excess profits. They should be discouraged</p> <p>I feel this should be edited: Development proposals for employment generating uses, particularly in the key local employment sectors of food, tourism, horse racing, retail and green industries, are encouraged and will be supported. To: Development proposals for employment generating uses, particularly in the key local employment sectors of food, tourism, retail and green industries, horse related, are encouraged and will be supported. So as to change implied priority and emphasis.</p>	<p>for growth in the local economy (see text 4.9.10). Food production is one part of the sector, the complaints highlighted re smells are really outside the scope of the neighbourhood plan and are more issues for environmental health</p> <p>DISAGREE – the listing of the employment relating uses does not imply any prioritisation, no need to change</p>	<p>NO ACTION</p>
<p>Policy M1</p>	<p>FME - is fully supportive of policy M1 to retain Wentworth Street Car Park for this purpose as ensuring that a significant proportion of the car park continues to provide long stay public car parking is important to the functionality of the town.</p> <p>Wentworth Street car park must remain a car park</p> <p>Object. Rarely is this car park anywhere close to capacity so some loss of parking can be tolerated so long as the development is beneficial to the community.</p>	<p>NOTED</p> <p>NOTED</p> <p>NOTED – it was clearly apparent from consultation that retention of the site in car parking use (with some improvements) was the most preferred use. NP Policy TC4 if implemented will result in some loss of car parking capacity. Trees/ planting would be covered under the environmental improvement umbrella.</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

	<p>Include Motor Home parking.</p> <p>Wentworth Street Car Park is under used and is a magnet for anti social behaviour. It's preservation in its current form is misguided</p>	<p>NOTED – parking by motor homes is not precluded by the policy. That said, this is not really a planning matter. Was discussed with RDC who reported that local bye-laws would preclude such use as things stand</p> <p>NOTED – it was clearly apparent from consultation that retention of the site in car parking use (with some improvements) was the most preferred use. NP Policy TC4 if implemented will result in some loss of car parking capacity. Trees/ planting would be covered under the environmental improvement umbrella.</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Policy M2	<p>FME - is supportive of draft policy M2 albeit that there should be some flexibility over the location of any compensatory parking as opportunities arise to deliver improvements in the town centre.</p> <p>Should include a greater permanent seating area immediately outside the Church with only the loss of about 4 spaces and improve safety of pedestrian access to the top side by stopping vehicle access at that point.</p> <p>It would be ideal to have a Market Place for pedestrians and cyclists.</p> <p>Car parking spaces in Malton Market Place are to the detriment of pedestrians and 'cafe culture' eg immediately outside the New Malton / Chapter Two. We need a market place for people, not cars.</p>	<p>NOTED – policy wording allows for the suggested flexibility.</p> <p>NOTED – policy wording does not preclude this suggestion</p> <p>DISAGREE – this point was raised during consultation and it was clearly apparent that keeping the car park as it is was the most preferred use.</p> <p>DISAGREE – this point was raised during consultation and it was clearly apparent that keeping the car</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>

		park as it is was the most preferred use.	
Policy N1	<p>Object. Better to invest in existing retail facilities along Commercial Street rather than creating new retail units with parking that will generate more traffic to the core of Norton. Better to commercial or light industrial NOT retail.</p> <p>Norton is in need of regeneration.</p>	<p>DISAGREE – this is a challenging site and some flexibility on uses will be needed to enable its re-development. The type of retail user is unlikely to compete with those on Commercial Street and complementary uses could improve the viability of the centre</p> <p>AGREE – the policy aims to support regeneration</p>	<p>NO ACTION</p> <p>NO ACTION</p>
Community Actions	<p>FME - On page 56, FME suggest that the list of matters to be addressed would benefit from the addition of:</p> <ul style="list-style-type: none"> • Coach parking (1) • Improved standard of welfare facilities (2) • Improved directional signage (3) <p>In addition, FME suggest that there should be reference within this section of the Neighbourhood Plan to supporting the viability of the Milton Rooms and protecting it as a resource for the town.</p> <p>WCW - We consider that the NP should mention the two quarries in the Plan area that could potentially supply building stone. Brow's Quarry on York Road is a Mineral & Waste Local Plan allocated site but is not operational and has not been used for many years. It is doubtful if it could be operated purely to supply the odd local repair contract for historic buildings in Malton and Norton. The second quarry is at Whitewall which has for several years supplied quantities of stone to</p>	<p>(1) And (2) NOTED – this had been discussed with RDC and deemed not feasible (3) In principle this is accepted but needs to be explored in more detail to examine the specifics, eg what/where with the relevant authorities/agencies</p> <p>AGREE – this referred to under 5.21, it includes an action to 'Secure the future viable use of the Milton Rooms.'</p> <p>NOTED – this can be referred to in the supporting text</p>	<p>(1) (2) NO ACTION</p> <p>(3) ACTION - add to Action Plan</p> <p>NO ACTION</p> <p>ACTION – include reference in para 5.18</p>

	<p>the building stone market through suppliers such as Dring's of Pickering. It is only able to do this because it also supplies stone for local construction and agricultural purposes (which bears the bulk of the costs of quarrying). This too should be mentioned as an important contributor to maintenance of the local heritage fabric.</p> <p>Yes, generally but add reference to the historic trail in addition to an arts trail. Both can be linked to the principle points of arrival (eg railways station) and town centres and encourage visitor and residents to visit the whole of this historically significant area .</p> <p>Nothing further than my previous comments</p> <p>(1) Page numbers referred to are wrong (2) I don't see how removal of traffic bumps and chicanes will help to slow down all types of motor vehicles - some form of horizontal traffic calming is preferred to vertical measures like cushions, tables etc(3) Shuttle bus to and from Eden camp can't be financially feasible(4) Pedestrian finger signs are pointless in such a small town. Malton should promote its market place zone as many people driving through the Town wouldn't know it is there.</p> <p>The initial submission to RDC was adequate.</p> <p>A grade separated junction at Broughton Road and the A64 will never be achievable. New link roads to the west of the town should be achieved through development permissions</p>	<p>AGREE – this suggestion has appeared a number of time suggest adding a comprehensive visitors trail to signpost and inform visitors of the town's heritage and cultural offer</p> <p>NOTED</p> <p>(1)NOTED – it is not clear which page numbers are wrong. (2)NOTED – this is a fair point. A more considered approach is required (3) NOTED - maybe the case at moment but if the idea is a good one and the NP long term (4)NOTED – no evidence has been submitted on financial viability of the services</p> <p>NOTED – there are minor changes which are necessary to reflect the updated policies from the 1st submission</p> <p>NOTED – this is a point of view as is the contention that new link roads could be achieved through development. There is evidence through the Jacobs Transport</p>	<p>ACTION - add to 5.21 a comprehensive visitors trail to signpost and inform visitors of the town's heritage and cultural offer</p> <p>NO ACTION</p> <p>(1) NO ACTION (2) ACTION – amend community action to 'consulting/liaising with local residents on most effective ways to slow down traffic in the specified localities' (3) NO ACTION (4) NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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	<p>There is good evidence that pedestrianised town centres attract footfall simply because they are safer and much more pleasant. Malton seems to have a huge problem with this! Cycle racks in the Market Place were removed and never replaced. Even on market days, pedestrians have to compete with vehicles.</p>	<p>Assessment to test the A64/Broughton Road junction, but no testing has been done of link roads to the west of Malton. Experience from elsewhere is that development on a very large scale would be needed to fund the cost.</p> <p>(1)NOTED – this issue was raised through consultation and feedback was that the availability of short stay car parking was important for businesses and their customers – this would not however preclude some form of pedestrianisation or changes in priorities to favour non car users. (2)policies now encourage/support more cycle parking in Market Place</p>	<p>(1)and(2) - NO ACTION</p>
<p>Habitat Regulations Assessment and Strategic Environment Assessment</p>	<p>RDC - Officers have reviewed the technical reports of the Strategic Environment Assessment (SEA) and the Habitats Regulations assessment (HRA). In relation to the HRA Officers agree with the conclusions that the revisions do not result in changes to the screening assessment, and according the appropriate assessment. Concerning the SEA, Officers note the updated baseline information, which demonstrates a robust approach to the consideration of the evidence base. Officers also note that the policies which have been updated were previously screened out of the SEA/HRA and officers would agree that the proposed changes have not resulted in these revised policies being now capable of being screened into the SEA/HRA assessment.</p> <p>Historic England (HE) - Thank you for consulting Historic England on the second Strategic Environmental Assessment Scoping Report for the Malton and Norton Neighbourhood Plan. We note that our responses and advice contained in our letter of 24th August 2020 have been acted upon, and we do not therefore wish to make further</p>	<p>NOTED</p> <p>NOTED</p>	<p>NO ACTION</p> <p>NO ACTION</p>

	<p>comments. We trust the above advice is clear and look forward to receiving the consultations on the Submission draft of the Malton Neighbourhood Plan, in due course.</p> <p>Natural England (NE) 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. Natural England has considered the above consultation and has no comments to make regarding the updates to the SEA and HRA documents for the Regulation 14 consultation. As no changes have been made to these documents that could impact the advice in our letter dated 20 June 2022 for the Regulation 16 consultation, we have no further comments to make at this stage.</p>	NOTED	NO ACTION
General – pedestrian crossings and routes	<p>(1) I think the following locations would be good for pedestrian crossings: 1) Yorkersgate between Market St and Saville Street - difficult and dangerous road to cross 2) Horsemarket Rd by war memorial - cars go v. fast up this road and it is a route towards train station from west of town 3) Old Maltongate between E. Mount and Greengate - a route people take to get to train station and Norton from Peasey Hills area 4) middle of Castle gate bridge.</p> <p>(2) Would be good to have some bike racks in the centre of town like there used to be. The current ones are not suitable because - 1) if you put your bike there it may be knocked over by a car 2) if you put your bike there you can't lock your frame to it. They are best in places where they are in the open and on clear view. Cycle tourists like to be able to see their bikes from a cafe to ensure they aren't being stolen.</p> <p>Removal of a pedestrian, cycleway and bridleway improvement route from Middlecave Road-Malton Community Sports Centre (via Malton School Grounds) (Policy TM1). I don't agree with this change. It was stated that the school had Safeguarding concerns. I think the idea was</p>	<p>(1)NOTED – safer crossings have featured consistently in feedback. The precise locations and form of crossing will need to be agreed with NYC, but it is proposed to address the issue in the NP</p> <p>(2) AGREE – policy (TM1) would benefit from strengthening in this respect</p> <p>NOTED – this proposal had been removed due to objections raised by Malton School. If there is a feasible route to accommodate this</p>	<p>(1) ACTION - Add new community actions in respect of the 4 crossing locations highlighted</p> <p>(2)ACTION – consider strengthening policy TM1 re secure cycle parking</p> <p>ACTION – add new community action re investigating feasibility with all parties</p>

	miss interpreted in terms of the design and location, which are critical to meeting the opportunity and needs of the school. If it were located at the far end of the east perimeter of the school next to the property boundaries on Middlecave through to Broughton Road it could be achieved with minimal impact to just a small area of staff parking to the rear of the east block and some waste storage bin locations. If the fencing design was sufficiently high and of solid design, any safeguarding concerns should be minimised. The land required should only be about 3 to 4 metres wide.	aspiration which addresses the school concerns then this could be resurrected, but as the feasibility has not been addressed it is not considered it can be included as a policy at this stage.	
General – Layout/Presentation	<p>(1)This form is very difficult to use in conjunction with the complex information on the website. Therefore, I am not sure I have commented on the Green Space designation for High Malton in the correct box. (2)To reiterate, I do not think that High Malton should be designated as a Green Space in the M&N Neighbourhood plan.</p> <p>Updates to the Plan should be readily available online and promoted to ensure residents are aware of changes. By way of an observation, I have found the information on the Malton TC website very confusing and had difficulty actually finding the relevant documents to respond to this consultation: The RDC pages were easier to negotiate.</p>	<p>(1)NOTED – it is acknowledged the digital consultation process can be unwieldy, however the form is very widely used for these purposes, hard copies have been made available and Members/staff at the council have offered support</p> <p>(2)DISAGREE – the arguments in favour of High Malton being designated a LGS are set out in the notes and actions under Policy E1</p> <p>NOTED – updates will be made available on line</p>	<p>NO ACTION</p> <p>NO ACTION</p>
General – New Town & Strategic Road Improvements	Please please make the Braygate to A64 slip road happen as articulated lorries passing our house are dangerous, polluting, noisy, and unnecessary.	NOTED – the plan indicates support for this proposal and provides a policy context for it. Delivery will need to be pursued with the transport authorities – NYC and Highways England	NO ACTION

<p>General</p>	<p>FME - very much welcome being involved in the development of the Plan and would be happy to assist the Neighbourhood Plan group wherever possible. If it is considered beneficial, we would be happy to arrange a meeting to discuss these representations and how FME may assist going forward at a time of the group's convenience.</p> <p>However, FME strongly object to the designation of land at High Malton as Local Green Space for the reasons clearly outlined in these representations. The proposed designation clearly does not meet the requirements in NPPF at paragraph 102 of NPPF and therefore doesn't not meet the basic conditions of a neighbourhood plan.</p> <p>We would be grateful if you could ensure that FME and ELG Planning are informed for any further consultations or opportunities to comment as the Neighbourhood Plan progresses.</p> <p>Support Malton/Norton's traditional industries and quality, small local businesses. We have some fantastic local businesses. There is too much stress on food factories and food festivals. The towns are being over-expanded with housing and new people too quickly. This is destroying any sense of community that incomers are searching for and residents value. Malton/Norton are in danger of becoming urban jungles rather than lovely market towns that area joy to live in.</p> <p>We should preserve and improve what is here already rather than always striving for growth.</p> <p>Changes made to suit the interests of certain Councillors and the where they live.</p> <p>We have an opportunity to be radical and really improve our towns. Let's not mess it up!</p>	<p>NOTED – the response to comments on High Malton are addressed under Policy E1 above.</p> <p>NOTED – these comments summarise individual comments on specific policies and have been responded to individually against the relevant policy</p> <p>DISAGREE – the plan is being made for the whole community and was approved for Reg 14 consultation purposes by both Malton and Norton Town Councils</p> <p>NOTED – although there is no specific comment to respond to</p>	<p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p> <p>NO ACTION</p>
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